Mobility and Transport
Pocket Statistics 2018
The Swiss population spends 90 minutes in transport every day. This includes 8 minutes of waiting and transfer time. Leisure is by far the main trip purpose.

Note: status in 2015, only distances in Switzerland, base = resident population aged 6 or over

Transport is growing faster than the population

Evolution index, 2000=100

Note: base passenger transport = person-km, base goods transport = tonne-km
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### Length of roads and rails
- National highways: 1,840 km (2016)
- Cantonal roads: 17,854 km (2016)
- Railway network: 5,177 km (2015)

### Number of public transport stations and stops
- Railway: 1,735 (2015)

### Number of airports
- National airports: 3 (2016)
- Regional airports: 11 (2016)
- Airfields: 44 (2016)
There are more than 6 million motor vehicles on Swiss roads

4.6 million of these are cars – twice as many as there were in 1980. 65% of households have a bicycle, 7% an e-bike (in 2015).

Passenger cars: Diesel cars have gained ground, but petrol cars still remain in the majority
Cars dominate passenger transport

Shares of means of transport in the person-kilometres covered (by road and rail 2016)

Transport reaches its peak during the week between 5 and 6 pm

Share of the population on the move; in Switzerland
Basel-Stadt and Zug are particularly attractive to commuters

Relative commuter balance of cantons, 2016 (inbound commuters minus outbound commuters, as a % of commuters resident in the canton)

Note: excluding cross-border commuters heading/from abroad

Passenger numbers in air transport continue to increase
Goods transport has almost doubled since 1980

61% of transport performance is by road, 39% by rail.

Domestic transport dominates road transport (63% of tonne-kilometres), and transit trips dominate rail transport (64%).

Since 2001, fewer and fewer lorries have travelled through the Swiss Alps

Number of transalpine trips by heavy goods vehicles

Million

<table>
<thead>
<tr>
<th>Year</th>
<th>San Bernardino</th>
<th>Gotthard tunnel</th>
<th>Simplon</th>
<th>Great St. Bernard</th>
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<td>1981</td>
<td>0.15</td>
<td>0.10</td>
<td>0.00</td>
<td>0.00</td>
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<tr>
<td>1990</td>
<td>0.12</td>
<td>0.89</td>
<td>0.00</td>
<td>0.00</td>
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<td>2000</td>
<td>1.57</td>
<td>1.40</td>
<td>0.00</td>
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<tr>
<td>2010</td>
<td>1.00</td>
<td>1.10</td>
<td>0.00</td>
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<tr>
<td>2017</td>
<td>0.20</td>
<td>0.10</td>
<td>0.00</td>
<td>0.00</td>
</tr>
</tbody>
</table>
The number of deaths in traffic has fallen considerably

Mobility is responsible for a third of energy consumption and CO₂ emissions

Energy consumption by transport, 2016 308 petajoules
Increase since 2000 +2%
Share in the total energy consumption 36%

CO₂ emissions from transport, 2016 15.0 m tonnes
Decrease since 2000 −4%
Share in the total emissions 38%

Persons affected by noise from roads, 2010 21%

Note: CO₂ emissions without international civil aviation; noise from roads during the day, measured against the thresholds of the noise abatement ordinance
In 2014, costs for road and rail transport totalled CHF 86 billion

Transport users do not bear all costs themselves

How the costs are generated...
- Environment and health
- Accidents
- Means of transport
- Infrastructure

...and by whom they're borne
- General public
- Public sector
- Transport companies
- Transport users

Note: road transport without pedestrian traffic and bicycles
Sources: FSO – AREA, GTS, CFT, TP, PEND, PV-L, STATPOP; FSO, ARE – MTMC; FEDRO, FSO – MFZ, SVU; FSO, FOCA – AVIA_LC, AVIA_ZL; FEDRO – Length of Swiss motorway network; FOEN–GIS Noise database of Switzerland sonBase, Greenhouse gas inventory; FOT – New occurrence database; FOT, FEDRO – Transalpine goods transport; SFOE – Overall energy statistics; STSB – Aviation accident statistics

Further information: www.statistics.admin.ch → Look for statistics → 11 – Mobility and transport

Published by: Federal Statistical Office (FSO)
Information: MOBIL Section, tel. +41 58 463 64 68, verkehr@bfs.admin.ch
Editor: MOBIL Section
Series: Swiss Statistics
Topic: 11 Mobility and transport
Original text: German
Translation: FSO language services
Layout: DIAM Section, Prepress/Print
Graphics: DIAM Section, Prepress/Print
Front page: DIAM Section, Prepress/Print
Maps: DIAM Section, ThemaKart
Icons: DIAM Section, Prepress/Print
Printed: in Switzerland
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Print format orders: Federal Statistical Office, CH-2010 Neuchâtel, tel. +41 58 463 60 60, fax +41 58 463 60 61, order@bfs.admin.ch
Price: free of charge
Downloads: www.statistics.admin.ch (free of charge)
FSO number: 839-1800