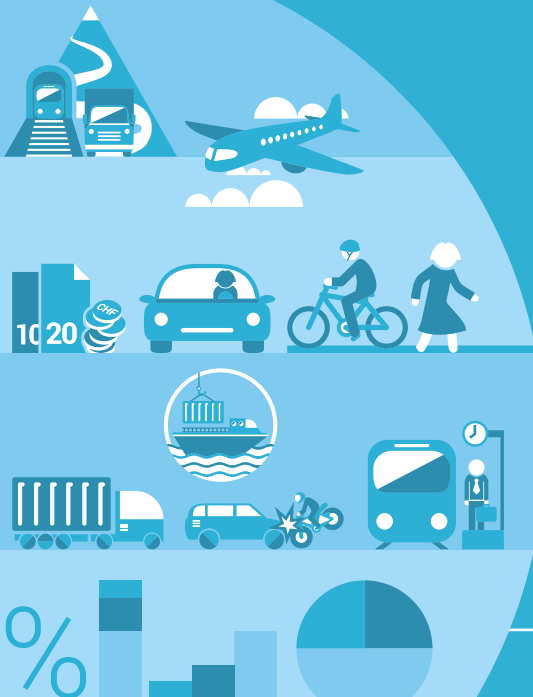


# 2019



11

Mobility and  
transport

Neuchâtel 2019

## Mobility and Transport

Pocket Statistics 2019



Schweizerische Eidgenossenschaft  
Confédération suisse  
Confederazione Svizzera  
Confederaziun svizra

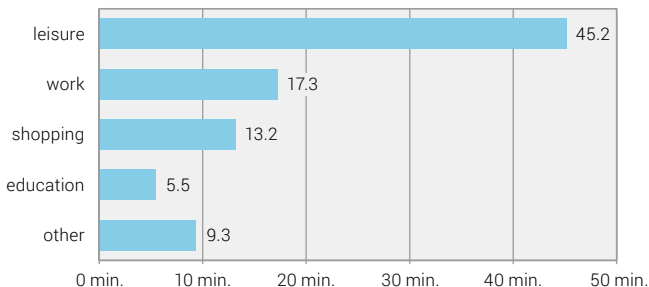
Swiss Confederation

Federal Department of Home Affairs FDHA  
Federal Statistical Office FSO

## The Swiss population spends 90 minutes in transport every day



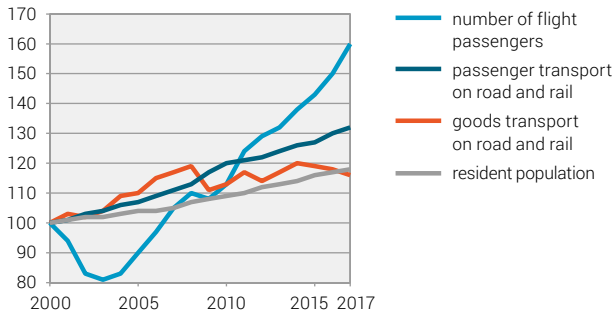
This includes 8 minutes of waiting and transfer time.  
Leisure is by far the main trip purpose.



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

## Passenger transport is growing faster than the population

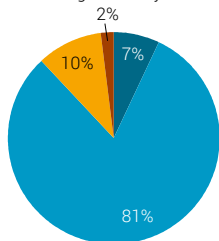
### Evolution index, 2000 = 100



Note: base passenger transport = person-km, base goods transport = tonne-km

# Transport infrastructure covers an area the size of the canton of Thurgau

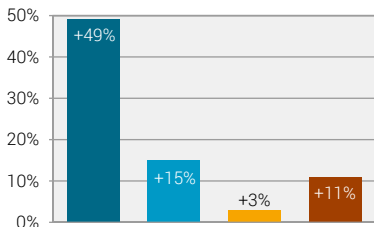
**Transportation area**  
according to survey 2004/09



Total: 952 km<sup>2</sup>

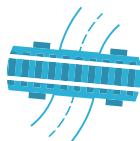


**Increase**  
since survey 1979/85



## Length of roads and rails

National highways	1 855 km	2017
Cantonal roads	17 843 km	2017
Railway network	5 177 km	2015



## Number of public transport stations and stops

Railway	1 735	2015
Bus and tram	21 846	2015



## Number of airports

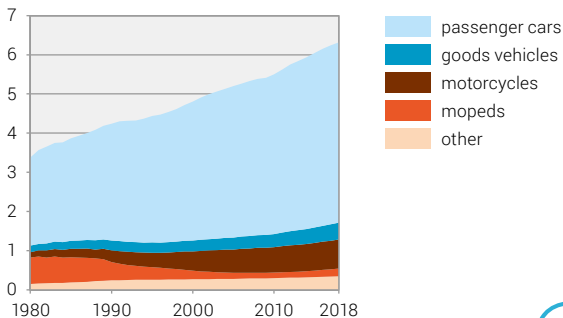
National airports	3	2017
Regional airports	11	2017
Airfields	44	2017



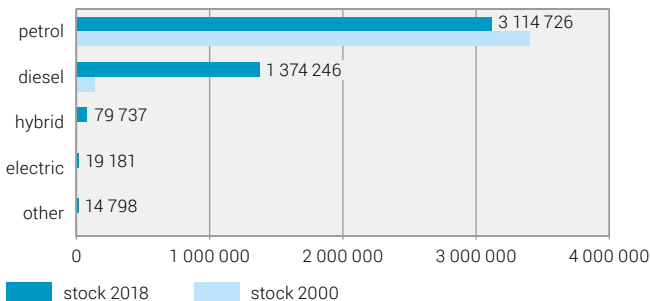
## There are more than 6 million motor vehicles on Swiss roads

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).

Million motor vehicles



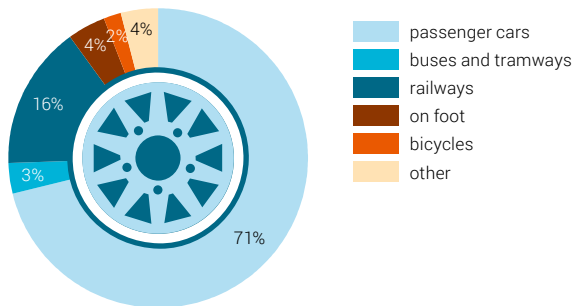
## Passenger cars: Diesel cars have gained ground, but petrol cars still remain in the majority



## Cars dominate passenger transport

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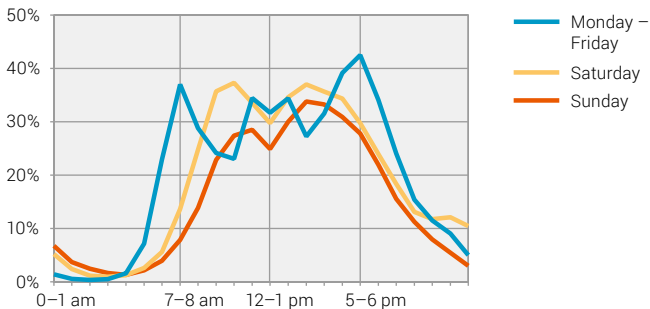
Shares of means of transport in the person-kilometres covered  
(by road and rail, 2017)



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

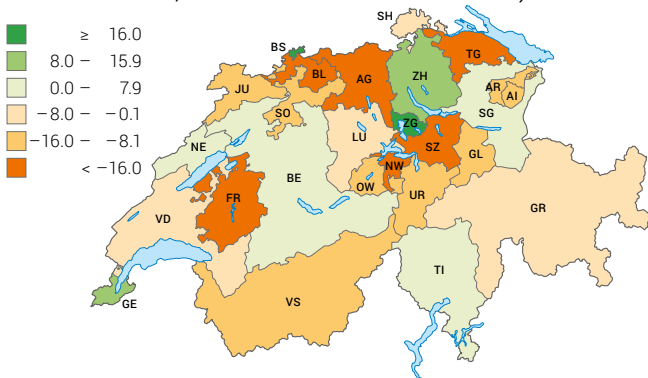
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Share of the population on the move; 2015 (in Switzerland)



## Basel-Stadt and Zug are particularly attractive to commuters

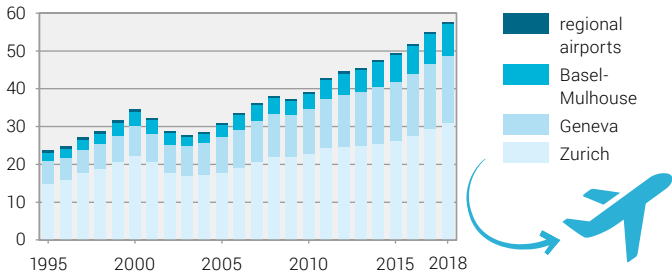
Relative commuter balance of cantons, 2017 (inbound commuters minus outbound commuters, as a % of commuters resident in the canton)



Note: excluding cross-border commuters heading/from abroad

## Passenger numbers in air transport continue to increase

Millions of arriving and departing passengers

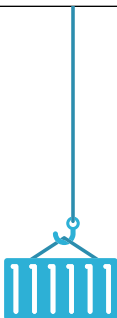
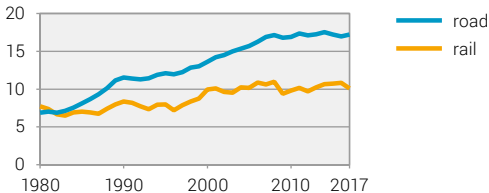


## Goods transport has almost doubled since 1980

63% of transport performance is by road, 37% by rail.

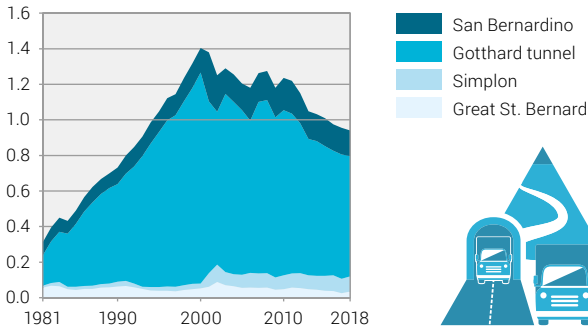
Domestic transport dominates road transport (63% of tonne-kilometres), and transit trips dominate rail transport (63%).

**Billion tonne-kilometres**



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

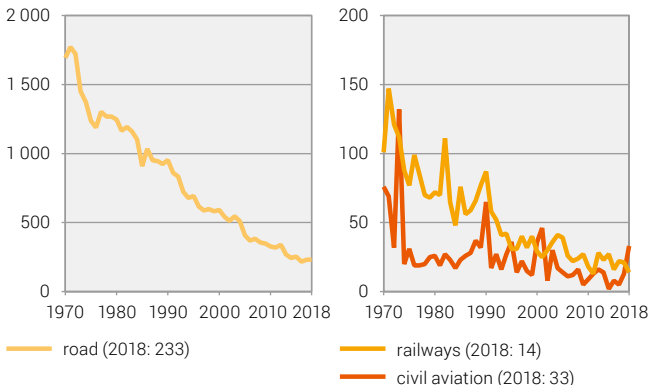
**Number of transalpine trips by heavy goods vehicles**  
**Million**





## The number of deaths in traffic has fallen considerably



### Fatally injured persons



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

<b>Energy consumption by transport, 2017</b>		<b>308 petajoules</b>
Change from 2000		+2%
Share in the total energy consumption		36%
<b>CO2 emissions from transport, 2017</b>		<b>14.8 m tonnes</b>
Change from 2000		-6%
Share in the total emissions		39%
<b>Persons affected by noise from roads, 2015</b>		<b>13%</b>

Note: CO2 emissions without international aviation; noise from roads during the day, measured against the thresholds of the noise abatement ordinance



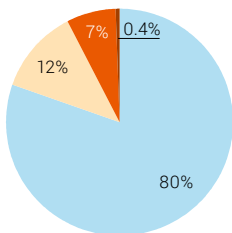


## Transport costs CHF 90 billion

77% of costs are generated by passenger transport, 23% by goods transport.

Between 2010 and 2015, costs increased by 4%.

### Costs of transport, 2015

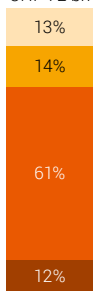


- road transport (CHF 72.0 billion)
- rail transport (CHF 11.0 billion)
- air transport (CHF 6.4 billion)
- inland waterways transport (CHF 0.3 billion)

Note: road transport without pedestrian traffic and bicycles, air transport without general aviation, inland waterways transport without private motor and sailing boats

## Transport users do not bear all costs themselves

CHF 72 bn    CHF 11 bn

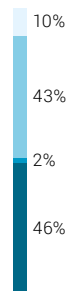
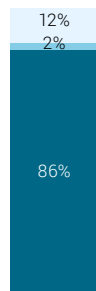


### How the costs are generated...

- environment and health
- accidents
- means of transport
- infrastructure

### ...and by whom they're borne

- general public
- public sector
- transport companies
- transport users



road

rail

road

rail

Note: status in 2015, 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](http://www.statistics.admin.ch) → Look for statistics →  
11 – Mobility and transport

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