

Action area mobility

13 Integration of mobility management

The actors implement structures and processes for regular assessment and effective management of employee mobility in terms of their environmental impact.

Indicator: % of employees for whose business divisions such structures and processes are implemented.

Target: 100% (by 2020).

14 Central information and booking platform

The actors provide a central, web-based information and booking platform that allows easy access to planning and decision-making tools, guidelines and other information on service offers from the mobility sector.

Indicator: % of employees having access at their workplace to a mobility information platform.

Target: 80% (by 2020).

15 Encouragement of mobile-flexible forms of work

The actors enable forms of work that allow employees with suitable job profiles to choose, as freely as possible, their time and place of work (e.g. at home, when travelling, at other company sites). This includes equipping them with the necessary devices (e.g. mobile devices with remote access to the corporate network) and creating the cultural preconditions by picking a central theme in management and staff development.

Indicator: % of employees who regularly use mobile-flexible work forms, out of all workers with a suitable job profile.

Target: 30% (by 2020).

16 Promoting work hubs

The actors provide work hubs at which employees from other sites or other companies and organizations can work temporarily. In addition, they create the cultural preconditions for working at work hubs.

Indicator: % of office locations (> 50 employees) with workstations to which in-house or outside employees from other sites have access.

Target: 100% (by 2020). In addition, reviews are conducted on the extent to which premises can be opened reciprocally within the Confederation: exemplary in energy plan.

17 Promotion of video and web conferencing

The actors' employees have access to video and web conferencing or, as applicable, corporate collaboration solutions, which make personal exchanges possible over great distances.

Indicator: % of employees who regularly use video/web conferencing, out of all employees with a suitable job profile.

Target: 30% of the workforce, 70% of the employees making several international business trips per year (by 2020).

18 Incentives for using public transport (PT)

The actors ensure that employees can be reimbursed through expenses for business travel with PT even if they use season tickets they have paid for themselves, and that the expense regulations do not give them any incentive to use their own car. The use of private cars requires approval from one's superior in keeping with clearly-defined criteria, and is only reimbursed with a cost-covering per-kilometer rate.

Indicator: Expenses reimbursement for using PT, rules for use of private cars, kilometer rate.

Target: Expenses reimbursement of the PT ticket price based on the half-fare railcard, even if self-paid PT season tickets are used, clearly-defined criteria for using private vehicles, km rate for private cars, max. CHF 0.64 per km.

19 Providing or co-financing PT season tickets

The actors encourage the use of PT for business and commuter journeys by providing a half-fare railcard and/or by making a financial contribution to other PT season tickets (zone, point-to-point or network-wide season tickets).

Indicator: minimum contribution to PT season tickets for employees.

Target: all employees are entitled to a half-fare railcard or a corresponding company contribution to a PT season ticket.

20 Criteria for choosing mode of transport

The actors introduce a guideline with clearly-defined travel distances for rail or air travel as well as criteria for using video and web conferencing and corporate collaboration solutions.

Indicator: proportion of air travel over distances that can be covered by train from Basel, Zurich or Geneva in a maximum of five hours.

Target: less than 20% (by 2020).

21 Active parking space management

The actors charge for employee parking spaces at usual market rates and allocate them using clear criteria such as level of service by PT at place of domicile, time difference between using a private car and PT to travel to work, working hours, participation in car sharing agencies and/or energy efficiency of the vehicle. New sites are planned with a minimum number of parking spaces.

Indicator: proportion of parking spaces with clear allocation criteria and usual market rates.

Target: 100% (by 2020).

22 Provision of bicycle parking spaces

The actors provide covered and secure parking spaces for two-wheelers and the associated infrastructure (changing rooms with showers). Minimum requirements are, for example, that the spaces should be covered, be near the entrance or have structures to which the bike frame can be padlocked.

Indicator: % of sites (> 100 employees) with a number of bike parking spaces to match demand, as per minimum requirements.

Target: 100% (by 2020).

23 Provision of bicycles and e-bikes

At larger sites, the actors provide self-rental bikes and e-bikes for mobility between nearby sites (e.g. PubliBike stations, company bicycles).

Indicator: % sites (> 100 employees needing this service) with access to self-rental bikes.

Target: 100% (by 2020).

24 Criteria for procuring energy-efficient vehicles

The actors apply clear energy-efficiency criteria such as the energy label when procuring vehicles. For all new vehicles (incl. delivery vans), the fuel consumption/CO₂ value is weighted as an evaluation criterion with at least 15% in the benefit analysis.

Indicator: % of newly-procured cars with up to a max. of 7 seats in energy efficiency class A, not counting all-wheel-drive vehicles and intervention vehicles such as ambulances.

Target: 100% (by 2020).

25 Eco-Drive training courses for frequent car users

Employees who drive more than 20,000 kilometers a year on business are trained every three years on an Eco-Drive course. In the case of employees who use the company fleet, the employer supports privately-attended Eco-Drive courses with a 30% contribution to costs.

Indicator: % of employees driving more than 20,000 kilometers a year who have attended an Eco-Drive course in the last three years.

Target: 100% (by 2020).

26 Promoting the use of car sharing agencies

The actors provide information on and access to their own or an outside car sharing agency for arranging lifts and to carpools in commuter and business traffic.

Indicator: % of employees who depend on the car to travel to work and who have access at their workplace to a car sharing agency (prerequisite: a sufficiently large number of employees).

Target: 80% (by 2020).

27 Joint use of a company carpool

The number of business vehicles is reduced by inter-departmental use of carpool vehicles. A vehicle management tool is introduced and used regionally. Indicator: average length of time for which company vehicles are used (not counting intervention vehicles such as ambulances).

Target: Vehicles used for < 2 hrs. per day are incorporated into the vehicle pool.

28 Provision of charging stations for electric vehicles

Parking spaces at larger sites are equipped with charging facilities for ordinary electric vehicles, for example electric cars, electric scooters and e-bikes. In new buildings, plans must ensure the subsequent installation of charging stations for electric vehicles. Indicator: % of sites (> 500 employees) with charging facilities for electric vehicles.

Target: 100% (by 2020).