

SCHLUSSBERICHT

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# Staukosten Schweiz 2015

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von Mario Keller



Schweizerische Eidgenossenschaft  
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## **IMPRESSUM**

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## Summary

The latest study from the Federal Office for Spatial Development ARE on the external costs and benefits of transport contains updated calculations of the impact on the environment, accidents and health of all modes of transport for the 2010 to 2015 period (Infras/Ecoplan, 2018). This report factors in the share of the environmental, climate and accident-related costs accounted for by congestion, but does not reflect the cost of *time* spent stuck in congestion. The new study updates the costs of congestion for the 2015–2017 period, setting out the total costs of that congestion, as well as the proportion caused by heavy vehicle traffic, calculated as per the method prescribed by the Federal Supreme Court. It also determines the proportion of the impact on the environment, climate, energy and accidents caused by congestion in 2015. Adding up latter costs and traffic delay costs results in aggregate costs of congestion. Methodologically, the report draws heavily on the most recent study into the cost of congestion conducted by the ARE in 2016. It reports the costs of time spent in congested traffic until 2014, as well as the impact of congestion on the environment, climate, energy, and accidents, for 2010. This latest update applies the revised methodology used in the most recent Infras/Ecoplan study from 2018.

Table Z-1 shows the findings for overall traffic delay costs, as well as that portion caused by heavy vehicles, which account for more than a third of the total. Table Z-2 and Figure Z-3 show the total congestion-related costs for 2015 and 2010. Aggregate costs increased by around 7 % between 2010 and 2015. Short of 70 % of the total of around CHF 1.9 billion in 2015 was caused by traffic delays, which increased by approximately 14 % compared with 2010. Congestion-related accident costs (of around CHF 450 million) account for a significant proportion of almost 24 % (2015), although the figure fell slightly compared with 2010. The proportion of congestion-related environmental and climate-related costs was relatively modest (less than 3 %) in both reference years and the proportion of congestion-related energy costs was around 5 %.

**Table Z-1: Updated traffic delay costs in CHF million per year, 2010–2017**

	Traffic delay costs, total (CHF m)	% / prev. year	Traffic delay costs caused by heavy vehicles (CHF m)	% / prev. year	Traffic delay costs caused by heavy vehicles (% of total)
2010	1,137		378		33 %
2011	1,170	+2.9 %	391	+3.5 %	33 %
2012	1,216	+4.0 %	411	+4.9 %	34 %
2013	1,191	-2.0 %	398	-3.0 %	33 %
2014	1,245	+4.5 %	421	+5.7 %	34 %
2015	1,293	+3.9 %	444	+5.4 %	34 %
2016	1,347	+4.1 %	466	+5.0 %	35 %
2017	1,420	+5.4 %	496	+6.4 %	35 %

Sources: Figures for 2010–2014 from 2016 ARE congestion study, figures for 2015–2017 from current study.

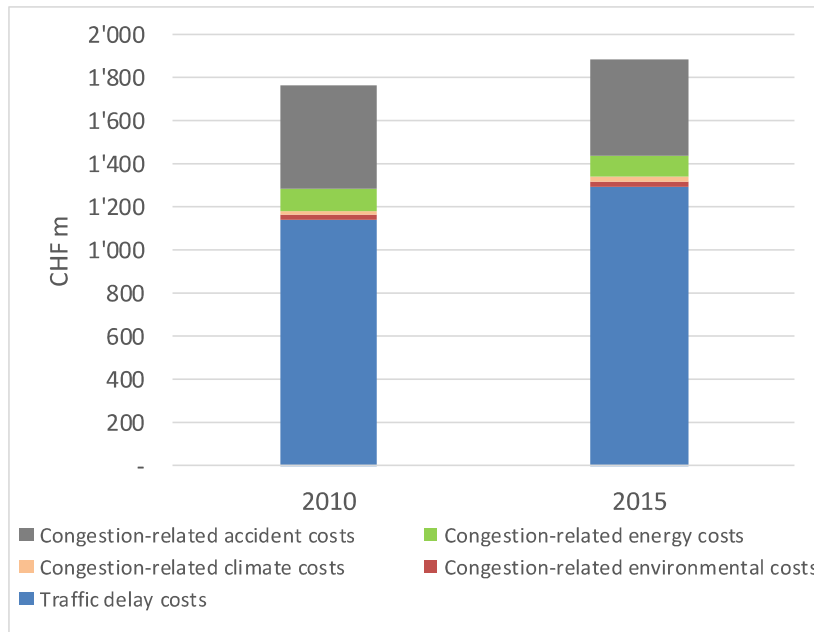
**Table Z-2: Aggregate congestion-related costs for 2010 and 2015 in CHF m per year**

	<b>2010 CHF m</b>	<b>2015 CHF m</b>	<b>% 2010</b>	<b>% 2015</b>	<b>Change 2015 vs. 2010</b>
Traffic delay costs	1'137	1'293	64.4 %	68.5 %	+13.8 %
Congestion-related environmental costs	26	27	1.5%	1.4 %	+2.9 %
Congestion-related climate costs	15	17	0.9 %	0.9 %	+11.7 %
Congestion-related energy costs	109	101	6.2 %	5.3 %	-7.8 %
Congestion-related accident costs	479	449	27.1 %	23.8 %	-6.1 %
<b>Aggregate congestion-related costs</b>	<b>1'766</b>	<b>1'887</b>	100.0 %	100.0 %	+6.9 %

Sources:

Traffic delay costs in 2010 from 2016 ARE congestion study, figures for 2015 from current study.

Environmental, climate, energy, and accident-related costs for 2010 and 2015 based on the updated methodology applied by Infrac/Ecoplan (2018).

**Figure Z-3: Aggregate congestion-related costs for 2010 and 2015 in CHF m per year**

Sources:

Traffic delay costs in 2010 from 2016 ARE congestion study, figures for 2015 from current study.

Environmental, climate, energy, and accident-related costs for 2010 and 2015 based on the updated methodology applied by Infrac/Ecoplan (2018).