

## Holidays to Switzerland Travel Podcast Episode 38 Transcript

### - Sustainable travel in Switzerland by train, bus and boat

[00:00:00] **Carolyn:** Hello Andy. Thank you for coming on the show again.

[00:00:05] **Andy:** Hello. Good morning.

[00:00:08] **Carolyn:** Now you've been a regular guest on the podcast, but for those people who are tuning in for the first time, can you tell us a bit about yourself and your role at the Swiss Travel System please?

[00:00:21] **Andy:** Yes, with pleasure. Well, myself, I'm Andy and I have been working for the Swiss Travel System for eight years now with this company, but I have been with the railways for more than 28 years. So I'm, I'm really the train guy. And, um, my role with, um, Swiss Travel System is that I am the market manager for the overseas market and that includes Australia of course.

[00:00:51] **Carolyn:** Wonderful. So, you know, a fair bit about trains.

[00:00:55] **Andy:** Well, they say so. Yeah.

[00:00:58] **Carolyn:** Well, that's good. Now, we have chatted about the Swiss travel system on previous episodes of the podcast, but it would be great if you could give us a bit of a refresher on the public transport network and why it is so good.

[00:01:13] **Andy:** Well, yes. Um, keeping in mind that I mentioned Switzerland with just about 41,000 square kilometers, um, just remember Australia has more than 7.7 million square kilometers, uh, and, well the measures of Switzerland from west to east are just 350 kilometers.

[00:01:36] And from north to south 220, but we are having more than 30,000 kilometers of rail road and waterways. And, um, that's quite an impressive figure, I'd say. And, um, so the public transport network is extremely dense and, that's the reason why more than 6.6 million people are traveling by train bus or boat every day.

[00:02:06] And that's out of, um, out of the population of 8.6 million. So you see almost every person is traveling on a daily basis by public transport. And

that makes a, an average Swiss citizen, uh, travel about 2,500 kilometers per year.

[00:02:28] **Carolyn:** That's a great effort. And I think you mentioned in one of our previous episodes, that there's kind of a general rule that wherever you want to go in Switzerland, you should be able to reach there by public transport.

[00:02:43] **Andy:** Well, I think there is not a rule about, um, it is actually possible. I was living without a car for, let's say about 40 years of my life. Um, um, we just bought a car like five years ago and, it's absolutely possible. Yeah, of course you can't live somewhere up in the mountains in a very remote valley, but if you live it live in the, in the cities or the suburbs, um, yeah, you can technically get almost everywhere by public transport.

[00:03:14] **Carolyn:** Okay. And the, the network you mentioned includes trains and buses and boats. And it's all like the timetables are just all sort of set to, streamline so smoothly together, aren't they?

[00:03:29] **Andy:** Yes, it's correct. In Switzerland, we have a thing called the regular interval timetable, that was introduced, um, almost 40 years ago.

[00:03:38] and uh, in fact it means there is a train every hour on each line in each direction. And that's just, uh, the minimal service. So, um, when a train is leaving from Zurich airport to Geneva at eight 18, uh, the next one would be at nine 18, and at 10:18, et cetera. And that applies for trains and um, and buses and the city transportation.

[00:04:06] And, uh, well, not for the boats, they are not running that frequently most of the time, but yeah, that's a regular interval timetable.

[00:04:13] **Carolyn:** Mm. Yeah. Wonderful. So wherever you want to go and whichever means of transport, you need to connect to, there'll be something there, you won't have to wait, too long for the next connection.

[00:04:25] **Andy:** Absolutely. And in case you miss the connection, um, which doesn't happen that often, um, you will have the next train, let's say 30 minutes or latest one hour later. That's how it works. Yeah. It's all synchronized. It's all running like clockwork and, um, it's a process of about 30 years to get the actual timetable.

[00:04:50] So, um, now the, the experts are working on the, let's say 2050 timetables, something like that.

[00:04:58] **Carolyn:** Wow! That's amazing. So we're benefiting today from the work that they did 30 years ago, planning, planning these timetables.

[00:05:06] **Both:** Yeah, it's crazy.

[00:05:07] **Carolyn:** Now just one other question for you while we're talking about the Swiss Travel System.

[00:05:11] A question that I get asked frequently is do you need to book tickets for the trains in Switzerland?

[00:05:20] **Andy:** Yeah, that's a very important question. And, um, we are kind of an exception, especially in Europe. In most of our neighboring countries, um, you'll have to book seats, especially on the long distance trains, not in Switzerland.

[00:05:36] Since we have trains on the main lines, like every 30 minutes, it's not necessary to make a seat reservation and, uh, we have very high capacities. That's another reason why. So try to avoid rush hour and you are just fine.

[00:05:52] **Carolyn:** Wonderful. Now, while we're speaking, uh, about tickets, I'd like to chat about the Swiss Travel Pass, which we have also covered, uh, in another episode, but for those listeners who aren't familiar with the Swiss Travel Pass, can you explain more about it and also perhaps tell us what is new for 2022 and what, what might have changed from previous years?.

[00:06:19] **Andy:** Yeah, well, to keep it very simple. The Swiss travel pass is the all-in-one ticket for Switzerland for the Swiss public transport. So with one ticket, you have access to almost all public transport, there are a few exceptions, but these are normally minor connections. Um, more than 250 transportation companies are covered with the Swiss Travel Pass here in Switzerland. So, um, basically you do like the hop on and hop off thing you normally do for a city tours. Right. But you can do it in the whole country with various means of transports and on many public transport companies.

[00:07:02] **Carolyn:** Um, okay. And so what sort of choices do people have when it comes to the Swiss Travel Pass? Is it available in for different durations?

[00:07:11] **Andy:** Yes. You have a choice, um, between 3, 4, 6, 8 or 15 days, and you have the choice between a consecutive pass or a flex pass. And of course in Switzerland, we provide first and second class. First class is more comfortable, um, you have more leg room. It's normally quieter. It's not that crowded,. Um, but don't expect any special services on first class, like on an airplane and, um, yeah, that's the choices you have.

[00:07:48] So you can choose between classes, but also between durations of the Pass.

[00:07:55] **Carolyn:** And there's a few additional benefits as well, isn't there, aside from the actual transport itself? What else do we get included with the Swiss Travel Pass?

[00:08:07] **Andy:** Yeah, there is a reason why we are not calling it the Swiss Rail Pass. We call it the Swiss Travel Pass because they are also more than 500 museums included. Um, that's a huge variety of museums. There are some of the top museums are, are part of it. Um, let's call it the art museums with uh, world famous painters, for example. Um, but you also have a lot of historic buildings which are considered to be museums. You can visit the Swiss Museum of Transport at half price, for example, which is one of the most visited museums. You can, um, visit the Matterhorn Museum in Zermatt, which is a very small, cozy, nice local museum.

[00:08:58] You can visit the Red Cross Museum in Geneva, the Olympic Museum in Lausanne, um, or even the Glacier Garden in Lucerne, which is more or less an outdoor park. So, the Swiss museums are not just the boring and dusty stuff. Um, they are very interactive and the good thing is you quit, you know, you save quite a lot of money, um, with the Swiss Travel Pass, getting free entrance to those museums.

[00:09:26] But on top of the museums, you can also access to the mountain top excursions. Some of them are free of charge, at the moment it's five. And, um, to most others, you get up to 50% reduction and again, that's quite a saving. You can easily, get lunch on top of the mountain, in the restaurant with the money you save for getting up there.

[00:09:50] And, um, when I think your listeners know that there are quite a number of mountain peaks in Switzerland, you can get access to.

[00:10:00] **Carolyn:** For sure. Yep. And some of the really, um, well, there's some great ones that are included for free, which is fantastic.

[00:10:07] And what about if people are traveling with their children and mum and dad have bought the, the Swiss Travel Pass, do they have to pay for their children that are coming along with them?

[00:10:20] **Andy:** No. Although we know that Switzerland is not a cheap country, it's quite expensive to live here, to travel here, but children after the age of 16 travel free of charge without parents. And I'd say that that's a nice benefit and makes traveling, well, it makes at least holidays in Switzerland a little bit more affordable.

[00:10:40] **Carolyn:** Excellent. Now there have been a few changes to the Swiss Travel pass for 2022 so could you tell us what they are please?

[00:10:51] **Andy:** Yeah, with pleasure because it's very good news. You wouldn't believe, but we have dropped the prices for 2022. I think this is the first time in history of Swiss Travel System, that the prices of the Swiss Travel Pass are lower than last year.

[00:11:08] Um, it's not for all the passes. It's not for the whole, how to say, for the whole product range, but the eight day pass and the 15 day pass. Um, well, uh, quite a lot. Quite cheaper. For example, I think the 15 day pass is about 15% cheaper than last year and I'm well, that's a nice number. And, um, as I mentioned before, we have, 3, 4, 6, 8 and 15 days, and the six day pass has only been in, um, introduced this year.

[00:11:43] **Carolyn:** Okay. So yeah, that, if people don't quite want the whole eight day pass there's, there's a six day one that, um, that might suit.

[00:11:52] **Andy:** Yes exactly. That comes in pretty handy and that there is another minor change. There has been an adaption of the age limit for the youth pass. It used to be 26 years, um, up to 26 years available, but now it's only 25. So it has been changed to the international standard.

[00:12:17] **Carolyn:** Well, I'm sure anyone who's planning to visit this year and thinking about buying their Swiss Travel Pass, they'll be very happy to know that some of the prices have, have been reduced, which is excellent news.

[00:12:31] Now, lots of visitors that come to Switzerland arrive from neighboring countries, uh, and we possibly, automatically think that they would have to fly into Switzerland, but they can actually travel by train. So can you tell us about some of the rail services that are available from the neighboring countries?

[00:12:52] **Andy:** Yes. Um, remember that Switzerland is in the heart of Western Europe and, uh, we are surrounded by actually five neighboring countries. They are four of which are very well known that that's, um, France, Germany, Austria, and Italy, and the fifth is the Principality of Liechtenstein, which is a very small country.

[00:13:14] And, uh, as you said, um, first thought most of the time is flying into Switzerland from the neighboring country. But in many cases, this is not the fastest, not the most comfortable way to get into Switzerland. Um, best example are the high speed connections from Paris to Switzerland. You take the train from Paris Lyon station and, uh, four hours later, you arrive to Zurich main station. And in fact, that's faster than flying because, um, you are leaving from the city center and you arrive right into the city center. Uh, you don't have to do a check-in procedure like you do for the flight at the airport. Um, Since the railway station is in the center of town. No need to transfer to the railway station. So that means, um, you get there like two, three minutes before departure and, you take your luggage with you. Um, That's that's a good thing. Yes. Um, they once, yeah, they once made the competition. One person was traveling from Zurich city center to Paris by plane and the other by train. Guess what? The one by train was faster. Yes.

[00:14:44] And there are various other cities connected to Paris by high speed TGV train. It takes three hours from Paris, uh, from Basel, Geneva, and Lausanne to Paris. And, um, for example, there are like six connections per day to Zurich, eight connections, um, from Geneva to Paris, so it's very easy to combine France with Switzerland.

[00:15:11] **Carolyn:** Yeah. And again, really regular services, which is great.

[00:15:15] **Andy:** Yes. And very comfortable seating and comfortable traveling. Yes.

[00:15:20] **Carolyn:** Good. And what about from say Germany?

[00:15:23] **Andy:** Germany? Yes. There was another high-speed train coming from Germany into Switzerland though.

[00:15:32] Okay. It's a matter of fact, as soon as these high-speed trains enter Switzerland, they are not that high speed anymore. There are just too many obstacles in Switzerland. Um, but the ICE, the Intercity Express train is connecting various German cities with Switzerland. Uh, for example, Berlin and Hamburg, um, with the high speed train, um, it takes eight hours from Hamburg to Zurich for example, or 10 hours from Berlin to Interlaken Ost, but it's a direct high speed train, um, very comfortable seating and, uh, yeah, it's a very nice alternative to the flights.

[00:16:13] There are also various Eurocity connections. So this is a spot, a slower train category between Koln, Stuttgart and Munich, and especially Munich. The connection has become much faster this year. It used to be, um, a train line without electricity. So there were diesel engines pulling the trains, um, on the German territory, but now it has been electrified as we call it.

[00:16:44] So now they are the newer, um, international train sets can travel straight from Zurich all the way to, Munich and that reduces traveling time from four hours to three hours and 30 minutes. So, um, yeah, that's an option.

[00:17:05] **Carolyn:** Hmm. And what about for, uh, visitors coming from Italy?

[00:17:10] **Andy:** Um, there's one thing I forgot to mention, sorry, and that's the overnight trains because I'm personally a big fan of overnight trains. The overnight trains almost disappeared in the past few years, um, how to say the competition by low cost carriers was just too high. I mean, you could fly for, let's call it, um, \$29 to Paris or to Amsterdam or whatever.

[00:17:42] And, um, so, it was just too cheap, but now many more people, um, sustainability is a very important thing nowadays. And, um, we kind of see the reincarnation of the overnight train and, uh, there are new connections introduced now. But the ones to Hamburg and Berlin from Zurich, um, they have been in place for quite a while already.

[00:18:09] So you enter the night train in the evening, you leave Zurich in the evening and the next morning you arrive to Hamburg, you had a comfortable night's sleep and, um, you save accommodation costs.

[00:18:25] **Carolyn:** Do they all have sleeper compartments or are, uh, some of them just regular train seats?

[00:18:32] **Andy:** No, the good thing is you can choose actually what kind of category you would like to have and how much you want to spend on your trip by night.

[00:18:40] On most trains you can start with simple seat. Um, so I try to spend a little bit more and can, be, for being able to lie down for sleeping. Uh, you can next level would be like a couchette as we call it. That's for up to six people in a compartment, or you can even have a sleeper compartment for yourself two or four people sharing the sleeper. Um, that, that that's, that's a real bed, right? It's not just a bunk. Um, Couchette, that's more like bunk, bunk sleeping, but, in the sleeper compartment, you have, you have a real bed.

[00:19:23] So you have the choice, yes.

[00:19:27] **Carolyn:** Okay. So what were the connections, uh, from Italy?

[00:19:32] **Andy:** From Italy, um, we have, um, quite a few trains going to Italy.

[00:19:40] There is, um, connections like every two hours from Zurich to Milan. Milan is kind of the hub for Italy arriving from Switzerland. Um, you have trains from the Western part of Switzerland from Geneva, Lausanne, but also from Basel and Zurich going into Milan. And then from Milan, you have connections to all other major cities in Switzerland and those trains between Zurich and Milan are running on a regular base. Um, they are all crossing the Alps, of course. Um, that's kind of an actual natural barrier. Um, but a few years ago, a very long tunnel has been opened, um, crossing the Alps or going under the Alps. Um, that's the Gotthard Base Tunnel with 57 kilometers of lengths.

[00:20:35] Um, uh, thanks to this tunnel, traveling time has been reduced by, yeah, we can call it hours. So you can reach Milan in just about three hours from Zurich and that's, that's really fast. And, uh, there is no overnight connections to Italy anymore. There used to be in the past, um, but it has all

been canceled, but there are high speed trains in Italy, making every other major Italian city reachable from Milan in a few hours.

[00:21:09] **Carolyn:** Okay. And what about Austria? Obviously, it's the closest cities, I guess like Salzburg and Innsbruck, you can reach them quite quickly. But what about the cities that are a bit further away like Vienna?

[00:21:25] **Andy:** The good thing is the direct trains, um, there is a train like almost every two hours between Zurich and Vienna and the train is called Railjet. So it's also a rather fast train, going up to 200 kilometers per hour. Though again, you are traveling through the Alps to Vienna, so it probably cannot reach such kind of high speeds quite often, but it's a very comfortable train, a very modern train and, um, takes eight hours from Zurich to Vienna. Um, the same train is stopping on the way in famous places like Innsbruck, Salzburg or Linz.

[00:22:06] **Carolyn:** And that's a daytime service?

[00:22:08] **Andy:** That's a daytime service and, um, here you see another, um, advantage, between now taking a train and flying because when you travel by train, you have all these sceneries, right. And traveling from Zurich to Vienna, as I mentioned, you're traveling through the Alps. So you have beautiful sceneries along the way. Of course, taking a flight from Zurich to Vienna is faster and nobody can deny that. But, um, you don't well you miss all those sceneries, right. Exactly and call it traveling by style, taking a train. Yeah. Um, but for the ones who are not very keen on these sceneries, they can take the overnight connections. We have, um, we have a train called the Nightjet, connecting Zurich with Vienna, and again, you leave Zurich in the late evening, and then you arrive to Vienna in the morning and, uh, for me traveling on a night train, that's also kind of traveling in style.

[00:23:21] You have your nightcap before you go to sleep. Um, maybe a small bottle of champagne or a bigger one. I don't know. Yeah, exactly. And then in the morning, after you wake up, you have a breakfast in your compartments served so, um, yeah, it's, it's a nice way to reach a new city. Yeah, traveling in style, but there is not only, um, there is not only Vienna, there is also Graz, uh, available by train.

[00:23:56] And, um, this train going to overnight is also connecting to Ljubljana and Zagreb. So, um, you can travel as far as target being Croatia by night train. And, that's a very nice way to travel there. Also Budapest and Prague are

reachable by night train and, uh, yeah, I mean, I highly recommend for the ones who are traveling, um, between those cities in Europe, try those night trains, it's really a special kind of experience and sleeping on a train, I like it. I like it very much. Yeah.

[00:24:37] **Carolyn:** I think there's also another new overnight service from Amsterdam to Zurich, that I recently read about how long does that journey take and, and is that a daily service?

[00:24:51] **Andy:** Yes. Um, as I said, um, overnight trains are in fashion again, and, the Swiss railways in partnership with our neighboring, um, with the railway companies of the neighboring countries are reintroducing night train connections now on a regular basis, there will be more coming. And the first one of those is now Amsterdam, Zurich, Amsterdam. And, um, you are leaving Zurich. Um, just about 10 o'clock in the evening. And you reach Amsterdam next morning nine o'clock. Yeah though, um, I have to admit that this is not pure traveling. Um, to make it more comfortable for the passengers so that they can sleep a little bit longer. , they put the train aside in the middle of the nights. Um, so just, they're actually kind of making the whole trip a little bit longer to have a comfortable, comfortable night's sleep.

[00:25:49] **Carolyn:** Yes. Yeah, and not arrive in the very early hours of the morning.

[00:25:52] **Andy:** Like six o'clock in the morning. Yeah, right.. But again, this is a very comfortable and modern train, brand new rolling stock, um, state of the arts. And, uh, again, you can have your night cap in the evening and you get your breakfast served in your compartments in the morning. And, uh, well, it just started in December and it's now running on a daily basis.

[00:26:15] **Carolyn:** Okay. Oh, that's great. So it's interesting that, that you mentioned there that the night trains are becoming more fashionable again and partly or possibly mainly because of the sustainability, uh, issue.

[00:26:30] So, I think one of the things that's interesting is that train travel is known as the most sustainable form of travel. And that typically a train ride produces 27 times less CO2 than a comparable car journey. So it's great for the environment as well as the fact that we get that, you know, such a comfortable trip and sustainability, I know is something that the Swiss take very seriously.

[00:27:01] Can you give us some examples of sustainable travel in Switzerland?

[00:27:06] **Andy:** Yeah, well, we are a small country, but, uh, trying to get, to make a huge effort in sustainable traveling. And, uh, the environment is very important for us. That's correct. And since we have such a great public transport network, we really make use of it.

[00:27:23] And I can give you an example. Um, for example, there is no passenger train in Switzerland running on diesel. Um, so the whole public transport network is electrified and, um, that's one reason why it's, so environmentally friendly traveling by public transport in Switzerland, and to top it off, it's all hydropower which is used for these trains. Well, not all, but most of it, there is still a little bit of nuclear power involved. But there are no coal power plants in Switzerland, for example. Um, so it's really, let's call it the CO2. Um, we are, which is produced by, um, by these power plants is really, really low.

[00:28:12] **Carolyn:** Yeah.

[00:28:12] And I guess you've got so much, um, so many lakes in Switzerland that it'd be silly not to take advantage of the hydrogen.

[00:28:20] **Andy:** Yeah, absolutely. There, how to say, water, that's one thing we have plenty of in Switzerland, right? So that's, we don't have any other natural resources like iron ore or oil or whatever, but we have lots of water, um, water coming down from the mountains of course, um, um, mainly from snow in winter melting in spring and summer. Uh, but also rivers, which are going through Switzerland are used for producing hydro energy. And, um, one good example is the Rhaetian Railway. Uh, that's the railway company operating, operating the Bernina Express. Um, all energy use for the trains is produced by how in hydro, hydro power plants. So it's really 100% sustainable. Yes. Um, and, uh, I mean, here in Switzerland, there are countless artificial lakes in the mountains for producing energy. They are huge dams. Um, uh, but we also have quite a lot of, uh, pump storage, hydro electric power plants, so that we can break the peaks.

[00:29:29] Right. So during the day, um, when a lot of energy is consumed, um, also through, by the industry, of course, um, how to say the water is pumped or the water is used, for producing this electricity and at nights, um, when the peak is not that high anymore, they use that the cheap electricity like, um, the cheaper

electricity for pumping the water up again into the artificial lake. And that's kind of a huge battery, which can be used to, uh, to break the peaks. Right.

[00:30:10] Yeah. And, uh, there are many other examples in, in Switzerland's about, uh, an environmentally friendly, um, transportation. There is a nice example. For example, Stanserhorn, that's one of the mountain peaks, which are included in the Swiss Travel Pass, uh, they use solar power for operating the cable car going up. So they have these huge solar panels on the roof of the station buildings. And, um, that's sufficient for operating the cable car. Yeah. And, uh, I could give you some other examples.

[00:30:53] **Carolyn:** So I think there's quite an interesting bus service near Interlaken.

[00:30:58] **Andy:** Yes, absolutely. Um, Interlaken is operating an E post bus. So, uh, um, in, in quite many cities and agglomerations, you already find the hybrid buses, you wouldn't believe, but it exists. It's not only the hybrid car, but also hybrid buses and, uh, but in Interlaken, um, it's, uh, it's running entirely by, electricity and, uh, these, um, batteries are then recharged by hydro-power. So um 100% green energy, right.

[00:31:33] **Carolyn:** It's great. And what about the power that's used for the Fribourg Funi? This is something quite unique.

[00:31:42] **Andy:** Yeah. That's, that's quite unique. I'm actually, the system is very old. That's how they were operating the very early cable cars. So the Funi is, is a cable car. It's a cable car connecting the upper part of Fribourg with the lower part of Fribourg, um, one of the bigger cities in Switzerland. And they still use water, um, to operate this cable car.. Not just any water, it's actually filtered wastewater they are using. So, um, they fill a water tank in this cabin in in of the upper gondola. They, they fill a water tank there and this is then dragging. Um, this, this, uh, cable car down, the cabin down, um, then once it is down, the counterpart has been pulled up, of course. Right. And, um, once the cabin has reached the lower station, the water is, is released, and this is going back into the sewerage. Right. That's how it works.

[00:32:55] **Carolyn:** Is there a smell or not?

[00:32:56] **Andy:** No.

[00:33:00] **Carolyn:** It's Switzerland, of course not. It's all pristine!

[00:33:04] Well, not all.

[00:33:08] **Carolyn:** 99%,

[00:33:10] **Andy:** you wouldn't realize, you wouldn't realize anything. So this is really insider knowledge, right?

[00:33:17] **Carolyn:** Maybe I shouldn't have said that, sorry!

[00:33:21] **Andy:** You should check it out, you should check it out next time and get proof.

[00:33:27] **Carolyn:** That's it.

[00:33:27] **Carolyn:** All right. And I think there might also be quite a new, uh, boat that's run by renewable energy..

[00:33:35] **Andy:** Yeah, it's the called the MS Diamant, Diamant, MS Diamant, Diamant uh, in German, which is running on Lake Lucerne. Um, the, this is the first climate neutral, really regular service boats. And, um, it's a hybrid. So they are not only hybrid cars and hybrid buses. They're also hybrid, but what's obviously, and that top it off. It's a beautiful boat. It's really beautiful. It's brand new.

[00:34:06] I think it was introduced like two years ago just before the pandemic and it's a beautiful boat and, uh, and so you can travel, you can have a nice boat trip on a warm sunny summer day in Switzerland and enjoy a nice glass of cool Swiss wine on the upper deck, knowing that the boat is traveling green,

[00:34:39] **Carolyn:** The perfect day in Paradise!,

[00:34:42] **Andy:** More or less.

[00:34:47] There are quite a few examples of, uh, environmentally-friendly traveling here in Switzerland. And, uh, um, I could go on for hours. I think it's enough for the moment.

[00:35:00] **Carolyn:** That's wonderful. Thank you very much for giving us an update on what's happening for 2022 and also for letting us know how we can travel and look after the planet when we're visiting Switzerland.

[00:35:16] **Andy:** It's a great pleasure.

[00:35:18] **Carolyn:** Thank you. We'll definitely have you back on the show in the not too distant future, so thank you very much for joining us and we'll see you next.

[00:35:27] **Andy:** Thank you very much, Carolyn. And, uh, have a wonderful day. Thank you.