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INFRASTRUCTURE BOTTLENECKS

Transmitted by the Government of Switzerland

1. Lists of bottlenecks

1.1 Rail infrastructure

As part of the second stage of the Rail 2000 project, analyses have been made of expected developments in traffic. They show that bottlenecks must be eliminated in the following regions as a matter of priority:

- Geneva - Lausanne
- Olten - Heitersberg
- Zurich Airport - Winterthur
- Zurich, Bern, Lausanne and Geneva junctions
- Basel - Olten
- Bussigny - Daillens
- Several single-track sections, such as: Ligerz - Twann, Bulach - Schaffhouse, Luzern - Thalwil.

1.2 Road infrastructure

A sectoral road plan¹ was drawn up in 2002. This is an instrument for the comprehensive planning and coordination of road traffic-related activities in the Confederation. The document contains a list of existing and foreseeable functional problems (to the horizon 2020) on the motorway and semi-motorway network, taking into account problems relating to safety, traffic saturation and the environment.

The map of the sectors of foreseeable functional problems can be found in annex I to this document. In addition, chapter V of Part IV of the sectoral road plan contains more detailed explanations of the methodology selected for drawing up the list of weak points.

1.3 Inland waterways

Switzerland's inland waterways still have considerable capacity in reserve. No bottlenecks are observed at this stage and it is not expected that weak points of this nature will appear in the near future.

2. **Measures for upgrading infrastructures**

2.1 Rail

Major rail projects have been completed or are in progress in Switzerland. They include the new railway line over the Swiss Alps (NFLA), the first stage of the Rail 2000 project, the linking of Switzerland to the European high-speed network and measures to reduce railway noise.

In view of the subsequent evolution of the costs of these projects and the tight financial context of the Confederation, the Swiss Government proposes a review of the major public transport infrastructure projects that have not yet been decided or that are ready to be built in a global context. The results of this comprehensive analysis will be submitted for consultation to the pertinent milieux in Switzerland in 2006/2007.

The question of bottlenecks on the Swiss rail network will also be part of this overall approach. A more detailed analysis will have to be made of capacities and specific measures proposed to eliminate the inadequacies observed. The group of projects proposed will be given an order of priority and will be spaced in time. In addition, only those measures that can be implemented with the 8 billion francs still available between now and 2028 in the public transport project fund will be kept.

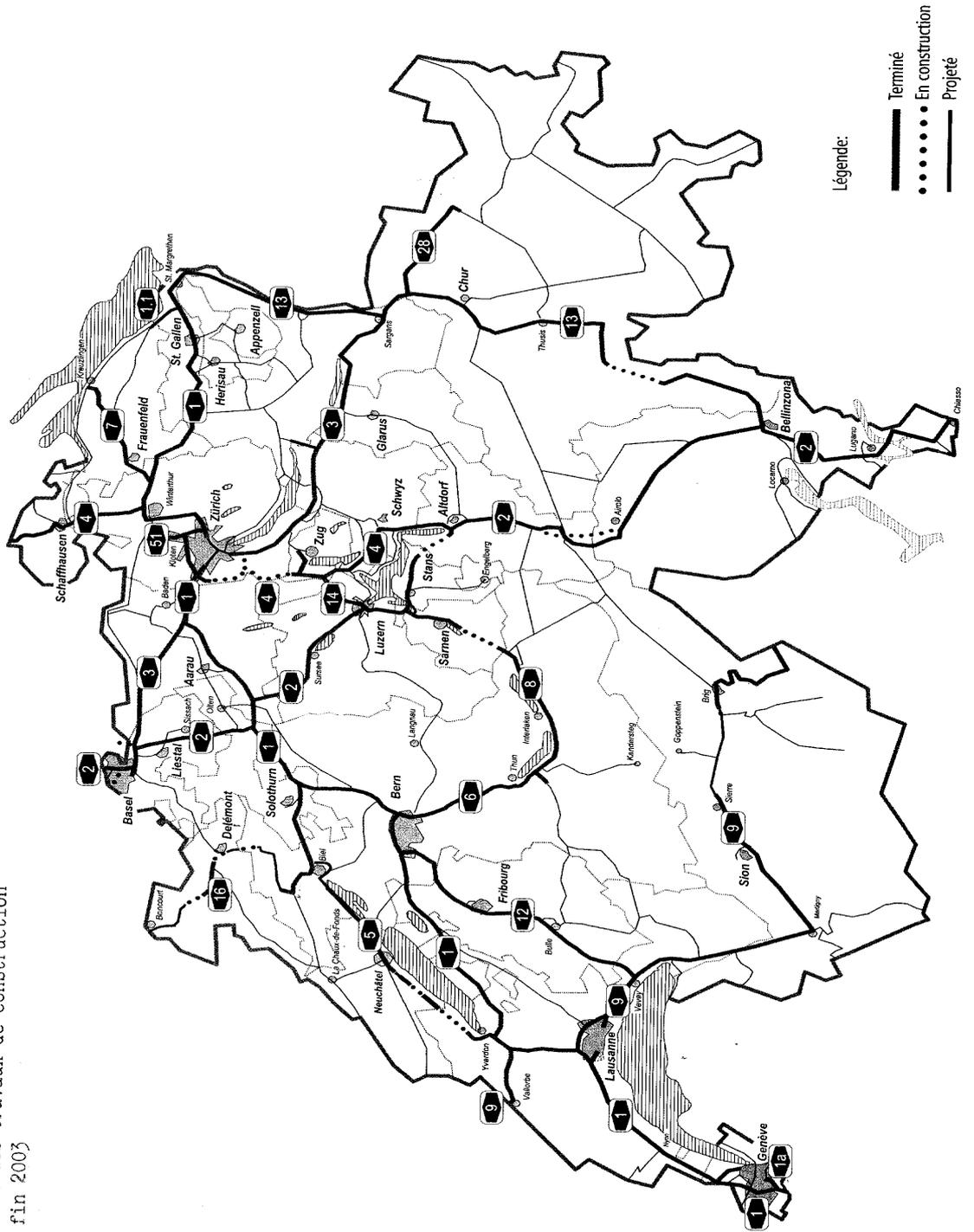
2.2 Roads

Chapter 6 of Part IV of the sectoral road plan describes the next stage of the procedures to identify measures to eliminate foreseeable weak points in the road network. In annex II we include a map of the construction work on main roads in Switzerland (situation at the end of 2003).

¹ The document on the sectoral road plan may be consulted in the meeting room during the meeting.

Annex II
(French only)

Route nationales suisses
Etat des travaux de construction
fin 2003



Légende:
— Terminé
..... En construction
- - - - - Projeté