New railway base tunnels in Switzerland: improving logistics between the dots in Europe

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Switzerland: New Rail Links connecting North and South

Lötschberg:  
Opening 2007  
Length 35 km

Gothard:  
Opening December 2016  
Length 57 km

Ceneri:  
Opening 2020  
Length 15 km
Gotthard base tunnel: Crossing the Alps without slopes
Switzerland at the heart of Europe

Switzerland in the international competition of different locations

Source: Wirtschaftsräume in Europa, Klett, 2004
Rhine-Alpine Corridor

- increase capacities
- coordination of investments
- common technical standards
- common operating rules
Challenges

Rhine – Alpine Corridor

- Characteristics of corridor
  - 80 million people
  - 2.700 billion euros GDP
  - 378 million tonne freight per year
  - 54% Inland Waterways, 12% Rail, 34% Road
  - 25.6% of corridor suitable for 740m trains
  - 7 different signalling systems
  - 6 different electrification systems
  - 7 airports not connected to rail
Intermodal Terminals

Swiss measures to promote combined transport, i.a.:

- Subsidies for unaccompanied combined transport and rolling highway
- Co-financing of terminals
- 4-metre corridor: in place by 2020
Rail Infrastructure Fund (RIF): Sustainable public financing

Dedicated Deposits
- Heavy Vehicle Fee
- Mineral Oil Tax
- VAT
- General federal resources
- Contribution by cantons

Withdrawals
- Extension / expansion
- Infrastructure operation
- Infrastructure maintenance (incl. subsequent costs)

RIF
Revenues = Expenditure

Sustainable public financing
The Swiss Experience

Transnational Corridors
– National investments with international dimension

Standardisation
– International Standards
– technical and operative

Long Term Public Financing
– Open-ended fund for rail infrastructure
– Reducing operative subsidies

Open Access
– Competition on the Network