



Press release

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### **Cargo sous terrain: The Goods Transport System of the Future**

**Cargo sous terrain (CST) aims to develop an innovative goods transport system by 2030 that will dramatically improve transport infrastructure in Switzerland and change the world of logistics over the medium term. Cargo sous terrain will create a new transport route exclusively reserved for goods, thereby releasing the burden on the country's road and rail networks. It is a system developed by business, for business.**

According to current predictions on goods transport, there will be a 45% increase between 2010 and 2030. Urgent solutions are therefore needed to tackle the increasing traffic flows – both for the economy but also for society in general. Cargo sous terrain (CST) will consist of two key components: an underground transportation tunnel and an efficient, environmentally friendly distribution system for goods in city centres (City-Logistik). From 2030 onwards, this comprehensive logistics system will develop into a new infrastructure network for the transport of goods.

#### Feasibility study reveals positive results

The CST Development Association carried out a feasibility study in 2014/15. This revealed that the CST system is feasible both technically but also economically. Transport units will move at a constant speed of 30 km/h in 3-laned tunnels. Goods on pallets and containers will be automatically fed into or taken out of the system via access points (hubs). CST will distribute the goods to their final destination by bundling them in environmentally friendly, low-noise vehicles.

The first section from Härkingen-Niederbipp to Zürich will enter into operation in 2030. CST will then develop incrementally into a Swiss-wide network via which goods can be transported from every entry point to every possible location – from Geneva to St. Gallen and from Basel to Lucerne.

Following the positive results of the feasibility study, the next months will focus on developing a comprehensive business plan and beginning talks with investors. The CST Development Association will also take its first steps towards selecting the future operating company.



Developed in collaboration with the private sector and market players

The feasibility study was carried out in close collaboration with the private sector and eventual users of the system. This approach guarantees that CST is in line with current market needs and will help ensure the success of the project's future expansion. Instead of transporting goods using heavy goods vehicles (HGVs), the CST system is based on the continuous, cost-effective transport of single pallets and containers. This will change logistic flows considerably and reduce the current need for storage space, handling and the effort to prepare pallets and containers for HGV trailers.

It is possible, and also desirable, for all interested parties to participate in CST. The investment costs for the realisation of the first section are approximately 3.5 billion Francs. The feasibility study shows that CST is an attractive investment and can therefore be financed by the private sector.

From an environmental perspective, CST reduces the burden caused in particular by CO<sub>2</sub> and noise emissions. The amount of CO<sub>2</sub> released per tonne of goods transported by CST is 80% less than conventional transport. The system will run exclusively on renewable energy. In order for CST to be implemented as foreseen, it is necessary to create a legal basis on the federal level. The CST Development Association is currently in discussions with the responsible federal authorities.

The CST Development Association is composed of the following firms and institutions: The Detailhandel Schweiz syndicate (IG DHS – Coop, Manor, Migros und Denner), Rhenus Alpina, Die Mobiliar, SQS, SBB Cargo, Swisscom, Die Post, BKW, Civil Engineering Office of the City of Zürich and CargoTube. The Federal Office for Transport has also provided professional and financial support for the feasibility study. A number of well-known firms from the retail trade, transport, logistics, infrastructure, tunnel construction, traffic planning, geology, energy and sustainability industries are also members of the Development Association and are actively involved in the realisation of CST.

Peter Sutterlüti, President of the CST Development Association, stated that: "Cargo sous terrain is much more than just a tunnel – it is an innovative and comprehensive logistics system that connects industry and logistics facilities with large agglomerations using a fully automated, intelligent and forward-thinking guidance system."

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