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Autor: [s.n.]
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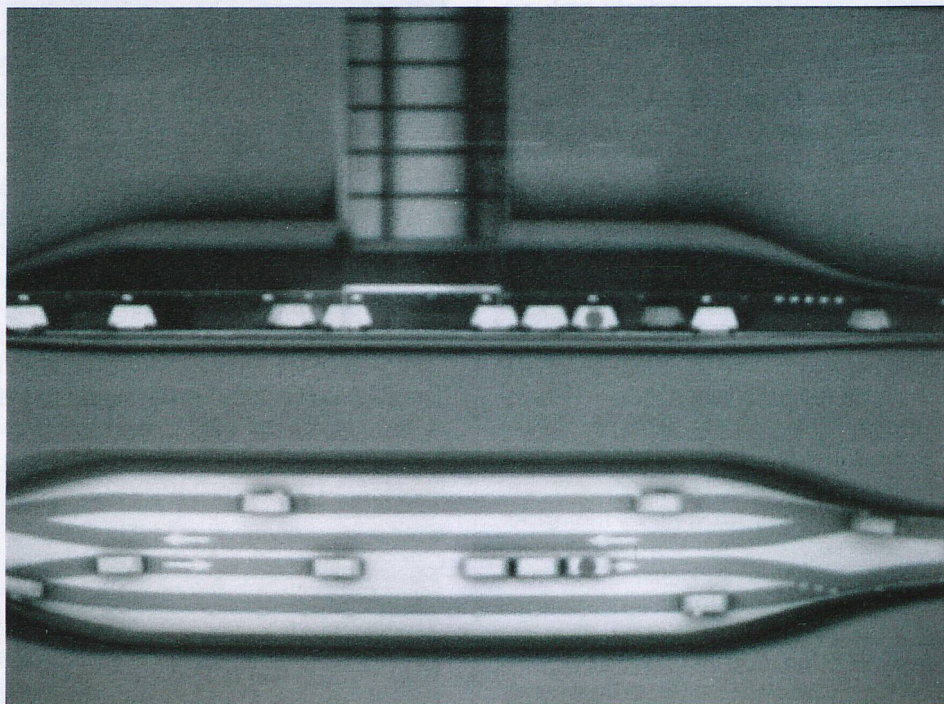
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Tunnels

Group seeks \$3.4 billion for underground cargo system



A group called Cargo Sous Terrain (CST) is seeking financing to build tunnels for the underground transport of goods, initially in the Zurich area, but eventually elsewhere in Switzerland.

CST (French for underground cargo) announced a plan to build a 70-kilometre tube to haul goods from Härkingen-Niederbipp in the canton of Solothurn to Zurich using automated electrically powered vehicles travelling at 30 kilometres an hour.

The underground cargo tunnels are planned as part of a transport logistics system while reducing the need for storage space, as well as helping the environment by cutting carbon dioxide emissions.

CST said that estimates show that the volume of goods transported by road in Switzerland will rise in 2030 by 45 percent from levels in 2010.

The transport system will not be able to handle such an increase without

bottlenecks in the road and rail system, the group said.

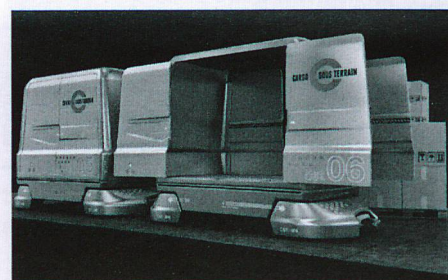
The aim is to have the 3.5-billion-franc tunnel, 50 metres under the ground and linking a dozen "hubs", operating by 2030, the group said in a news release. The decision to go ahead follows a feasibility study conducted in 2014-15, with support from the federal office of transport.

The group said it has received support from major retailers such as Coop and Migros, as well as SBB Cargo and SwissPost.

It is seeking investors with contributions ranging from 10,000 francs to 300,000 francs and above, according to its website.

"The project has met with great interest — even with insurance and pension groups," Daniel Wiener, in charge of investor relations for CST, told Tages Anzeiger newspaper.

The backers foresee even the possibility of exporting the innovation abroad, he said.



Source: swissinfo.ch

Switzerland's Underground – Part Two - Road and Rail Transport

In the beginning...

Despite being born in a tiny settlement high above the Maggia valley in Canton Tessin, Pietro Morettini soon became a man of the world. Amongst other things, he worked as head Engineer and fortification builder in the service of King Louis XIV of France. Newly married and rich in experience, Morettini eventually returned home to Locarno. In 1707, aged 47, he was contracted to build an opening into the Gotthard mountain. This was to replace the current treacherous route used to cross the gorge, the "Twaerrenbruecke" — a 'board track' bridge hanging on chains, without so much as side railings, strung up along the edge of the Kilchberg cliff-side along the Reuss River. It took eleven



A depiction of the Twaerrenbruecke, the treacherous cliff-side board-track used to cross the gorge

months, using only picks and black gunpowder, to create a 64 meter long hole through the often cumbersome rock — resulting in the first of today's many transport tunnels through the Alps — the now legendary "Urnerloch", which is still in use as a railway tunnel to this day. But it didn't all run smoothly for Morettini, because his tunnel ended up costing twice as much as budgeted — a flaw which, to this day, has become the symbolic norm for tunnel construction. The common saying is that: from the outside, it is impossible to know what barriers await when the inner peace of a mountain is disturbed!

But the creation of the Urnerloch had a profound effect — tunnel fever very quickly gripped the whole of Switzerland, as it