



**Factsheet to the
SwissRapide Express®
Project**



**Tomorrow's
Transport
Today**

I The Project

Already today, intercity travellers in Switzerland are faced with crowded trains, regular delays and missed connections as well as traffic jams on the main motorways – valuable time which is lost when commuting, particularly between the cities of Berne and Zurich, Lausanne and Geneva, as well as Zurich and Winterthur.

The principal reason for these transport problems is that the **lack of sufficient capacity** on the railway and motorway infrastructure between these cities, the most frequented in the country. Without innovative solutions, improvements can only be had through massive public investments in new transport infrastructure.

Moreover, during the coming years demand in mobility will increase further. As an example, the number of travellers on the SBB rail network has **increased by 7% p.a.** between 2005 and 2009. Looking into the future, the SBB forecasts a **growth of 60 to 90 %** on the above mentioned lines by 2020. How will these needs to be met?

It is for these reasons that the **SwissRapide Express[®]** project was launched – an innovative solution for the creation of new intercity transport capacity and greatly improved services.

Based on the **Magnet Levitation (Maglev)** railway technology, which has been successfully in operation in Shanghai since 2003, *SwissRapide* opens a new era in fast and reliable intercity mobility for travellers in Switzerland:

- **In 20 minutes** from Berne to Zurich
- **In 10 minutes** from Lausanne to Geneva
- **In 8 minutes** from Zurich to Winterthur
- **5 minute departures** during peak hours
- **6-fold intercity capacity**



With the *SwissRapide Express[®]*, a new dedicated intercity line will be constructed, in which travel time will be **three times faster than today!** Thanks to *SwissRapide*, addition capacity will also be made available on the existing railway lines for regional and cargo traffic, without public investments.

In the long term, *SwissRapide* will extend along the entire east-west corridor from **Geneva to St. Gallen**, including connections to **Basel** and **Lucerne**.

According to the detailed project financial plan, , with the **start of commercial operation** planned for **December 2017**.

The *SwissRapide* Project also delivers significant economic benefits for Switzerland since over **95 % of the planning and construction costs** will be turned over within the country. With a Total Economic Impact Factor of 2.25, the project investments will generate over **10'000 new, permanent jobs** alone for the construction of the line from Berne to Zurich, whose planning and building costs are estimated at CHF 9.7 billion.

In addition, Maglev railway technology has been shown to be the world leader for **sustainable, cleantech mobility**.

The *SwissRapide Express[®]* is a private pioneer initiative supported by the *SwissRapide Consortium* as well as by over **40 partner companies**.

II The Vision

The following is the vision statement of the *SwissRapide Express* project:

The Dream of Flying without leaving the earth:

Berne to Zurich in 20 minutes

Geneva to Lausanne in 10 minutes

Zurich to Winterthur in 8 minutes

every 5 minutes,

punctually and environmentally friendly

SwissRapide Express Design Studies



III The Business Model

The Swiss*Rapide* Express project is to be financed via the innovative **Private Investment for Public Infrastructure (PI²) Model**. In contrast to the PPP (Public Private Partnership) concept, the **PI² Model** foresees that an infrastructure project is launched as a **private or public initiative** but is financed to **100 % by private investors**. The following are some of the advantages of a **PI² project**.

- All planning, construction and operational costs are covered by the operational revenues.
- Premium public infrastructure is made available without demands on taxpayer funding.
- Since construction and operations are carried out by the same private organisation(s), the life-cycle costs can be optimised.

Government organisations support a **PI² Project** in partnership with the private companies and investors as follows:

- Issue approvals, permits and licences
- Provide backing and support for land acquisition

A **PI² Project** differs from a **Public Private Partnership (PPP) Model** in that it is launched by a government organisation which then looks for private investment partners who generally provide partial financing for the project.

The PPP model has been utilized in several transport infrastructure projects worldwide in the last decade, for example, in the Øresund Rail/Road project in Denmark /Sweden, in the HSL Zuid High-Speed Rail project in the Netherlands, the Diabolo Rail project in Belgium and the Portugal High Speed Rail project. However, conflicting political interests within PPP projects have often led to serious problems in the construction and operation of the given infrastructure.

The **PI² Model** is a new approach to infrastructure financing and is currently being considered for other public infrastructure projects around the world, such as the construction of new railway lines and airports.

IV Media Contact

We thank you for your interest in the project and look forward to hearing from you at our project office in Zurich. For more information, please contact our media representative:

Andreas Heizmann
SwissRapide AG
TECHNOPARK Zurich
Technoparkstrasse 1
CH-8005 Zurich
Switzerland
Tel. +41 44 540 77 70
heizmann@SwissRapide.ch