

VareseNews

Railways, Switzerland in a hurry: “We will pay Italy to complete the work”

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Move the transportation of goods from road to rail.

A goal that **Switzerland wants to achieve as soon as possible** and for which, besides having invested heavily, is also in a hurry. **Enough to be willing to pay, instead of Italy, the necessary money to adjust the links on the Italian side.** And we are talking about hundreds of millions. The commitment was reaffirmed today during a meeting between Federal Councillor Doris Leuthard and the Italian Minister for Economic Development, Infrastructure and Transport Corrado Passera. The summit was held in Bern and ended with the signing of two declarations of intent in rail and energy. Interventions in which Switzerland has a strong interest are located within the project of the [Swiss Alps New Rail](#), the great connection studied by the federal government with the aim to bridge the gap between the north and south of Europe with fast rail links . Central elements of the project are the two base tunnels through the Gotthard (57 km) and the Lötschberg (34.6 km).

In the memorandum of understanding between Switzerland and Italy is expected "a widening to four metres of the **railway lines between Chiasso and Milan and on the Ranzo-Gallarate** line as part of the [Luino line in Italian territory](#)." The two countries have also planned the construction of a new intermodal centre for the transfer of freight from road to rail freight in Milan. "In the project in consultation on the extension of the corridor to four metres" the statement of the Federal Department of Transport reads, "as early as September 2012, the Federal Council had requested that the **Swiss financed the necessary work in Italy, providing approximately 230 million francs**. Switzerland is taking part in the limits given by the current legislation in the construction of the terminal in Milan as well as any other terminals. It is also willing to fully fund the necessary adjustments on the line of Luino and the line Chiasso-Milan, as it is in the interests of the Swiss policy of modal shift to intervene quickly in this area. Also in this case the financing thereof is within the framework of existing legislation and must be approved by the Federal Council and Parliament with the message of the passage of four metres. "With the signing of Switzerland and Italy also intend to improve the cross-border passenger traffic, to ensure more timely and better quality of services for

international trains. The commissioning of the base tunnels through the San Gotthard and Monte Ceneri will reduce progressively to about three hours the travel time between Zurich and Milan.

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