

Press release

CST reduces freight traffic in Zurich by 5,200 km per day

As part of the sectoral plan procedure, numerous municipalities along the first CST leg from Neuendorf to Zurich Airport have submitted their comments on the Cargo sous terrain (CST) plans to their respective cantons. This also includes the city of Zurich. The cantons are now consolidating these consultations for submission to the federal government.



The city of Zurich plays a central role in the CST network: map of the first section.

For CST, the statement published today by Zurich City Council on the federal government's sectoral plan is one step in a dialogue with the city that has only just begun. The fact that different assessments of the effects of the new logistics system are emerging is not surprising in a process of this kind. CST is already working on shifting the hub locations proposed in the first version of the plan in order to better integrate them into the city's freight transport concept.

CST and the city council have a common understanding that at least three hubs are needed in the city of Zurich for the CST system to realise its benefits. According to a study by the ZHAW (Zurich University of Applied Sciences), the reduction in traffic will amount to more than 5,200 lorry kilometres per day in 2050, especially at critical points. In addition, the number of stops on forecourts, pavements and cycle lanes will be reduced thanks to the avoidance of empty runs and the bundling of transports. From CST's point of view, these are relevant contributions to relieving the city of Zurich of growing supply and waste disposal traffic.

CST has potential for further relief

The impact of CST could be further increased by positioning the hubs even more favourably in consultation with the city. The ZHAW study shows this using the example of 18-tonne lorries. The study concludes that the total number of vehicle kilometres in this category could be reduced by around 22% to 32% of goods that could run via the CST system.

The City of Zurich correctly points to issues that need to be taken into account in the further development of the project. These include in-depth traffic calculations and the need for targeted measures to ensure groundwater protection. CST is aware that additional technical work needs to be carried out and understands the concerns of the City of Zurich.

In addition to Zurich, other municipalities have submitted their concerns to the cantons relating to the planning, construction and operation of CST. These are also relevant from a CST perspective. Overall, the sectoral plan shows the planning status at the time of submission at the end of 2023. The current consultation serves the purpose of a broad examination and discussion. The debates are a necessary part of the project development to make it comprehensible and coherent for both the public and the authorities.

Dialogue is important for CST

Project adjustments have already been started. An in-depth examination of traffic relief by CST is planned with the development of the hub locations. CST is talking to municipalities along the first section in order to offer solutions for their specific concerns. The deadlines for submission to the federal government in the cantons of Zurich, Aargau and Solothurn will expire at the end of June. As part of the approval process, the next steps will be defined by the Federal Office of Transport.

Lasting improvement in quality of life

CST works in dialogue with all stakeholders and partners involved in order to further develop and improve the project. The overriding guiding principle is: CST is the only way to manage the growth in freight transport in Switzerland in the coming decades without additional congestion. To ensure the quality of life and supply in Switzerland with increasing volumes of goods, CST is needed as a third mode of transport alongside rail and road and as a new logistics infrastructure. Every single truck that CST can take off the road counts.

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