«Switzerland through and through»
The north-south Gotthard corridor.
The north-south Gotthard corridor is one of the most important transalpine transport routes in Europe.
The Swiss public is supporting the railway and the relocation.
The NRLA with its three base tunnels will be completed by late 2020.
SBB: focusing on the north-south Gotthard corridor as a whole: overall performance counts.
In order to deliver the full benefit to customers, we as SBB need to keep moving forwards in leaps and bounds.

2016: Opening of the Gotthard Base Tunnel
2020: Opening of the Ceneri Base Tunnel
2020: Opening of the 4-metre corridor
The Gotthard Base Tunnel has extraordinary dimensions.

- 178 cross-passages
- 2 multifunction stations
- 308 km of tracks
- 43 points
- 153 km of contact lines
- 2,600 km of fibre optic cables
- 3,200 km of copper cables
- 900 electronic signposts (ETCS)
- 360 axle counters
- 1,900 electrical cabinets in cross-passages
- 7,200 lights
- IT systems

2 x 57 km of single-track tunnels / 33 km of new overground lines
At 57 kilometres, the new Gotthard railway tunnel is the longest in the world, making it the construction project of the century.
It embodies Swiss precision, innovation and reliability and we are very proud of it.
The new Gotthard tunnel provides a quicker and more reliable link between north and south for people...
...and for goods.
It offers unforgettable railway experiences through the Gotthard Massif, the mythical heart of Switzerland.
Passenger services: customer benefits.
Gotthard: faster, more frequent, more comfortable

**Late 2016**
- Faster through the Gotthard region
- Start of operations for the Gotthard Base Tunnel (SOO GBT)
- Zurich–Milan: 3.5 hours, service every two hours
- New EC service: Zurich–Venice
- Zurich-Lugano in 2h10Min.
- New kind of services on the mountain line Integration in TILO.
- New stops in Ambri-Piotta und Lavorgo

**Late 2019**
- More comfortable journeys with new rolling stock
- Girunotrains for EC Zurich-Milan

**Late 2020**
- Faster and more frequently through the Ceneri
- Start of operations for the Ceneri Base Tunnel (SOO CBT)
- Zurich–Milan: 3 hours, hourly service between Zurich and Milan in peak hours
- Half-hourly service between German-speaking Switzerland and Ticino
- Girunotrains for IC services too
- Double-deck trains possible; more seats at peak times
- New line Locarno-Lugano and more relations in the regional traffic
Convenient, faster and more frequently with new rolling stock.

<table>
<thead>
<tr>
<th>Reductions in travel time compared with 2016</th>
<th>Time saved from late 2016 (after opening of the GBT)</th>
<th>Time saved from late 2020 (after opening of the GBT and CBT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zurich–Lugano</td>
<td>around 30 minutes</td>
<td>around 50 minutes</td>
</tr>
<tr>
<td>Basel–Lugano</td>
<td>around 30 minutes</td>
<td>around 50 minutes</td>
</tr>
<tr>
<td>Lucerne–Lugano</td>
<td>around 30 minutes</td>
<td>around 50 minutes</td>
</tr>
<tr>
<td>Zurich–Milan</td>
<td>around 30 minutes</td>
<td>around 60 minutes</td>
</tr>
</tbody>
</table>

Passenger services - customer benefits: a faster and more reliable way to the south.
New and modernised rolling stock will add significant value to the north-south corridor.
Freight services: customer benefits.
More efficient: The flat route can accommodate longer and heavier freight trains.
Faster: Shorter journey times increase productivity for freight services.

<table>
<thead>
<tr>
<th>Route</th>
<th>2014</th>
<th>Late 2016 (after opening of GBT)</th>
<th>Late 2020 (after opening of CBT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basel–Chiasso</td>
<td>5 hrs 25 mins</td>
<td>5 hrs 15 mins</td>
<td>4 hrs 35 mins</td>
</tr>
<tr>
<td>Basel–Luino</td>
<td>5 hrs 35 mins</td>
<td>4 hrs 50 mins</td>
<td>4 hrs 45 mins</td>
</tr>
</tbody>
</table>
More frequent: Greater capacity enables an increase in freight services.

<table>
<thead>
<tr>
<th>Timetable outlook</th>
<th>Number of train paths capacity per day</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>180</td>
</tr>
<tr>
<td>Late 2016 (opening of the GBT)</td>
<td>210</td>
</tr>
<tr>
<td>Late 2020 (opening of the CBT)</td>
<td>260</td>
</tr>
</tbody>
</table>
More predictable: the flat rail route will be less susceptible to disruptions.
Other extension projects on the north-south Gotthard corridor.
Development of the access routes for customers to benefit fully by late 2020.
Development projects on the 4-metre corridor between Basel and the Italian border.