

NEAT Lötschberg-Base Tunnel

Maître d'ouvrage

BLS AlpTransit Ltd.

Mandataire

IUB Engineering Ltd and IM Maggia Engineering Ltd as an engineering consortium

Période

Project planning: 2016 - 2026
Constructio period: 2026 - 2034

Coûts de construction

CHF 0.97 Mia. (Partial expansion)

Prestations

Preparation of the construction project, the project for the launch of the tender and the invitation to tender (SIA phases 31 -41) for the building shell and the technical equipment within the framework of an overall planning mandate.

Description

Only 14 kilometres of the 35-kilometre Lötschberg base tunnel can be used with two lanes. On a further 14 kilometres, a second tube has been excavated but is not equipped for railway operation. On the remaining 7 kilometres at the north portal, there is only one tube.

In the partial extension, the existing unfinished tube (14 km) will be upgraded in terms of construction and railway technology for dual-track operation.

In the full extension, an additional 7 km of tunnel will be excavated and upgraded for dual-track operation.

The second, already existing tube of the Engstligentunnel between Frutigen and Wengi-Ey will also be equipped with railway technology and connected to the existing line.

Données principales

Shell of the Lötschberg base tunnel

- Expansion 14 km (partial expansion)
- Excavation and extension 7 km (full extension)

Lötschberg base tunnel equipment

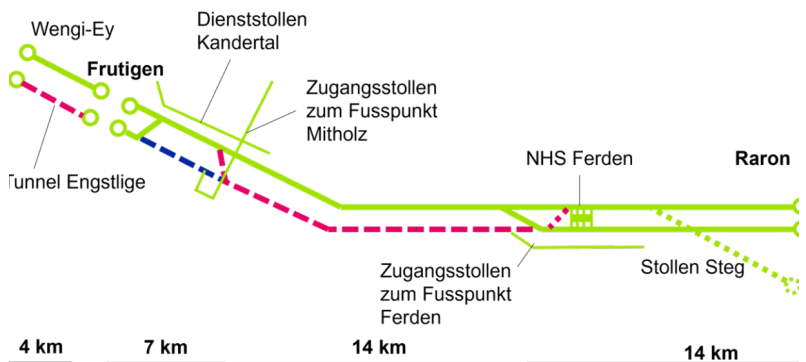
- Extension of the equipment in the fields of power supply 50 Hz, railway power supply 16.7 Hz, cable systems, earthing as well as protection and control technology.

Engstligentunnel equipment

- Extension of the equipment in the fields of power supply 50 Hz, railway power supply 16.7 Hz, cable systems, earthing as well as protection and control technology.



Railway tunnel

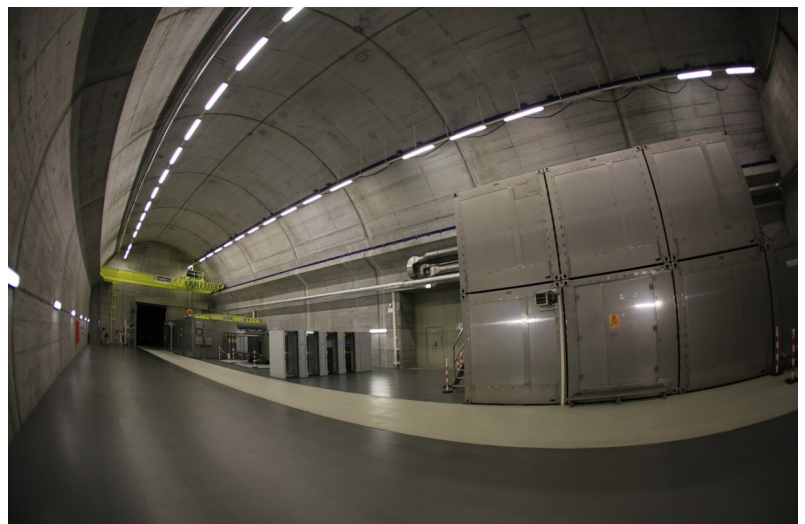


Lötschberg-Basistunnel heute
Seit 2007 in Betrieb

Teilausbau
Zusätzlich zum heutigen Tunnel: bestehende Rohbauten bahntechnisch ausbauen

Vollausbau
Zusätzlich zum heutigen Tunnel: Teilausbau plus fehlende Tunnelröhre ausbrechen

Project overview



Mitholz technical centre