

Declaration of congested infrastructure Brig – Simplon Tunnel – Iselle di Trasquera in the 2020 Annual Timetable, period from 14 Jun 2020 – 6 Sept 2020

Statutory principles

trasse.ch endeavours to accommodate all the applications for train paths in the annual timetable. If there are incompatible applications for train paths, the conflict resolution process provides for applicants to be offered alternatives in so far as that is possible.

If it can be foreseen that a section of line will have insufficient capacity to accommodate all the applications for train paths made in the allocation process, Article 12a para.1 of the Rail Network Access Ordinance (RailNAO) requires the line section in question to be declared to be congested.

Declaration of congested infrastructure

The continuous single-track operation required for the rehabilitation of the Simplon Tunnel from 14 Jun 2020 to 06 Sept 2020 with the closure of one of the two tracks from the tunnel portal to the track change in the middle of the tunnel will result in a significant capacity reduction. As part of the preparation of the path allocation process for the 2020 annual timetable, a comparison of the available path capacity for the phase in question with the expected path requests indicates that it will most probably not be possible to submit path offers for all applications.

On 11 February 2019 therefore, trasse.ch declared the line section Brig – Simplon Tunnel – Iselle di Trasquera to be congested in the 2020 Annual Timetable period from 14 June to 6 September.

Consequences of the declaration of congested infrastructure

If trasse.ch declares a line section to be congested, it is to explain the reasons for the congestion and to set out options for short and medium-term relief. trasse.ch then has to submit this analysis of capacity to the Federal Office for Transport within three months.

Independently of any action proposed in the capacity analysis, trasse.ch is specifically entitled to withdraw (and not re-offer) train paths that have already been allocated to optional trains if that allows the capacity of the line section to be used more effectively (Article 12a para. 3 RailNAO). Furthermore, the path cancellation fee is owed even if an applicant abstains from the use of a path provisionally allocated at least five working days ago, as well as for conflicting path applications provided that the applicants were informed about the conflicts more than five working days earlier (Art. 19d para. 3 RailNAO).

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