

Infrastructure and mobility

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The canton's transport infrastructure is under strain. The rail connections to Zurich and Lucerne, the motorways and the local roads carry growing traffic. The federal programme for the expansion of the railway infrastructure includes projects that will increase capacity on the Zurich–Zug–Lucerne line, such as the Zimmerberg base tunnel II and the through station in Lucerne. These projects will be completed only in the 2030s or later.¹ The canton can advocate for these projects at the federal level, co-finance local improvements and invest in public transport and cycling within its territory.

The rejection of the city tunnel in 2015 shows the difficulty of large road projects in the canton. The alternatives lie in better public transport, measures to manage traffic and the development of housing near workplaces to reduce commuting. The canton's financial strength allows it to invest in these alternatives. The international companies can contribute by supporting mobile and flexible working, which reduces peak traffic, as well as by locating near public transport hubs.

1 Notes

1. Konstantin Kreibich, "Zimmerberg-Basistunnel II: Unverzichtbar, sagt Zug", zentralplus, 25 March 2025, zentralplus.ch: the Zimmerberg base tunnel II, part of the expansion step 2035 (Ausbauschritt 2035), expected to be completed at the end of 2039; cost overruns led to the federal review "Verkehr '45" announced in January 2025; swissinfo.ch (SDA), "ETH-Gutachten priorisiert Vollobaus beim Durchgangsbahnhof Luzern": the ETH report "Verkehr '45" gives both projects the highest priority and targets the full expansion of the Lucerne through station by 2045. ↩

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