



PROVINCIA AUTONOMA DI TRENTO



CONVEGNO
VENERDÌ 6 MARZO 2015

OLTRE L'INFRASTRUTTURA PER UNA NUOVA CULTURA DELLA MOBILITÀ

e

10^{ma} edizione dello SWOMM

Scientific Workshop on Mountain Mobility and Transport

in collaborazione con

Ministero dell'Ambiente e della Tutela del Territorio e del Mare



MINISTERO DELL'AMBIENTE
E DELLA TUTELA DEL TERRITORIO E DEL MARE

SWOMM
Scientific Workshop
on Mountain Mobility and Transport



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The Austrian Vision for Brenner Corridor

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Vision for Brenner Corridor

Dilemma of Alpine Area = Barrier for Transport + sensitive Area

Solution / Vision:

High performance railway line

- Track suitable for long and heavy freight trains
- Interoperability
- Efficient access and use for railway undertakings
- Sufficient capacity

Accompanying measures for road transport for Modal Shift

Brenner Corridor embedded in European and National Transport Strategies

- TEN-T Core Network corridor Scan-Med Corridor, relevant bodies + financial instruments
- Rail-Freight Corridor Nr. 3 (Reg. 913/2010)
- Transport Master plan in Austria
- „Zielnetz 2025+“: Long Term rail infrastructure master plan
- 6 year financing program („Rahmenplan“)

Goals for Infrastructure at Brenner Corridor

- High Performance Rail, (low gradient, train length, interoperability) (BBT, projects on southern access line)
- Capacity: 4-track upgrade Munic -Verona as long term goal, demand driven
- Travelling time – integrated time table
- Terminals



Railway Projects Munich – Verona

- Munich – Rosenheim
extension demand driven
- bypass-station Ostermünchen
in operation since 2012
- Rosenheim – Schafftenau
extension demand driven
- Schafftenau – Kundl/Radfeld
extension demand driven
- Kundl/Radfeld – Baumkirchen
in operation since 2012
- Brenner Base Tunnel (BBT)
planned operation 2026
- Fortezza – Ponte Gardena
- Ponte Gardena– Ponte Isarco
extension demand driven
- bypass Bolzano
(Ponte Isarco - Bronzolo)
- Bronzolo - Mezzacorona
extension demand driven
- bypass Trento
(Mezzacorona - Rovereto)
- Rovereto – Pescantina
extension demand driven
- Pescantina-Verona



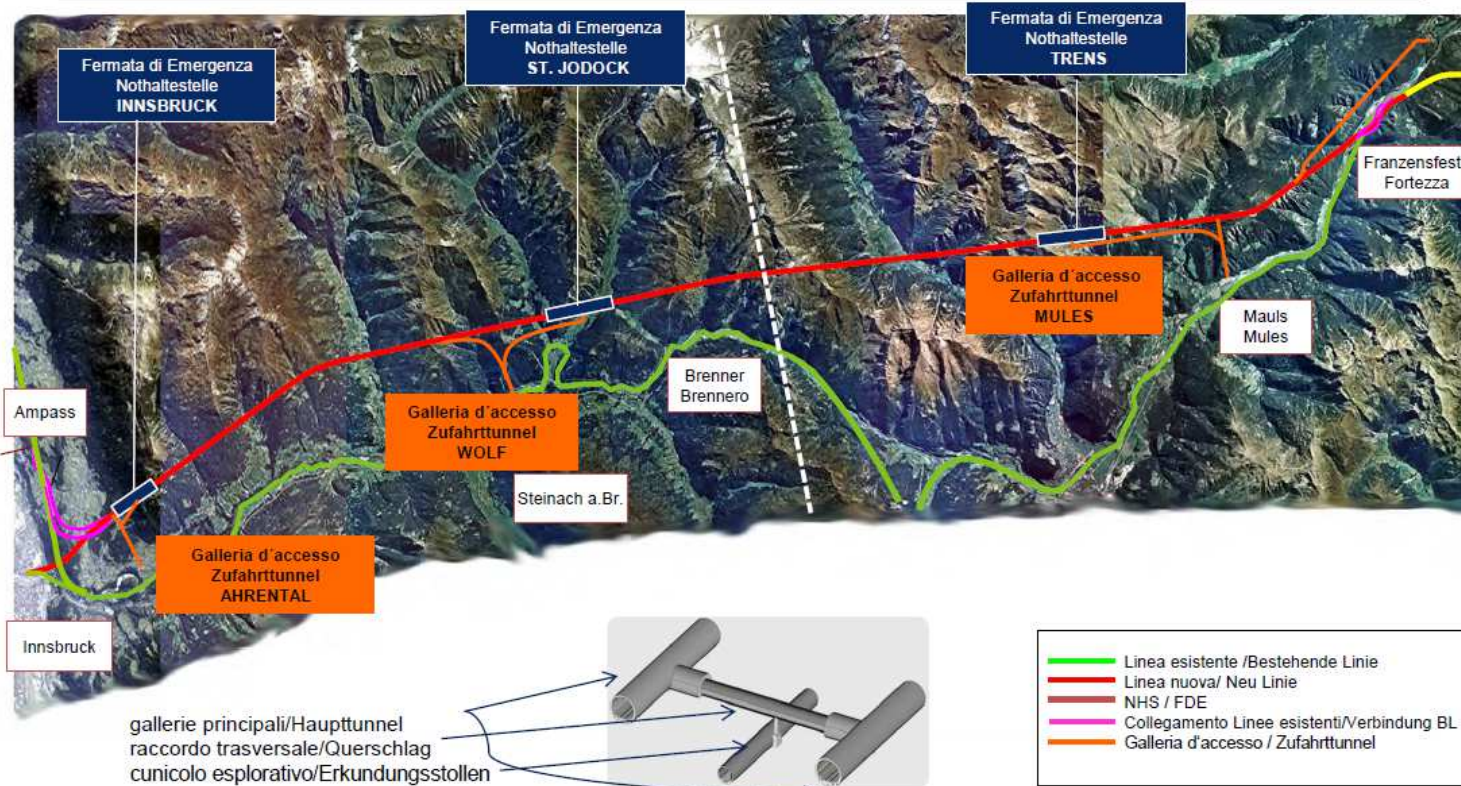
Railway Projects Munich – Verona

- Existing Lines
- New Lines in Operation
- New Lines in Construction
- New Lines in Preparation
End of Construction before or together with BBT
- Plannings
extension demand driven

Status 2014

bm vti

AREA DI PROGETTO PROJEKTGEBIET



Kufstein–Baumkirchen; 4-track Line Lower Inn Valley

Kundl/ Radfeld - Baumkirchen

-Completed 2012

-Priority due to capacity needs (east-west + north- south flows + regional traffic)

-40 km length, ca. 80% underground (Tunnel, etc.)

-Reduction of travelling time for long distance passenger transport

-Increased supply for regional services (30 min. frequency)

Kufstein–Baumkirchen; 4-track Line Lower Inn Valley

Kund/Radfeld - Schaftebau:

- Procedures for selection of routing: completed in 2009
- Demand oriented realisation

Area Rosenheim – Schaftebau: (common planning area AT-DE)

- Ministerial agreement of Rosenheim 2012
- Common (DE-AT) TEN-T project
- Preliminary planning, selection of routing until 2019
- Demand oriented realisation, but planning has to be done now!

Terminal Wörgl; Freight Station Kundl

Increase terminal capacity

improvements for Rolling-Road Transport (Relations Wörgl – Brennero, Wörgl – Trento / Verona)

Start 2009 – completion 2016

«PER UNA NUOVA CULTURA DELLA MOBILITÀ» at Brenner Corridor:

A package for shifting from Road to Rail

- Infrastructure: high performance track and sufficient capacity
- (technical + administrative) Interoperability
- Easy Access to infrastructure (Rail Freight Corridor Nr. 3)
- Development of combined transport services
- Accompanying measures

«PER UNA NUOVA CULTURA DELLA MOBILITÀ»

Brenner / Scan Med: A real European corridor

- Cooperation of different “cultures”
- Bring together different interests of partners (free movement <-> protection)
- European Contribution to financing (CEF)
- Need of coordination (European Coordinator)
- Reliability on investments of all partners

Thank you for your attention

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