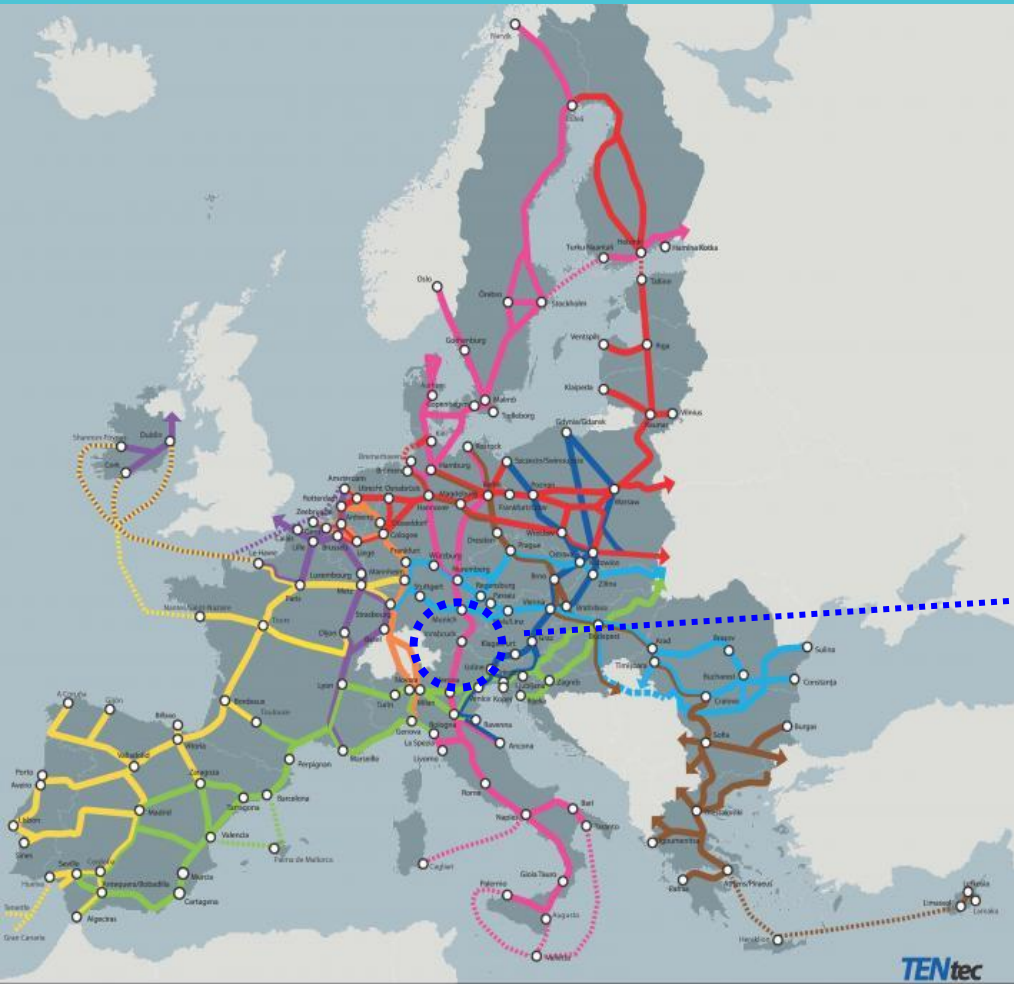


# An overall view of the Munich-Verona Corridor

INTRODUCTION

Peter Endrizzi | IBS Congress | 12.10.2023

# The Brenner Corridor as a small part of a whole...

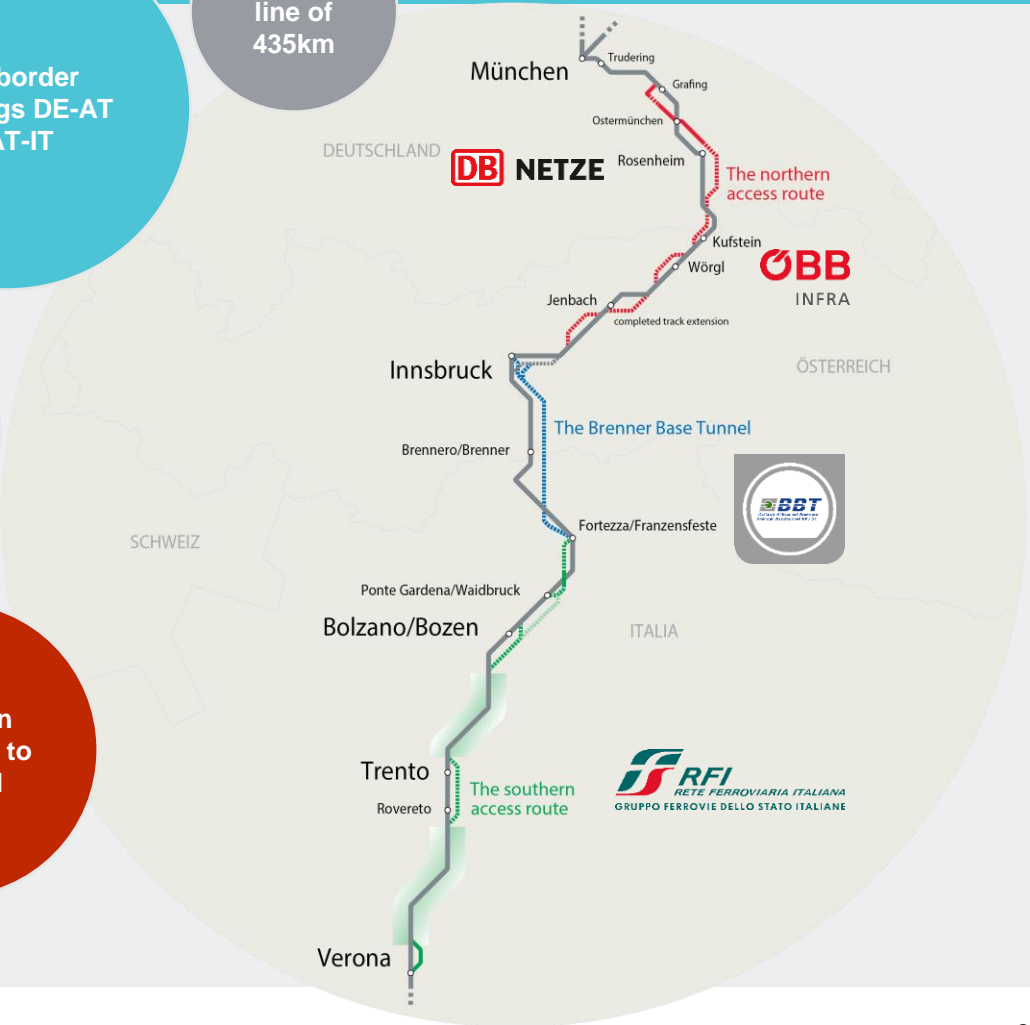


Two border crossings DE-AT & AT-IT

Railway line of 435km

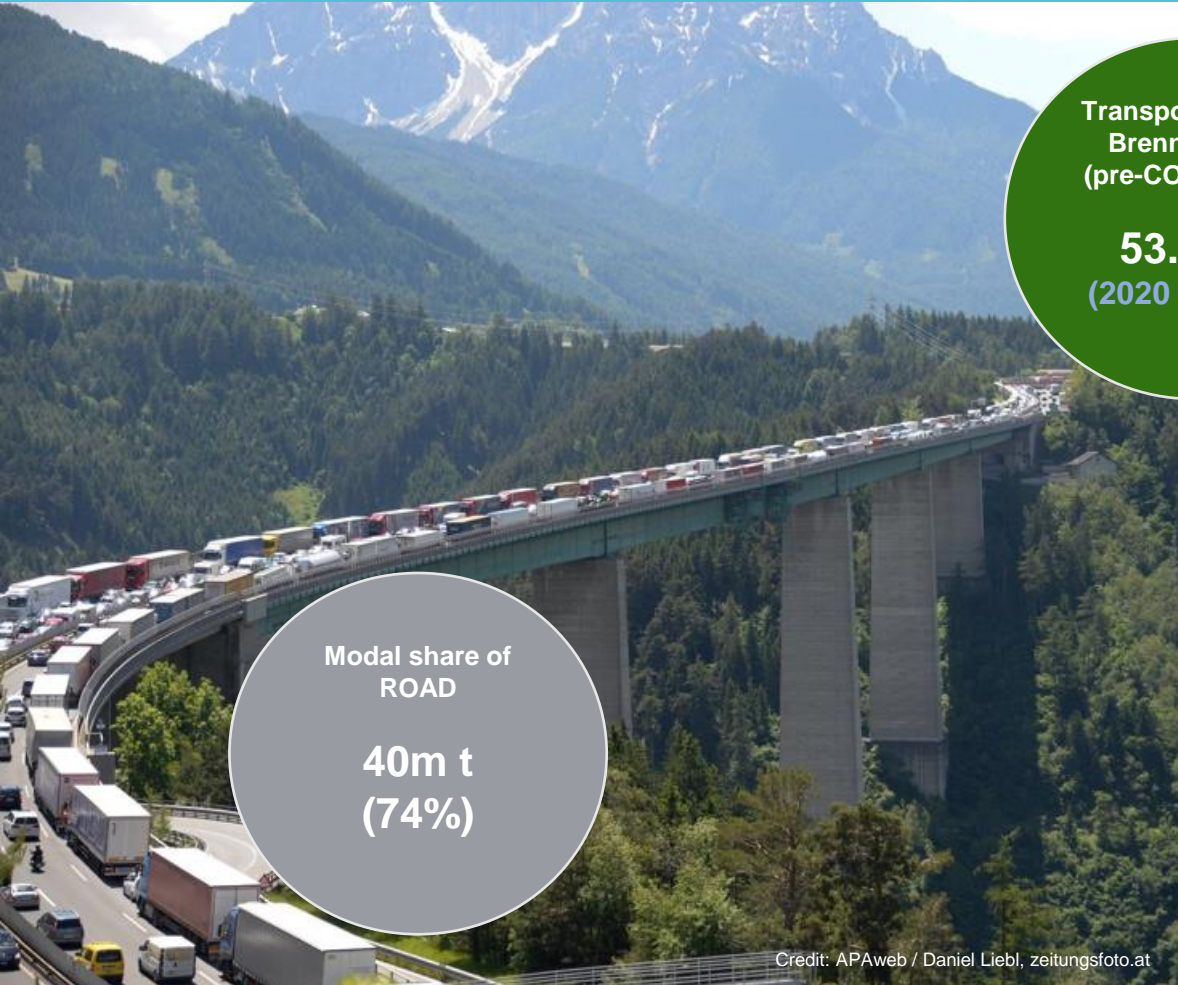
Two conventional lines, two new high standard rail lines

Train operation according to national rules



# Transport volume crossing the Brenner/o Pass - actual situation

BASE YEAR 2019 (PRE-COVID)



Transport volume Brenner Pass (pre-COVID 2019)

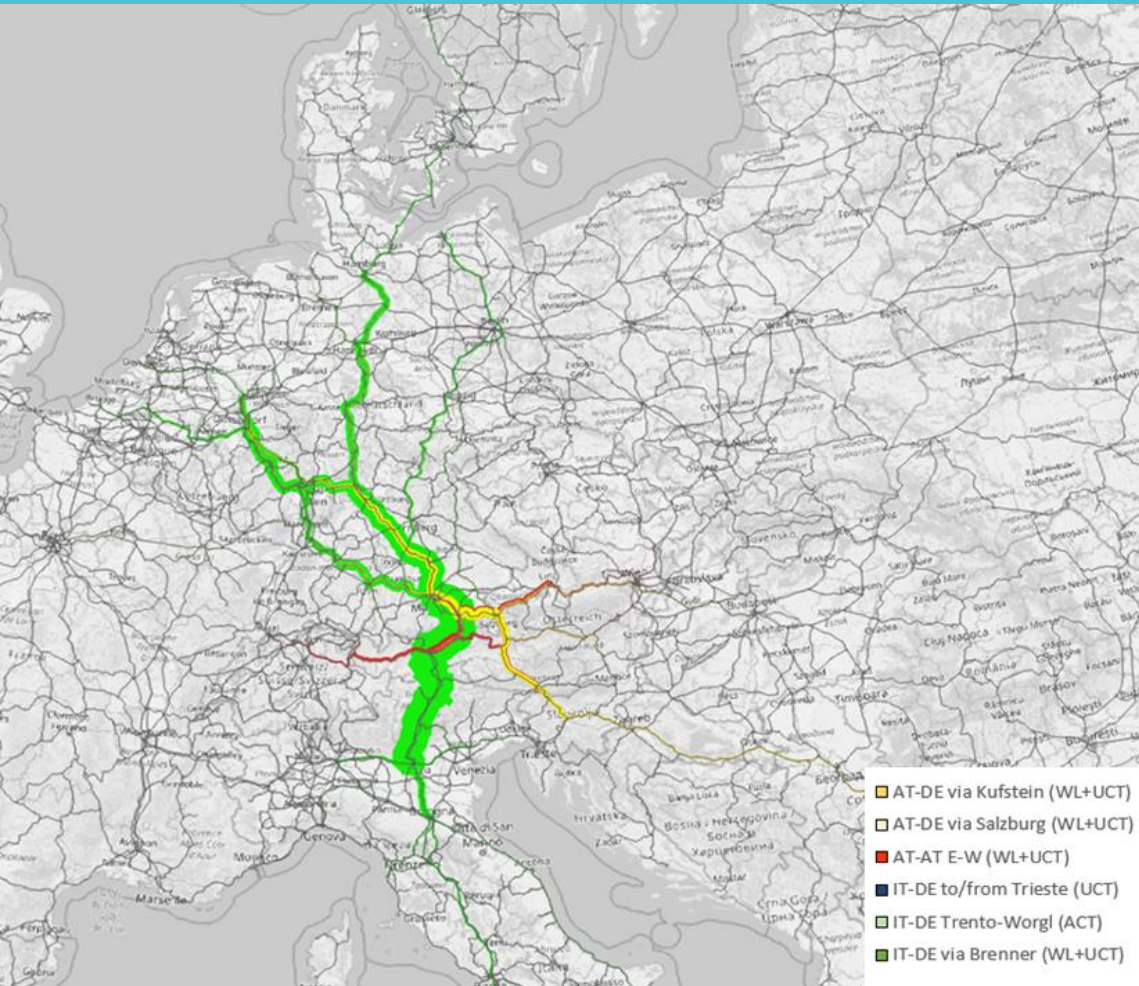
53.8m t  
(2020 51.1m t)





# The future train volume in the Brenner Corridor

## THE RAIL FREIGHT TRAFFIC STUDY – IN A NUTSHELL



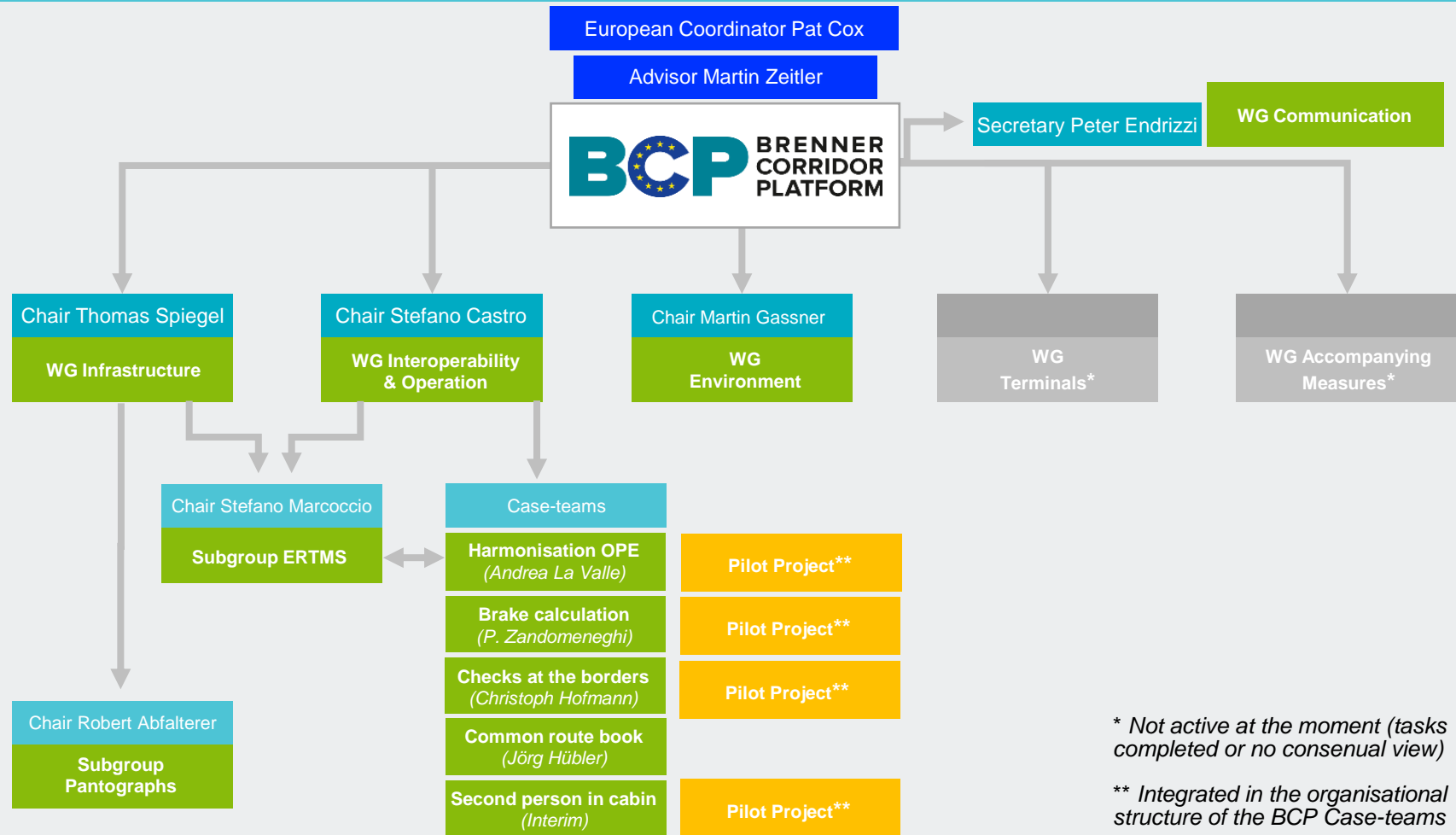
Taking into account all alternative Alpine railway crossings as well as the road-rail transport modes, the forecast figures for the time horizons 2030 and 2040 were determined on the basis of various scenarios, starting from the base year 2016

- **Time horizon 2030** (Central Case Scenario)
  - **Growth of the rail freight transport volumes** in certain sections of the Corridor **up to 95%**
  - **Annual freight trains (2016 – section Munich-Rosenheim: 33.502 | 2030 section Mu-Ro: 53.047)**
- **Time horizon 2040** (Central Case Scenario)
  - **Growth of the rail freight transport volumes** in certain sections of the Corridor **up to 215%**

For more information: [www.bcpaltform.eu](http://www.bcpaltform.eu)

# The BCP Working Groups

## WORKING STRUCTURE



\* Not active at the moment (tasks completed or no consensual view)

\*\* Integrated in the organisational structure of the BCP Case-teams