

Minutes of the IBS Workshop on 12 October 2023 in Franzensfeste

Agenda

14:00 to 15:30 **Tour of the Brenner Base Tunnel by bus (south side of the Mauls construction lot)**

50 guests and members of the IBS took part in the tunnel tour. The thanks once again to the consortium for the construction of the Brenner tunnel for their support in organising this tunnel tour and for hosting the 50th IBS Congress. The most important information was passed on to the participants at the subsequent workshop.

Photos of this impressive tour can be found in the photo gallery of the IBS website. www.ibs-ev.com

15:30 to 16:45 **Workshop Alpine Crossing Brenner Base Tunnel in the "Karel van Miert Hall" in Franzensfeste**

- **The Brenner Corridor and its strategic significance** **BCP, P. Endrizzi**

Mr. Endrizzi (Secretary of the Brenner Corridor Platform) presented the whole EU funded railway corridor project between Munich and Verona.

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The Brenner Base Tunnel is the centrepiece of this corridor and will be completed in 2032. The impressive project for the necessary planning and construction measures is presented in the project description.

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Mr. Endrizzi informed in a video about the ongoing construction work on the tunnel.

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In connection with the planned capacity expansions in the pre- and onward carriage of the Brenner Base Tunnel, a tripling of transport volumes by rail is expected by the year 2040.

- **The Brenner Base Tunnel from an infrastructural and operational point of view, including its northern and southern rail connection (BBT SE, Mr. R. Abfalterer and Mr. A. Ambrosi/ BCP, P. Endrizzi)**

Mr. Abfalterer informed about the envisaged infrastructure standards for the planned railway lines for freight traffic on the entire route between Munich and Verona:

Train length: 740 m

Gross train weight: 2,000 t

Axle load: 25 t

Transit time reduction compared with Brenner Pass: up to 70%.

From a commercial point of view, operational cost reductions of up to 40 % would thus be possible.

The most important expansion plans on the lines connecting to the Brenner base tunnel were presented

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- **Current situation in transalpine Freight Transport and Expectations for the BBT** **IBS, Olaf Krüger**

The Chairman of the IBS thanked the representatives of BBT SE and BCP for the highly interesting information. With the planned infrastructure standards and expansion measures, transalpine rail freight traffic through the Brenner Base



Tunnel will contribute significantly to the shift from road to rail in the next decade. This fulfils the main wishes/expectations of the IBS for this major European project.

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From the point of view of the IBS, it would be desirable that the safety precautions to avoid accidents with damage to the tunnel and thus extremely cost-intensive repair measures and very difficult train diversions are installed to the highest standard.

Mr Krüger drew attention to the fact that the IBS member company Vossloh RailWatch has appropriate equipment that could detect damage to wagons in operation and send appropriate signals to the respective infrastructure management or the locomotive driver at an early stage.

The IBS recommends that such state-of-the-art systems should also be installed before entering other European tunnels. The damage caused by the recent accident at the Swiss Gotthard Tunnel has led to considerable bottlenecks in rail freight traffic combined with extreme repair costs. Full operation through the tunnel will not be possible again until the summer of 2024.

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Mr. Abfaltrerer informed that several solutions are already being discussed in this regard and that there is an interest in including the Vossloh RailWatch systems.

In conclusion, Mr Krüger thanked the entire team for the development of the BBT and wished this corridor project a timely and problem-free realisation.