

The access routes to the Brenner Base Tunnel (BBT)

AN OVERVIEW FROM NORTH TO SOUTH

Peter Endrizzi | ScanMed ETC Forum, Brussels | 20.11.2025



Bundesministerium
für Verkehr



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und Infrastruktur



MIT
MINISTERO
DELLE INFRASTRUTTURE
E DEI TRASPORTI

DB InfraGO

ÖBB
INFRA

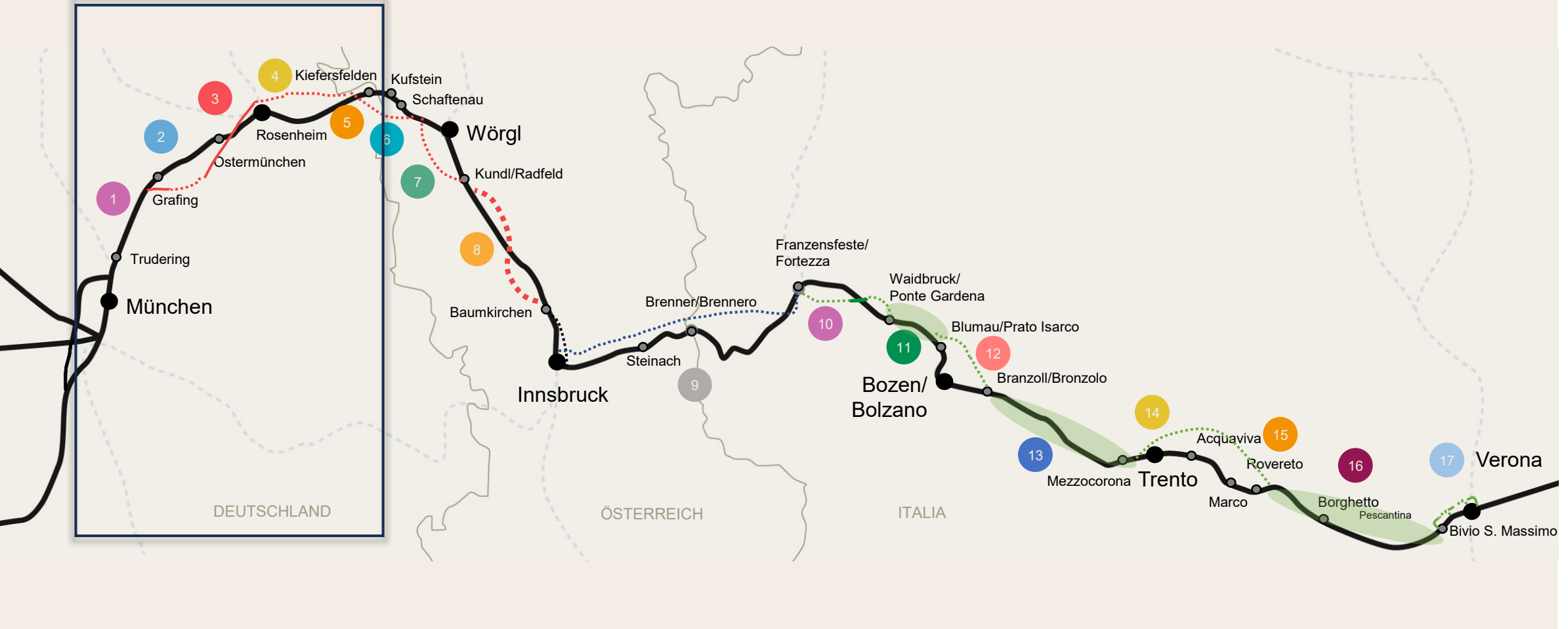
RFI
RETE FERROVIARIA ITALIANA
GRUPPO FERROVIE DELLO STATO ITALIANE



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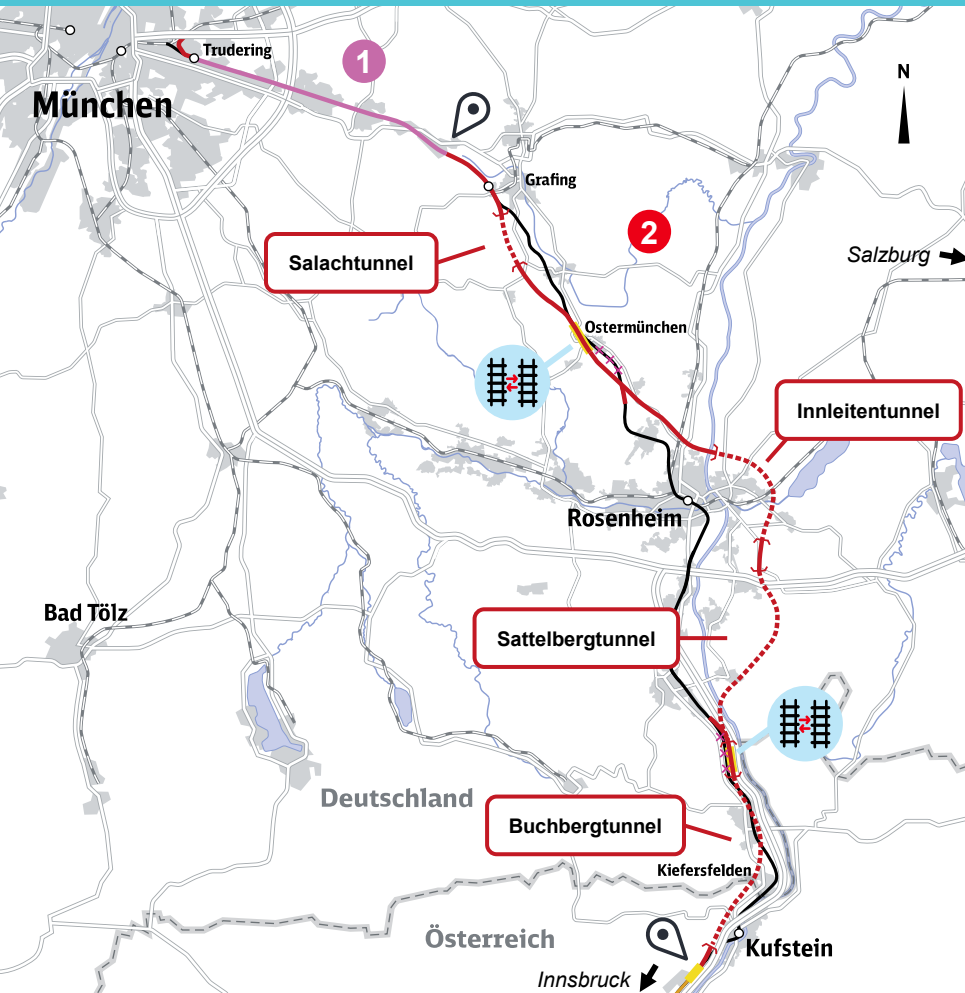
The northern access route to the BBT

GERMAN SECTION



Northern access route to the BBT – German section

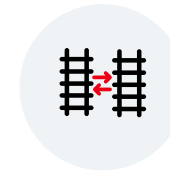
THE PREFERRED ROUTE FOR THE PARLIAMENTARY REFERRAL HAS BEEN DETERMINED



- 1 ABS München-Trudering-Grafting**
Line upgrade, Block Compaction/ETCS
- 2 NBS Grafting-Grenze D/A**
2-track new line, mixed traffic 230 km/h



Route length
new line
ca. 70 km*



2 links
between existing
and new line



Commissioning
possible in stages
from **2040**

** including border tunnel to Schafftenau, DB share 63,3 km, ÖBB share 6,5 km*

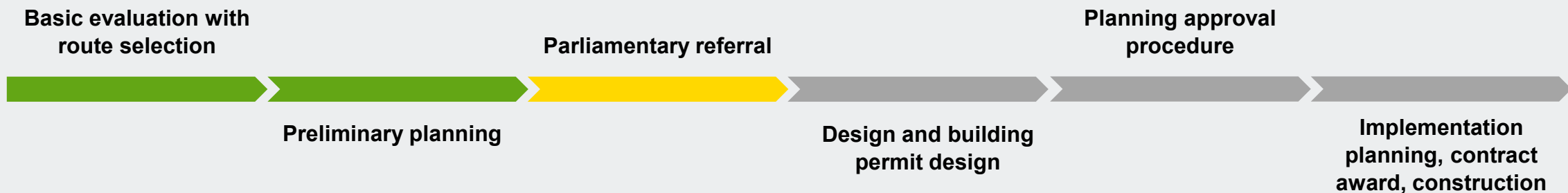
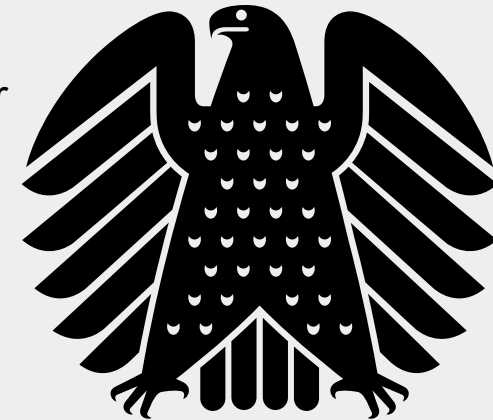


Salachtunnel	3,694 km
Innleitetunnel	8,468 km
Sattelbergtunnel	13,907 km
Buchbergtunnel	12,830 km

Northern access route to the BBT – German section

THE NEXT STEP IS FOR THE GERMAN BUNDESTAG TO DECIDE ON THE VARIANT TO BE IMPLEMENTED

- The parliamentary referral **is one of the most important steps** in the planning of rail projects.
- DB InfraGO has **completed the preliminary technical planning** for the Brenner northern access route rail project. The next step is the parliamentary referral.
- The parliamentary referral **is expected to start in winter 2025/2026**.
- **The technical consultations will first run in the Transport and Budget Committee.**
- **The German Bundestag will decide on the variant to be implemented.**



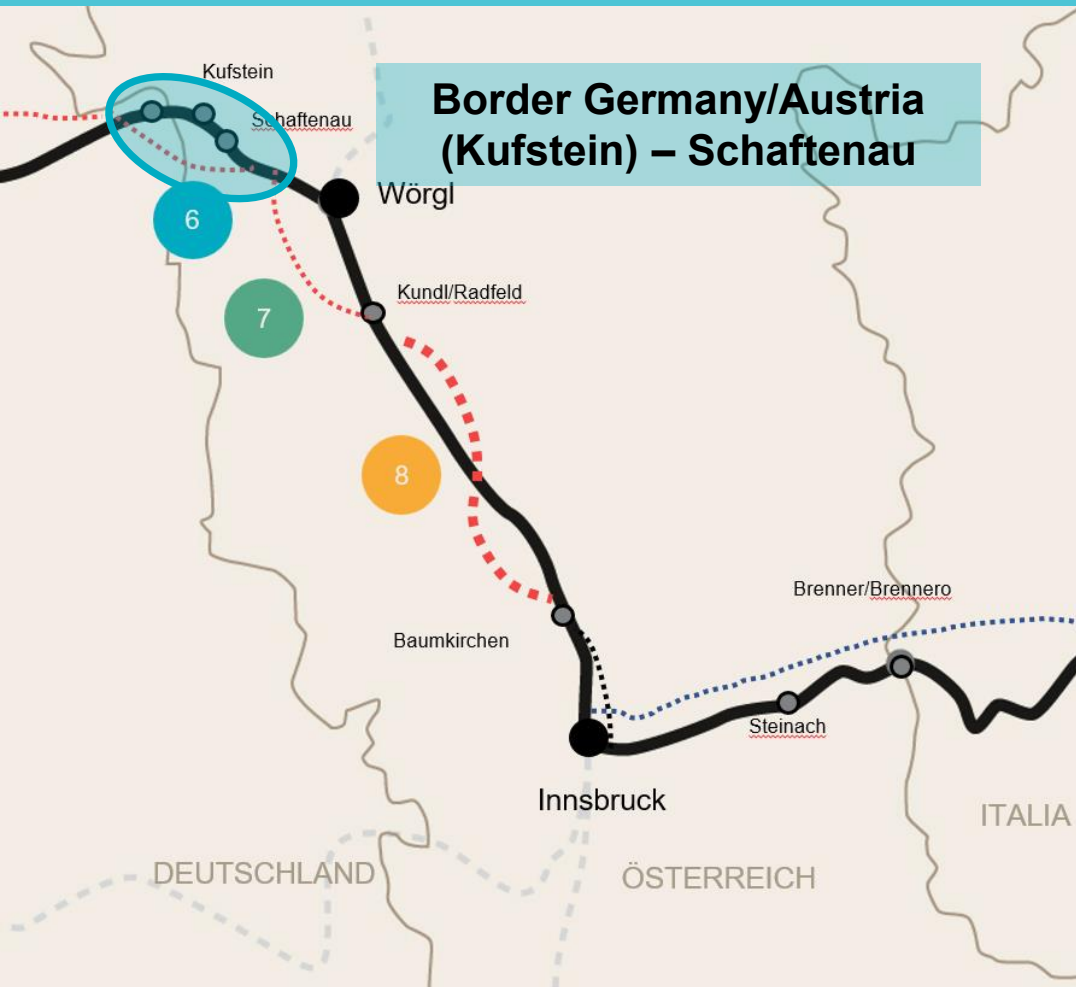
The northern access route to the BBT

AUSTRIAN SECTION



The northern access route to the BBT – Austrian section

BORDER DE/AT - SCHAFTENAU



Border Germany/Austria (Kufstein) – Schafteu

- 6.5 kilometers double-track new railway line
- of which 5.5 km two single-track tunnels as part of 12.8 km DE/AT cross-border Buchberg Tunnel
- 1 tie-in section, mixed operations, 230 km/h

Project goal

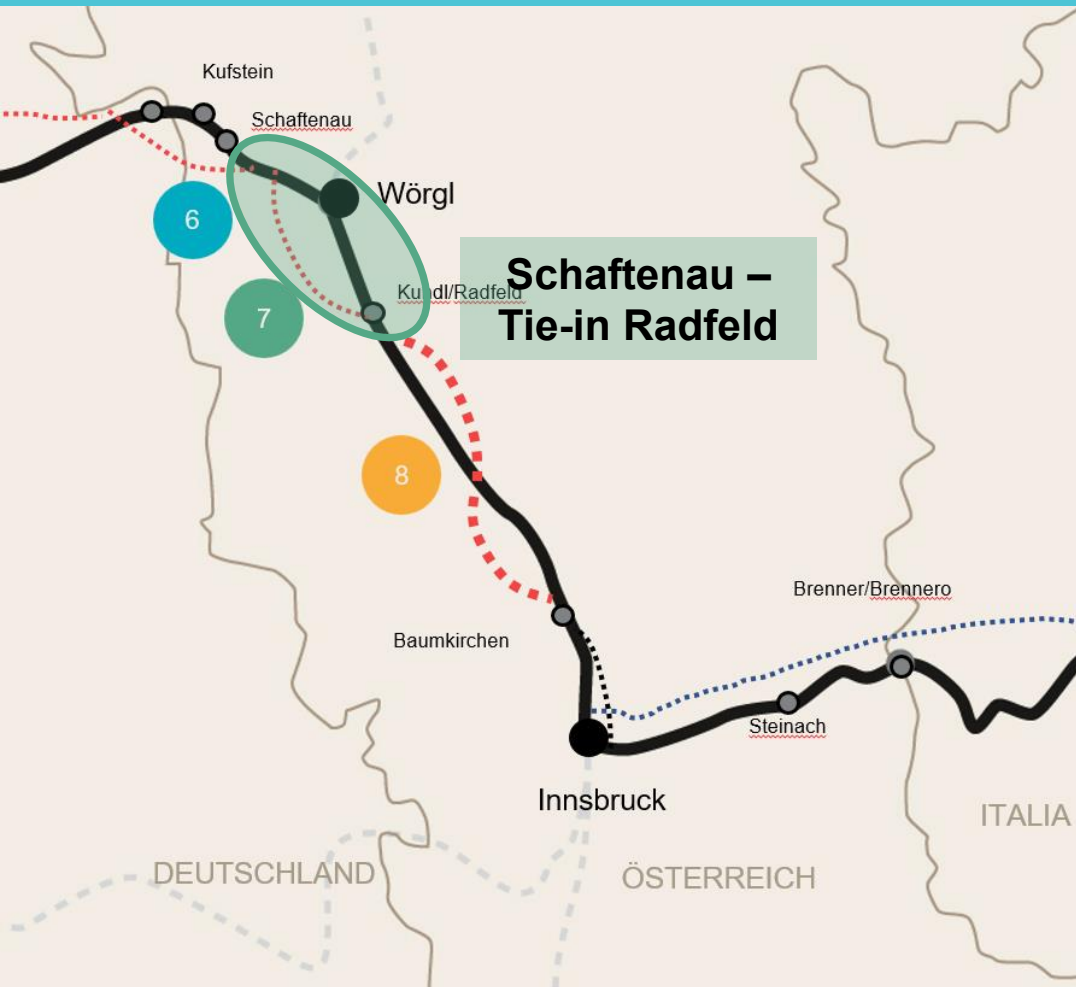
- Gap closure, Kufstein transit traffic bypass

Status

- Preliminary planning (environmental impact assessment)

The northern access route to the BBT – Austrian section

SCHAFTENAU - RADFELD



Schafftenau – Tie-in Radfeld

- 21 kilometers
- of which 14.5 kilometers are double-track tunnels
- 2 tie-in sections, mixed operations, 230 km/h

Project goal

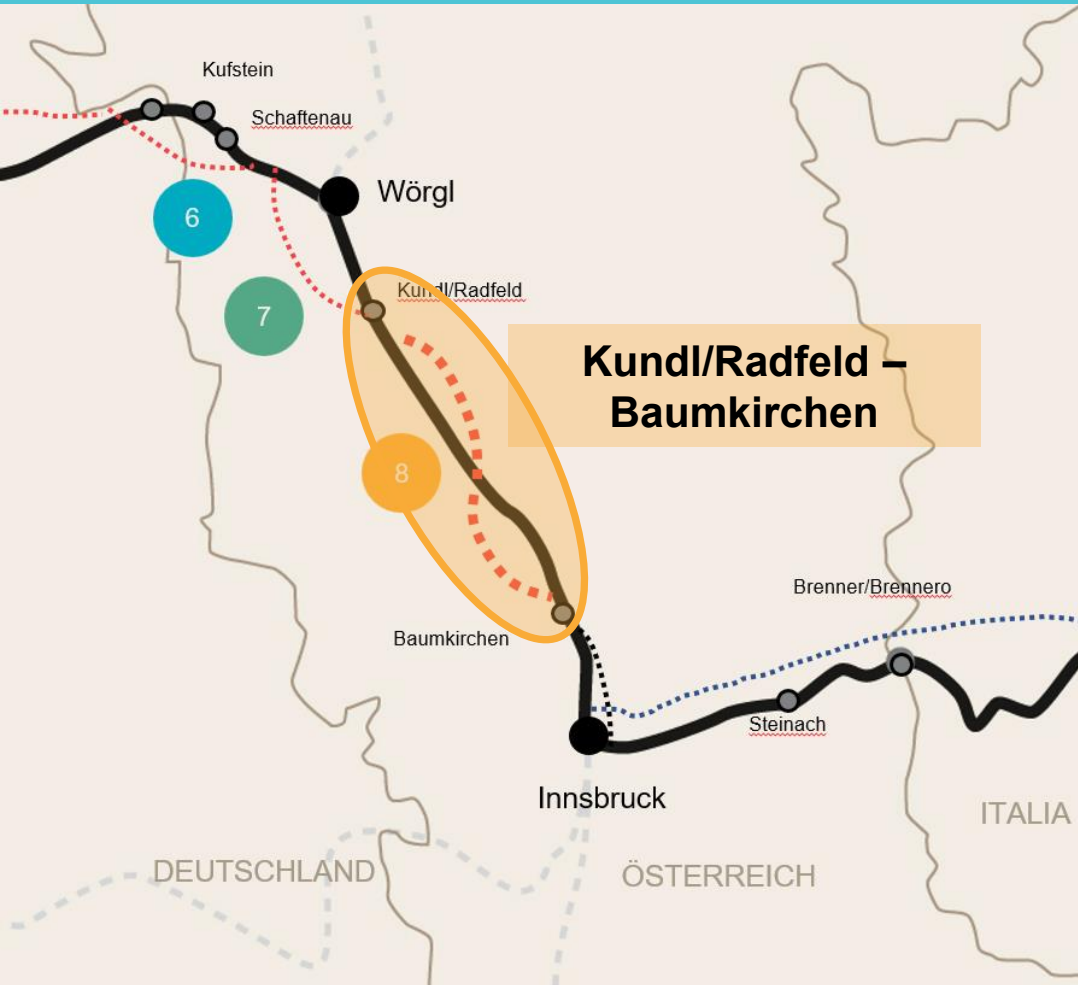
- Bypass of the Wörgl railway hub

Status

- Environmental impact assessment legally binding
- Angath Pilot Tunnel completed
- Construction permit decision expected 2025
- Construction tender planning started
- Land purchases for CEF eco-measures
- Start of operation expected in 2039

The northern access route to the BBT – Austrian section

KUNDL/RADFELD - BAUMKIRCHEN



Kundl/Radfeld – Baumkirchen

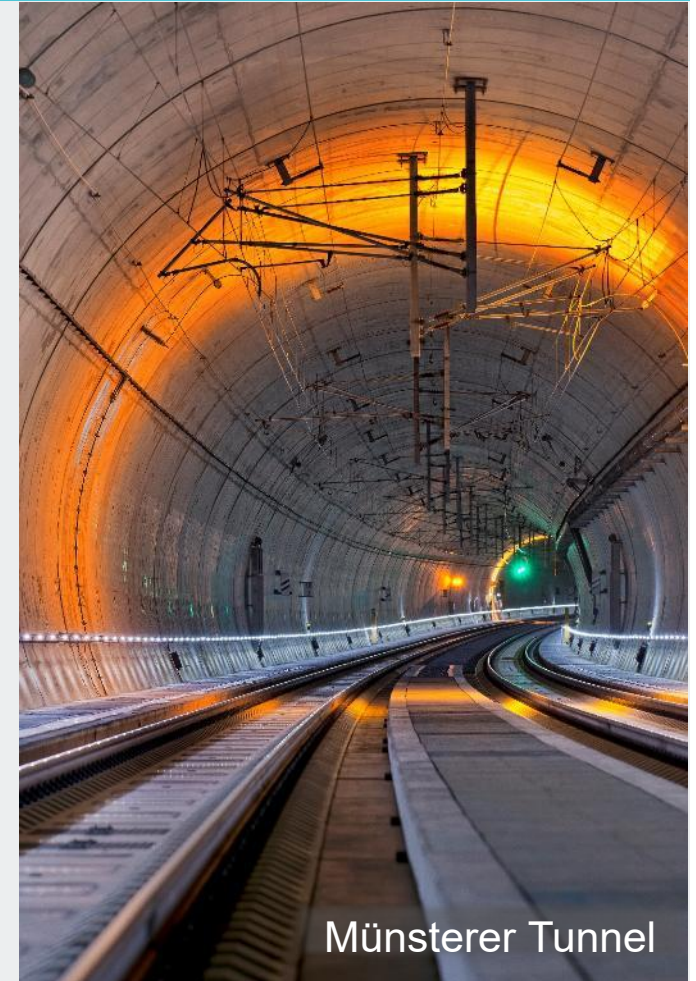
- 41 kilometers
- of these, 34 km are double-track tunnels
- 3 tie-in sections

Project goal

- Elimination of bottleneck

Status

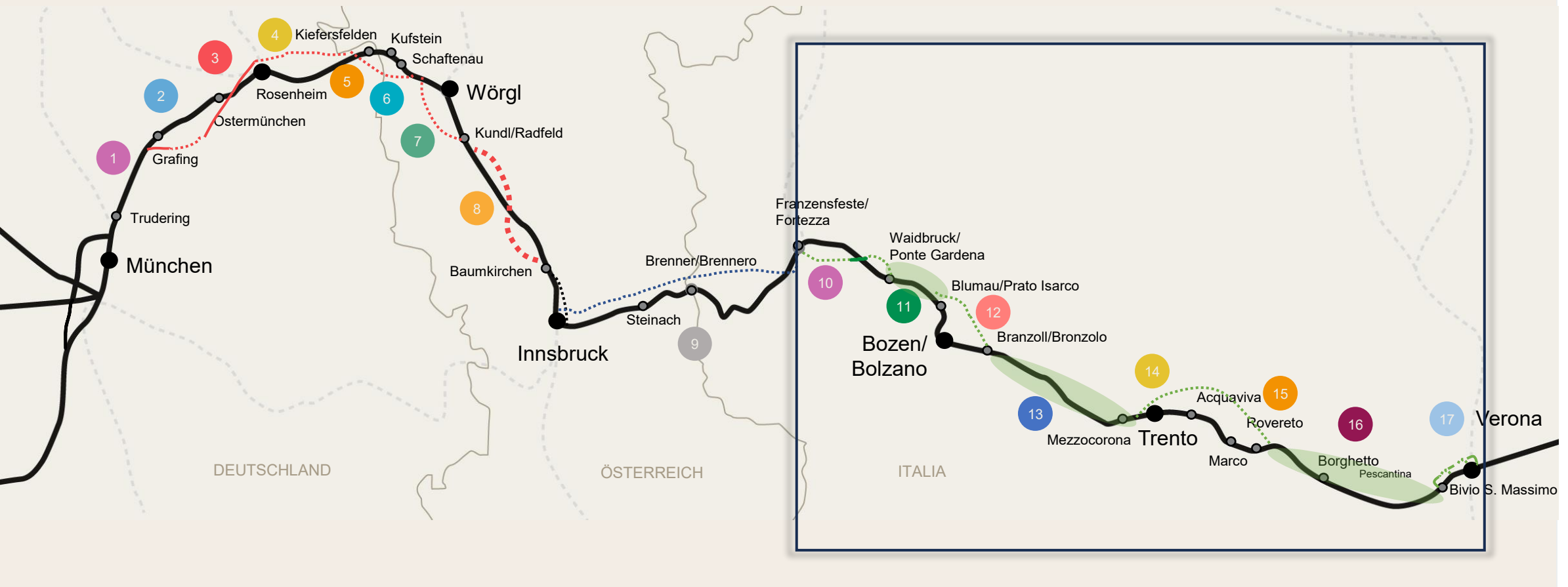
- in operation since 2012
- Conversion to ETCS-only by 09/2026



Münsterer Tunnel

The southern access route to the BBT

ITALIAN SECTION



The southern access route to the BBT – Italian section

FORTEZZA-PONTE GARDENA (LOT 1)



FORCH WINDOW TUNNEL

1.3 km

The mechanized excavation of the Forch Window Tunnel started in June 2024 and it ended in September 2025.



The southern access route to the BBT – Italian section

FORTEZZA-PONTE GARDENA (LOT 1)



FUNES WINDOW TUNNEL

0.6 km

The mechanized excavation of the Funes Window Tunnel started in June 2025.

The southern access route to the BBT – Italian section

FORTEZZA-PONTE GARDENA (LOT 1)



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CHIUSA WINDOW TUNNEL

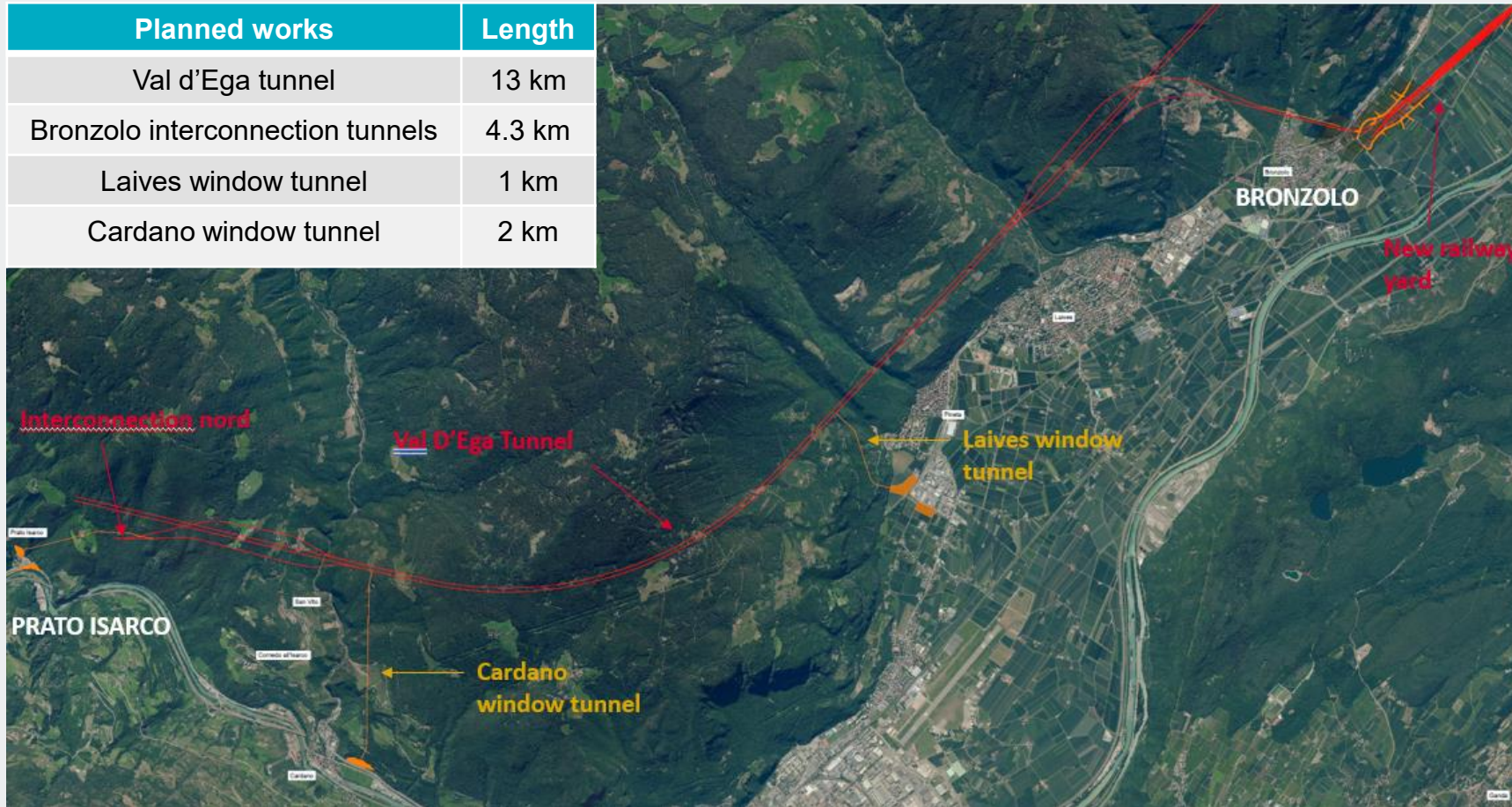
1.8 km

The traditional excavation of the Chiusa Window Tunnel started in July 2024. As of October 2025, approximately 780 meters have been excavated.

The southern access route to the BBT – Italian section

BOLZANO BYPASS (LOT 2)

Planned works	Length
Val d'Ega tunnel	13 km
Bronzolo interconnection tunnels	4.3 km
Laives window tunnel	1 km
Cardano window tunnel	2 km



The project consists in the quadrupling of the railway line from Bronzolo to Prato Isarco.

Main objectives:

- increasing of the capacity of freight transport
- mitigation of the acoustic impact of heavy traffic in Bolzano

The new railway line will be built as a mainly underground line.

Actual status: detailed planning

The southern access route to the BBT – Italian section

TRENTO BYPASS (LOT 3A)



Planned works		Length
Trench	Roncafort – Scalo Filzi	~ 1.3 km
	Acquaviva	~ 0.7 km
Embankment	Roncafort – Scalo Filzi	~ 2.0 km
	Acquaviva	~ 1.5 km
Tunnel	«Trento» tunnel	~ 11.0 km
	Artificial tunnel	~ 0.5 km

The southern access route to the BBT – Italian section

TRENTO BYPASS (LOT 3A) - SOUTHERN ENTRANCE OF THE “TRENTO” TUNNEL

June 2024 - Ongoing



Construction of Artificial Tunnel



Construction of Artificial Tunnel



Construction of Artificial Tunnel

The southern access route to the BBT – Italian section

ROVERETO BYPASS (LOT 3B)

December 2022- June 2023: development of DOCFAP- Project's Design Alternatives Feasibility Document - which led to three different proposals.

Alternative 1:

- undercrossing of Rovereto
- minimal impact on the natural environment
- about 23 km long

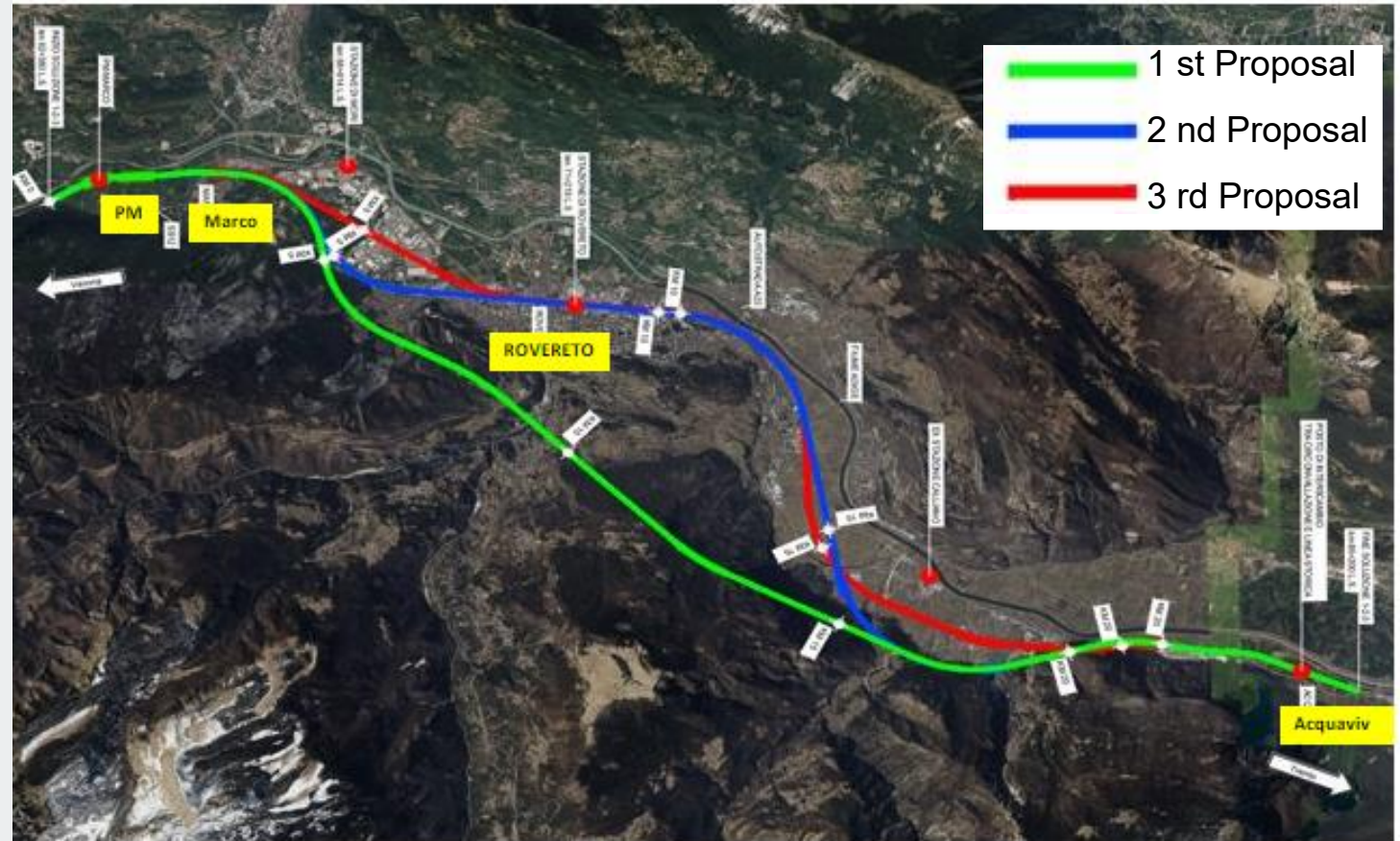
Alternative 2:

- about 20 km long
- 12 km long tunnel
- railway track outside the city
- relevant cover thickness (up to 600 m)

Alternative 3:

- undercrossing of Rovereto
- Limited crossing of rock formations
- About 23 km long

In March 2025 –the development of the Technical and Economic Feasibility Project (PFTE) of the Alternative 3 started, which was identified as the recommended option in the DOCFAP.



The southern access route to the BBT – Italian section

NORTHERN ENTRY TO VERONA (LOT 4)



The project consists in the quadrupling of the railway line from Verona (bivio San Massimo) to Pescantina.

Main objectives:

- increasing of the capacity of freight transport
- mitigation of the acoustic impact of heavy traffic due to the underground line
- a noval railway stop in San Massimo borough

Planned works	Length
New line parallel to the historical line	4.5 km
Deviation of the new line from the historical line	2.5 km
Artificial tunnels	Parona tunnel: 0.7 km
	S. Massimo tunnel: 1.8 km

Actual development: detailed planning and public debate

END

THANK YOU FOR YOUR ATTENTION

THE NEW RAILWAY LINK MUNICH-VERONA

OVERVIEW OF THE INFRASTRUCTURAL DEVELOPMENT

