



Brenner northern access route

Building block for sustainable mobility
in the Alpine region



Co-funded by
the European Union

The future belongs to rail

A new gateway to the south is being realised

One of the most significant transport projects in Europe is being constructed under the Alps: the Brenner Base Tunnel. It will help shift traffic from road to rail. The Brenner northern access route between Munich and Innsbruck is an essential part of this project for Europe's future.

Deutsche Bahn (DB) and the Austrian Federal Railways (ÖBB) are working together to plan the northern access route to the Brenner Base Tunnel. Two additional tracks will be built to make the rail network at the heart of Europe even more efficient. This will benefit people, the economy and, above all, the environment.



More trains – better for the planet

Rail is one of the systems that can decisively contribute to active climate protection. Traffic must be moved off the roads and onto the railways, in both freight and passenger transport.

The expansion of the rail connection between Munich and Verona is of central importance for achieving Europe's climate protection goals. Around 2.5 million heavy goods vehicles and 11.2 million cars used the Brenner motorway in 2019. The Brenner Base Tunnel and its access routes will create an environmentally friendly, safe and efficient connection for people and freight.



More capacity – better local transport for the region

Good local transport is important for the region. The main links take passengers to Munich, Kufstein and Salzburg. More capacity will be added to the existing tracks when the new line is built, creating space for more trains that are reliable and on time.

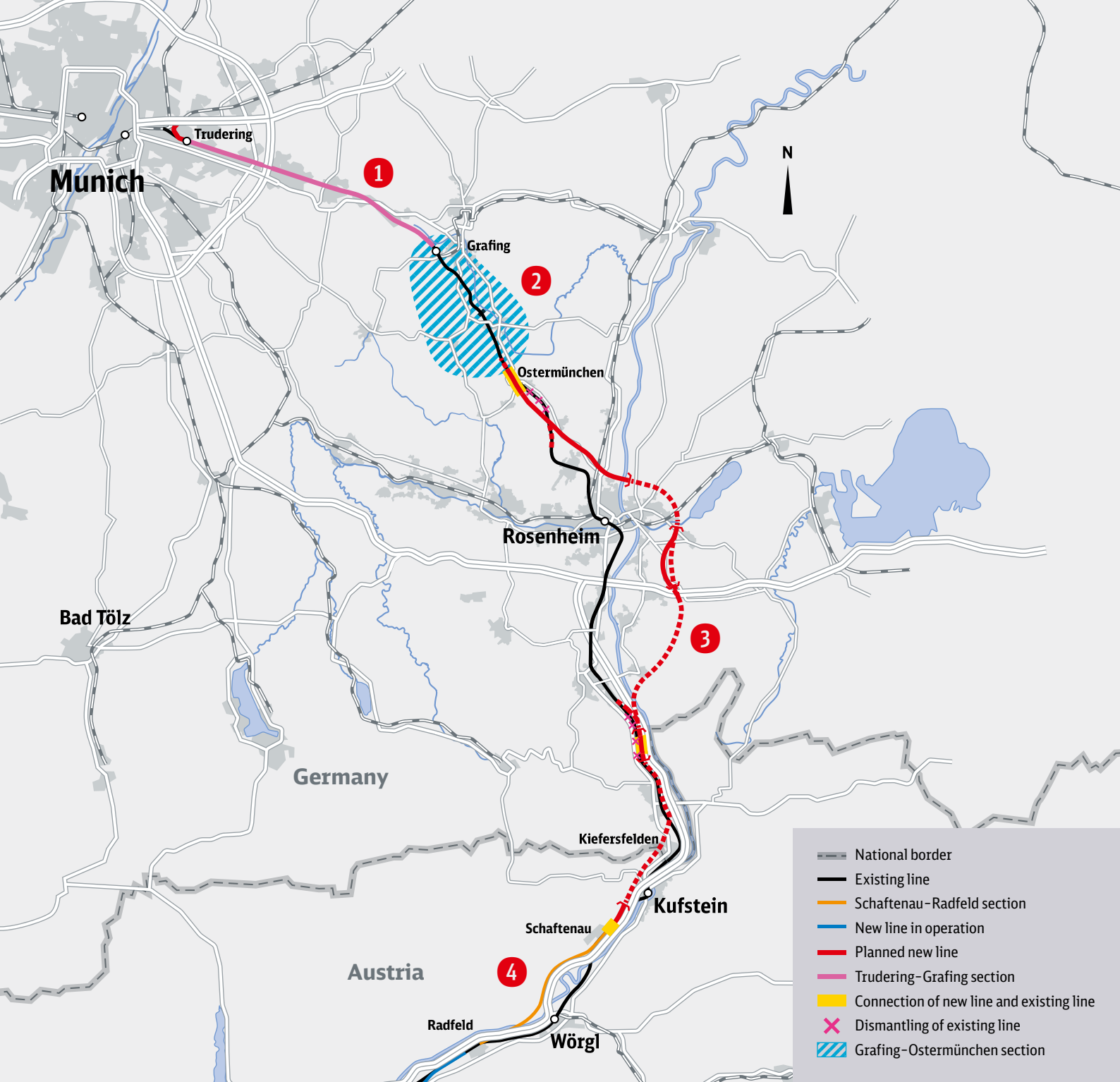


The motorway in the Inn valley is highly congested. With the Brenner northern access route, we are enabling more environmentally friendly transport by rail.



Appealing long-distance connections

From Munich to Verona in less than four hours by rail: the Brenner Base Tunnel and the new northern access route will make this mobility promise possible. Fast sprinter trains will be able to replace intra-European flights. Appealing connections between the cities and regions will offer an alternative to the congested Brenner motorway in the future.



In the future, the Brenner northern access route will connect Munich and Innsbruck with high-performing services. Germany and Austria are planning and implementing the cross-border project in close coordination.

1 Trudering–Grafing section:

Increase of capacity on the existing line section thanks to new digital signalling technology

2 Grafing–Ostermünchen section:

Start of the new double-track line.

Current status: The future route of the line is being developed

3 Ostermünchen–Schafteuau cross-border section:

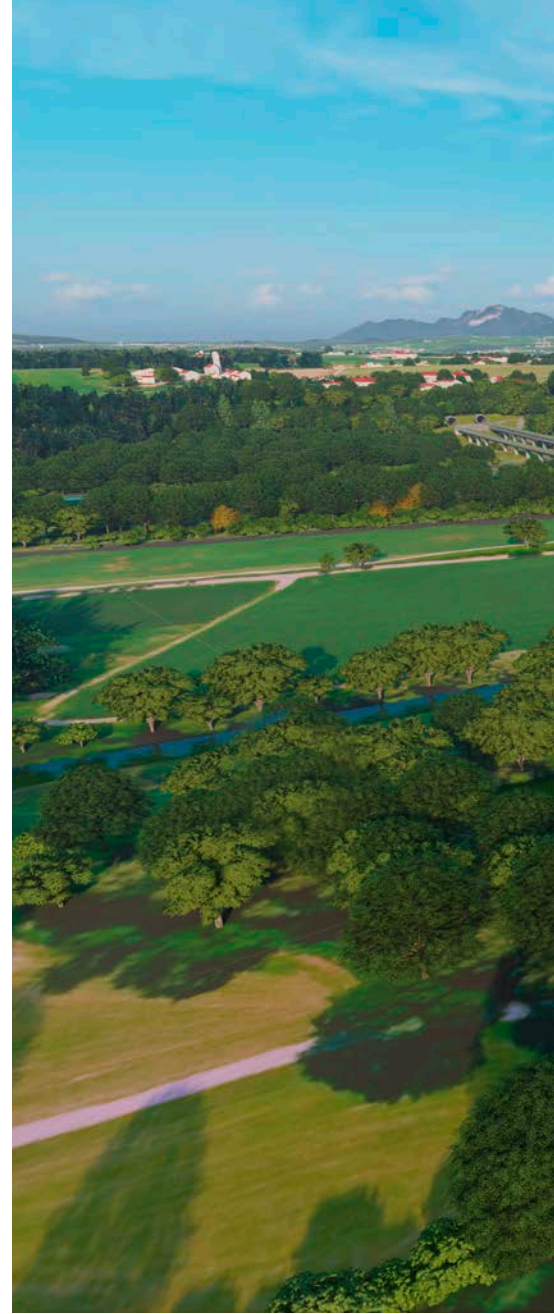
Continuation of the new line in the Rosenheim area. The route has been determined.

Current status: Detailed planning

4 Schafteuau–Radfeld section:

Bypassing of the highly congested Wörgl junction and connection to the already completed line to Innsbruck.

Current status: Detailed planning is being developed



Publishing details

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Photos:
DB Netz AG (title)
DB Netz AG / Benno Rummel (p. 2)

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Last modified: June 2022

**News and background information
on the project is available at
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