


Freight Traffic Study

Annex – Summary of the results concerning the interim evaluation scenarios

October 2021

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Brenner Corridor Platform – Freight Traffic Study

Annex – Summary of the results concerning the interim evaluation scenarios – October 2021

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ANNEX: TRANSPORT FORECASTS FOR FUTURE SCENARIOS

This Annex presents the rail freight volumes by section and rail transport mode (WL, UCT, ACT) along the Brenner Corridor, for the interim scenarios defined to assess the rail market on the Brenner Corridor.

a. MID-TERM TIME HORIZON (2030)

The table below show the modelled rail volumes by main sections of the Brenner Corridor in the:

- ▶ *Business-as-usual scenario*
- ▶ *Post-Covid scenario*
- ▶ *Policy scenario*

ANNUAL 10³ TONNES	2030 ACT	2030 UCT	2030 WL	2030 TOT
MÜNCHEN - ROSENHEIM	-	25,344	8,228	33,572
ROSENHEIM - SALZBURG	-	7,119	4,115	11,235
ROSENHEIM - WÖRGL	-	19,474	5,418	24,893
WÖRGL - BAUMKIRCHEN	3,788	18,891	8,127	30,805
BAUMKIRCHEN - FORTEZZA	3,788	17,962	3,941	25,691
FORTEZZA - TRENTO	3,788	17,962	3,941	25,691
TRENTO - VERONA	-	17,962	3,941	21,904

Table 1 - Annual thousand tonnes in 2030 BUSINESS-AS-USUAL

ANNUAL 10³ TONNES	2030 ACT	2030 UCT	2030 WL	2030 TOT
MÜNCHEN - ROSENHEIM	-	23.067	7.681	30.748
ROSENHEIM - SALZBURG	-	6.507	3.846	10.352
ROSENHEIM - WÖRGL	-	17.685	5.086	22.771
WÖRGL - BAUMKIRCHEN	3.473	17.161	7.627	28.261
BAUMKIRCHEN - FORTEZZA	3.473	16.329	3.649	23.451
FORTEZZA - TRENTO	3.473	16.330	3.649	23.452
TRENTO - VERONA	-	16.330	3.649	19.979

Table 2 - Annual thousand tonnes in 2030 POST-COVID

ANNUAL 10³ TONNES	2030 ACT	2030 UCT	2030 WL	2030 TOT
MÜNCHEN - ROSENHEIM	-	34.367	9.185	43.552
ROSENHEIM - SALZBURG	-	9.147	4.809	13.956
ROSENHEIM - WÖRGL	-	26.873	5.855	32.728
WÖRGL - BAUMKIRCHEN	2.020	26.184	8.933	37.136
BAUMKIRCHEN - FORTEZZA	2.020	24.893	4.106	31.018
FORTEZZA - TRENTO	2.020	24.893	4.106	31.018
TRENTO - VERONA	-	24.893	4.106	28.998

Table 3 - Annual thousand tonnes in 2030 POLICY

b. LONG-TERM TIME HORIZON (2040)

The table and the map below show the modelled rail volumes on the relevant sections of the Brenner Corridor, in the abovementioned scenarios, for both the following prognosis:

- ▶ *Traffic prognosis A, without the diversion to München – Mühldorf – Salzburg*
- ▶ *Traffic prognosis B, with the diversion to München – Mühldorf – Salzburg*

ANNUAL 10³ TONNES	2040 ACT	2040 UCT	2040 WL	2040 TOT
MÜNCHEN - ROSENHEIM	-	32.995	10.283	43.278
ROSENHEIM - SALZBURG	-	4.894	5.251	10.145
ROSENHEIM - WÖRGL	-	29.635	6.546	36.181
WÖRGL - BAUMKIRCHEN	3.965	28.855	9.785	42.604
BAUMKIRCHEN - FORTEZZA	3.965	27.673	4.701	36.339
FORTEZZA - TRENTO	3.965	27.673	4.701	36.339
TRENTO - VERONA	-	27.673	4.701	32.374

Table 4 - Annual thousand tonnes in 2040 BUSINESS-AS-USUAL (Traffic prognosis A - without diversion to München – Mühldorf – Salzburg)

ANNUAL 10³ TONNES	2040 ACT	2040 UCT	2040 WL	2040 TOT
MÜNCHEN - ROSENHEIM	-	31.037	8.183	39.220
ROSENHEIM - SALZBURG	-	2.936	3.151	6.087
ROSENHEIM - WÖRGL	-	29.635	6.546	36.181
WÖRGL - BAUMKIRCHEN	3.965	28.855	9.785	42.604
BAUMKIRCHEN - FORTEZZA	3.965	27.673	4.701	36.339
FORTEZZA - TRENTO	3.965	27.673	4.701	36.339
TRENTO - VERONA	-	27.673	4.701	32.374

Table 5 - Annual thousand tonnes in 2040 BUSINESS-AS-USUAL (Traffic prognosis B - with diversion to München – Mühldorf – Salzburg)

ANNUAL 10³ TONNES	2040 ACT	2040 UCT	2040 WL	2040 TOT
MÜNCHEN - ROSENHEIM	-	29.721	9.523	39.243
ROSENHEIM - SALZBURG	-	4.302	4.860	9.162
ROSENHEIM - WÖRGL	-	26.792	6.103	32.895
WÖRGL - BAUMKIRCHEN	3.626	26.096	9.121	38.843
BAUMKIRCHEN - FORTEZZA	3.626	25.046	4.337	33.008
FORTEZZA - TRENTO	3.626	25.046	4.337	33.008
TRENTO - VERONA	-	25.046	4.337	29.383

Table 6 - Annual thousand tonnes in 2040 POST-COVID (Traffic prognosis A - without diversion to München – Mühldorf – Salzburg)

ANNUAL 10³ TONNES	2040 ACT	2040 UCT	2040 WL	2040 TOT
MÜNCHEN - ROSENHEIM	-	28.000	7.579	35.578
ROSENHEIM - SALZBURG	-	2.581	2.916	5.497
ROSENHEIM - WÖRGL	-	26.792	6.103	32.895
WÖRGL - BAUMKIRCHEN	3.626	26.096	9.121	38.843
BAUMKIRCHEN - FORTEZZA	3.626	25.046	4.337	33.008
FORTEZZA - TRENTO	3.626	25.046	4.337	33.008
TRENTO - VERONA	-	25.046	4.337	29.383

Table 7 - Annual thousand tonnes in 2040 POST-COVID (Traffic prognosis B - with diversion to München – Mühlendorf – Salzburg)

ANNUAL 10³ TONNES	2040 ACT	2040 UCT	2040 WL	2040 TOT
MÜNCHEN - ROSENHEIM	-	47,447	12,062	59,508
ROSENHEIM - SALZBURG	-	6,834	6,607	13,441
ROSENHEIM - WÖRGL	-	42,801	7,255	50,055
WÖRGL - BAUMKIRCHEN	1,777	41,798	11,055	54,630
BAUMKIRCHEN - FORTEZZA	1,777	40,108	4,920	46,805
FORTEZZA - TRENTO	1,777	40,108	4,920	46,805
TRENTO - VERONA	-	40,108	4,920	45,028

Table 8 - Annual thousand tonnes in 2040 POLICY (Traffic prognosis A - without diversion to München – Mühlendorf – Salzburg)

ANNUAL 10³ TONNES	2040 ACT	2040 UCT	2040 WL	2040 TOT
MÜNCHEN - ROSENHEIM	-	44,713	9,419	54,132
ROSENHEIM - SALZBURG	-	4,100	3,964	8,065
ROSENHEIM - WÖRGL	-	42,801	7,255	50,055
WÖRGL - BAUMKIRCHEN	1,777	41,798	11,055	54,630
BAUMKIRCHEN - FORTEZZA	1,777	40,108	4,920	46,805
FORTEZZA - TRENTO	1,777	40,108	4,920	46,805
TRENTO - VERONA	-	40,108	4,920	45,028

Table 9 - Annual thousand tonnes in 2040 POLICY (Traffic prognosis B - with diversion to München – Mühlendorf – Salzburg)