



Delivering the European Green Deal

South Tyrol's Roadmap for the Mobility of Tomorrow

08.10.2024



The TEN-T network

- South Tyrol lies in the heart of the Alps...
- ... along the European ScanMed corridor, which connects Scandinavia with the Mediterranean Sea
- One of the most important European transport corridors



Facts and figures

0,5 million

inhabitants, 65% of whom live in rural areas

14%

of the area lower than 1.000 meter above sea level

2.300 km

Regional and state roads

115 km

Brenner motorway

11.88 million cars

drove across the Brenner Pass in 2023

36,1 million

overnight stays in 2023

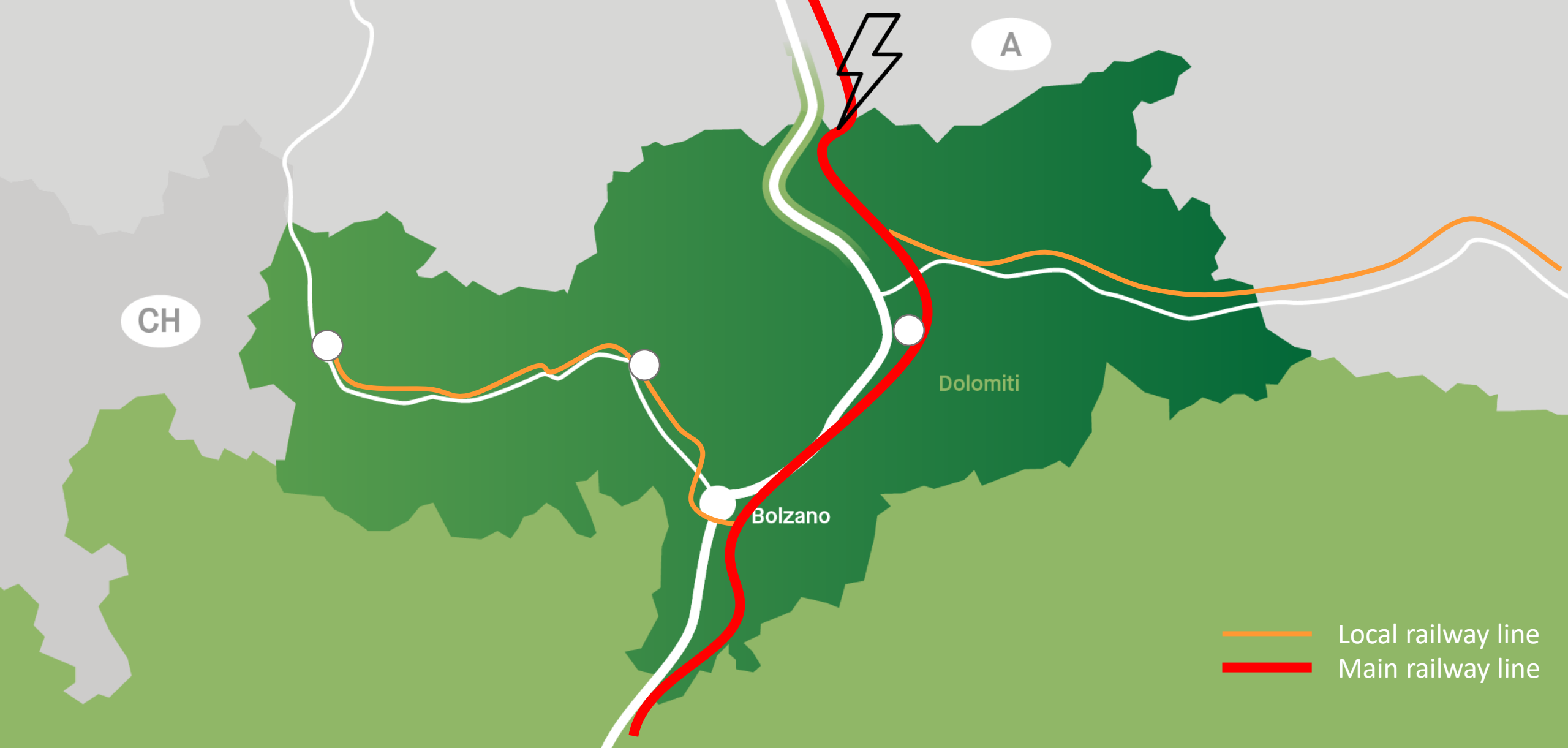


AUTONOME PROVINZ BOZEN - SÜDTIROL



PROVINCIA AUTONOMA DI BOLZANO - ALTO ADIGE

PROVINCIA AUTONOMA DE BULSAN - SÜDTIROL



— Local railway line
— Main railway line

AUTONOME PROVINZ BOZEN - SÜDTIROL



PROVINCIA AUTONOMA DI BOLZANO - ALTO ADIGE

PROVINCIA AUTONOMA DE BULSAN - SÜDTIROL

Strategic framework: the European Green Deal the Climate Plan and the SüdtirolPlan for the Mobility of tomorrow

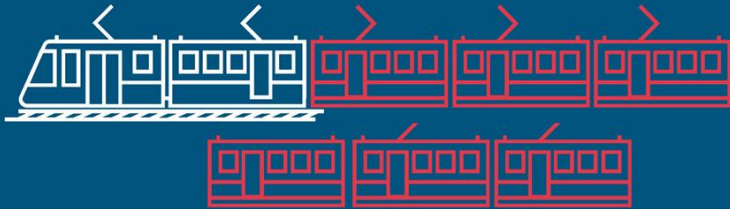


#SüdtirolPlan - #AltoadigePlan

-25%



+250%



+20%



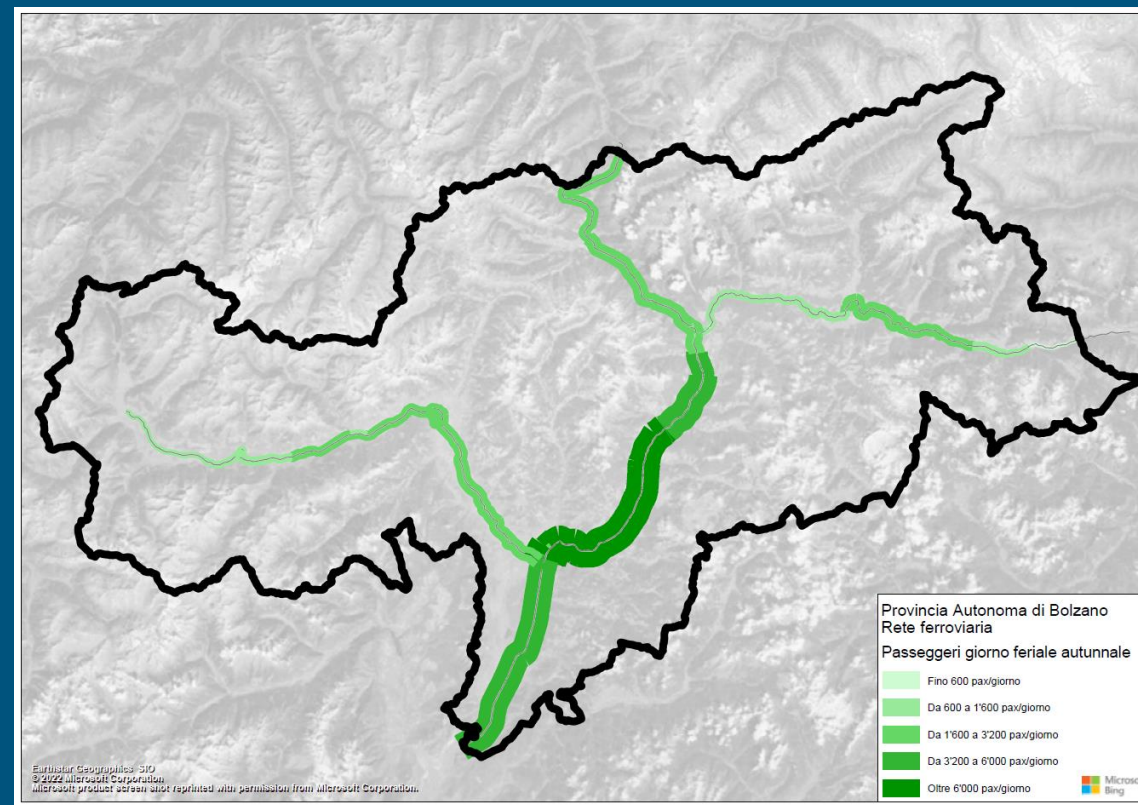
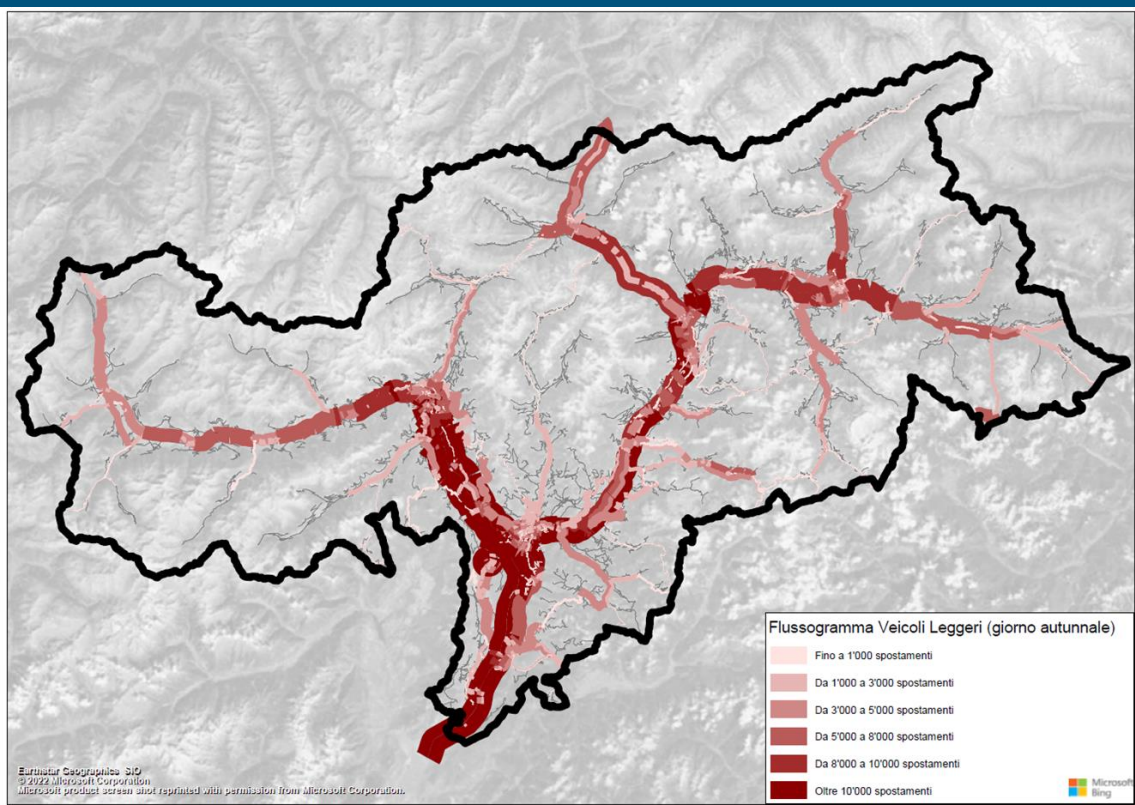
+50%



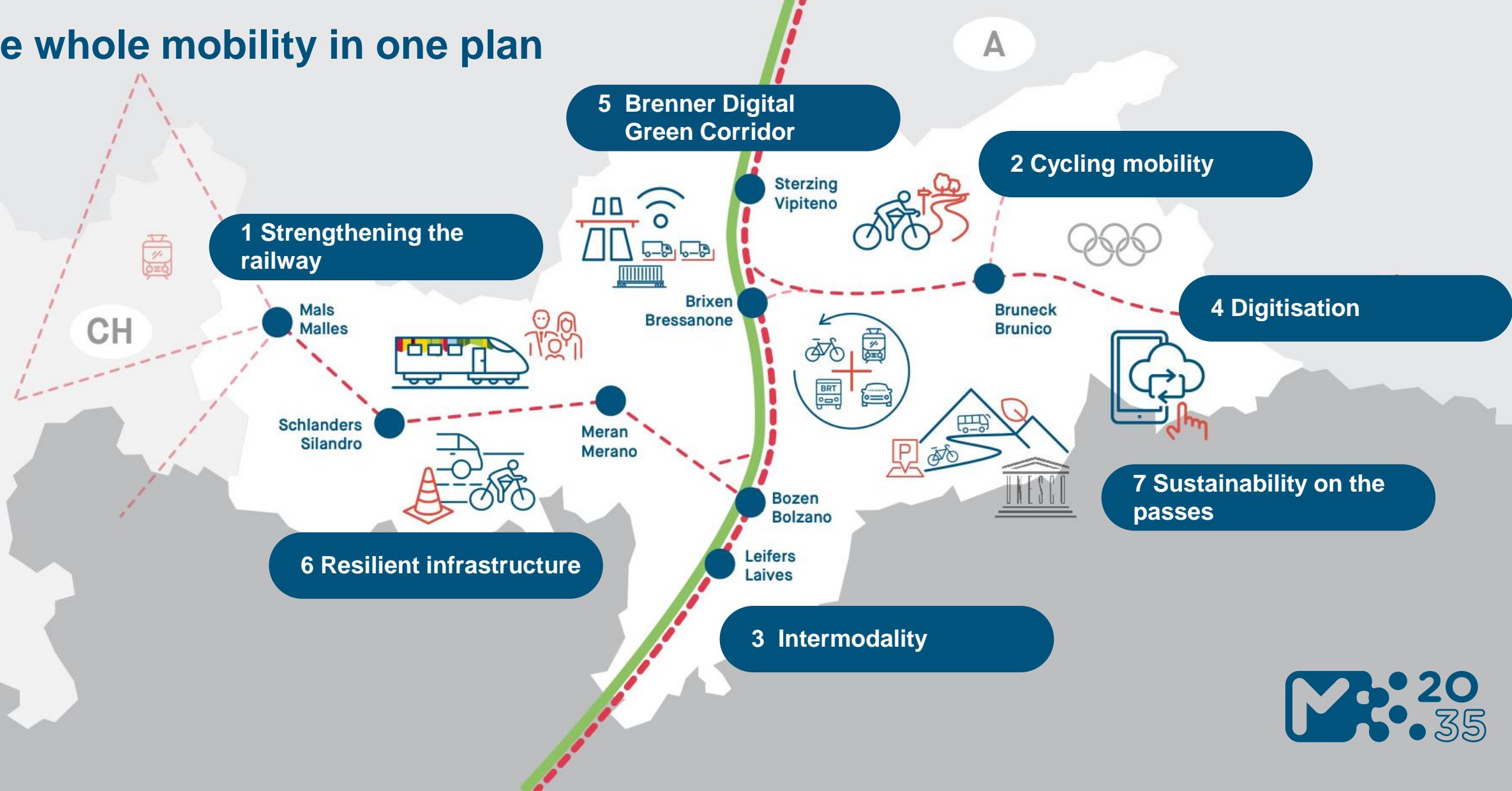
Our goals
Unsere Ziele
I nostri obiettivi
Chisc é nüsc obietifs



Data is essential for strategic planning!



The whole mobility in one plan



The whole mobility in one plan

1 Strengthening the railway





A

Riga Valley Variant

Pustertal railway upgrade

CH

Val Venosta railway electrification

Virgolo Tunnel

Lot 1: Fortezza - Ponte Gardena

Railway cross Terra Raetica

Second track Merano-Bolzano

Bolzano

Bolzano rail bypass

Railway stop San Giacomo

Bassa Atesina



AUTONOME PROVINZ BOZEN - SÜDTIROL



PROVINCIA AUTONOMA DI BOLZANO - ALTO ADIGE

PROVINCIA AUTONOMA DE BULSAN - SÜDTIROL

Electrification of the Venosta Valley railway and new trains

2025

2026

2027

2028 - 2032

2035+

Realisation Virgolo Tunnel

Access route Franzensfeste - Waidbruck

Partial extension of the Val Pusteria railway

Completion of the Riggertal loop

Brenner Base Tunnel

Second track Merano - Bolzano

Railway cross Terra Raetica

Boosting rail as mode of transport for touristic arrivals



Motorisierter Individual Verkehr
(Auto, Camper, Motorrad)

83.5%

Bahn

8.0%



Bus

4.1%

Flugzeug

3.9%



Sonstige

0.6%

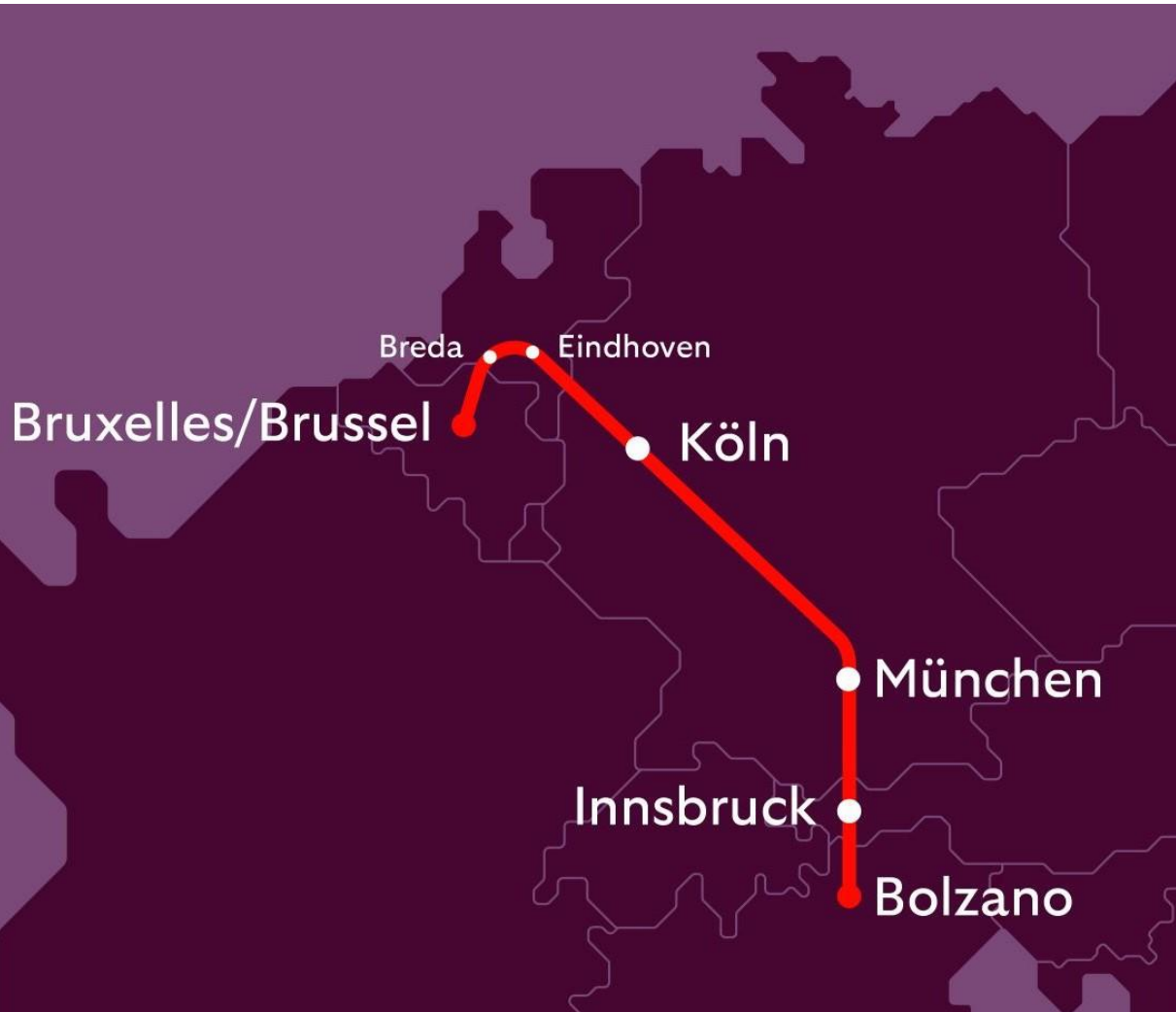


Goal: increase the number of sustainable arrivals

Soft measures: Improve connectivity and advertise the use of public transport



Soft measures: Improve connectivity and advertise the use of public transport



Bruxelles Midi/ Brussel Zuid	19:00
Breda	20:30
Eindhoven Centraal	21:30
Venlo	22:30
Köln Hbf	23:30
München	06:30
Kufstein	07:30
Wörgl	08:00
Jenbach	08:30
Innsbruck Hbf	09:00
Brennero	09:30
Bressanone	10:30
Ponte Gardena-Laion	10:45
Bolzano	11:00

Departure twice a week

Bolzano	19:00
Ponte Gardena-Laion	19:15
Bressanone	19:30
Brennero	20:30
Innsbruck Hbf	21:00
Jenbach	21:30
Wörgl	22:00
Kufstein	22:30
München	23:30
Köln Hbf	06:30
Venlo	07:30
Eindhoven Centraal	08:30
Breda	09:30
Bruxelles Midi/Brussel Zuid	11:30

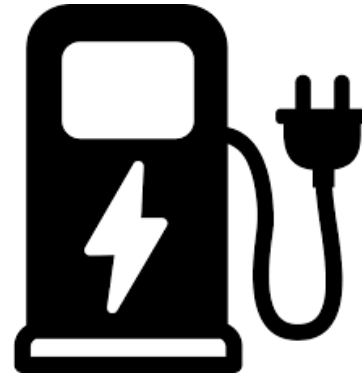
Departure twice a week



Alternative propulsions



Electrification of Freight Transport on the Brenner Axis



Key Objectives



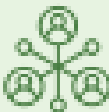
Strategic Positioning

Establish electric charging parks at key locations along the Brenner Corridor to ensure optimal coverage and accessibility for electric trucks. These locations will be chosen based on traffic density, proximity to major logistics hubs, and ease of access for long-haul truck drivers.



Green Energy Utilization

Use hydropower to provide green direct electricity, ensuring an environmentally friendly energy source for the charging infrastructure. The usage of local direct energy helps reduce the price per kWh for the end users, making e-HDV more attractive and a true business case for transport companies. This approach not only reduces carbon emissions but also promotes the use of renewable energy sources in the transportation sector.



Comprehensive Stakeholder Involvement

Cover the entire value chain from electricity and charging station manufacturers to end customers, ensuring that the project addresses the interests of all relevant stakeholders. This includes close collaboration with local governments and the trucking industry to ensure broad support and successful implementation.



Scalability and Expansion

Lay the foundation for the regular operation of electric trucks on the Brenner Axis, with potential expansion in the number of charging infrastructure in the selected locations and in the number of locations along the corridor. This scalability ensures that the project can grow in response to increasing demand and technological advancements.

BRENNER DIGITAL GREEN CORRIDOR

Implementation Strategy

Site Selection and Development

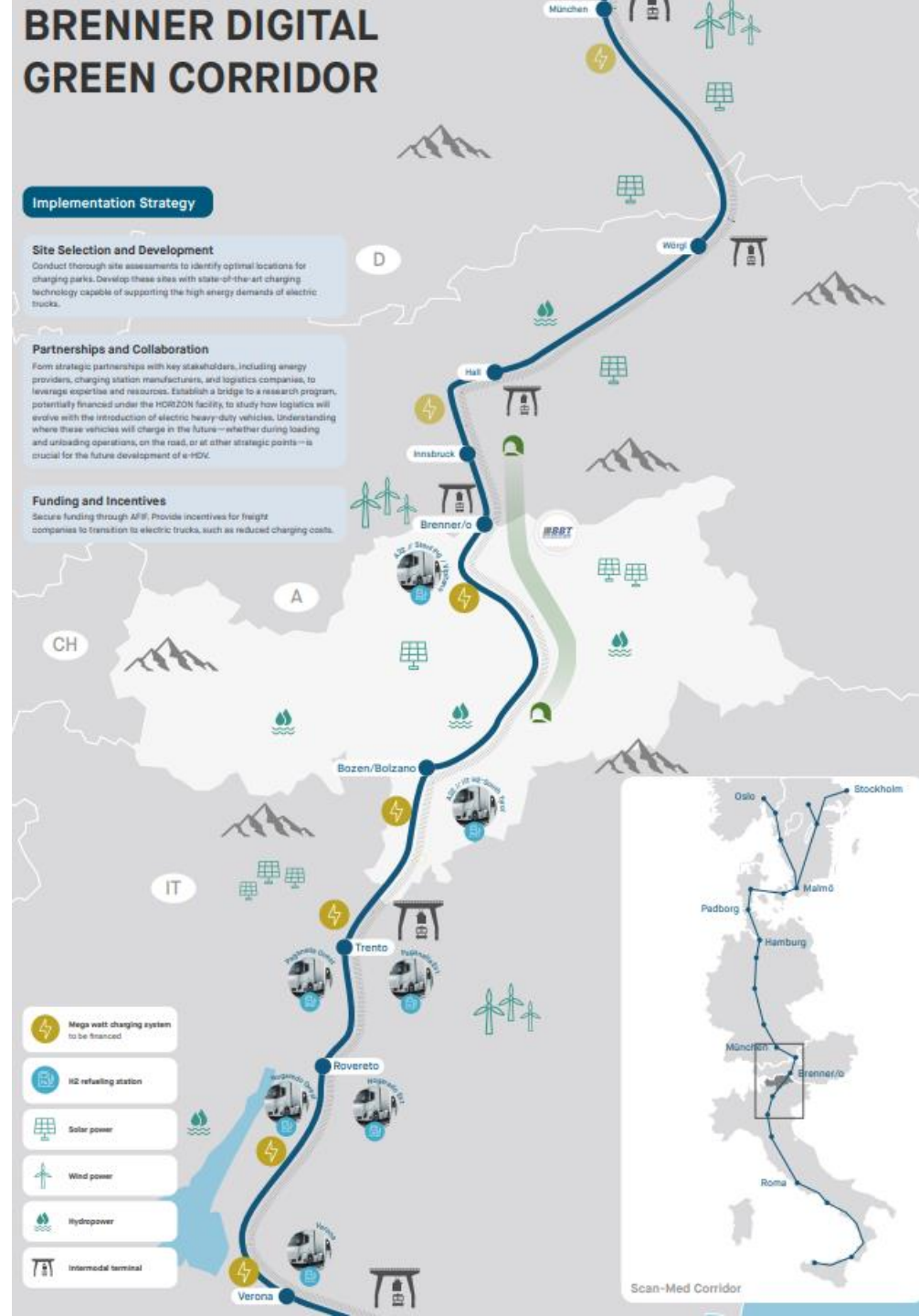
Conduct thorough site assessments to identify optimal locations for charging parks. Develop these sites with state-of-the-art charging technology capable of supporting the high energy demands of electric trucks.

Partnerships and Collaboration

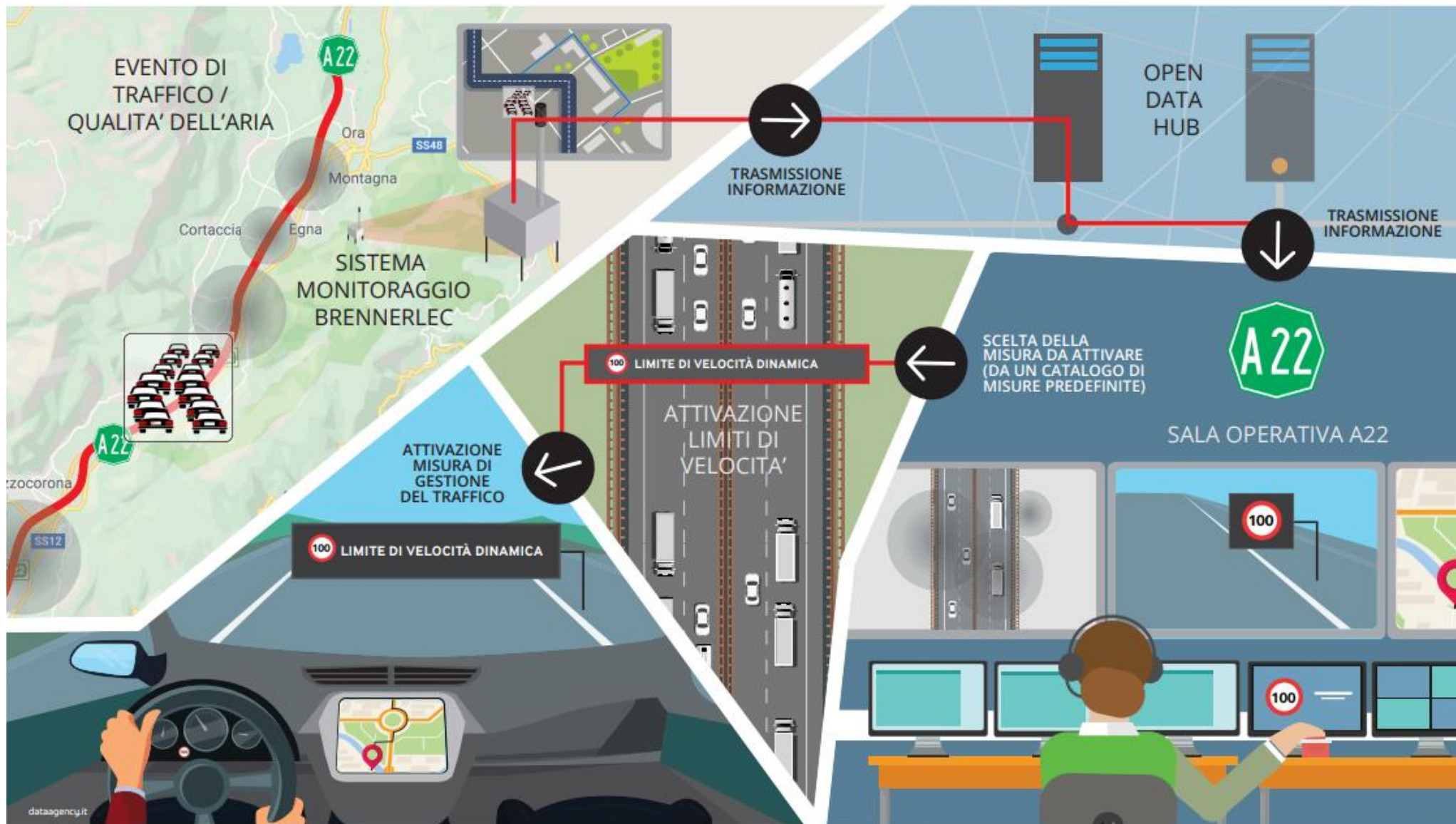
Form strategic partnerships with key stakeholders, including energy providers, charging station manufacturers, and logistics companies, to leverage expertise and resources. Establish a bridge to a research program, potentially financed under the HORIZON facility, to study how logistics will evolve with the introduction of electric heavy-duty vehicles. Understanding where these vehicles will charge in the future—whether during loading and unloading operations, on the road, or at other strategic points—is crucial for the future development of e-HDV.

Funding and Incentives

Secure funding through AFIF. Provide incentives for freight companies to transition to electric trucks, such as reduced charging costs.



LA GESTIONE FUTURA DEL TRAFFICO AUTOSTRADALE





944 2
LIEBHERR

norma

Concrete mixer truck

Brenner Base Tunnel



Munich	4 H	2,5 H
Vienna	6 H	5 H
Berlin	13 H	6 H
Paris	14 H	7 H
Rome	4,5 H	

Radius of
accessibility to
South Tyrol in
less than 5
hours

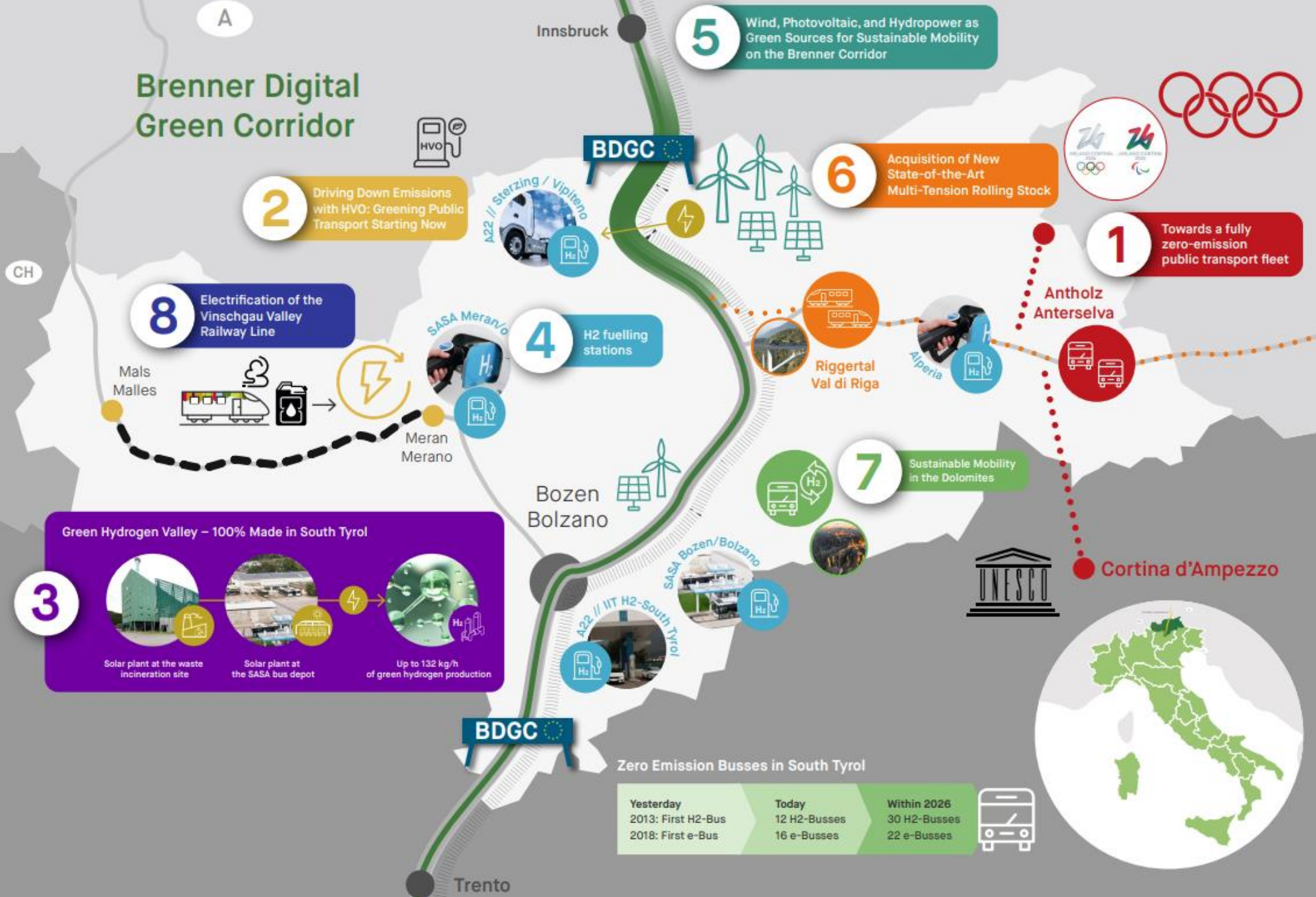


100 Mio.

What is South Tyrol actively doing to deliver the European Green Deal?



Brenner Digital Green Corridor



2 Driving Down Emissions with HVO: Greening Public Transport Starting Now

8 Electrification of the Vinschgau Valley Railway Line

4 H2 fuelling stations

5 Wind, Photovoltaic, and Hydropower as Green Sources for Sustainable Mobility on the Brenner Corridor

6 Acquisition of New State-of-the-Art Multi-Tension Rolling Stock

1 Towards a fully zero-emission public transport fleet

7 Sustainable Mobility in the Dolomites

3 Green Hydrogen Valley – 100% Made in South Tyrol

Solar plant at the waste incineration site Solar plant at the SASA bus depot Up to 132 kg/h of green hydrogen production

Zero Emission Busses in South Tyrol

Yesterday	Today	Within 2026
2013: First H2-Bus	12 H2-Busses	30 H2-Busses
2018: First e-Bus	16 e-Busses	22 e-Busses



Thank you for your attention!

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