

Austria & Germany

Brenner Base Tunnel



TYPE OF TOOL
Project



MAIN SECTOR
Transport



INFRASTRUCTURE GOVERNANCE PILLARS
Transparent, systematic and effective stakeholder participation

In a nutshell



OBJECTIVE: The Brenner Base Tunnel and the northern and southern access lines are aimed at enabling the transition from road to rail in transalpine freight transport.



Agency in charge
DB Netz AG; ÖBB-Infrastruktur AG



Levels of government
National



Year of implementation
2040



Current status
Planning*



Value
€8.384 billion

Overview

Public participation in infrastructure projects from the early stages can help improve planning by ensuring transparency and leveraging local knowledge. The Northern Access of the Brenner Base Tunnel project uses public participation to improve planning. The Brenner Base Tunnel is one of Europe's most important transport projects being built under the Alps, aimed at shifting traffic from road to rail. The northern access route between Munich and Innsbruck is an essential part of this European project for the future. At an early stage, the public was informed about the progress of the project and questions and facts were clarified. Local dialogue and community forums were constituted before the start of the technical planning. Representatives from the cities, municipalities and interest groups in the project area met to discuss important aspects of the projects. Members of the dialogue forums lent voice and weight to the interests of citizens' initiatives, agriculture and business. Even before planning began, the dialogue forums developed an assessment system together with a team of experts, where they defined criteria, measurable indicators and technical requirements in a catalogue. These criteria show the region's expectations of the planning and include all protected interests such as environmental concerns (from groundwater to land consumption and wildlife to the landscape). The criteria catalogue serves as an objective evaluation basis for later route variants. Dialogue forums were used to discuss, supplement and adapt the catalogue. The indicators in this catalogue reflect the expectations of the region as well as technical concerns. In the further course, the route proposals of the planner were discussed with the region and citizens were invited to share their ideas. In the Common and Extended Planning Area, 110 different proposals came together. Four of the five route variants included suggestions from citizens.

REFERENCES:

- DB Netze/ÖBB-Infra, *Brenner-Nord inlet railway project: Dialogue and participation*, <https://www.brennernordzulauf.eu/dialog-und-beteiligung.html>

NOTES:

- *Partly in operation