Mobility in South Tyrol
Applied Transportation Planning

Joachim Dejaco, Managing Director

CIPRA Annual Convention – Bolzano / Bozen, 16 October 2026

South Tyrol


Strasbourg
Passau
92
Rosenheim
Salzburg
Wiener Neustadt
96
95
Konstanz
Basel
Friedrichshafen
Berchtesgaden
Österreich
Garmisch-Partenkirchen
Zürich
E45
Saalbach
St. Gallen
Oberstdorf
Innsbruck
Zell am See
E59
E25
Liechtenstein
Nationalpark Hohe Tauern
Graz
Schweiz
Suisse
Svizzera
Switzerland
E43
Davos
E59
Klagenfurt am Wörthersee
Bolzano
Bozen
Villach
Maribor
Parco Nazionale dello Stelvio
E35
E62
Trento
Udine
Slovenija
Slovenia
Zermatt
Lugano
E45
Como
Zagreb
Bergamo
Treviso
E70
Trieste
E65
Milano
Verona
E70
Venezia
E70
Padova
Opatija
Rijeka
E612
Pavia
E35
Poreč
Torino
Rovinj
Hrvatska

South Tyrol

Inhabitants	530.000
Area	7.398 km²
Inhabitants per km²	71,6
Overnight stays	37,1 M
Tourism intensity (o/n stays / 1.000 inh.)	63.585

South Tyrol's core (Tourism)-Vision

South Tyrol aims to become Europe's leading sustainable living destination.


This is how
we see ourselves


500 m
350 m
Sometimes, it looks like this though
TRENTO MODENA
via Lancio
Lancia - Str.
30

South Tyrol's 2040 Climate Plan

Goal: to achieve climate neutrality by 2040

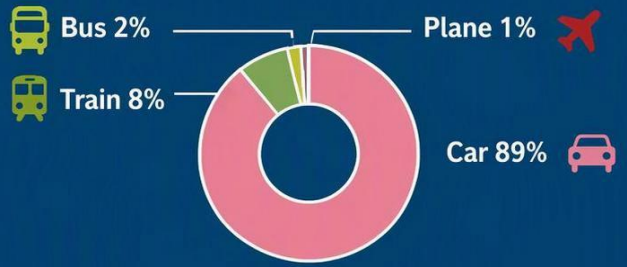
→ double public transport use by 2037

→ 35% of visitors arrive by public transport

Is this achievable?

CURRENT SITUATION

Which means of transport do visitors use **to travel to South Tyrol?**



POTENTIAL

Would travelling to South Tyrol without a car be an option for you?



Could you imagine not using your car during your stay in South Tyrol?



Railway Merano - Malles



Chronology

1.7.
1906

Opening

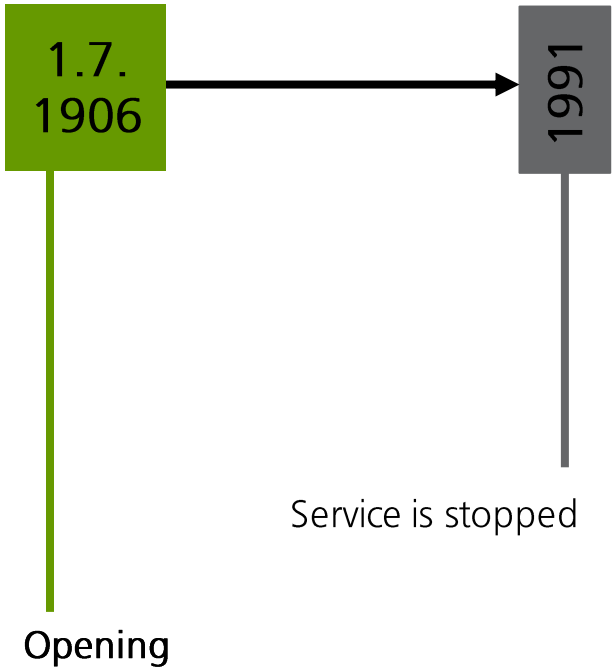
1906 (Facsimile)



Sluderno / Schluderns



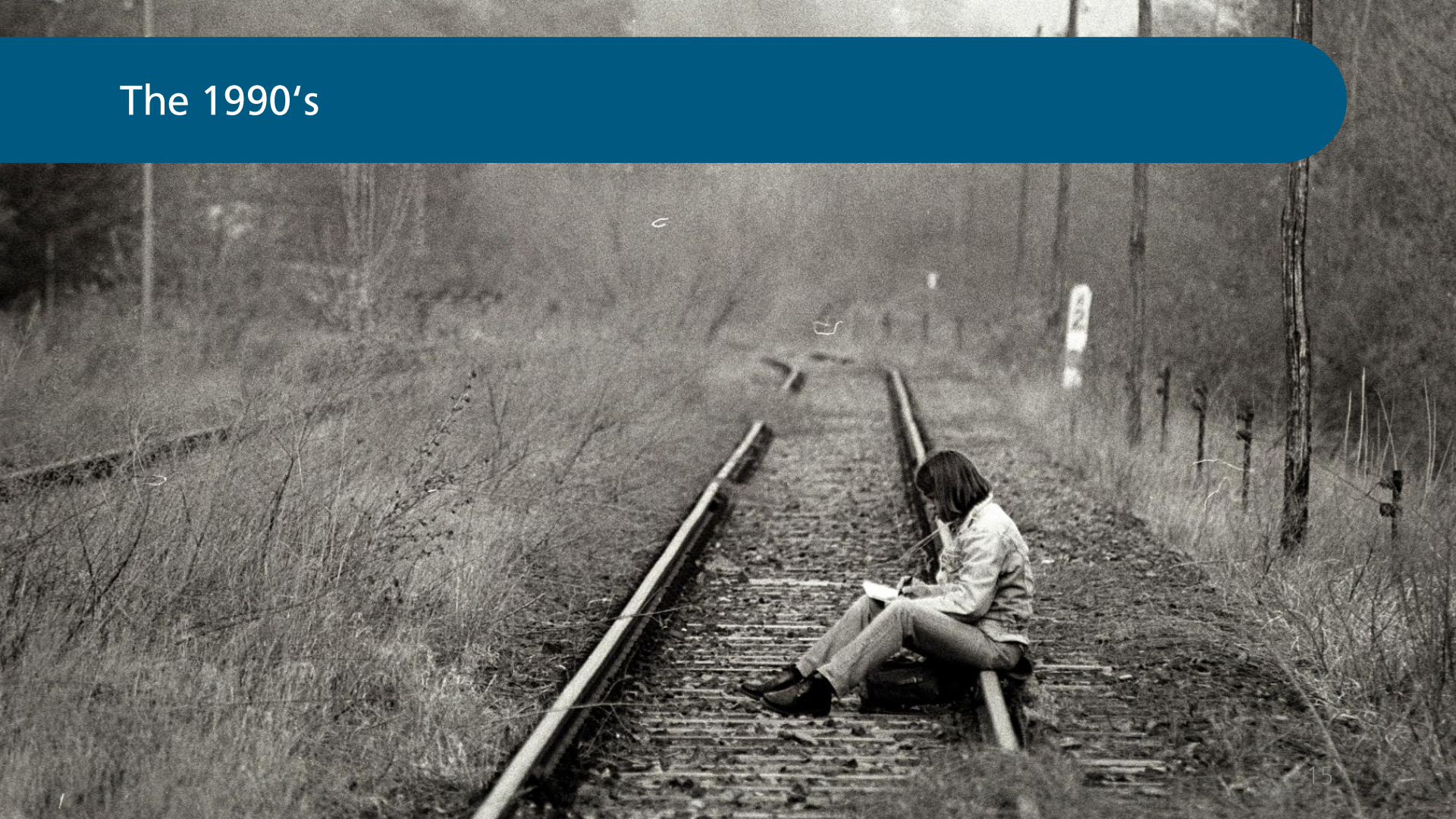
Chronology



The 1990’s



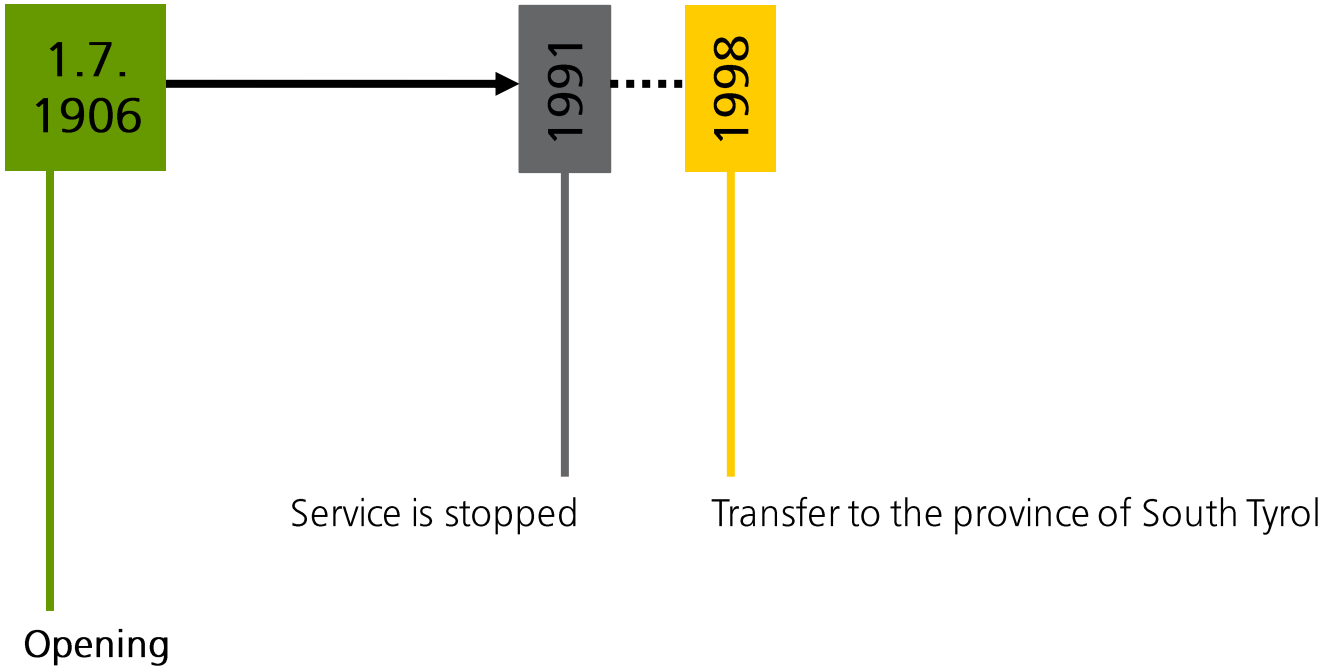
The 1990’s



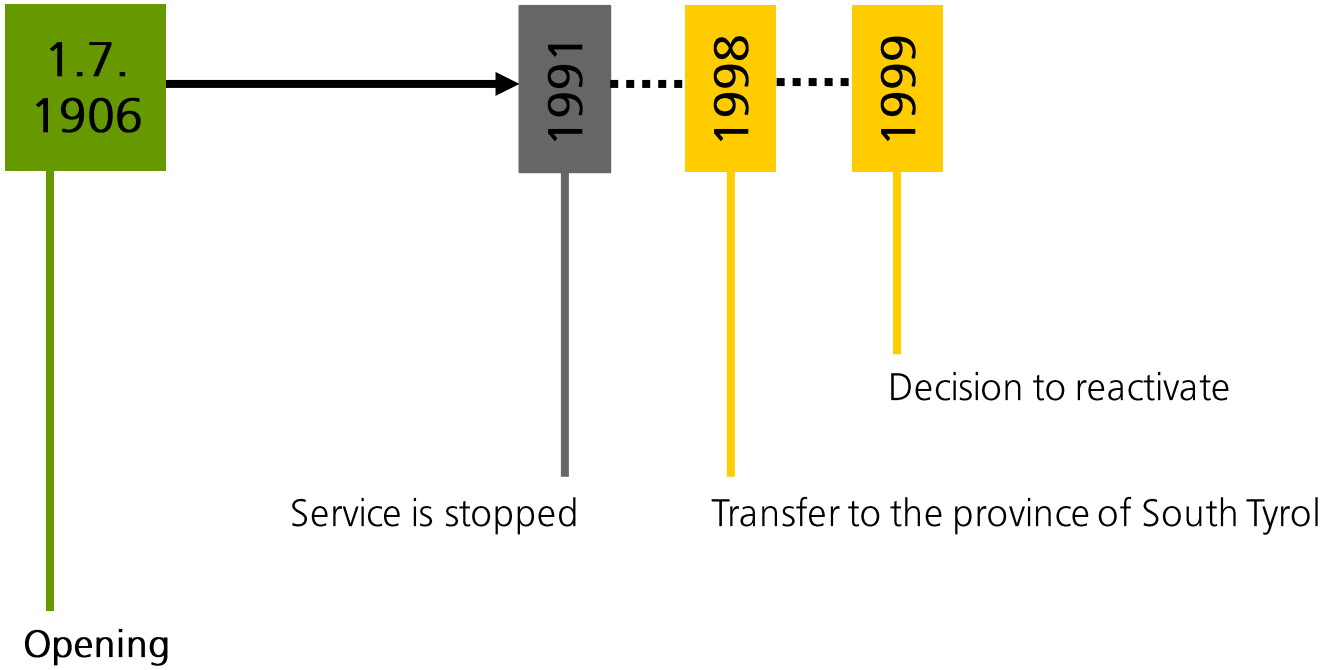
The 1990's



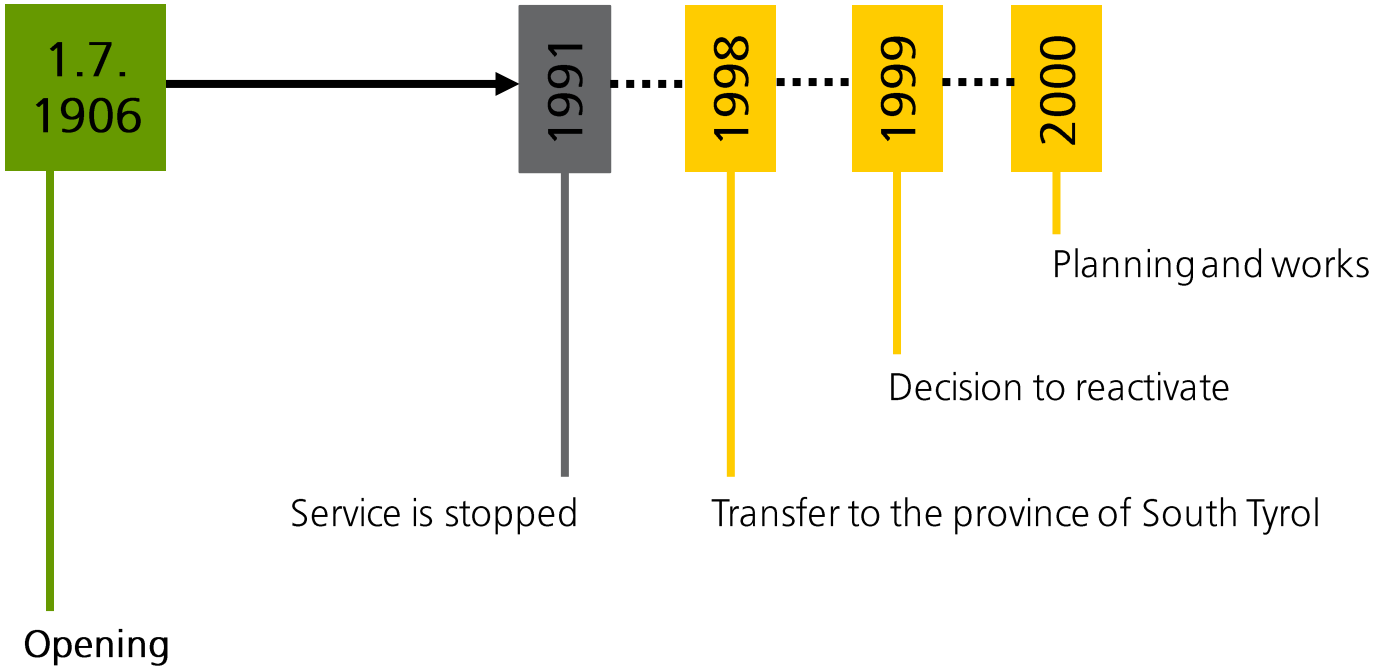
Chronology


1.7.
1906
1991
1998
Service is stopped
Transfer to the province of South Tyrol
Opening

Chronology


1.7.
1906
1991
1998
1999
Opening
Service is stopped
Transfer to the province of South Tyrol
Decision to reactivate

Chronology


1.7.
1906
1991
1998
1999
2000
Planning and works
Decision to reactivate
Service is stopped
Transfer to the province of South Tyrol
Opening

Underpasses connect





Historic route, new tracks

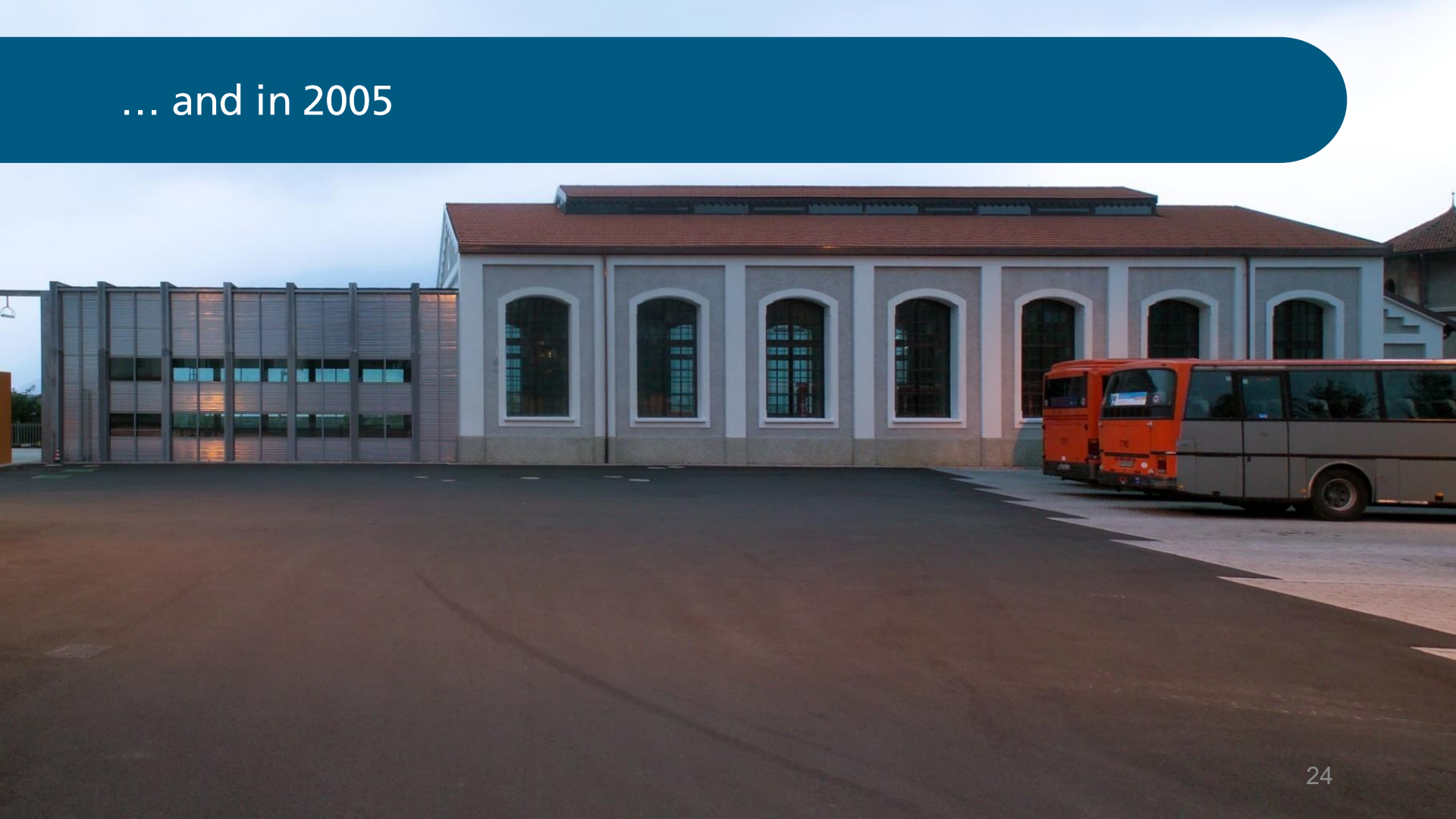
Typical trackside fences



Train depot – Malles in 1999



… and in 2005



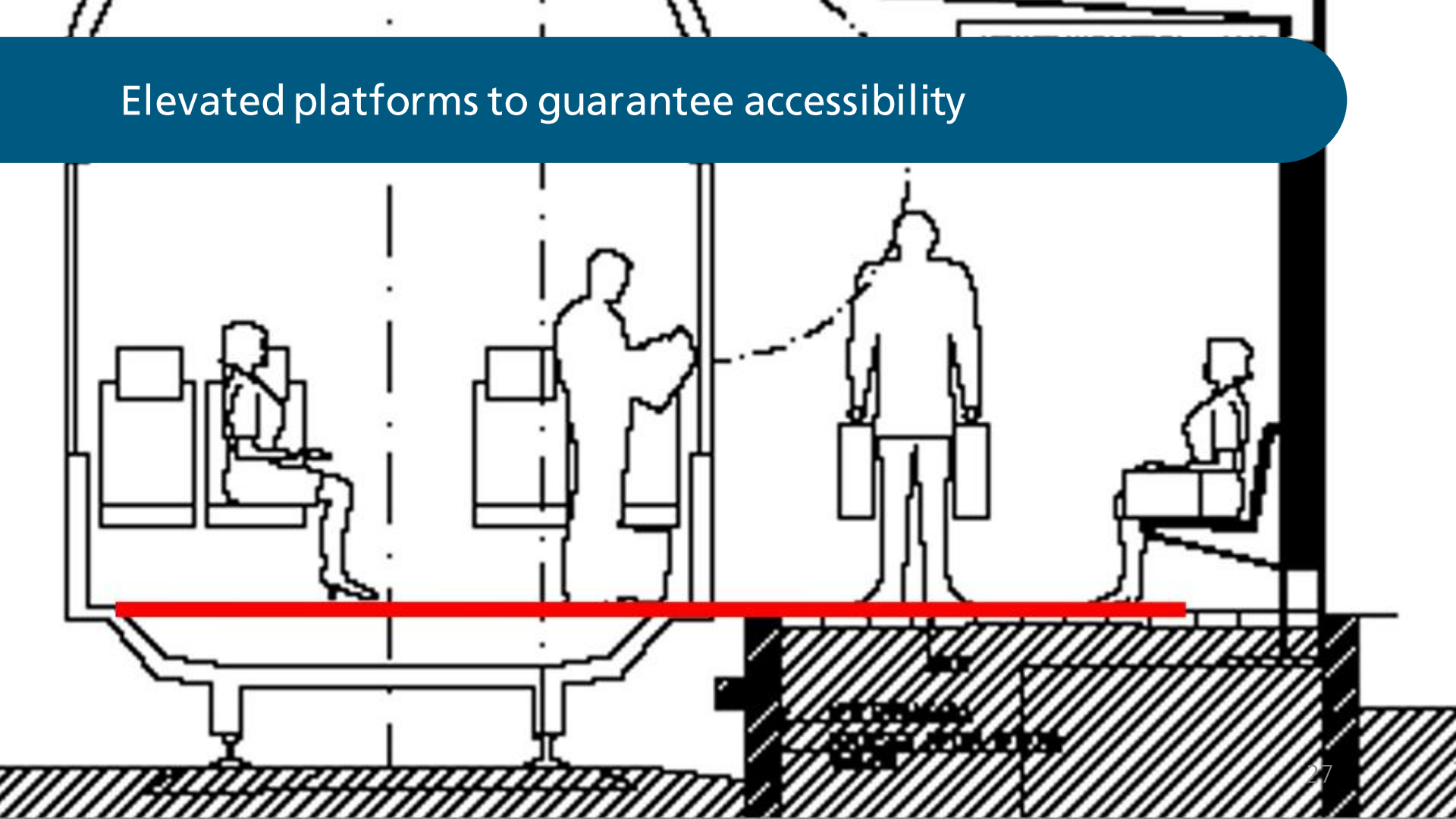
Renovation of the historic buildings



Simple but modern architecture



Elevated platforms to guarantee accessibility





Accessibility for everyone

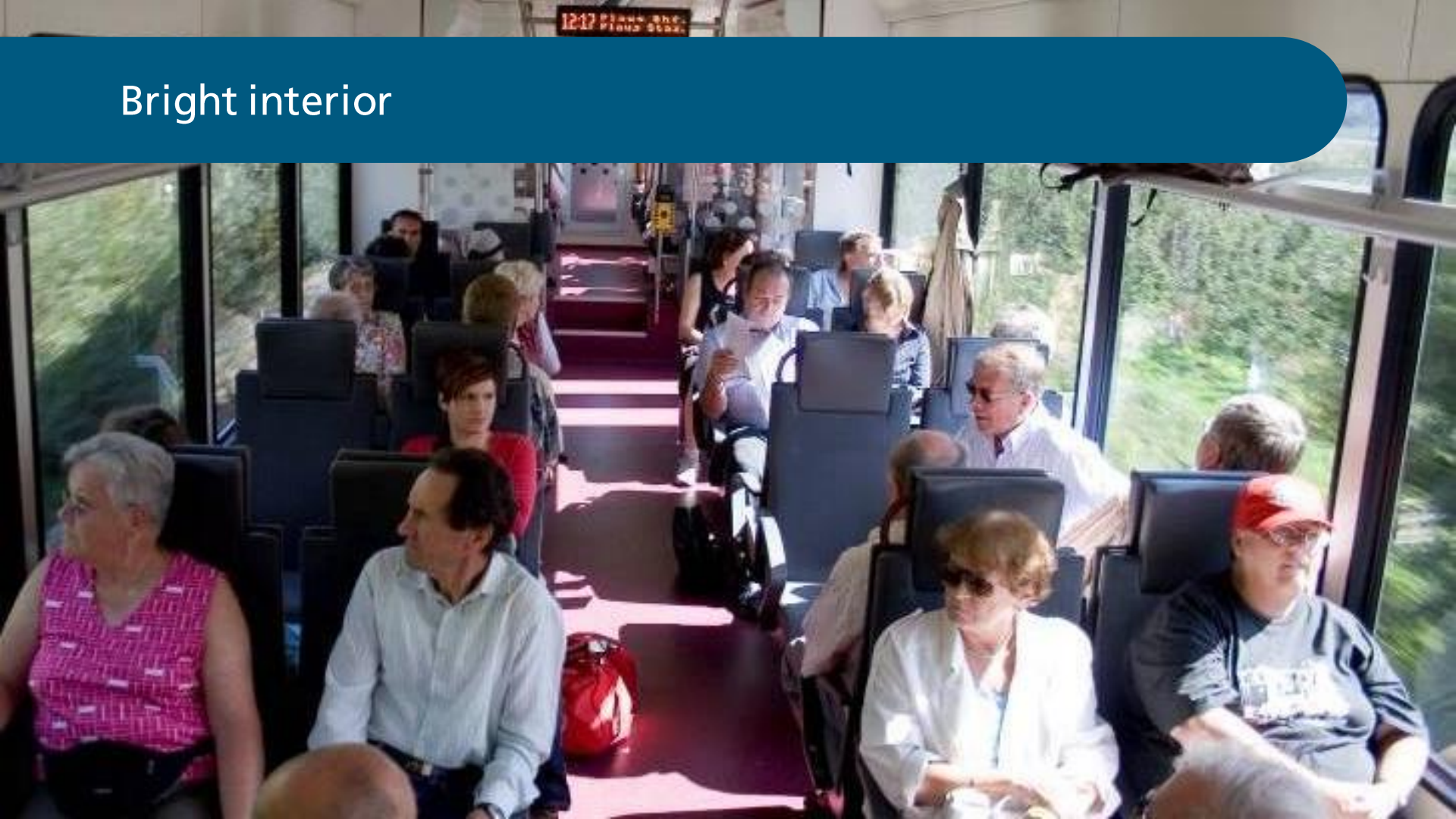


Immediate intermodality

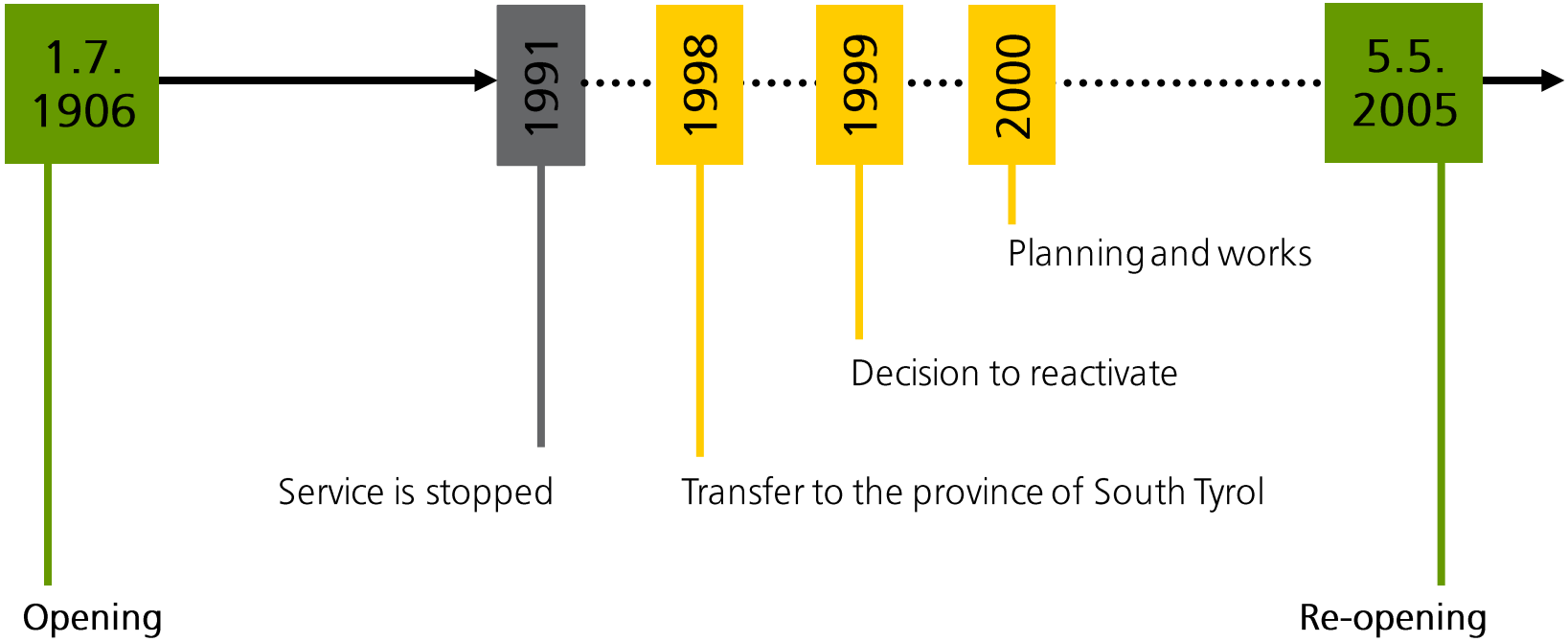


The first train

Bright interior



Chronology


1.7.
1906
1991
1998
1999
2000
5.5.
2005
Planning and works
Decision to reactivate
Service is stopped
Transfer to the province of South Tyrol
Opening
Re-opening



From the driver’s cab

Re-opening 05.05.05



Amazed looks





Off to school



To get to work

On vacation




MARTHA L.BLACK



South Tyrol’s train fleet entered service in 2008

Pustertal / Val Pusteria follows from 2008 to 2011



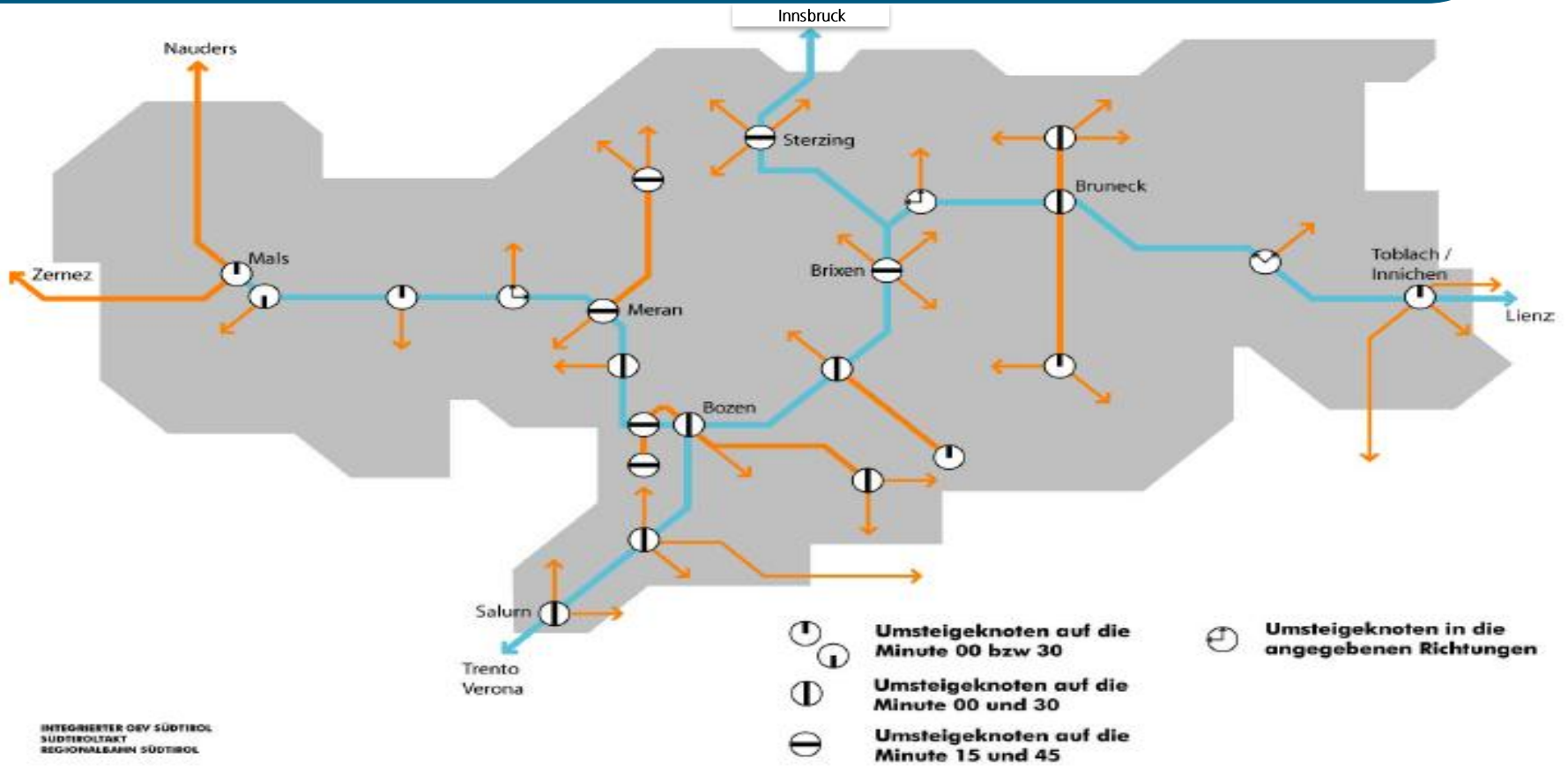
To the slopes by train



To the slopes by train



Integrated clockface timetable

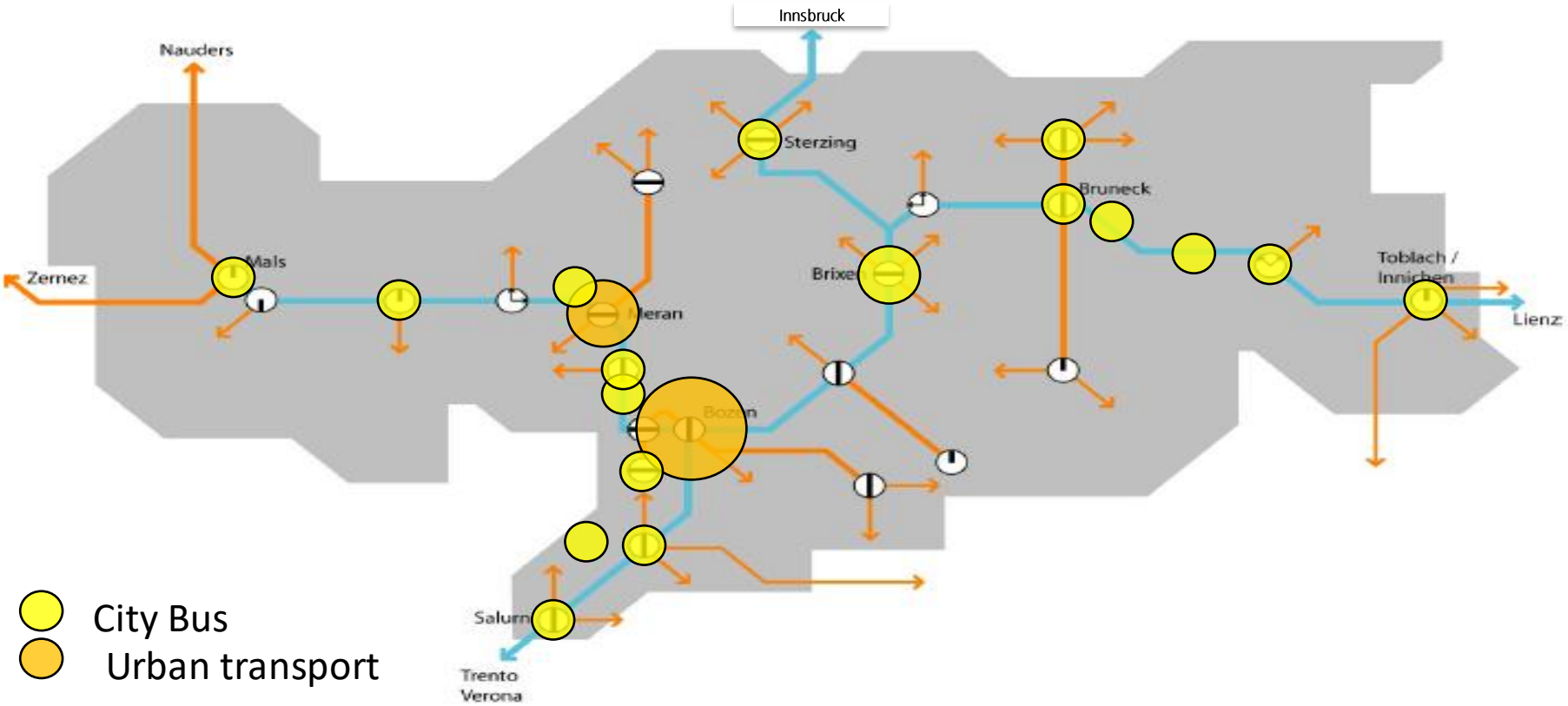


Trains run 5,6 Mio. km / year




Busses run 38 Mio. km / year

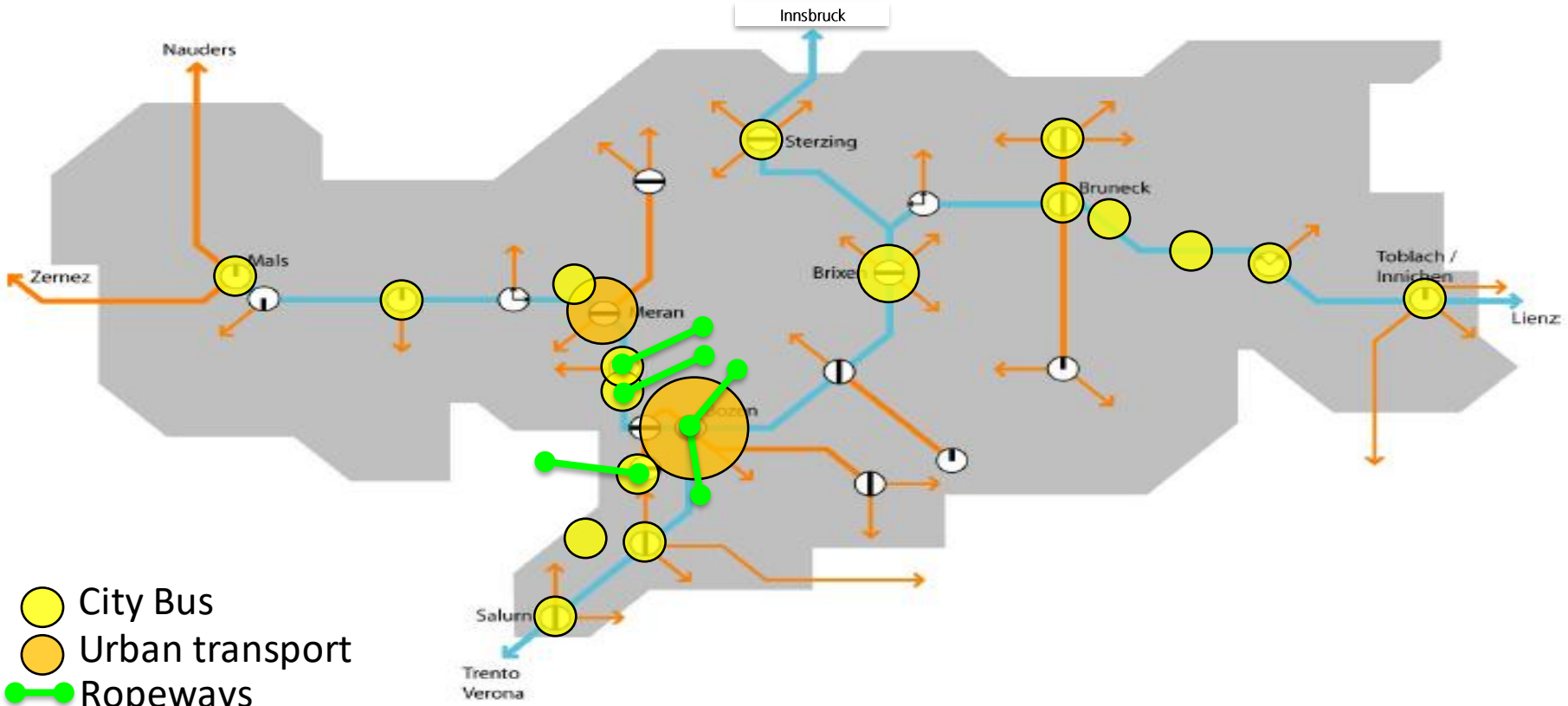
City Busses complement the network



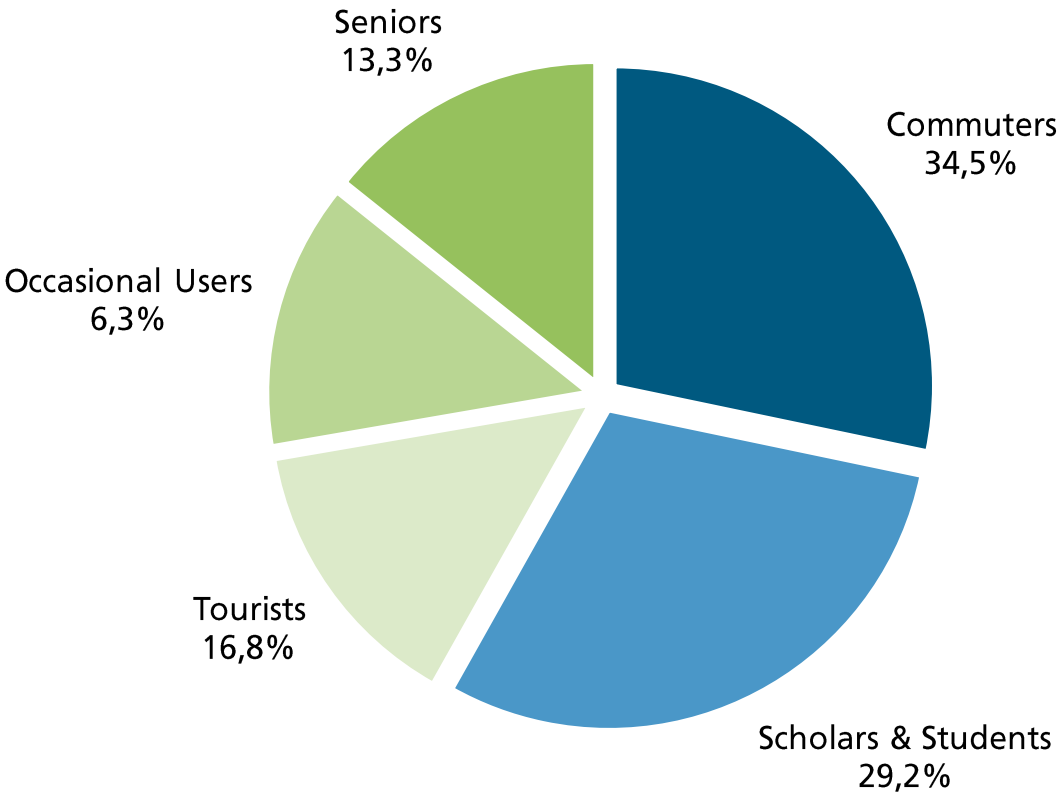
5 integrated ropeways



Ropeways as part of the network

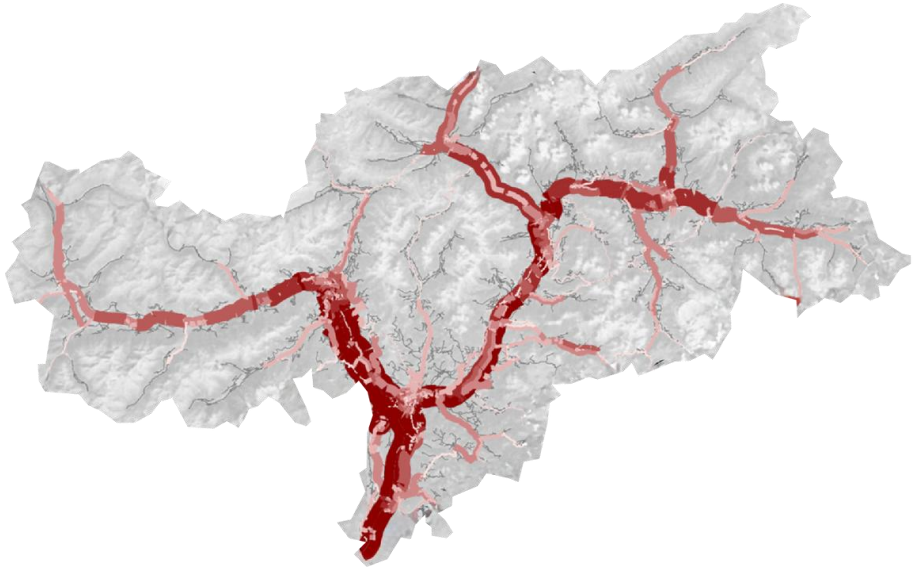


Public transport users in South Tyrol?

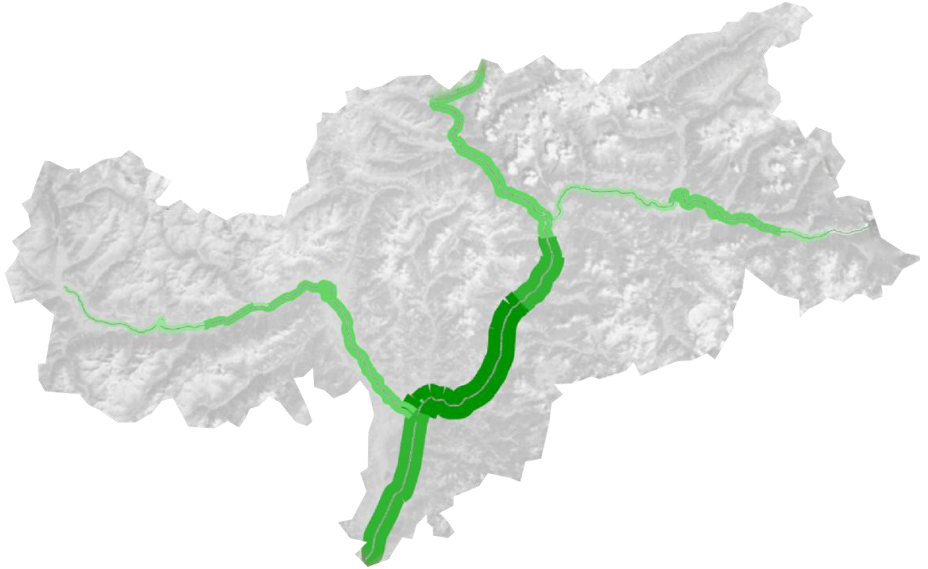


Data 31.12.2025

Problems and Solutions







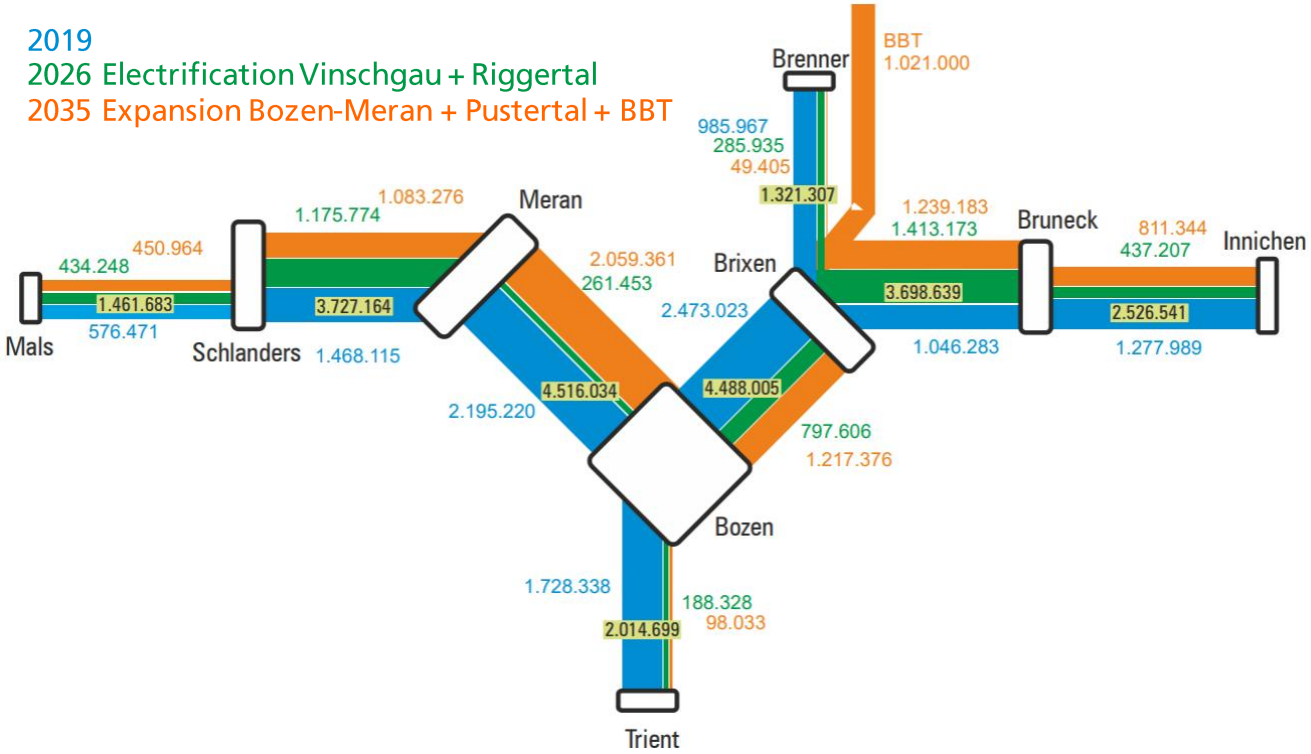


Why expand?

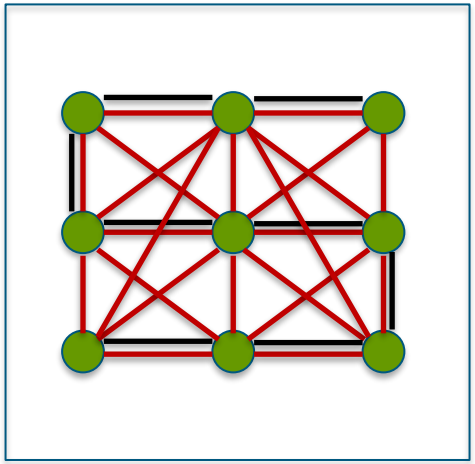


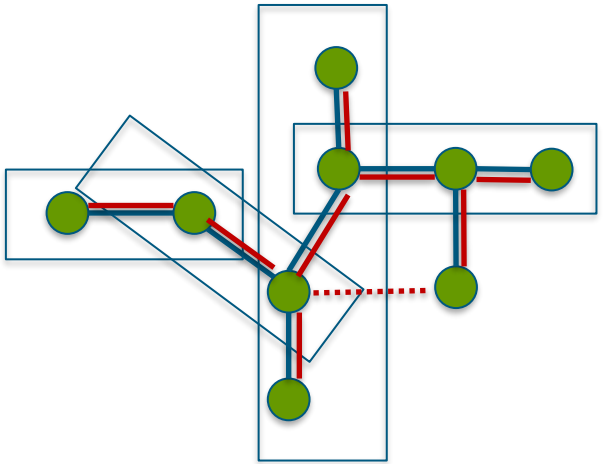
Ridership potential assessment

Blue: 2019
Green: 2026 Electrification Vinschgau + Riggertal
Orange: 2035 Expansion Bozen-Meran + Pustertal + BBT



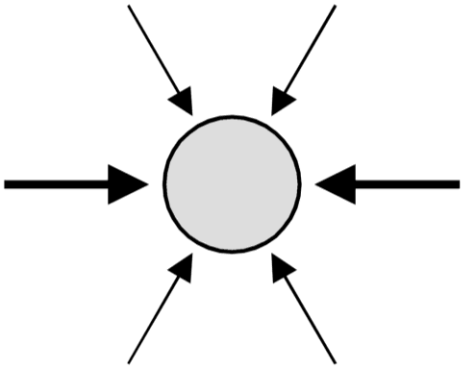
Mountains → Excellent prerequisites for public transport





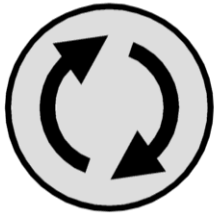
What is a clockface timetable?

11 . **55**



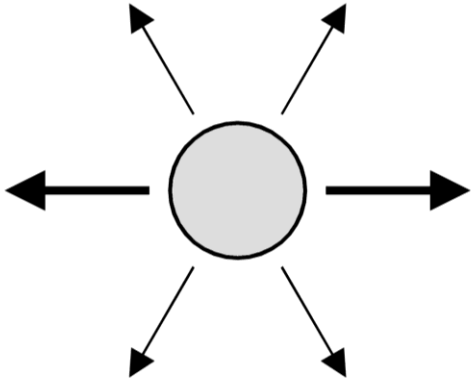
Arrival

12 . **00**



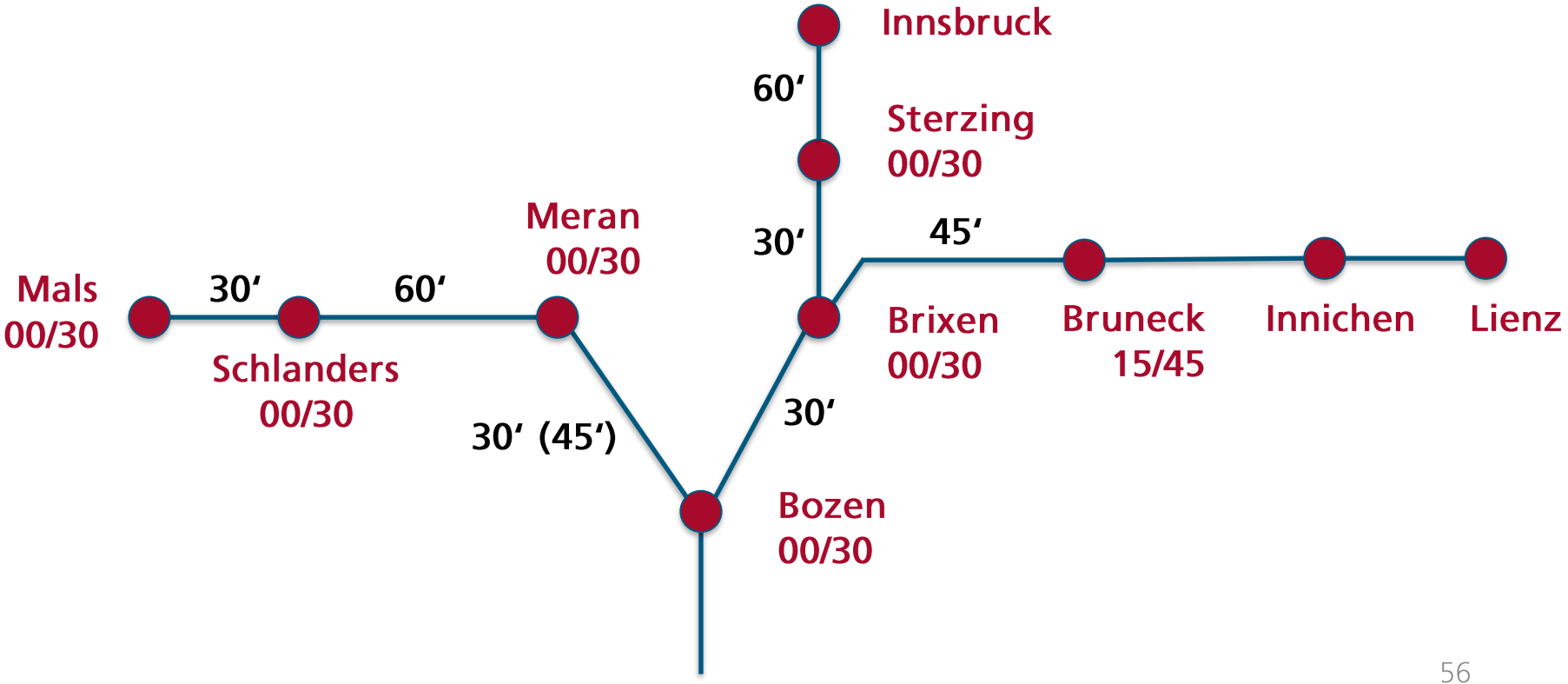
Transfer

12 . **05**

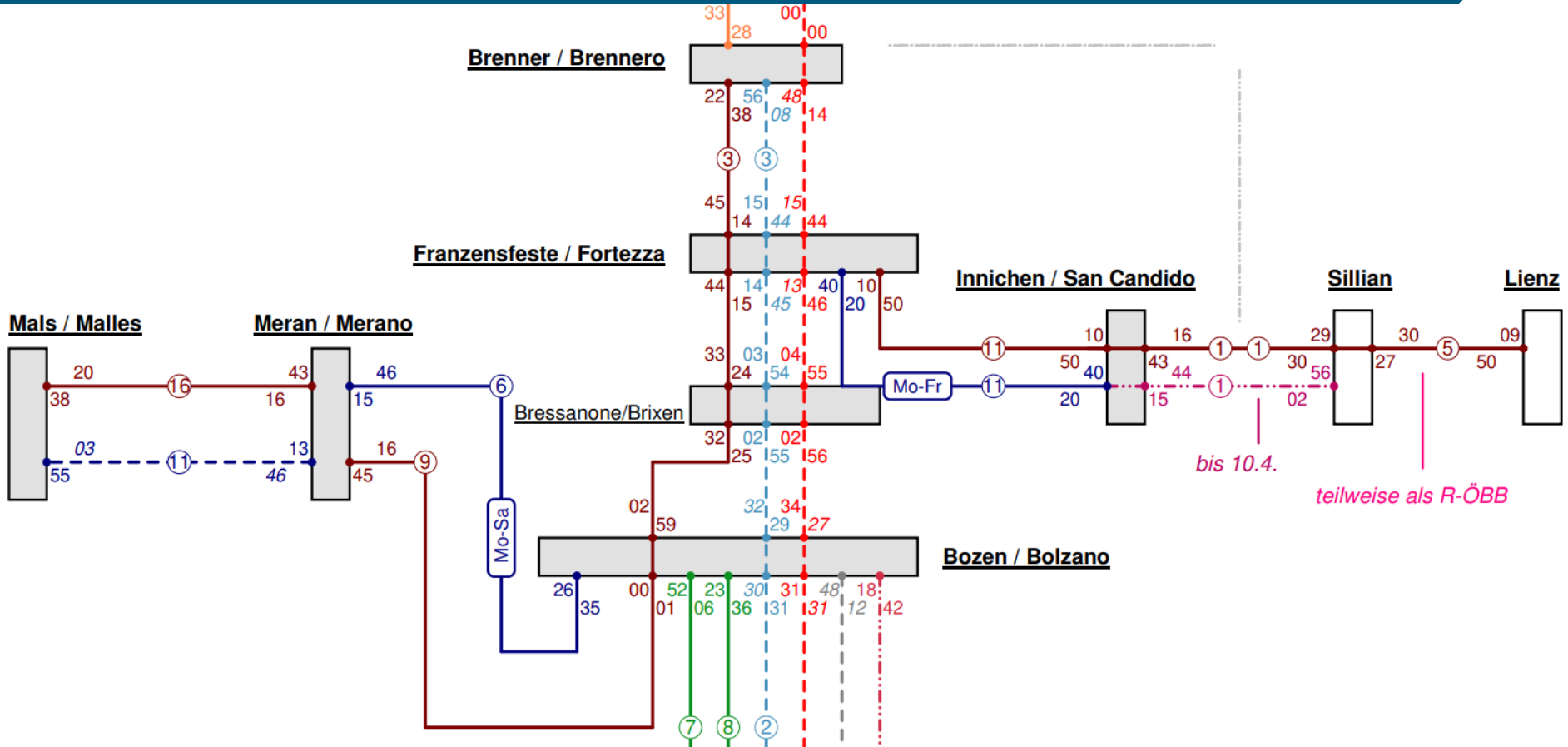


Departure

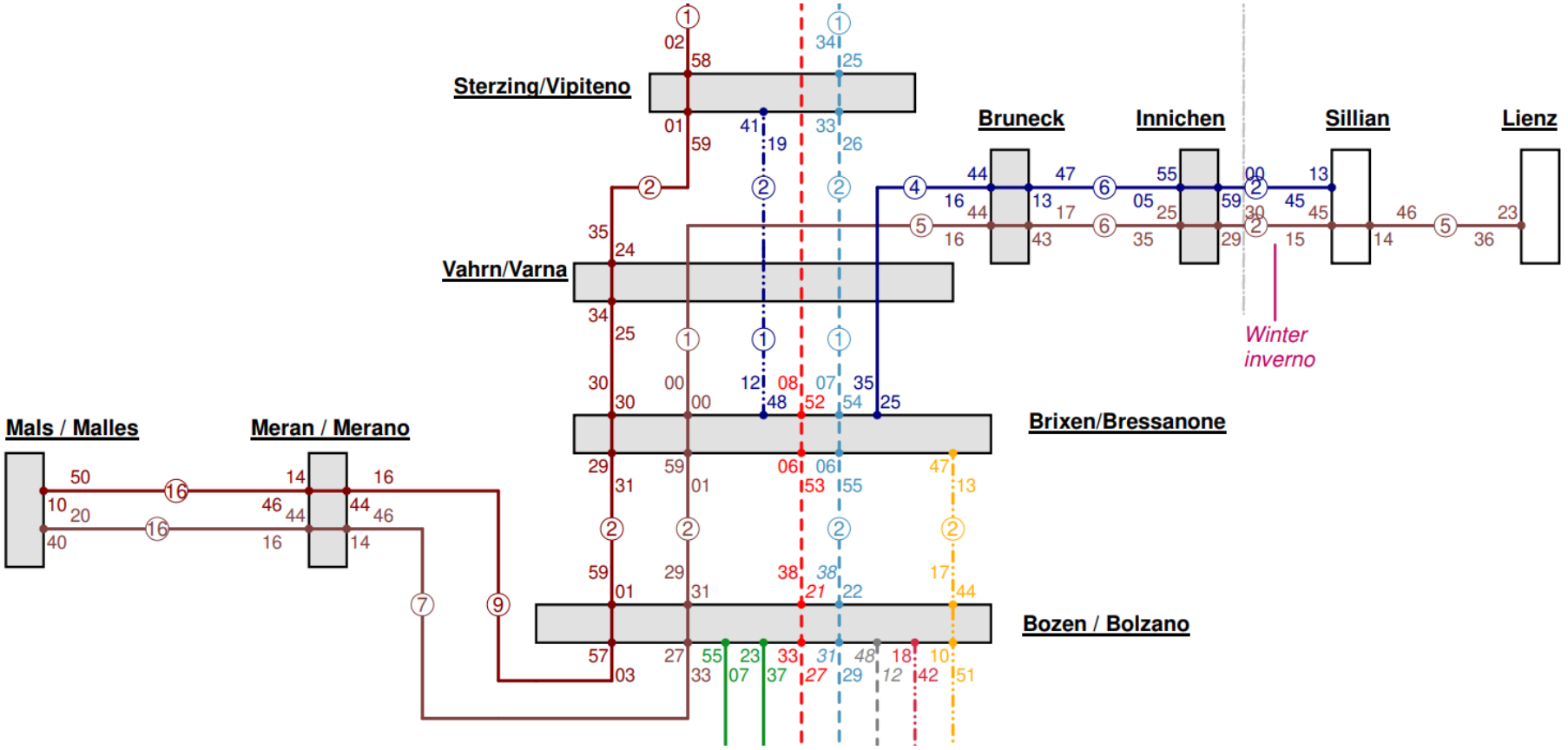
Clock-face timetable in South Tyrol



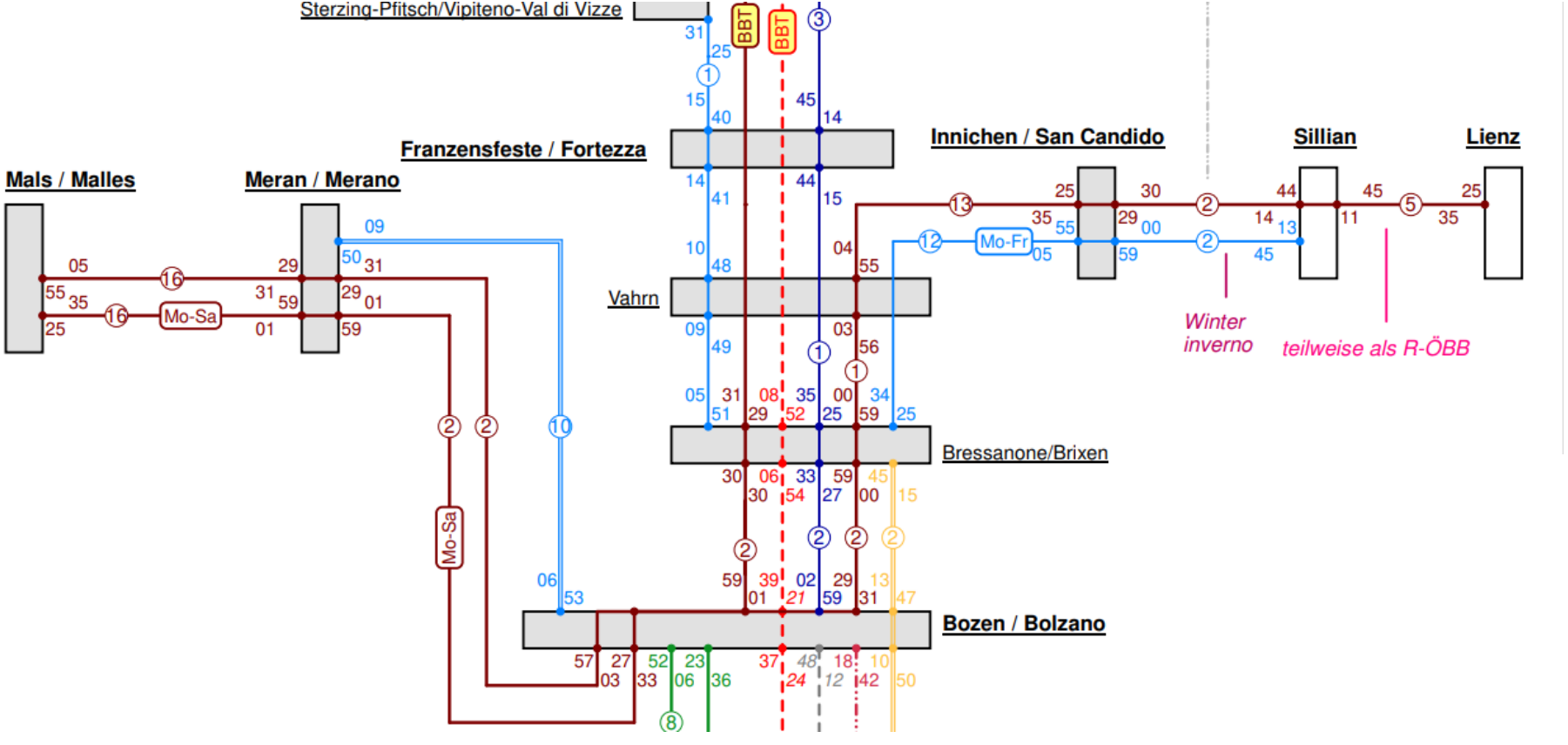
Today


Brenner / Brennero
Franzensfeste / Fortezza
Innichen / San Candido
Sillian
Lienz
Mals / Malles
Meran / Merano
Bressanone/Brixen
Bozen / Bolzano
Mo-Fr
Mo-Sa
bis 10.4.
teilweise als R-ÖBB

Electrification + Riggertal bypass



Bolzano–Merano Line Expansion + BBT




BBT
Brennerbasistunnel
Riggertal-
schleife
Ausbau
Pustertal
Elektrifizierung
2. Gleis
Bo-Me
Baulos 1
Franzensfeste-Waidbruck
Virgltunnel
Umfahrung
Bozen
Haltestelle
St. Jakob
Zulaufstrecke
Unterland
Autonome Provinz Bozen
Provincia autonoma di Bolzano
Provinzia autonoma de Bulsan
SÜDTIROL · ALTO ADIGE

Vinschgau / Val Venosta: Railway Electrification Project




- 2.000 t CO_2 / anno

But the essence is this…



Overhead line poles



Foundations for overhead line poles



More seats every day

39,5 + 39,5 = 79,0m.



Ø 150 seats / train

50 trains / d.

7.500 seats / d.

127,9m.



381 seats / train

60 trains / d.

22.860 seats / d.

+200%

New signalling system: ERTMS Level 2 / BL 3.6 HD



New trains: Coradia Stream 128mt / 380 no. of seats / 3 systems



3kV / 15kV / 25kV

ETCS / SCMT / PZB

Goals & Infrastructure

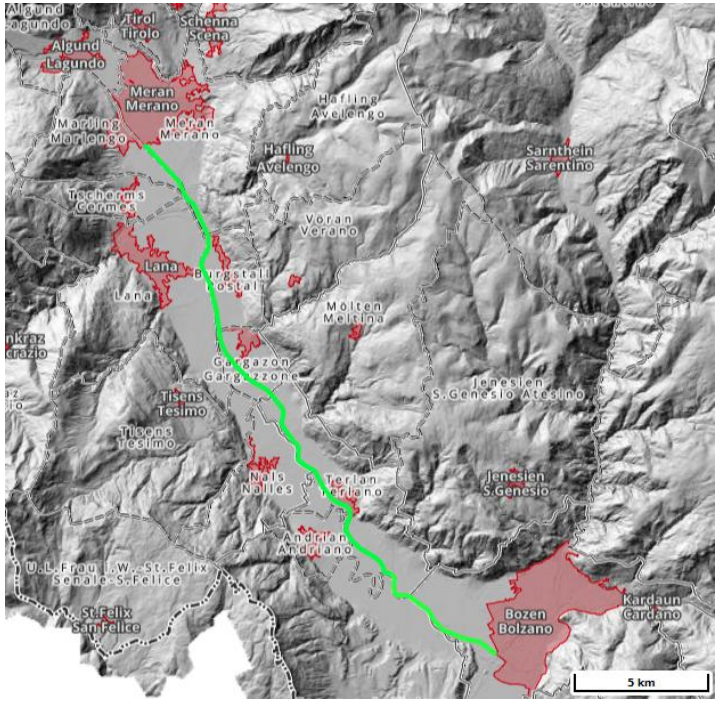
Goals:

- Reduced travel times
- Higher service frequency

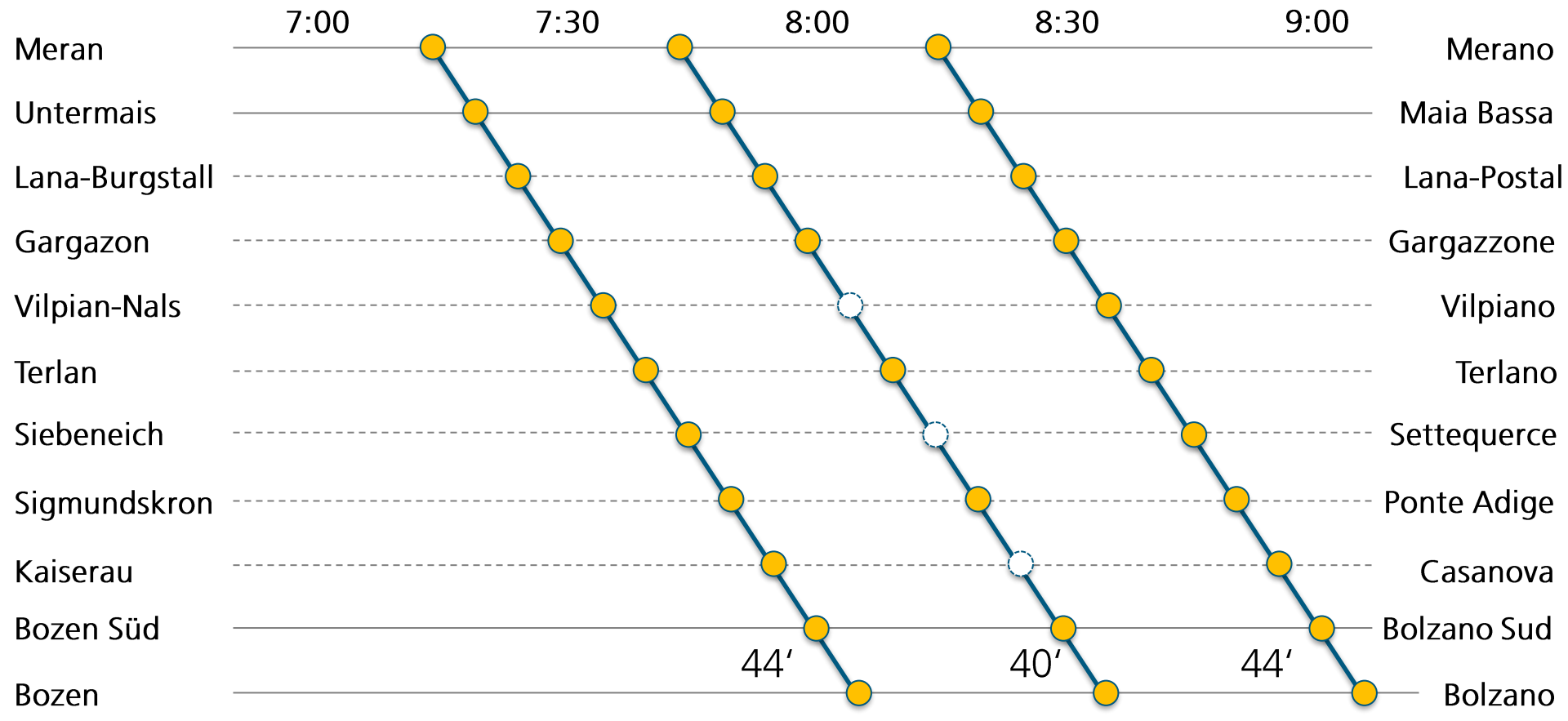
= Attractiveness

Area:

- Double-tracking btw. Bolzano Casanova / Bozen Kaiserau (km 4) and Merano Maia Bassa / Meran Untermais (km 28).
- Track realignment
- New station Sinich / Sinigo

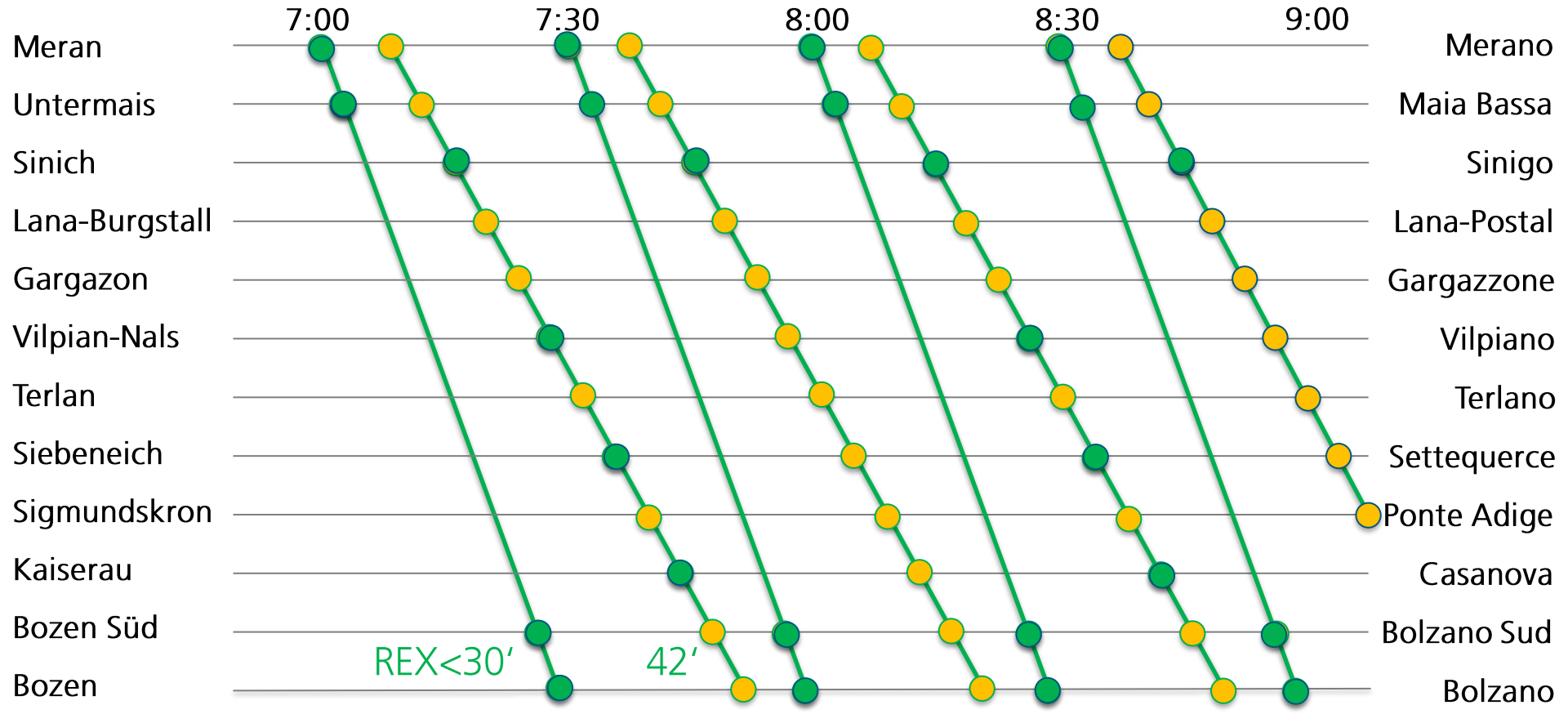


Merano line: Timetable and stops, today

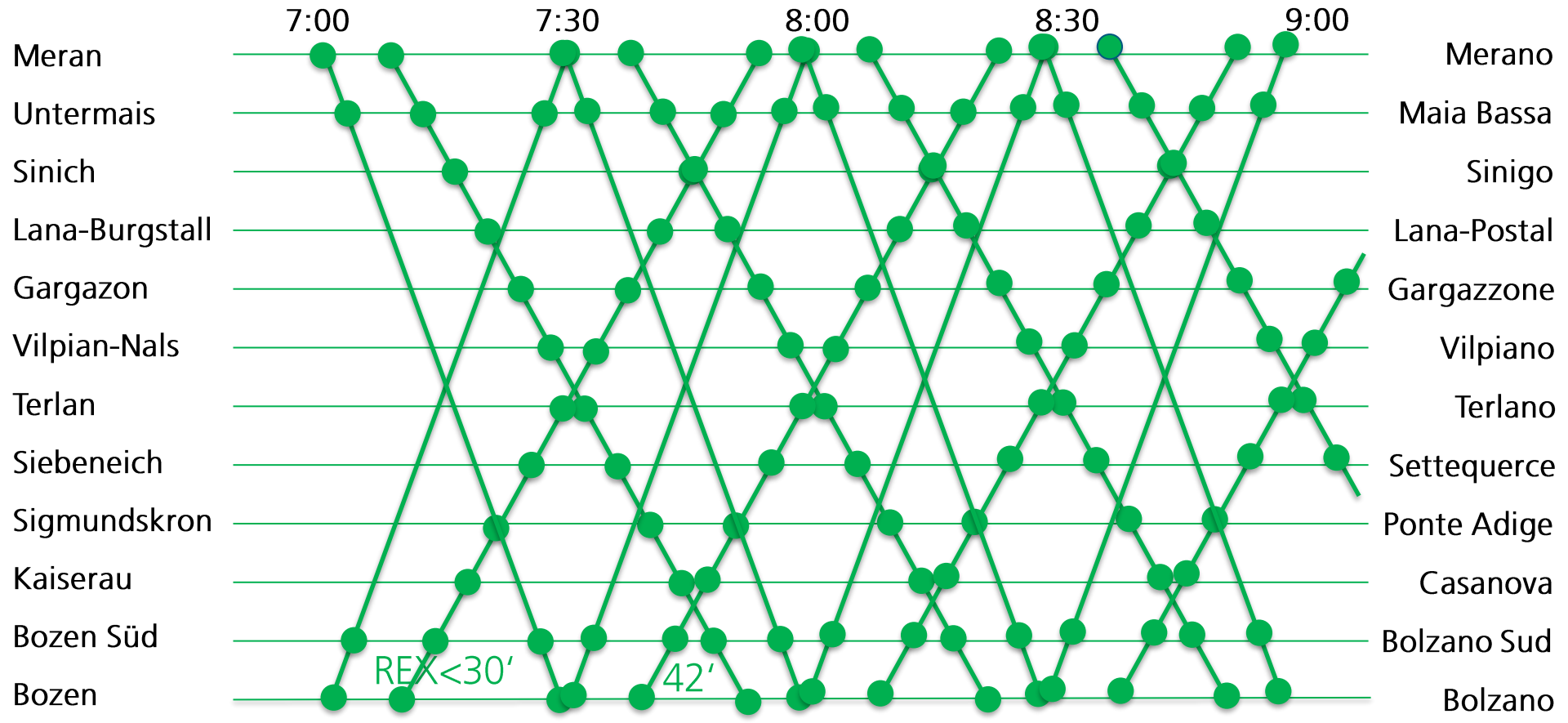


Merano line: Timetable and stops, after expansion

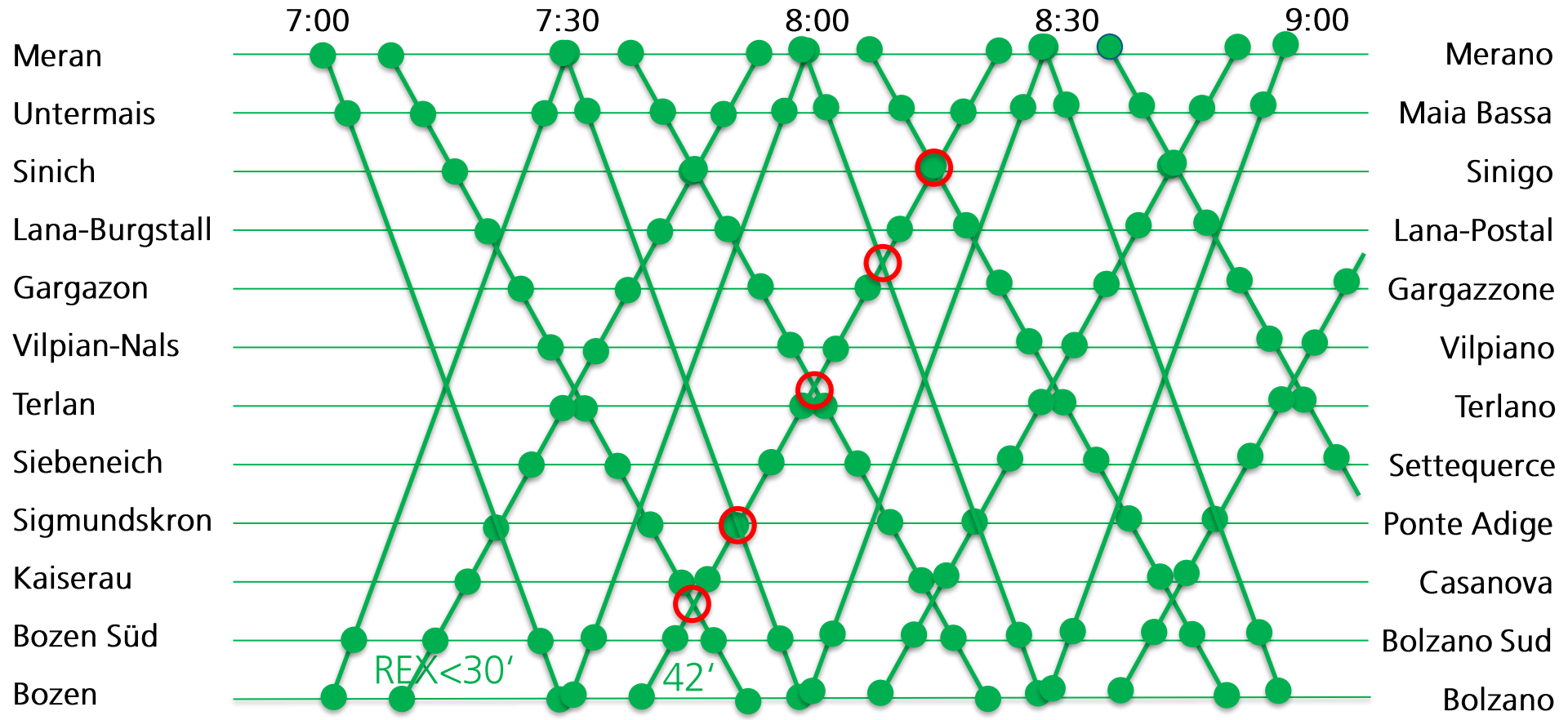
Improvement



Merano line: Timetable and stops, after expansion



Merano line: Timetable and stops, after expansion



Bolzano-Merano: Expansion of the Railway Line



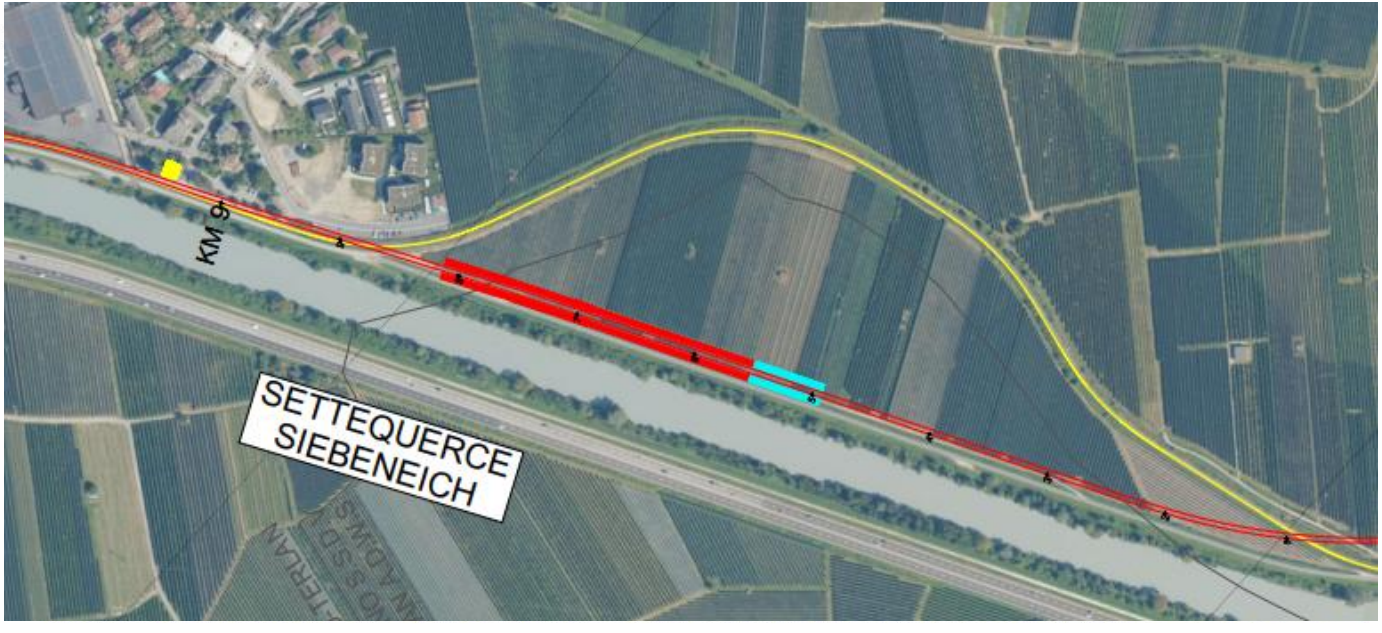
Bolzano-Merano: Expansion of the Railway Line



Example Optimization

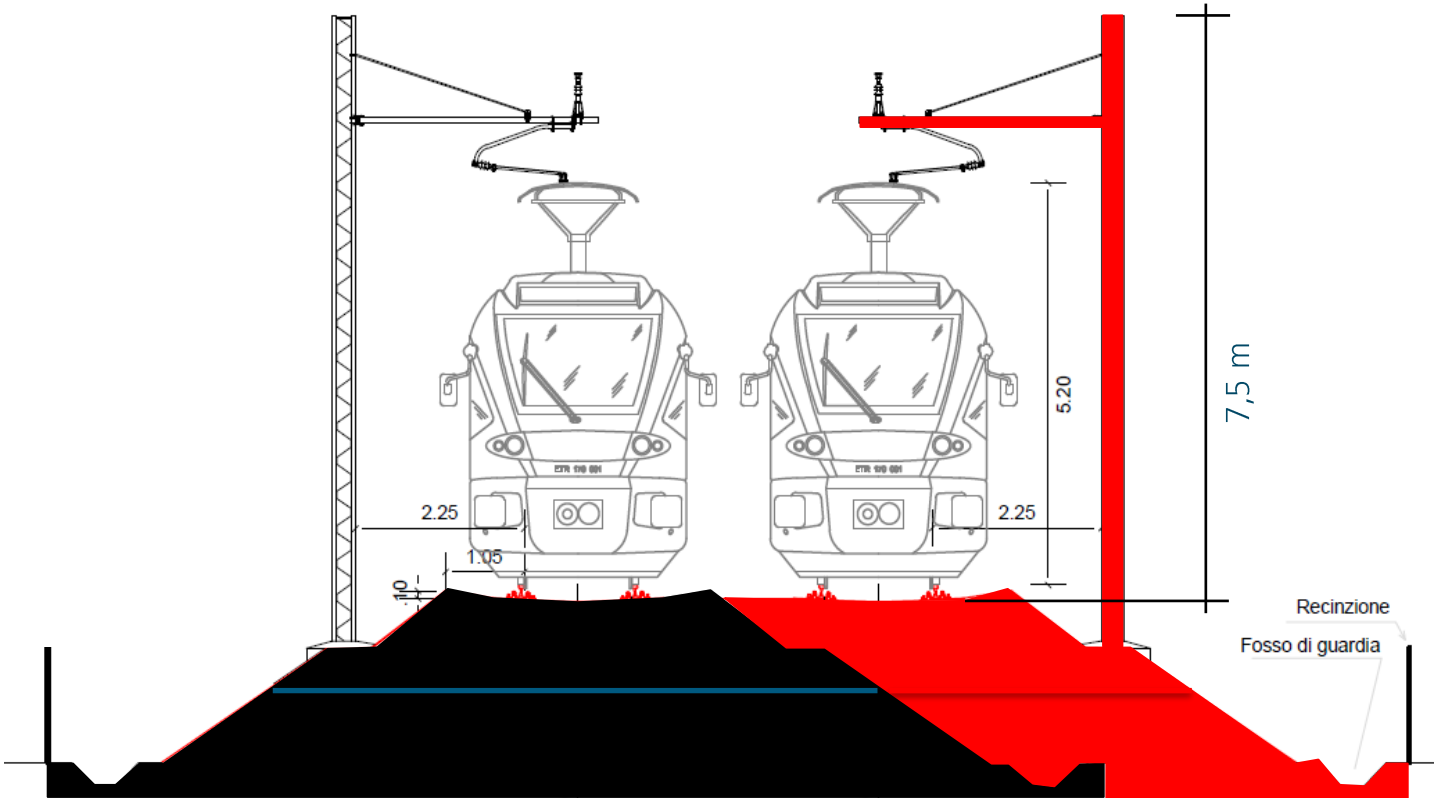
Track doubling Bolzano - Merano

Study status 2025 – Case 1



ITALFERR

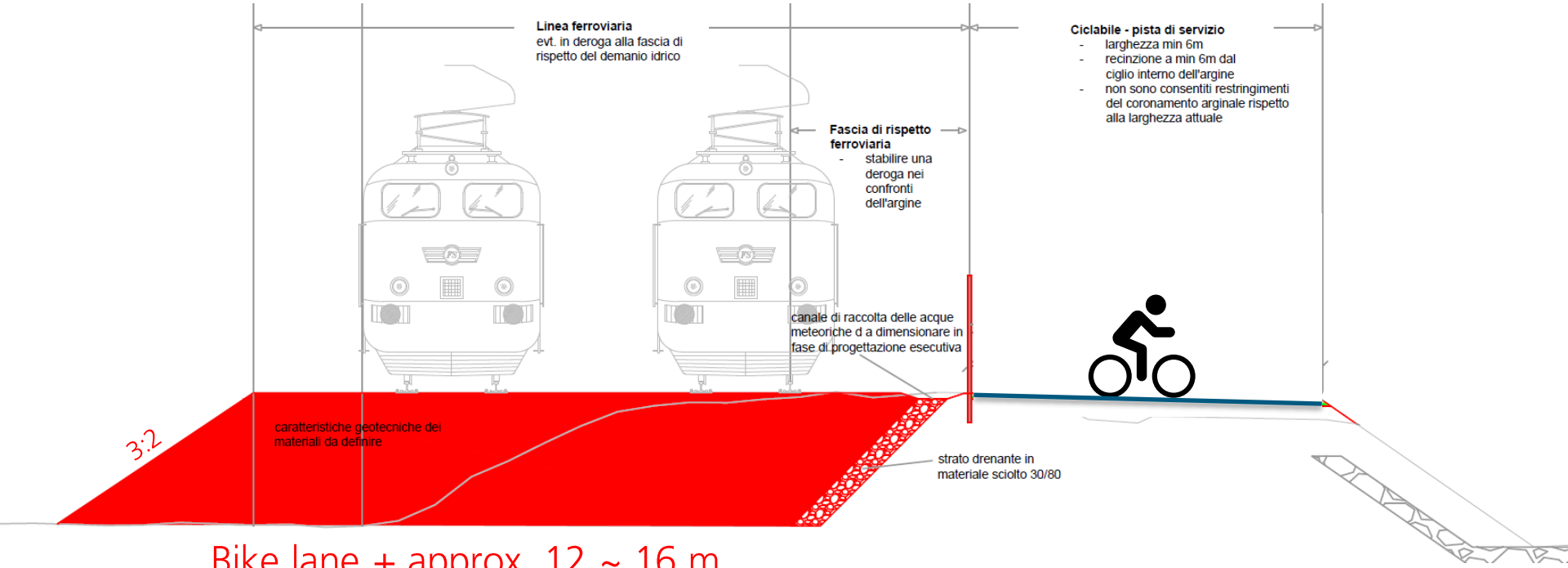
Indicative cross-section – Existing line duplication



Bestand 8 ~ 16 m

+ 4 ~ 8 m

Indicative cross-section – Approach the Adige embankment

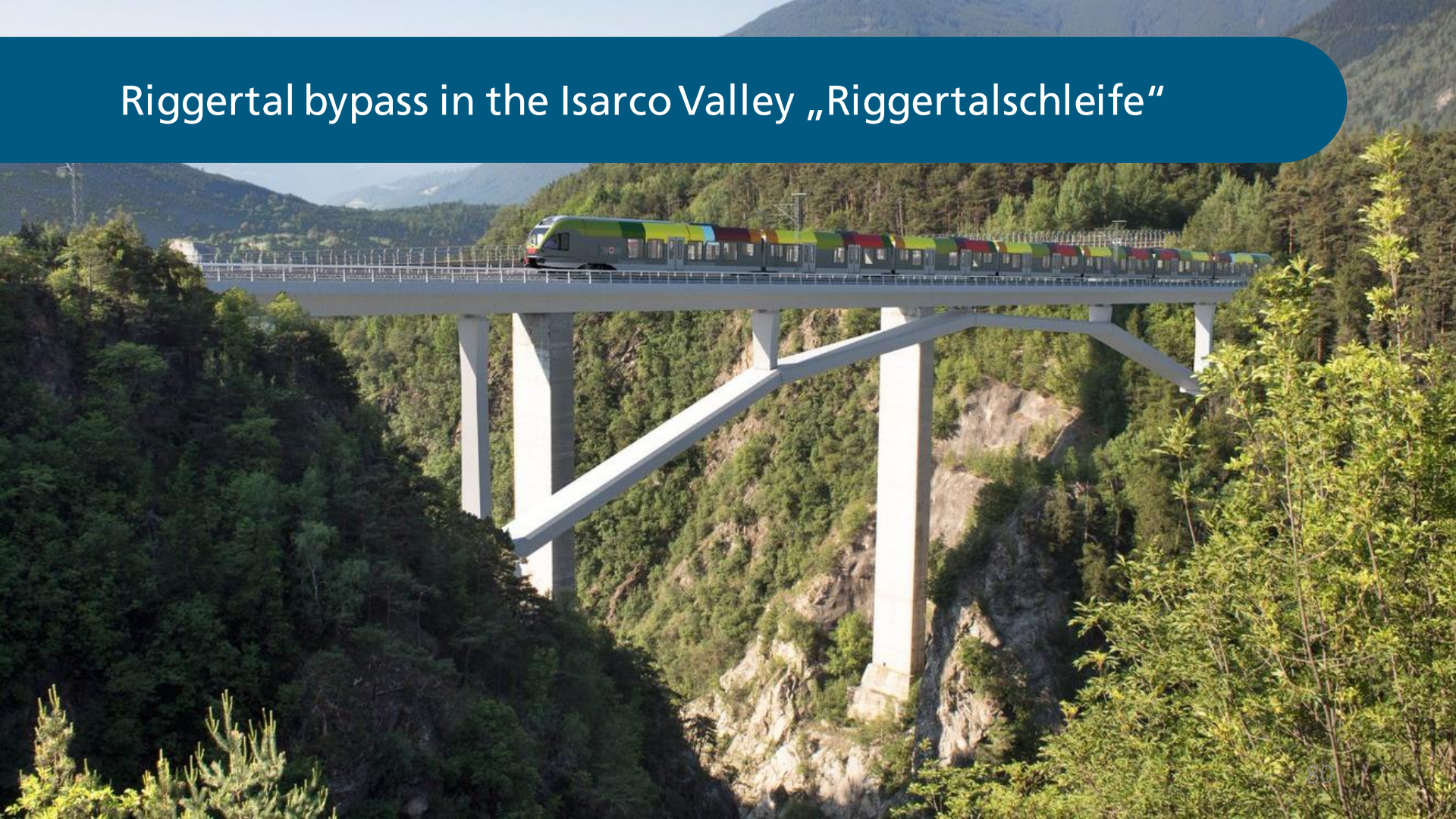


Bike lane + approx. 12 ~ 16 m

„Riggertalschleife“



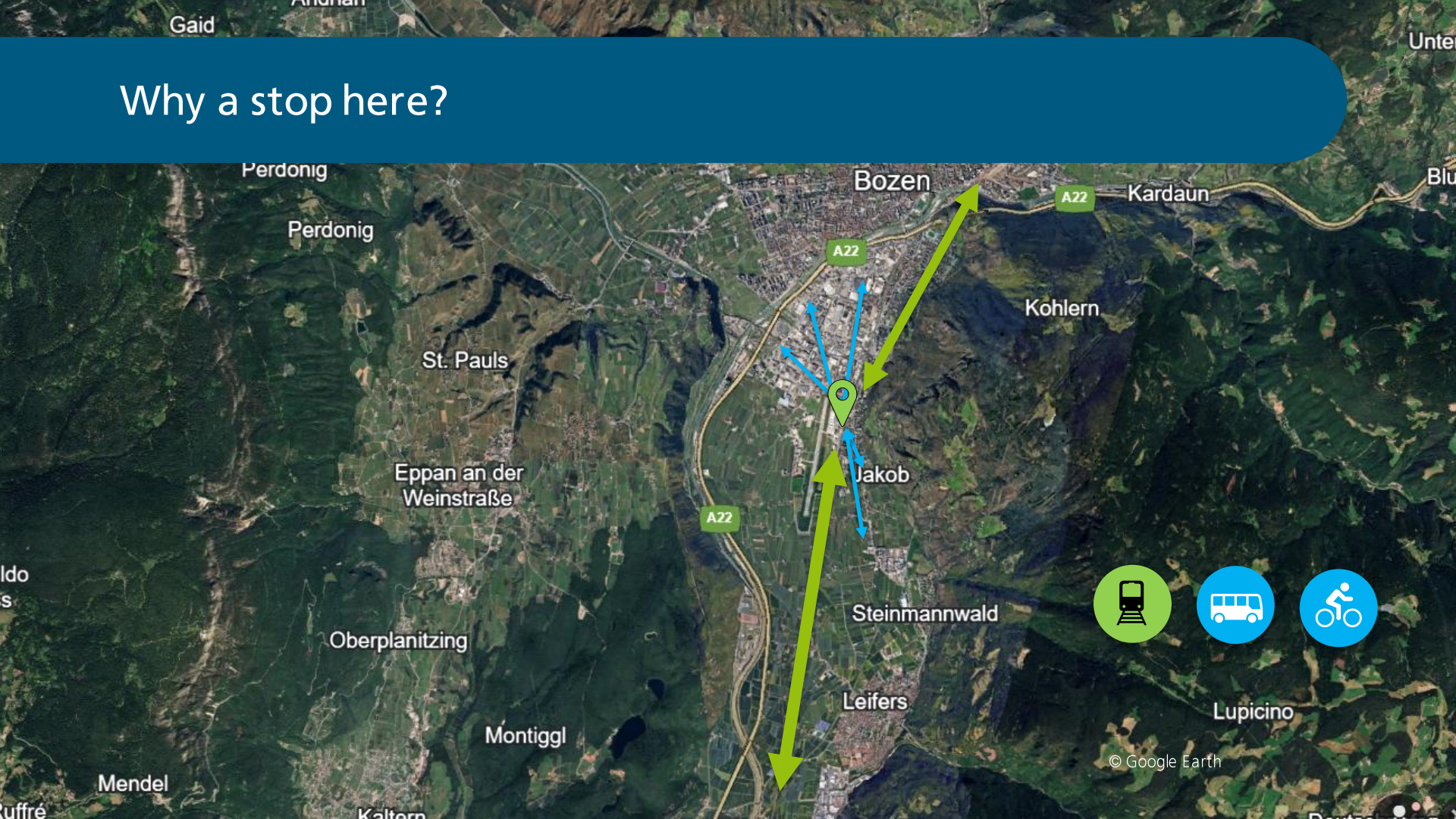
Riggertal bypass in the Isarco Valley „Riggertalschleife“



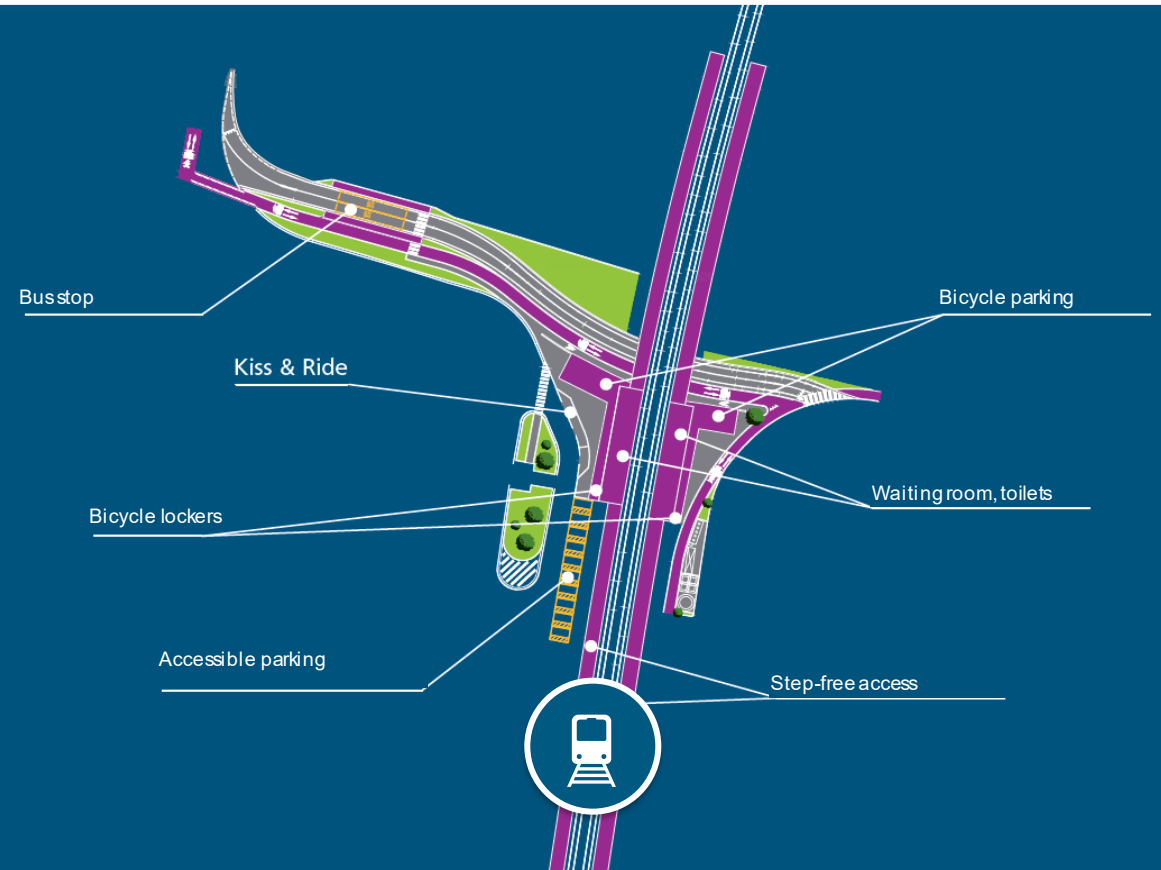
Bolzano: New stop airport



Why a stop here?



Intermodal transportation hub



2 x

40 x

10 x P

90 x

P 400

South Bolzano Workshop



Meran / Merano: Mobility Centre

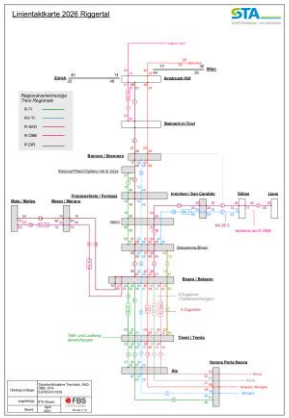


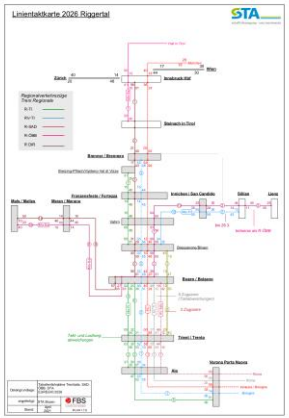
BBT

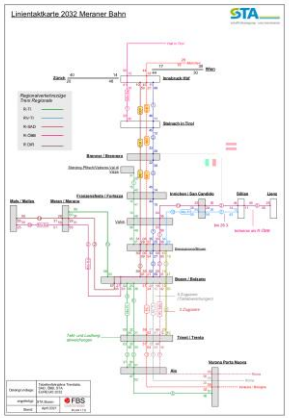


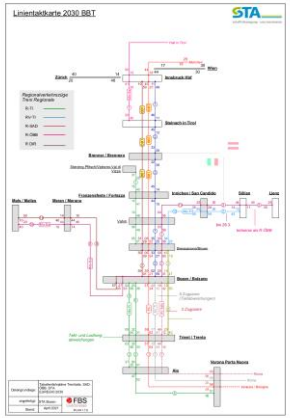
Rail service enhancements

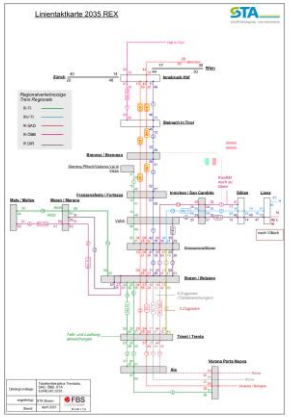
heute	ELE: 2026	Riggertal: 2026	BBT 2032	BoMe: 2033	Pustertal 2035
5,6M	**5,9M** (+5%)	**6,5M** (+16%)	**7,3M** (+30%)	**7,9M** (+41%)	**9,4M** (+68%)









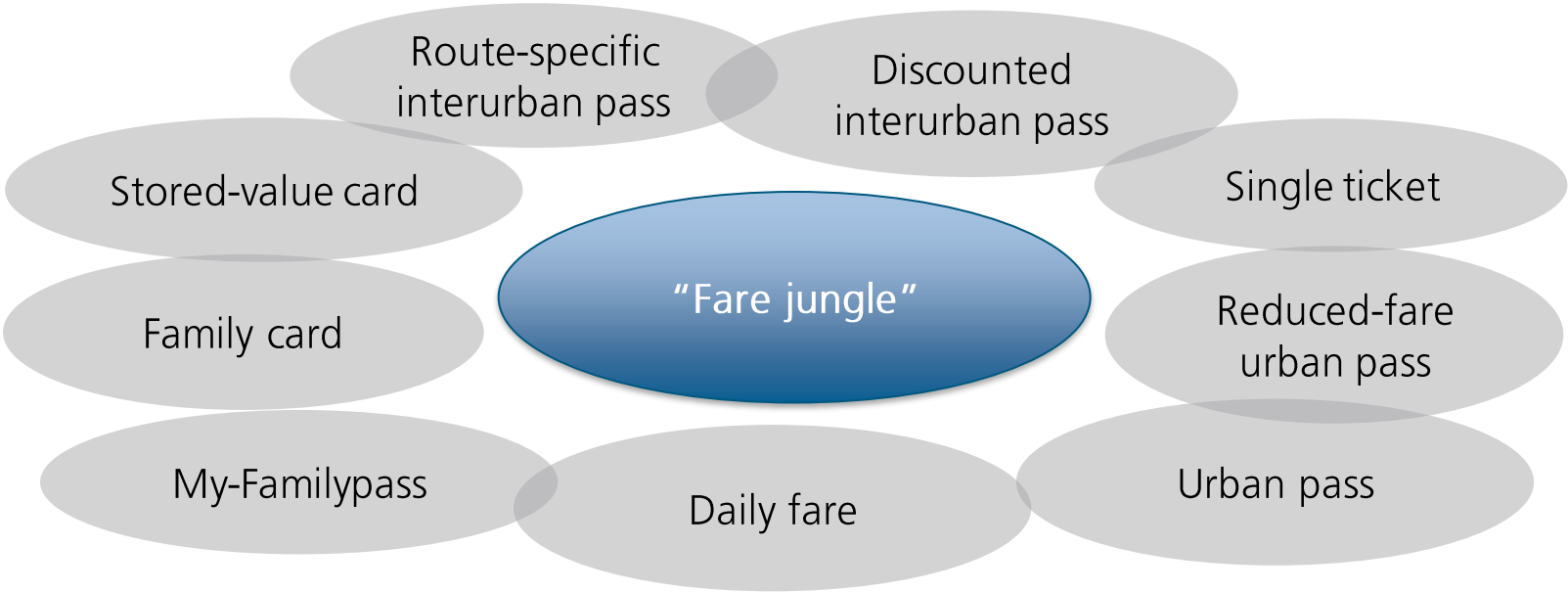


Q&A



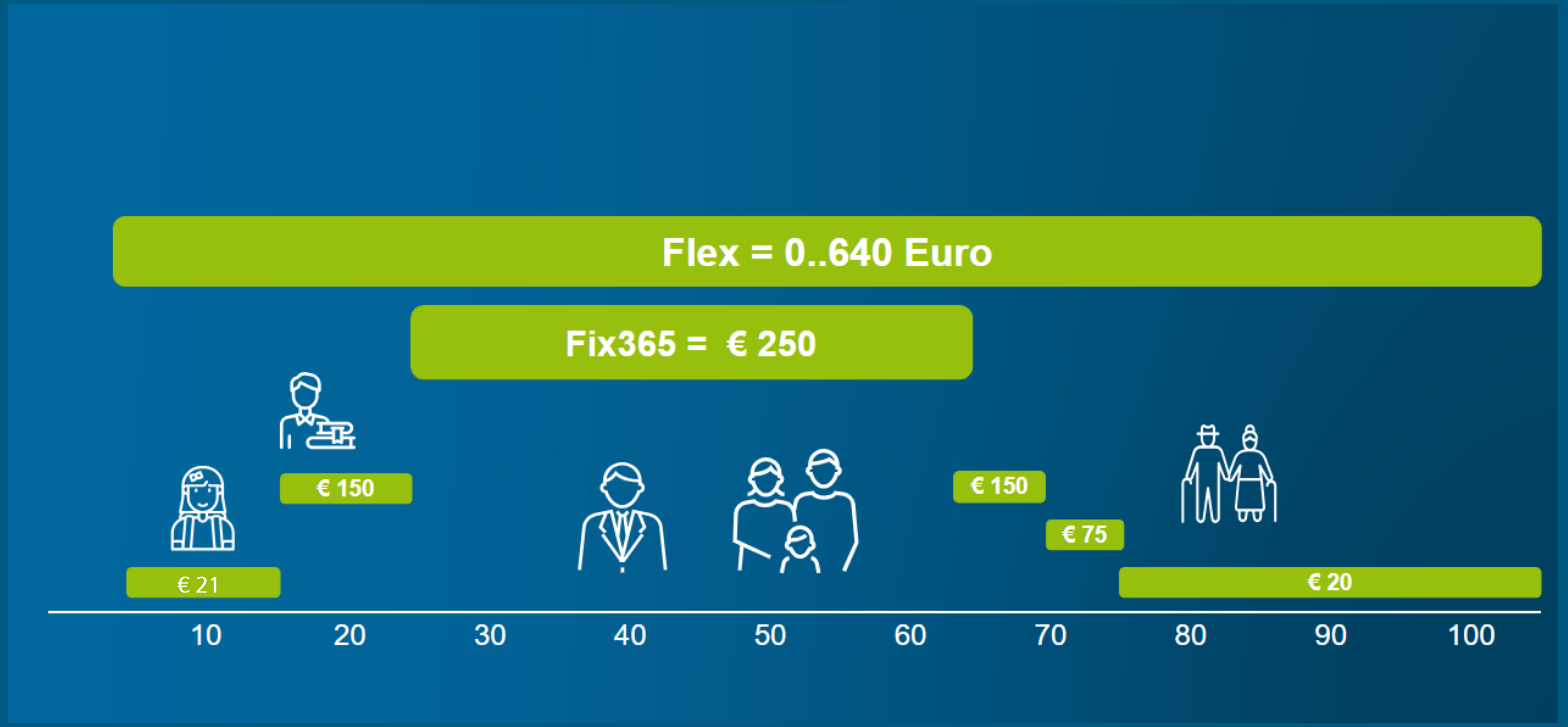

10 Minutes BREAK

Fare system before the transition




südtirolmobil
altoadigemobilità
südtirolmubiltà
Pass

New fare structure



südtirolmobil Flex fares

KM per year	Ordinary fares	Family fares
1 - 1.000 km	12	10
1.001 - 2.000 km	8	7
2.001 - 10.000 km	3	2
10.001 - 20.000 km	2	2
>20.001 km	0	0
Max. amount	640 Euro/year	530 Euro/year

Guests **WANT** to use public transport



But it needs to be **SIMPLE**

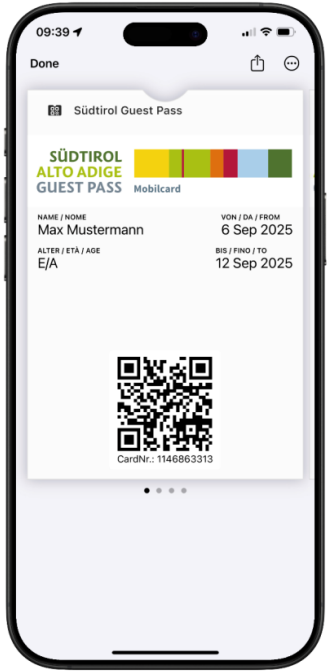


Guest Pass



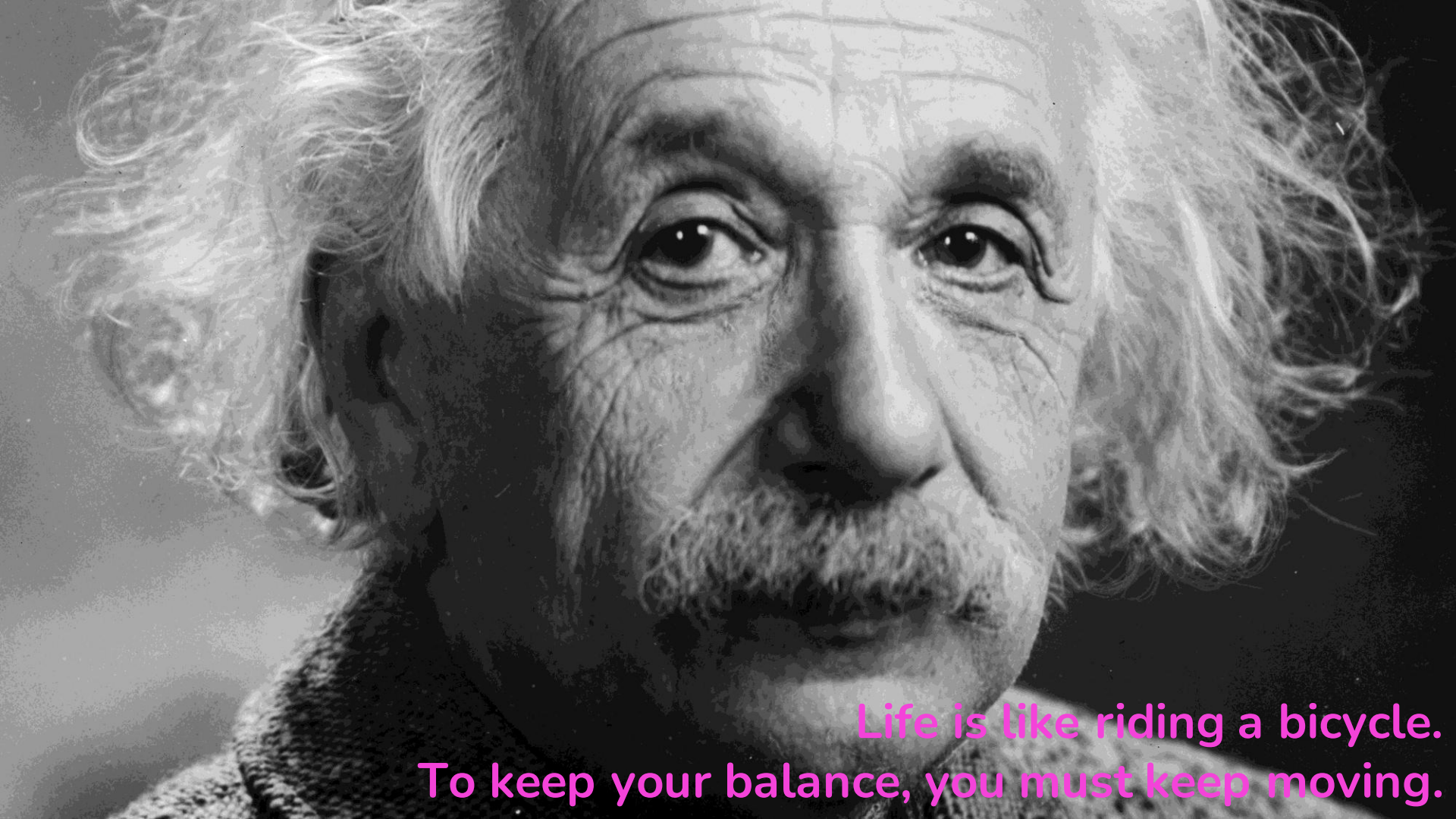
All digital


STA T04020A
STA T04020A
STA T04020A
SüdtirolAltoAdige GUEST PASS


09:39
Done
Südtirol Guest Pass
SÜDTIROL
ALTO ADIGE
GUEST PASS
Mobilcard
NAME / NOME
Max Mustermann
VON / DA / FROM
6 Sep 2025
ALTER / ETÀ / AGE
E/A
BIS / FINO / TO
12 Sep 2025
CardNr.: 1146863313

European Mobility Action Award 2025




Life is like riding a bicycle.
To keep your balance, you must keep moving.

Bicycle parking boxes at train stations



Bicycle parking boxes at train stations



Bicycle parking boxes at train stations



Bicycle parking boxes at train stations



Transformation instead of restrictions



Foto: STA/Felz

Shared Space (ZTL)



Foto: STA/Felz

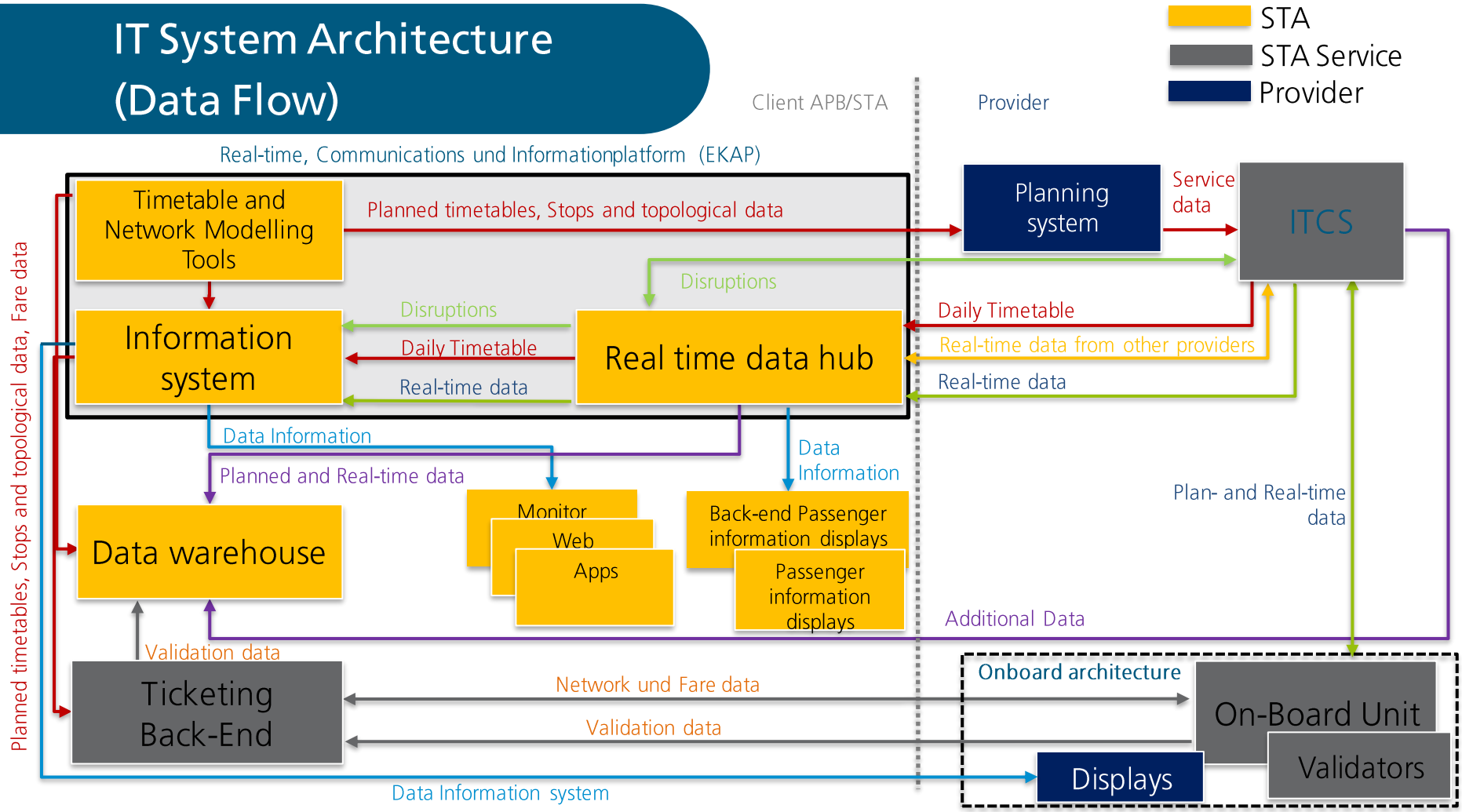
Park & Ride



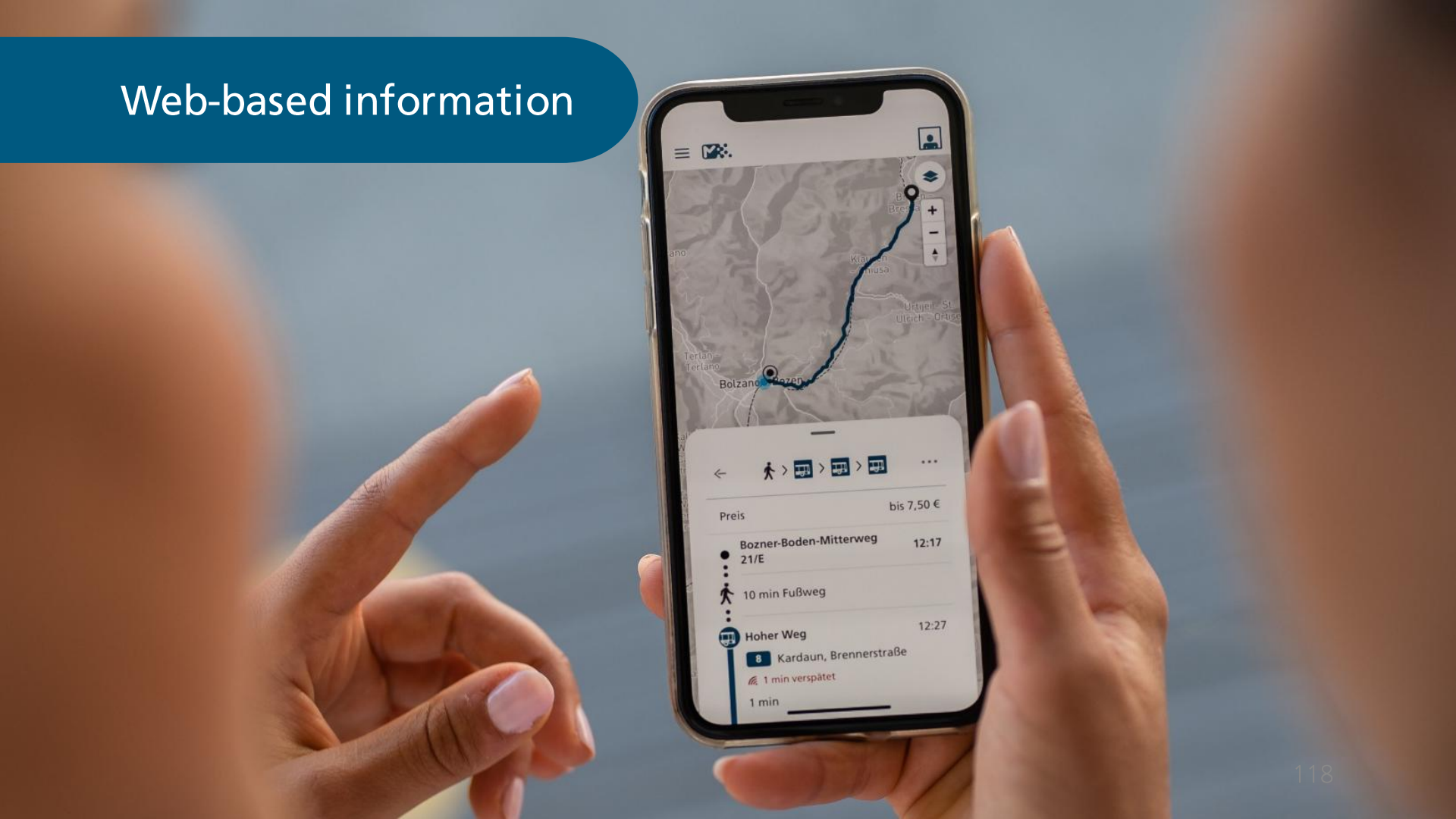


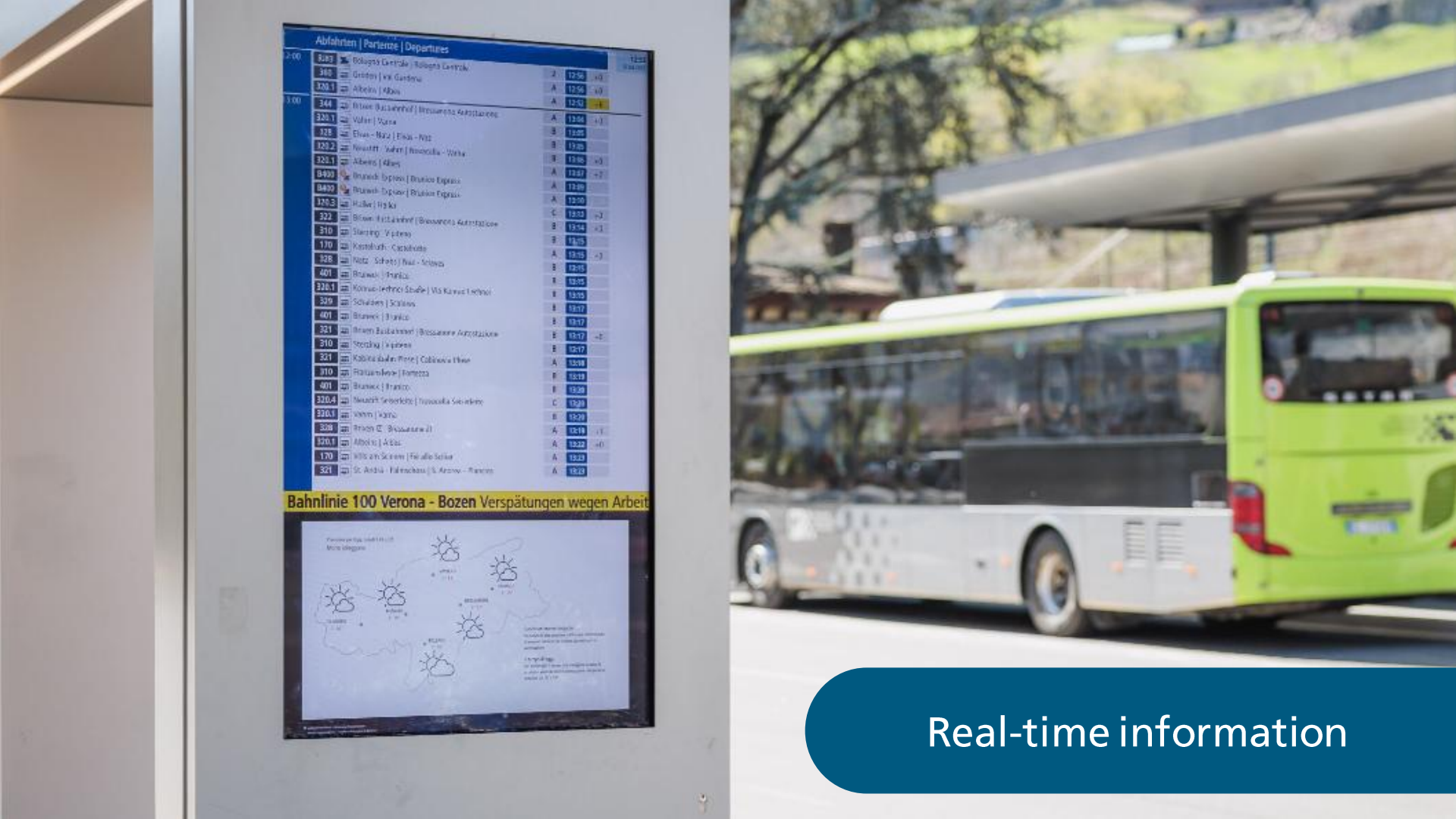
Integrated system

IT System Architecture (Data Flow)



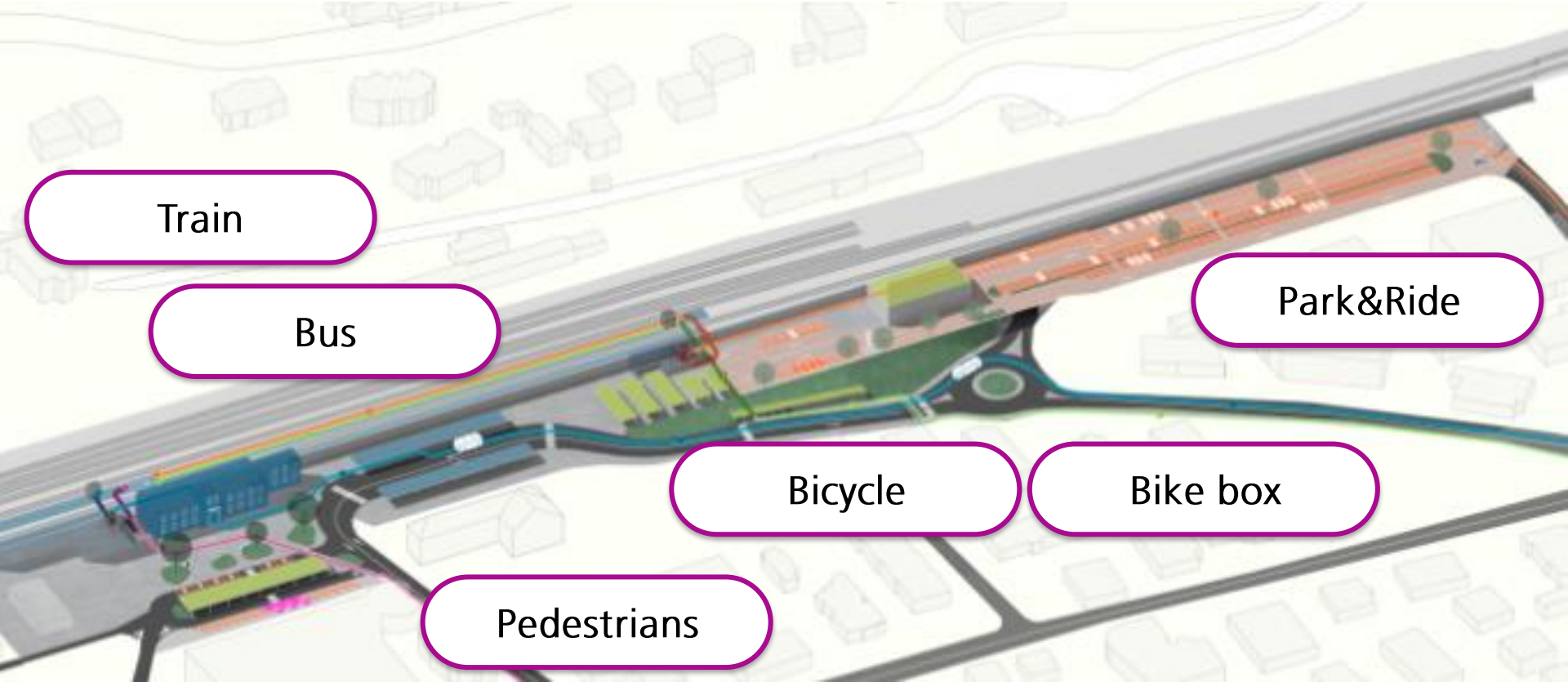
Web-based information




Abfahrten | Partenze | Departures
Bahnlinie 100 Verona - Bozen Verspätungen wegen Arbeit
Real-time information



Mobility hubs





Thank you!

