

Infrastructure development: Vienna – Vienna Int. Airport – Bruck/Leitha – state border near Nickelsdorf („airport link“)



© Vienna Airport

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Bled, 15/05/2018

Why a network addition, functional objectives?

- Creation of a high performance long distance axis for passenger transport along the relation Vienna main station – Vienna Airport – Győr – Budapest as well as the functional connection Vienna – Vienna Airport – Bratislava
- Creation of a regional rail node in Bruck/Leitha for the Vienna / Bratislava / southeast Lower Austria / northern Burgenland area
- Mitigation of capacity constraints of local passenger transport and freight transport along the existing Eastern rail line
- **In general:** to guarantee the infrastructural preconditions to achieve the **superior objective of an integrated clock-face timetable**

Impacts of the network addition

- Creation of the infrastructural preconditions for the establishment of an integrated clock-face timetable (according to strategy „Zielnetz 2025+“):
 - Intersection time **Vienna main st. – Győr 60'** (including stop at Vienna Airport)
 - Intersection time **Vienna main st. – Budapest 120'** (including stop at Vienna Airport)
- **Optimized connectivity** on rail of Vienna Airport, embedding it in international long distance relations, especially towards East (expansion of catchment area)
- **Improvement of accessibility** of Vienna Airport from districts Bruck/Leitha, Neusiedl/See and Eisenstadt via direct rail connections (the airport is a major employer in eastern Austria)
- **Capacity:** creation of infrastructural preconditions and capacity needs to accomplish the forecasted transport volumes

The project in detail

- Phase I (creation of the missing network link)

- Double-track high speed rail line between Vienna Airport and the existing East line near Bruck/Leitha
- Travel time Vienna main st. – Győr keeps unchanged including an additional stop at Vienna Airport (ca. 70min)

- Phase II (creation of an cross-border integrated clock-face timetable)

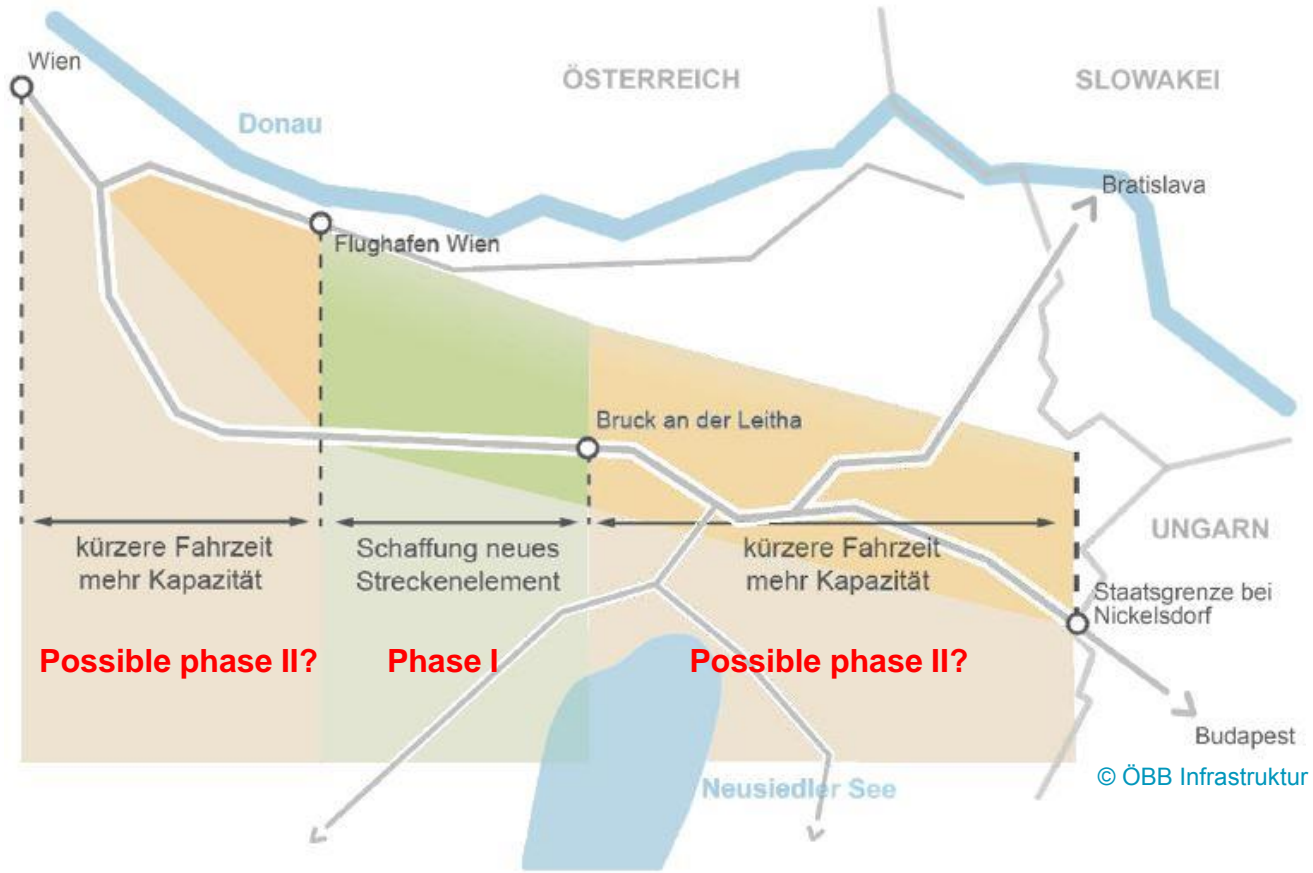
- Further travel time reductions through additional measures (which have to be identified and analysed first) along the corridor Vienna – Vienna Airport – Hegyeshalom

Long term travel time objectives according to „Zielnetz 2025+“:

- Intersection time **Vienna main st. – Győr 60'** (including stop at Vienna Airport)
- Intersection time **Vienna main st. – Budapest 120'** (including stop at Vienna Airport)

→ **Upward compatibility** is ensured via serial stages of phase I and II!

Phase I and II put into graphs



Opportunities and chances during operation

- Fast and direct passenger rail connections to/from Vienna Airport **on local and regional scale** (even to/from Bratislava)
- Fast international **long distance relations via Vienna Airport** (coming from West/South-) Vienna – Budapest/Bratislava: expansion of the airport's catchment area (from terminus to station on the line)
- Strengthening of **business location „Airport“**: doubling of passenger volumes along East line and beyond is forecasted
- Changes in **modal split** when travelling to/from the airport
- **Operational relief** of existing East line due to additional capacity

Expected improvements of travel times (dependent on actual operational concepts then, phase I+II)



Long distance trains



Local / regional trains

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Project process and preliminary schedule: legal aspects

- Network change in context with high speed lines requires a **Strategic Assessment for transport matters** in order to be basically able to achieve the **regulation for high speed lines** as necessary basis for further steps.
- The **environmental report** represents the formal completion of the Strategic Assessment; it was published for public consultation in January 2017. Having incorporated the public comments as well as the statements of the neighbouring states Slovakia and Hungary, the **draft regulation** and **summarizing declaration** were published on the bmvit's website in June 2017. These achievements marked the accomplishment of the Strategic Assessment.
- In March 2018, the **regulation for high speed lines was adopted** by the Austrian ministers' council, which highlights another important milestone.
- By having adopted the regulation, the **formal and legal requirements** for starting the actual planning phase – precisely the line selection process – are now existent.

Project process and preliminary schedule: financial aspects

- Having achieved the regulation as legal background, the **financing of the projects has still to be discussed** between bmvit, Ministry of Finance and ÖBB Infrastruktur.
 - The goal is to include the project in the multi-annual financial framework of Austrian rail infrastructure projects, the „**Rahmenplan**“.
- Subject to **financial planning reliability**, the preliminary project schedule for **phase I** is set as follows:
- Starting this year until ~2026: planning phase and approval processes
 - ~2027 to ~2035: construction phase

Thank you very much for your attention!

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