

# Donau Region Transport Days 2018

---

## ***On the Right Track to New Perspectives (from Germany to Turkey)***

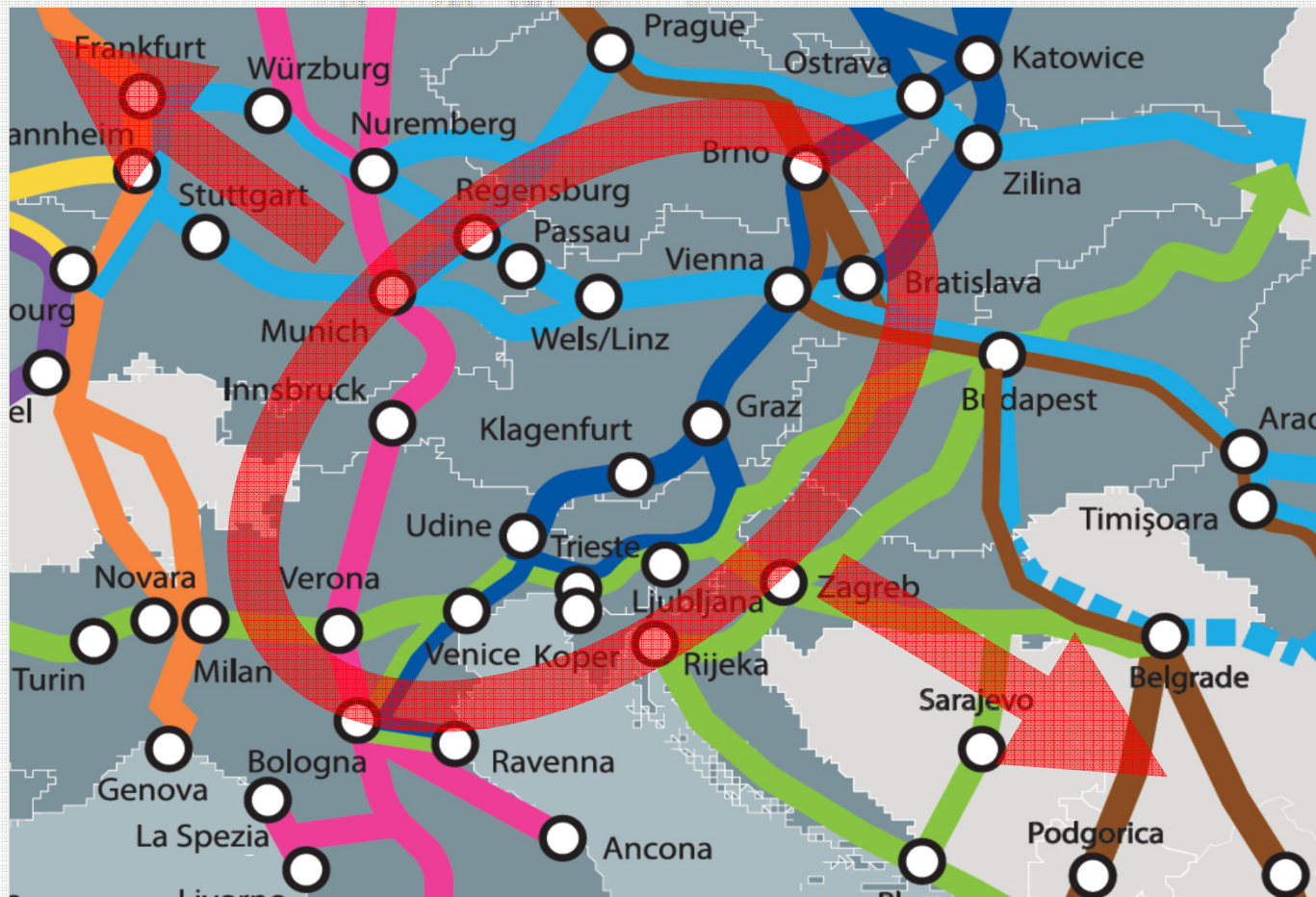
*Alfred Nagelschmied  
Department 16 – Transport and Building*

*4<sup>th</sup> of December 2018*



# TEN-T Corridors

## *The missing link*



# TEN-T Network





# 4-Regions-Initiative



# RCF



## Rail Freight Corridors (RFCs) map 2018

Including extensions expected in 2020 as indicated by the RFCs

- RFC1 Rhine - Alpine
- RFC2 North Sea - Mediterranean
- RFC3 Scandinavian - Mediterranean
- RFC4 Atlantic
- RFC5 Baltic - Adriatic
- RFC6 Mediterranean
- RFC7 Orient / East-Med
- RFC8 North Sea - Baltic
- RFC9 Czech-Slovak / Rhine - Danube
- RFC10 Alpine - Western Balkan
- RFC11 Amber

- Multi-corridor station
- Single-corridor station
- - - Expected extensions / RFCs



*The extension of the RFCs contains the RFC 10 between the Alpine area and Western Balkan which meets the Tauern- and Pyhrn/Schober Axis*



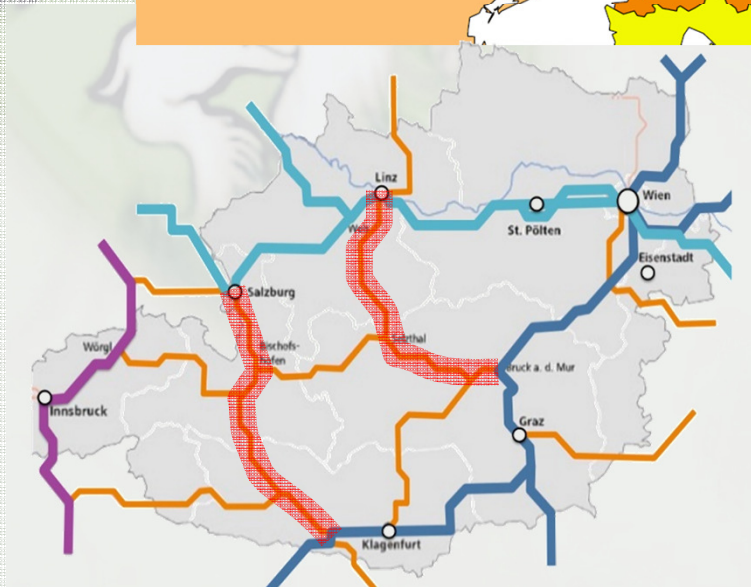
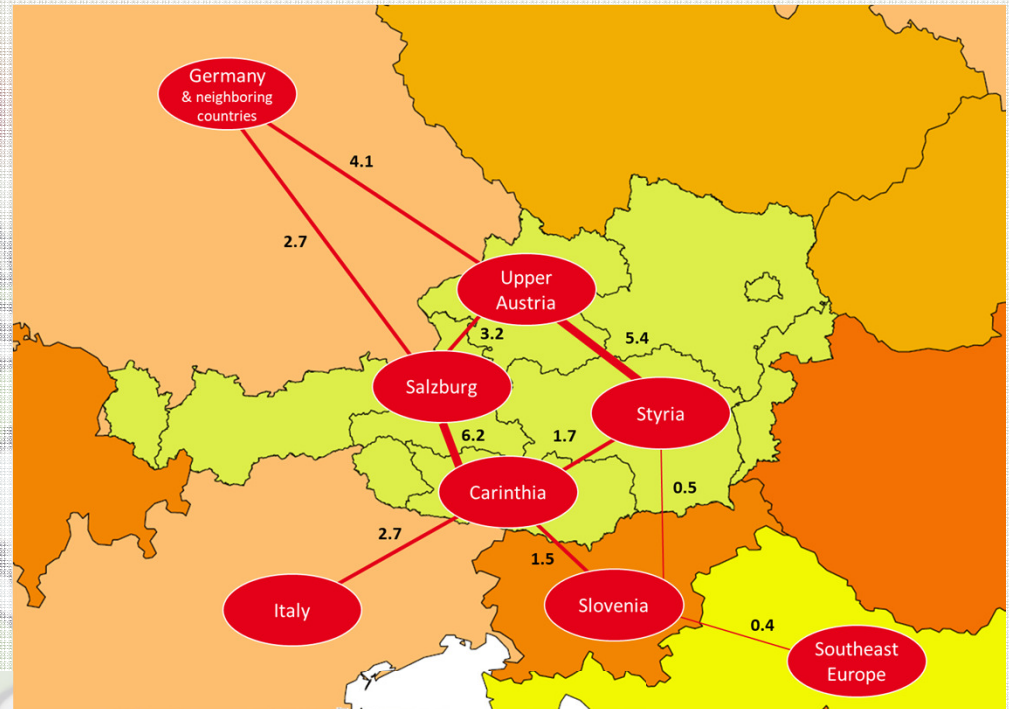
# TPSA - Current demand

## **Tauern Axis**

- 50 freight trains (6,2 Mio. t, 2010)
- 8 international passenger trains
- 10 national IC trains
- Commuter trains

## **Pyhrn/Schober Axis**

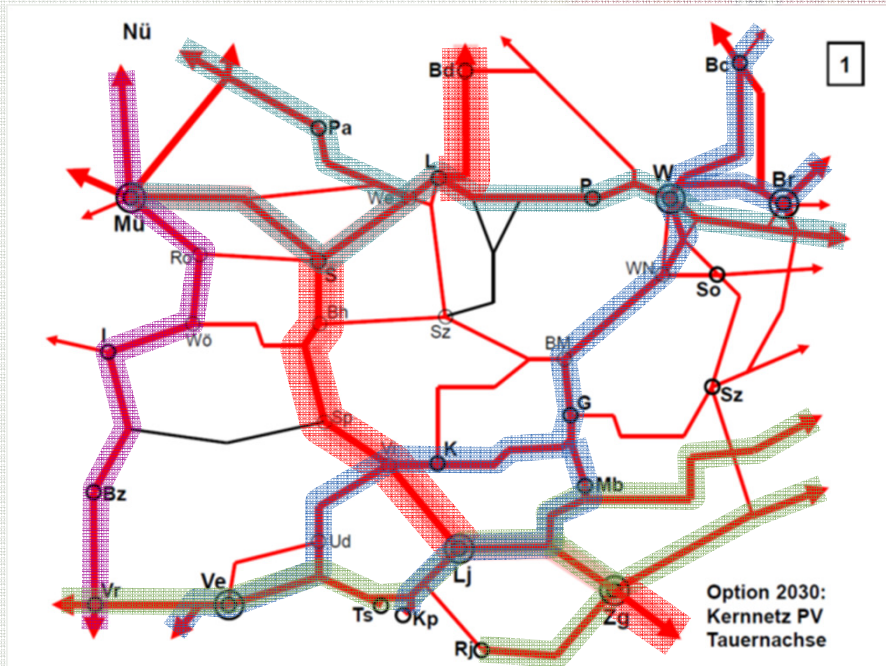
- 43 freight trains (5,4 Mio. t, 2010)
- No international passenger trains
- 6 national IC trains
- Commuter trains



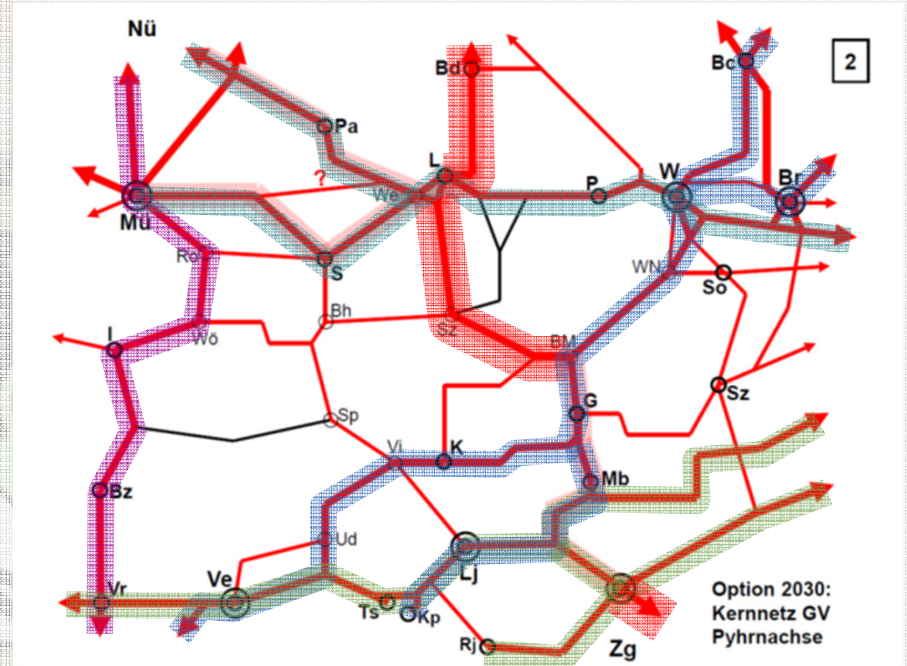


# TPSA - Two Axes Concept

## Passenger transport



## Freight transport



- Additional branches in the TEN-T core network
- Suggested functional division complies with TEN-T regulation and existing and expected traffic flows
- Tauern: international passenger transport and light freight transport
- Pyhrn/Schober: heavy freight transport
- Possible extensions to Prague and Western Balkan



# TPSA - Two Axes Concept



## ■ *Shared functions:*

- *High-ranking passenger transport and light freight transport (CT) on Tauern axis*
- *Heavy freight transport and domestic passenger transport on Pyhrn/Schober axis*
- *Road transport along Tauern axis*



- *Both axes are integrated part of TEN-T network  
→ optimal conditions for both passenger and freight rail services instead of compromises*



- *Allows development of a new TEN-T Corridor  
Alpine – Western Balkan Corridor*

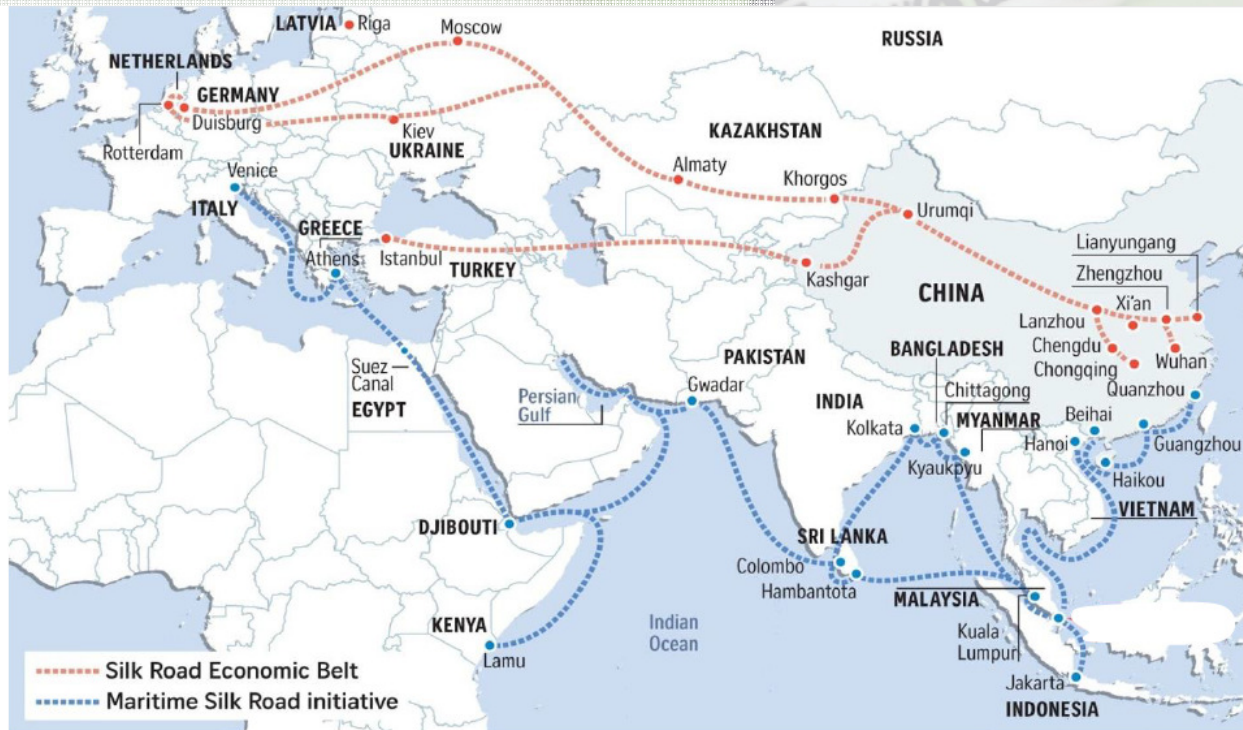
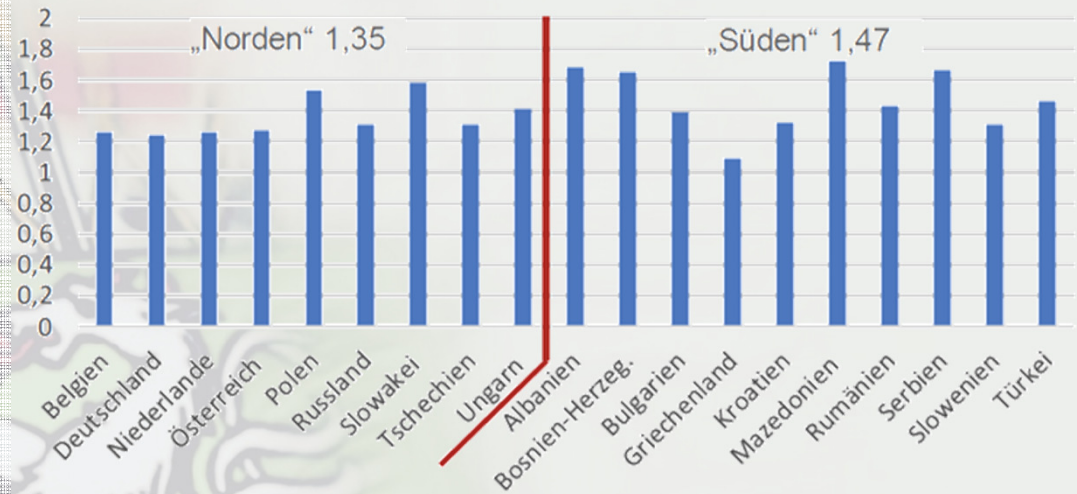




# Future demand

## Potentials in freight transport

GDP growth factor  
2015-2030

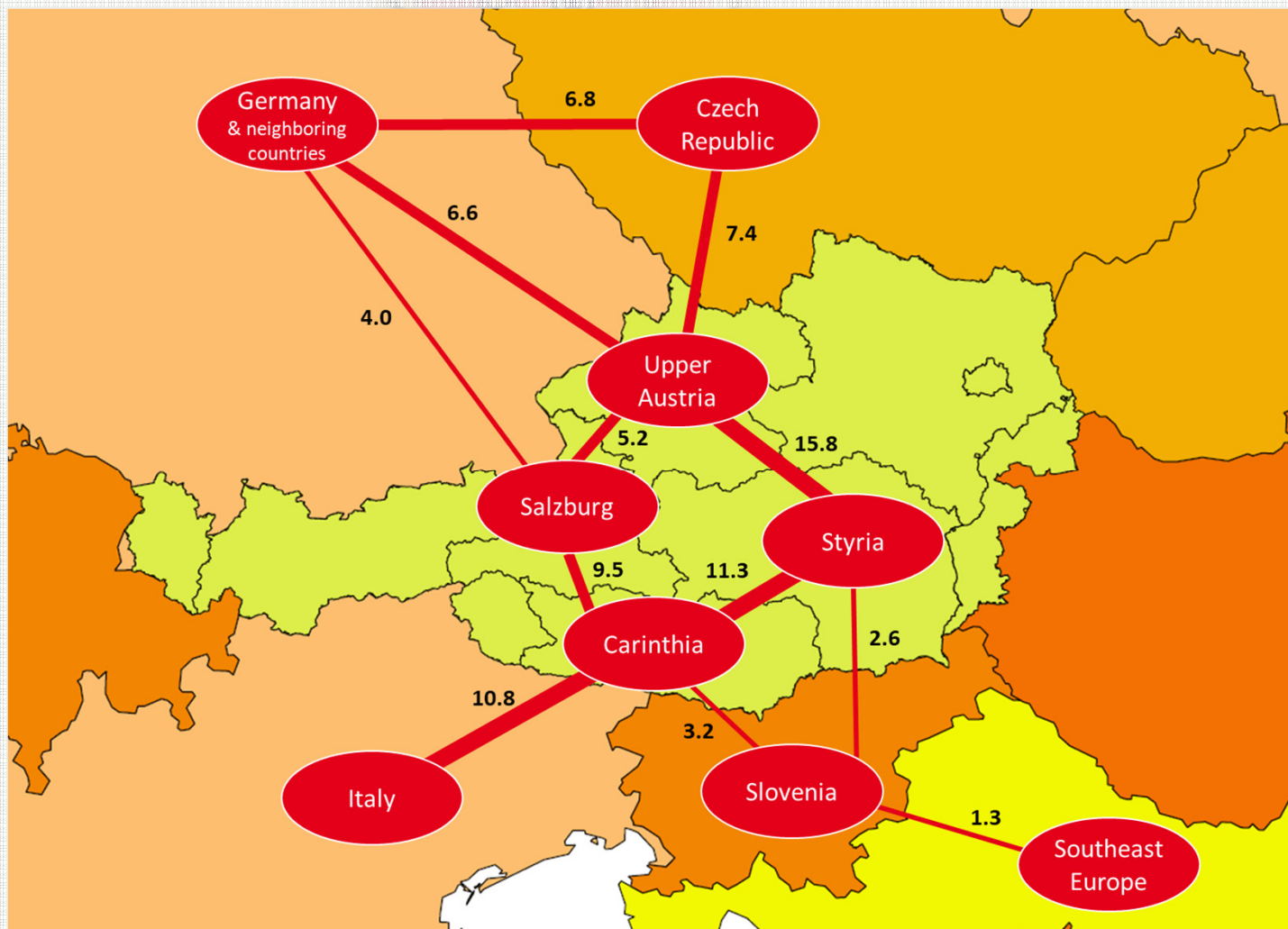


China's  
One Belt Strategy



# Future demand

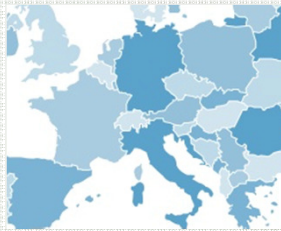
## *Freight transport on TPSA rail 2030 (Mio. t)*





# Future demand

## *Additional long term potentials*



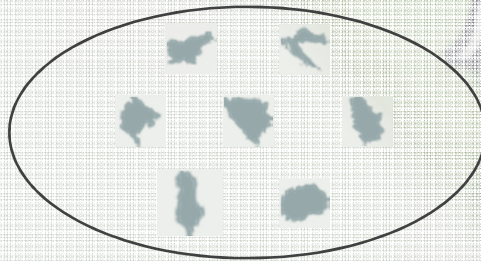
- *China-Central EU 3,15 Mio. TEU (2015)*  
1% of shift from sea to rail  
→ 2 freight trains/day



- *India-Central EU 284.000 TEU (2015)*  
1,5% shift from sea to rail  
1 freight train/week



- *3rd Bosphorus bridge shifts from sea to rail*  
(2015: 72.000 TEU TR → Bremerhaven)



- *Western Balkan States reaching economic level of Spain*  
→ 20 freight trains/day



Das Land  
Steiermark

→ A16 Verkehr und Landeshochbau



# TPSA – The Benefits

## *Regional Benefits*



### *Freight rail:*

- *Pyhrn/Schober axis offers ideal conditions for heavy freight transport from Styria to Germany (Styrian Automotive Cluster Industries)*
- *Tauern axis is of high importance for regional and cross-border combined transport and strengthens the regional rail-road terminals*



### *Passenger rail:*

- *Improving international passenger transport between South-East and Central Europe via Tauern axis strengthens the national intercity connections*
- *TPSA supports sustainable future touristic offers along Tauern axis apart from private cars*
- *TPSA improves interregional passenger transport on Pyhrn/Schober axis between Graz and Linz*



# TPSA – The Benefits

## ***Benefits for Austria***



*Enhanced territorial integration and cohesion within Austria*



*Economic reinforcement through efficient international connections*



*Efficient distribution of rail traffic*



*Direct accessibility and noise reduction for tourist areas*



*Optimized infrastructure and international connections to important industrial areas*



# TPSA – The Benefits

## ***Benefits for Europe***



*Improved spatial integration of EU and its neighboring countries*



*Connection between Central Europe and the southern ports*



*Linking Europe via Turkey with southern branch of 'New Silk Road'*



*Strengthened rail transport in modal competition*



*Relieving existing overcrowded core network corridors*



# Conclusion



*The two TPSA axes meet criteria of TEN-T core network in combination only*



*Regional, national, and international passenger traffic benefits from upgrading measures on TPSA*



*Tauern axis of great significance for CT at terminals in Salzburg and Villach, Pyhrn/Schober axis for freight terminals in Upper Austria and Styria*



*Freight transport in 2030: Tauern axis more than 50% plus, Pyhrn/Schober triple rail freight (compared to 2010)*



*Future traffic between EU and China, India, Turkey, Iran offers additional potential for freight transport on TPSA*



---

***Thank you for your attention!***

*Alfred Nagelschmied*

*Tel.: +43 316 877 4548*

*E-Mail: [alfred.nagelschmied@stmk.gv.at](mailto:alfred.nagelschmied@stmk.gv.at)*

*Office of the Regional Government of Styria*

*Department 16 – Transport and Building*

*Stempfergasse 7*

*8010 Graz / Austria*