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

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TEN-T Corridors

The missing link
4-Regions-Initiative

Scandinavian Mediterranean

Baltic Adriatic

Tauern Axis

Pyhrn/Schober Axis

Rhine Danube

TPSA Initiative
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

- 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**

  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
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!

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