

# Intermodal accessibility Air – Rail

## Case of Vienna Int. Airport

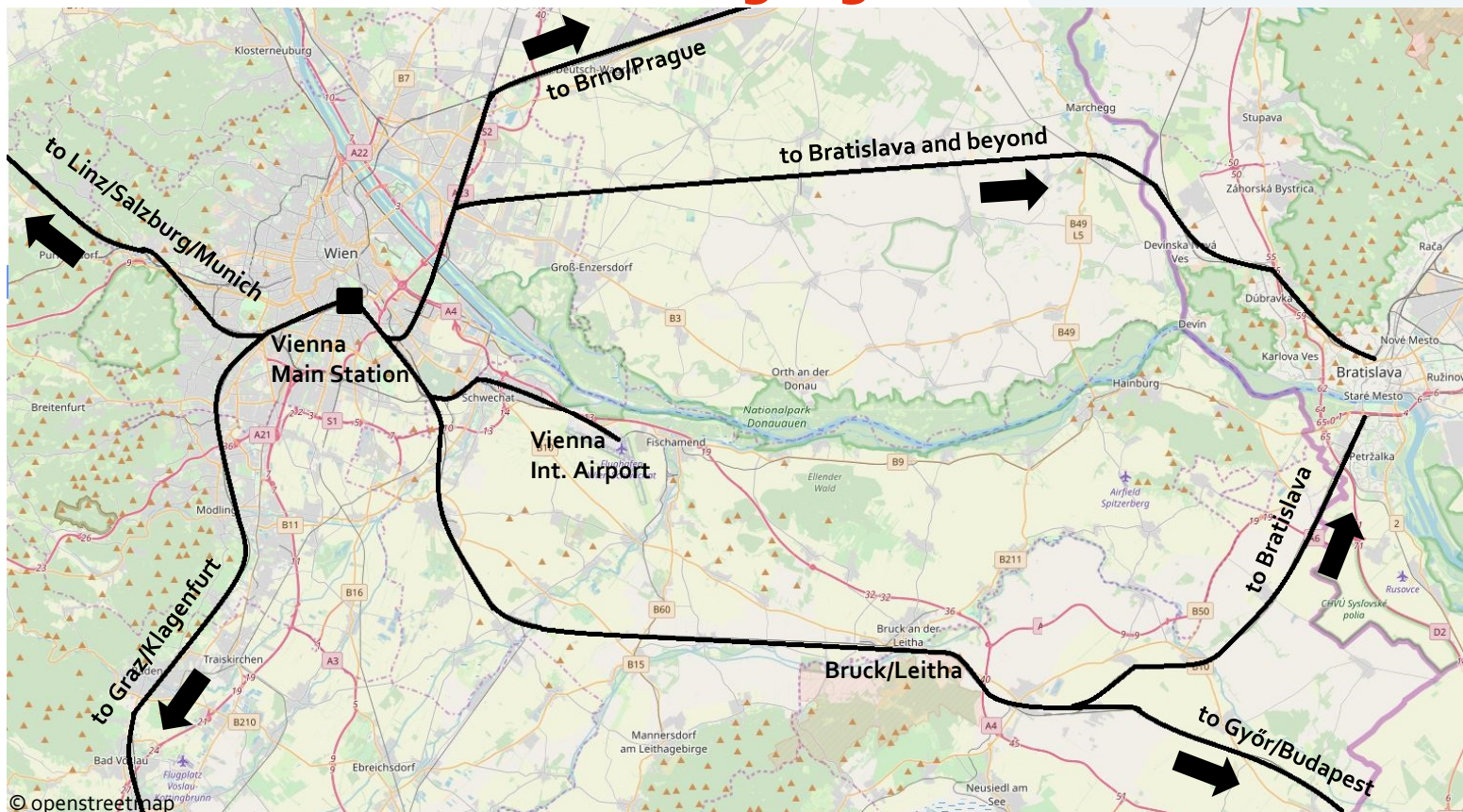
### Project *Airport Link*



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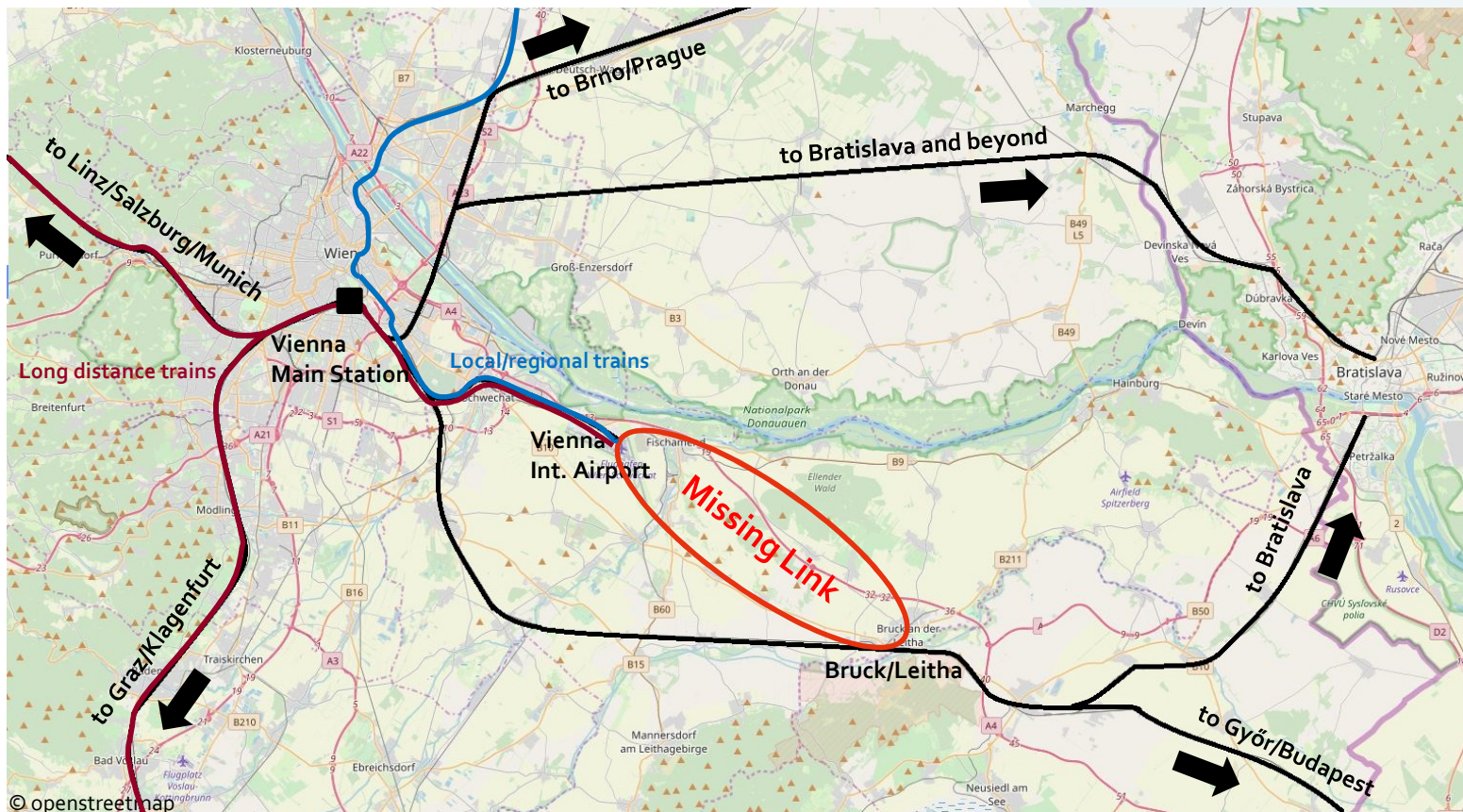
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Ljubljana, 05. December 2018  
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## Current transport network in Eastern Austria (international main rail lines highlighted)





## Current rail services to/from Vienna Int. Airport



## Why a network addition, functional objectives?

- Missing Link = project **Airport Link** („Vienna – Vienna Int. Airport – Bruck/Leitha – state border near Nickelsdorf“)
- 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***

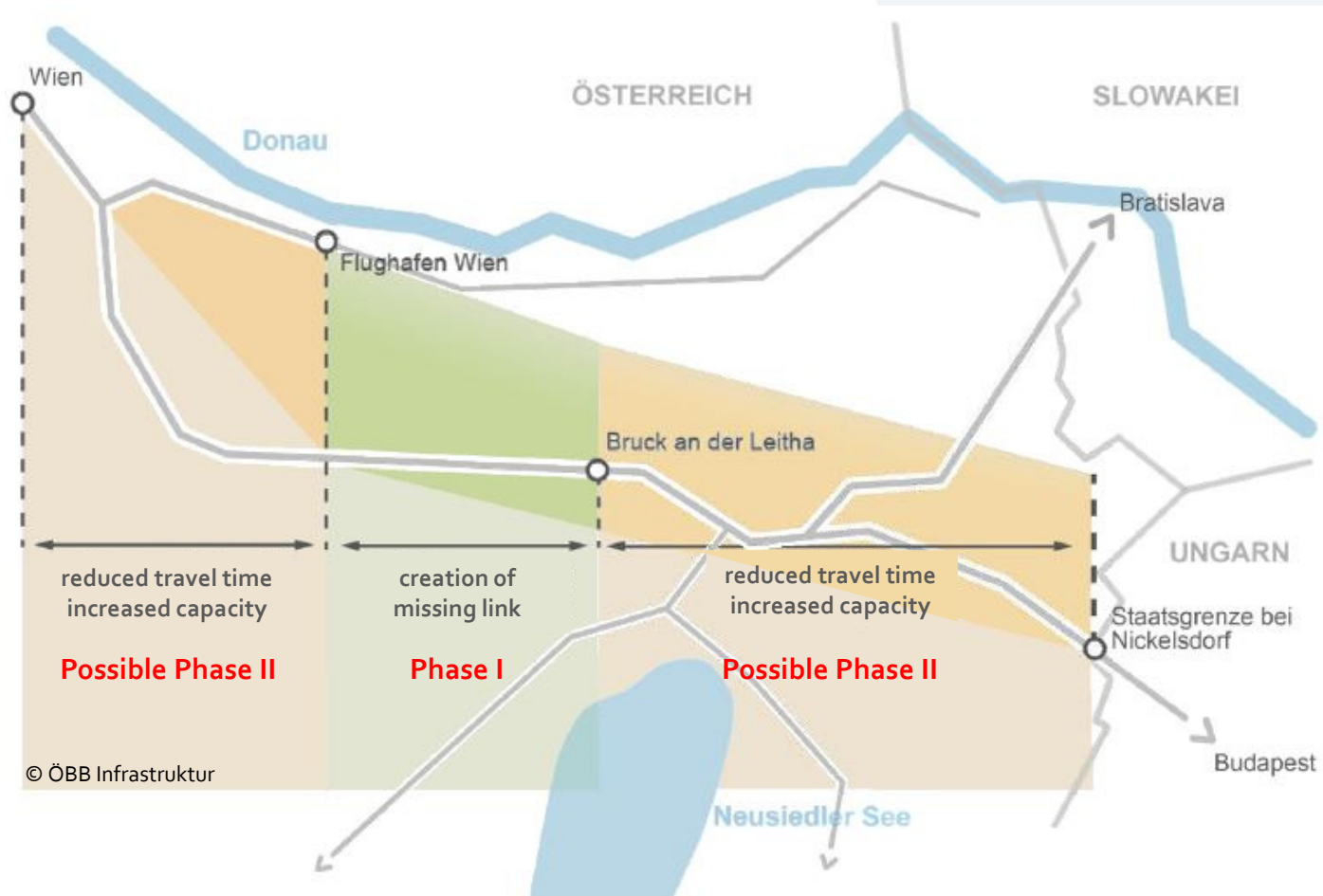
## Impacts of this network addition

- 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 VIE)
  - Intersection time **Vienna main st. – Budapest 120'** (including stop at VIE)
- **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 *Airport Link* in detail

- **Phase I (creation of the missing link)**
  - Double-track high speed rail line between Vienna Int. 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 of **60'** (Vienna- Győr) and **120'** (Vienna- Budapest)
- **Upward compatibility** is ensured via serial stages of phase I and II!

## Phases I and II put into graphs





## Opportunities and chances when operative

- Fast and direct passenger rail connections to/from Vienna Int. Airport **on local and regional scale** (even to/from Bratislava)
- Fast international **long distance relations via Vienna Int. Airport** (coming from West/South-) Vienna – Budapest/Bratislava: expansion of the airport's **catchment area** (via transformation „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 future operational concepts, phase I+II)



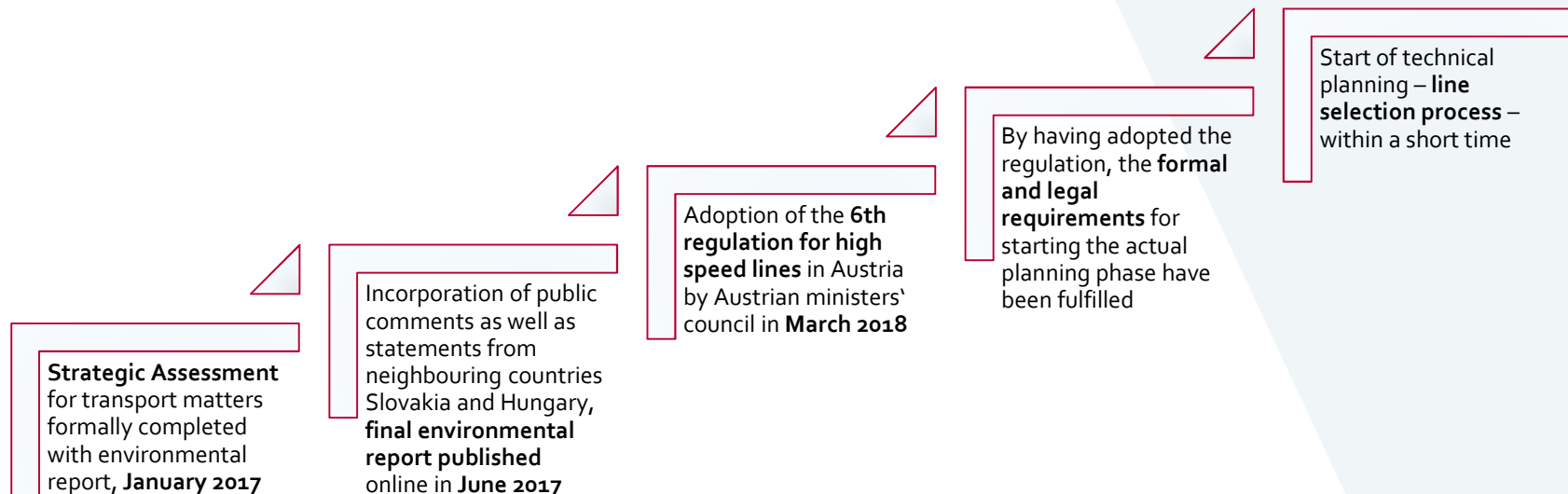
Long distance trains



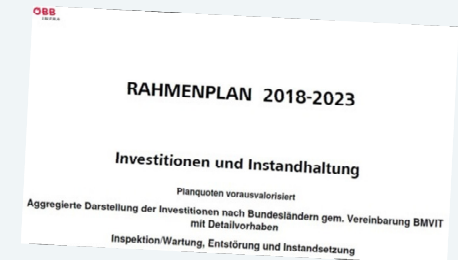
Local / regional trains

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## Recent milestones for project preparation



## Next steps



- Having achieved the regulation as legal background, the next major steps are the **line selection process** and subsequently the various **approval processes** within the frame of planning.
- The **financing of the project construction** (project planning has already been financed) has to be negotiated between Ministry for Transport, Ministry of Finance and ÖBB Infrastruktur at appropriate time.
- Medium-term goal is to include the project in the multi-annual financial framework of Austrian rail infrastructure projects, the „**Rahmenplan**“.

## Preliminary implementation schedule

- Subject to **financial planning reliability**, the preliminary schedule for **phase I** is set as follows:
  - 2015 until ~2026: planning phase and approval processes
  - ~2027 to ~2035: construction phase
- The exact scope and schedule of **phase II** will be discussed at a later stage.



# Thank you for your attention!

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