Intermodal accessibility Air – Rail Case of Vienna Int. Airport
Project Airport Link

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Current transport network in Eastern Austria (international main rail lines highlighted)
Current rail services to/from Vienna Int. Airport

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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

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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 accessability** 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

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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!

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Phases I and II put into graphs

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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)

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Recent milestones for project preparation

- **Strategic Assessment** for transport matters formally completed with environmental report, **January 2017**
- Incorporation of public comments as well as statements from neighbouring countries Slovakia and Hungary, **final environmental report published online in June 2017**
- Adoption of the 6th **regulation for high speed lines** in Austria by Austrian ministers’ council in **March 2018**
- By having adopted the regulation, the **formal and legal requirements** for starting the actual planning phase have been fulfilled
- Start of technical planning – **line selection process** – within a short time

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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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