Development of infrastructure links with neighbouring countries with 1435mm and 1520mm gauge

Status quo in Austria: Strategic Environmental Assessment in progress

Heinz Gschnitzer
The aim of the project: Creating the future transport network
The Twin City-Region becomes established as the hub between Europe and Asia
Freight transport by land between Europe and Asia will increase about 500% from 2016 to 2030 according to the International Union of Railways

- In 2016 141,000 TEU were shipped between Europa and Asia via the railway system.
- The forecast for 2027 for transport volume including the shift from ship and air transport to train is 636,000 TEU.
- In 2030 a transport volume of 810,000 TEU is predicted.

Development of the flow of goods in thousand TEU: EU/China

Source: Deloitte, February 2019, Evaluation of locational factors for the construction of a Green Competence Center in the eastern region of Lower Austria
Dimension of the project in Austria and Slovakia

- Single-track, solely for freight transport
- Connection to the 1520 mm railway system in Košice
- 400 km of track
- 2 terminals
- Integration into the TEN-T-Network at the Twin City Region Vienna–Bratislava in Austria
- Investment costs about 6.5 bn Euro
- Start of operation in about 15 years
- 22 bn tons of goods per year
- 400 km of track
- 2 terminals
- Investment costs about 6.5 bn Euro
- Start of operation in about 15 years
- 22 bn tons of goods per year
Intelligent logistic solution: track-to-track station sets new standards in quality and performance for Europe

EUROPEAN RAILWAY SYSTEM
with 1435 mm track

PORTAL CRANE

BROAD GAUGE RAILWAY SYSTEM
with 1520 mm track
Track-to-track station

- Environment-friendly transport of goods
  - Transshipment of containers from track-to-track
- Logistic management for the increasing flow of traffic and freight transport and thereby supporting rail transport
- Rapid and efficient rail connection between Europe and Asia
- Logistic solution for the distribution of goods from and to Europe on track
- Value added at the location in Austria
  - Generation of jobs

Defining the future routes of transportation

Economic development for the location of the track-to-track station

Efficient linkage of different track systems

Efficient infrastructure for international trading
Reasons for supporting freight transport on track

**Ecofriendly transport on track**

**CO₂-friendly due to e-mobility**

**Shorter routes of transport**
- cf. route Chengdu – Vienna
- Ship and truck: 16,200 km
- Train: 9,800 km

**1 container train is equal to 80 trucks**

**Quick transport times**
- Ship: 35 days
- Train: 15 days

**Costs for society at the lowest**
- eg. Effects of climate change, costs due to accidents

The train is cheaper than air transport, faster than the sea route and more eco-friendly than any other modes of transport.
Managing climate change means to go by train!

Train transport is part of the solution of climate problems.
The future has already begun

- the world is growing together and gets more and more connected
- new economic challenges (eg. due to digitalization)
- China: doubling of the GDP until 2030
- Europe: high increase of the GDP; aim: strengthen trade relationships

- We believe in the New Silk Road Initiative and we are part of it:
  - ÖBB RailCargoGroup: shipment of 400 freight trains from Europe to Asia and back in 2018
  - 600 connections planned this year
- China, April 2018: First freight train from Chengdu of RailCargoGroup arrived in Vienna
- New container terminal in Kazakhstan: shortest route between China and Europe

Conclusion: Who is ready for the future is able to shape it.
Half of today’s trading between Europe and Asia are exported goods

- Increasing trade volume: The rate of exports and imports has increased from 1:3 to 1:2 in 10 years.

Development of the trading volume between EU and China in billion Euros.
Prosperity due to positive economical impacts for the region and for all involved countries

- Regional impacts
  - Annual value added: about 450 million euro
  - Generation of longterm jobs at the operating phase
    - Terminal incl. maintenance
    - Logistic companies and utilities

- National impacts
  - Creation of jobs at the construction and operating phase
  - Nominal value added: about 30 billion euro over 46 years (16 years construction und 30 years operation)

- Win-win situation for involved partners
  - National: state and federal government
  - International: Austria and Slovakia

![Value added in bn. Euro](chart.png)

- Austria: 15.5bn Euro
- Slovakia: 10bn Euro
The project in Austria: what happened up to now…

Feasibility study of the Breitspurplanungsgesellschaft

- Traffic study
  - Survey on the transport requirements
- Technical study
  - Technical and environmental survey
- Economic Study
  - Survey on the economic benefit

The project supports the sustainable and economic development of the region and Austria.

**Strategic Environmental Assessment** launched by ÖBB Infrastructure at the Ministry of Transport

- Investigation of the consequences of the network modification at the high-level transport network and, if the modification is relevant, determination as **high level railroad**;
- Expected closure of the Strategic Environmental Assessment in July 2019
Integration to the European high-level transport network (railway, road)
- Three of nine TEN-T Corridors
  - Baltic-Adriatic Corridor
  - Orient-East Med Corridor
  - Rhine-Danube Corridor
- railway infrastructure (west and south) is well established; further transport to Europe possible
- High-level railroad network available
The most important steps at the planning process in Austria

**2018/2019**

- **Strategic Environmental Assessment:** Determination of a high level railroad

**Planning phase until 2025**

- **Route planning**
  1. step: First draft of the routes
  2. step: selection of the route
  3. step: planning of measures

  *Offer for an active citizen participation*

- **Project approval procedure**
  - Environmental impact assessment
  - Materienrechtliche Genehmigungen
  - Formelle Projekt-Naturverträglichkeitsprüfung (NVP)
  - Detailgenehmigung § 31a-Gutachten

Start of construction
Thank you for your attention!