

D.T1.4.3 - DEFINITION OF POTENTIAL POLICY MEASURES

Report

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1) Introduction

The main challenges in Styrian rail freight transport arise from bottlenecks in the existing rail infrastructure. The biggest bottlenecks in Styria are missing high-capacity rail freight connections and the lack of capacity in the main rail network compared to the expected and intended rise of rail freight transports in the future. Supporting rail freight transport is not only needed in order to meet climate objectives, but also to ensure cost- and time-efficient transport connections of economic regions in Europe.

Closing these gaps and eliminating capacity bottlenecks on the main and the subordinate rail network, supports rail freight transport in the whole network.

Styria misses a high-capacity rail connection to the economic centres of Upper Austria and further on to Central and the Northwest of Europe (including the North Sea harbours) along the Pyhrn-Schober-Axis. The extension of this connection towards Southeast Europe would establish an Alpine-South-East Core Network, linking Southeast Europe to important economic centres of the EU.

The Pyhrn-Schober axis - a high-level rail link connects Austrians strongest industrial regions in Styria and in Upper Austria with each other and links them to the important economic of central Europe. Thus, it is the most important rail connection for the export of Styrian products. Given the well-developed motorway connection of the Pyhrn-Schober axis, road freight transports rose by 50% between 1999 and 2015, whereas rail transports stagnated.

Currently, the Pyhrn-Schober rail connection is for long stretches only available via single-track lines and the mountain route to the Bosruck tunnel. The Bosruck tunnel is relatively steep, more concretely, it is only passable for freight trains up to a maximum weight of 1,000 tons due to the steepness of up to 21‰. This bottleneck severely restricts the capacity of transportable goods in rail traffic and increased the costs and travel times. The **upgrading of the Pyhrn-Schober axis** and in particular **the construction of the new Bosruck tunnel** with flat ramps can solve this problem, which has an essential impact to the whole corridor as the extension of this connection towards Southeast Europe would establish an Alpine-South-East Core Network, linking Southeast Europe to important economic centres of the EU.

With the operational start of the Koralm railway line (2025), the section Bruck an der Mur - Graz will be at the limit of capacity, as several transport corridors (Baltic-Adriatic, Pyhrn-Schober and the regional transport between Leoben and Kapfenberg) pass along this track. More than 400 trains per day are predicted on this section. This is a value far above the usual capacity utilisation for a double-track railway line. Over the next 20 years, a massive increase in freight traffic is expected

from the Adriatic ports of Trieste, Koper and Rijeka heading north. In connection with regional and international passenger transport, the capacity of the almost continuous single-track line between Werndorf (in the south of Graz) and Spielfeld and respectively further to Maribor will therefore also represent a bottleneck in the rail network. An effective shift from road to rail will thus not be possible. To achieve the required capacity for commuter trains, passenger trains and freight trains, the **construction of additional tracks on the line between Bruck/Mur and Graz as well as for the area between Werndorf and Spielfeld or Maribor** is necessary.

The **Cargo Center Graz-Werndorf rail-road-terminal (CCG)** is Styria's most important logistic node for national and international freight transport and the most up-to-date cargo transport center south of the Alps. Via a neutral logistics platform, CCG provides every-day access to combined transport routes heading for Koper, Trieste, Neuss and the Northern Ports (Hamburg, Bremerhaven, Rotterdam, Antwerp). At present, the capacity limit of the terminal (230.000 TEU/a) with its four tracks (700 m each), the two gantry cranes, mobile cargo handling equipment and storage space is reached. With the operational start of the Koralm Railway line the freight volume will increase. Due to the already existing full capacity utilization, no additional capacities can be taken up. There is an immanent risk of modal shift to the road. An expansion of the terminal up to about 500.000 TEU/a is essential to increase the freight loading capacity for rail transport. A new facility with four tracks, new gantry-cranes and container storage areas is planned which is connected to the Koralmbahn and Southern Railway (Südbahn).

The **Steirische Ostbahn** is a single-track railway line with diesel operation from Graz to the national border at Szentgotthárd (HU). In combination with the Koralm Railway, the Styrian East Railway can provide a high-level transport connection between Italy, Austria, Hungary and, subsequently, the EU member states Romania and Bulgaria as well as the Ukraine. On the regional scale important industrial sites in the Graz central region do not have sufficient railway connections. The section between Koralmbahn and Gleisdorf is still insufficiently equipped for an efficient railway line that meets the requirements of a dense and fast commuter train service and for effective freight transport on rail. Continuous freight trains currently have to pass through the Graz city area and have to change their direction in Graz. The existing line is not suitable for heavy goods traffic, either because of the permissible speeds or because of the existing gradients. In the longer term, capacity bottlenecks are also to be expected due to the planned and forecasted traffic. A new railway line connecting the future Koralm Railway line and the Steirische Ostbahn solves the capacity problems and establishes a sufficient railway connection between important co-working automotive cluster industries. It provides a direct and high-quality connection of the largest industrial company in the Graz area (MAGNA) to the international rail network and to suppliers in the region.

2) List of policy measures (linked to Priority list of action - D.1.4.2)

Action/measure (from deliverable T1.4.2)	Policy measure	Policy document to be addressed	Process description	Stakeholders involved	Time frame (start of action)
Construction of the new Bosruck tunnel	Including the two axes via Tauern and Pyhrn-Schober into the TEN-T core network; including the new Bosruck tunnel into the ÖBB 2040 target network and the ÖBB framework plan; concrete planning mandate of the Federal Ministry (BMK) to ÖBB-Infrastruktur AG for the step-by-step implementation of the measure	Regulation (EU) on Union guidelines for the development of the TEN-T network; ÖBB framework plan, ÖBB target network; Styrian Mobility Masterplan	The Austrian stakeholders have to convince the EU institutions to include the Tauern and Pyhrn-Schober axes in the core network during the ongoing TEN-T revision. The project has already been submitted to the Federal Ministry (BMK)* for inclusion into the ÖBB 2040 target network. Styrian stakeholders must continue to urge the Ministry to include this project in the ÖBB framework plan and the ÖBB target network and start the planning process soon. The State Government of Styria is the central point of contact for communicating with the Ministry and ÖBB Infrastruktur AG.	ÖBB Infrastruktur AG; Austrian Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK); Austrian Federal Ministry of Finance	Planning immediately, Construction in more than 5 years, completion by 2040
Upgrading of the Railway Line Bruck/Mur-Graz- Spielfeld-Maribor	Including the project into the ÖBB 2040 target network and the ÖBB framework plan; concrete planning mandate of the Federal Ministry (BMK) to ÖBB-Infrastruktur AG for the step-by-step implementation of the measures; negotiations on the financing of the Planning	ÖBB framework plan, ÖBB target network; Styrian Mobility Masterplan	The project has already been submitted to the Federal Ministry (BMK)* for inclusion into the ÖBB 2040 target network. Styrian stakeholders must continue to urge the Ministry to bring this project to operation. The State Government of Styria is the central point of contact for communicating with the Ministry and ÖBB Infrastruktur AG.	ÖBB Infrastruktur AG; Austrian Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK); Austrian Federal Ministry of Finance	Planning immediately, Construction in more than 5 years, completion by 2040
Expansion of the Cargo Center Graz- Werndorf (CCG) Terminal	Negotiations on the financing and the corporate structure; negotiations on extensions and adaptations at the Wundschuh transfer station; the aim is to separate ÖBB from Graz-Werndorf Projekt GmbH (GWP) to establish a PPP shareholder structure with the participation of the province of Styria; planning of the terminal infrastructure; application for a subsidy by the Federal Ministry (BMK)	Styrian Mobility Masterplan	Finalising negotiations on the financing and the corporate structure; finalising negotiations on extensions and adaptations at the Wundschuh transfer station; separate ÖBB from Graz-Werndorf Projekt GmbH (GWP) to establish a PPP shareholder structure with the participation of the province of Styria; detailed planning of the terminal infrastructure; application for a 50 % subsidy by the Federal Ministry (BMK): "Anschlussbahn- und Terminalförderung"	CCG (Terminal Operator), GWP (Güterterminal Werndorf Projektgesellschaft), ÖBB Infrastruktur AG, StB (Steiermärkische Landesbahnen), State Government of Styria	Planning; and Construction Start in 2022, completion by 2030

New railway line connecting the future Koralm Railway line and the Steirische Ostbahn	Including the project into the ÖBB 2040 target network; rapid start of the permitting process and EIA planning to obtain a route permit for the railway line to keep areas free from other uses, as housing and business development.	ÖBB framework plan, ÖBB target network; Styrian Mobility Masterplan	The project has already been submitted to the Federal Ministry (BMK)* for inclusion into the ÖBB 2040 target network. Styrian stakeholders must continue to urge the Ministry to include this project in the ÖBB framework plan and the ÖBB target network. The State Government of Styria is the central point of contact for communicating with the Ministry and ÖBB Infrastruktur AG.	ÖBB Infrastruktur AG; Austrian Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK); Austrian Federal Ministry of Finance	Planning in 1-2 years, Construction in more than 5 years, completion by 2040
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* The Austrian Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) in its competence is the main decisionmaker in ranking the railway projects in Austria.

3) Process

- 1) Which organisations/stakeholders were consulted in the selection of policy measures? What were their priorities and how were they involved?
 - o ÖBB-Infrastruktur AG: Due to the planning competence of these big infrastructure projects the ÖBB-Infrastruktur AG has all information about the projects. This relevant information was provided by the ÖBB-Infrastruktur AG
 - o Austrian Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK): The ministry in its competence is the main decisionmaker in ranking the railway projects in Austria. Due to the huge financial investment the ministry hesitates to decide. The new railway line connecting the future Koralm Railway line and the Steirische Ostbahn in particular is not ranked very high in its priority. The priority list was communicated to the ministry on several occasions.
 - o Terminal Operator Cargo Center Graz-Werndorf (CCG): The main priority is to enlarge the capacities, i.e. a new terminal with four tracks and a gantry crane in order to adapt to the additional cargo-volumes triggered by the Koralm Railway and new developments of the Adriatic ports. Further, (pilot) projects for shifting wood transports from road to rail are important especially in order to raise the export rate of Styria to China and other oversea destinations. The priorities of the terminal operator coincide with the priorities of the State Government of Styria and the other stakeholders in Styria.
 - o Styrian Interest groups / Social Partners (Chamber of Commerce, Representation of Industry's Interests, Employee representations): Following several workshops concerning the Styrian railway network and its needs, there is maximum agreement on the projects and their priorities.
 - o State Government of Styria: The State Government of Styria is the central point of contact for prioritising the projects and communicating with the Ministry and ÖBB Infrastruktur AG.
- 2) Who will ensure that potential policy measures will be realized and followed up and how (referring to stakeholders in the policy measures table)?

The corresponding priorities and the implementation of the projects can only be ensured by the national ministry. The Styrian provincial government and the

stakeholders in Styria will work to ensure that the ministry sees the priorities in the same way and implements the projects in this way.

3) What lessons were learnt when the policy measures list was selected/negotiated?

For the Styrian government and the stakeholders in Styria, the priorities of the projects in Styria are clearly the same. From the negotiations with the Ministry and ÖBB Infrastructure AG it is noticeable that the priorities of the projects mentioned basically coincide. As far as the wishes from Styria regarding the implementation periods are concerned, these are seen as much longer-term from the point of view of the Ministry and ÖBB. For this reason, there is 100% agreement only on the terminal project, as responsibility for this lies solely with Styria.

4) Which constraints (obstacles, risks) are expected in its realization?

- o Main constraint is the lack of money for investments in railway infrastructure. It is anticipated that most rail infrastructure measures will be postponed, because of lack of funding.
- o Current developments, more concretely the operational start of the Koralmbahn at the end of 2025, however accentuate the need for taking actions and eliminating the Styrian bottlenecks in the near future.

4) Conclusion

All actions described in the section above contribute to connect the Styrian economic regions with the main economic European centres. They are linked to shift road transport to rail and thus needed in the light of climate change and need to reduce CO₂-emissions from freight transport.

The upgrading of the Pyhrn-Schober axis and in particular the construction of the new Bosruck tunnel ensures the connection of Styria to the economic centres in Central Europa and the Northwest of Europe. Given that Germany is the most important trade partner of Styria, this is a major transport relation. Further, the tunnel ensures an efficient rail freight connection between the economic areas of Styria and Upper Austria. At the European level it ensures the connection of Northwest of Europe with the Southeast European countries, establishing an efficient Alpine-South-East Core Network.

Further on, the connection between Northwest and Southeast-Europe the upgrading of the railway sections Bruck an der Mur-Graz as well as between Werndorf (in the south of Graz) and Spielfeld and respectively further to Maribor will improve the connection of the Styrian economic areas to the Adriatic ports of Trieste, Koper and Rijeka. At the same time, it also strengthens the connection of the three ports to Styria and Central Europe.

A new railway line connecting the future Koralm railway with the Steirische Ostbahn solves capacity problems and establishes a sufficient railway connection between important co-working automotive cluster industries. It provides a direct and high-quality connection of the largest industrial company in the Graz area (MAGNA) to the international rail network and to suppliers in the region. The upgrading of the Styrian East Railway improves Styria's connection to some important railway junctions and economic centres of Hungary as Körmend, Szombathely, Porpác, Celldömölk, Pápa and Győr. In combination with the Koralm Railway, an upgraded Styrian East Railway can provide a high-level transport connection between Italy, Austria, Hungary and, subsequently, the EU member states Romania and Bulgaria as well as the Ukraine. At best, this investment is combined with a new commuter train connection for the South of Graz ("Fernitzer Bahn").

The expansion of the Cargo Center Graz Terminal (CCG) is essential to increase the freight handling capacity for rail transports linked to the expected raise in freight volumes related to the operation of the Koralm railway.

By closing the gaps and eliminating capacity bottlenecks on the main rail network, freight transport on the subordinate network will also benefit. The improvement of the high-level rail network and the provision of related services thus directly contributes to preventing the further closing of railway lines in the subordinate network.