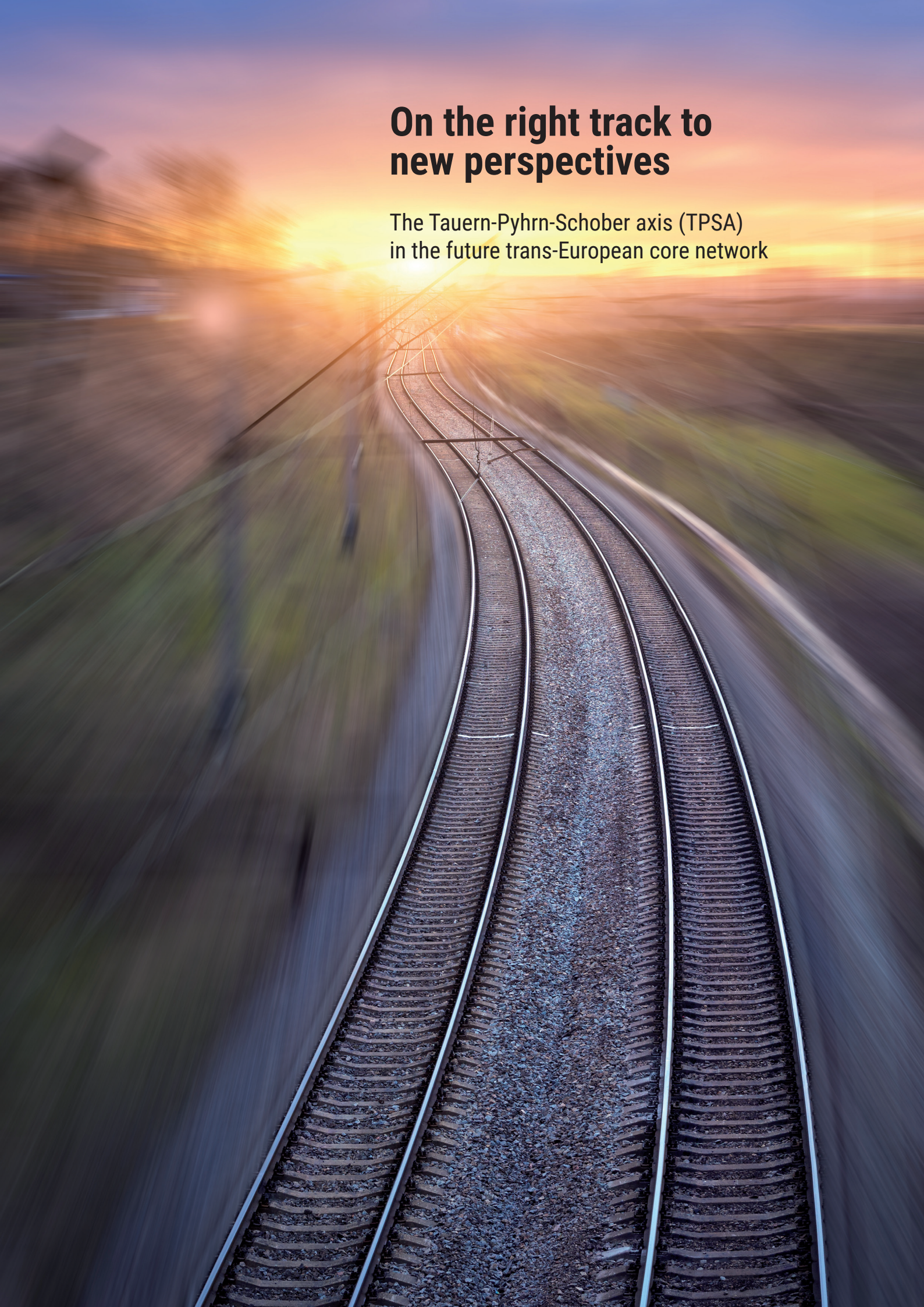


On the right track to new perspectives

The Tauern-Pyhrn-Schober axis (TPSA) in the future trans-European core network

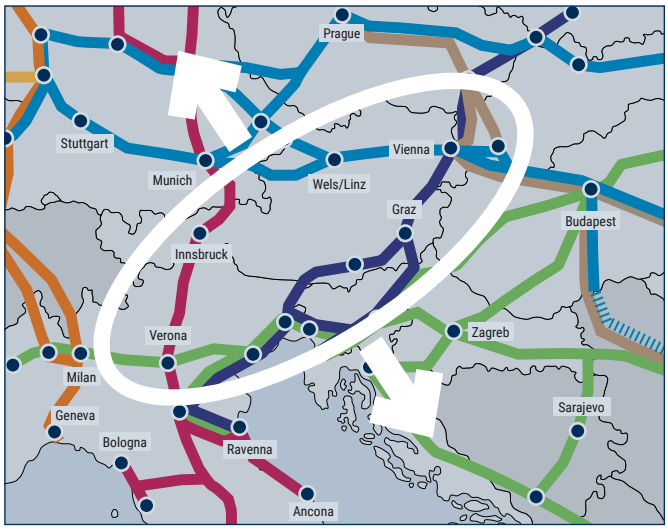
The missing link

The East Alpine area of the current TEN-T core network lacks a direct cross-Alpine core network connection between southeastern Europe and the central areas of the EU. The necessary missing link in the network could be established via the southern (Carinthia, Styria) and northern (Upper Austria, Salzburg) Federal States of Austria.

- As the shortest northwest-southeast connection between Munich and Ljubljana, the Tauern axis meets the TEN criteria for the core network, but it is too steep for heavy freight transport.

- Although the existing and substantially flatter Pyhrn-Schober axis, does not create a network link in the junction of the core nodes for heavy freight trains, it provides the most suitable connection between the Balkan countries and southern Germany.

In accordance with EU regulation 1315/2013, it therefore makes sense to share the function between the two axes.

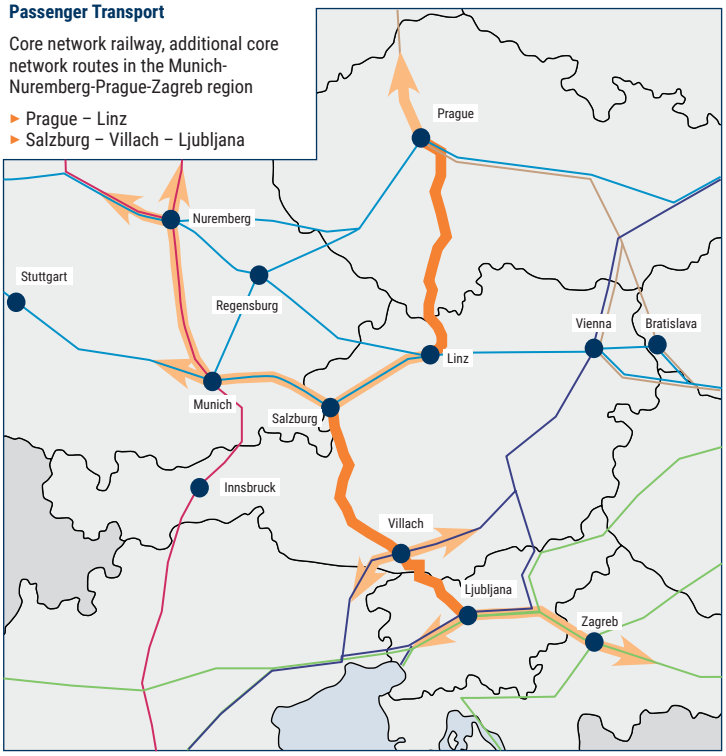


Targets for the future TEN-T core network

Passenger Transport

Core network railway, additional core network routes in the Munich-Nuremberg-Prague-Zagreb region

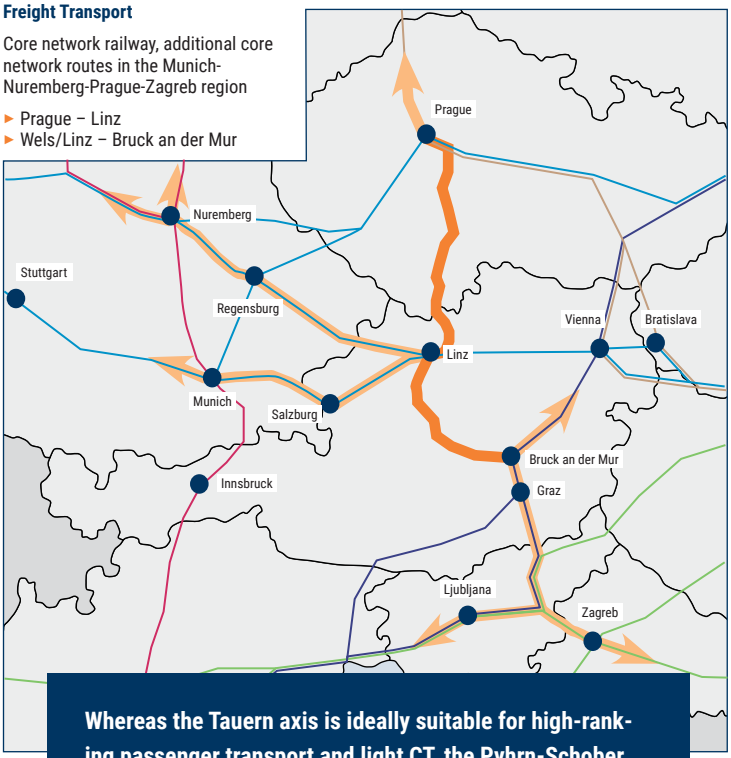
- Prague – Linz
- Salzburg – Villach – Ljubljana



Freight Transport

Core network railway, additional core network routes in the Munich-Nuremberg-Prague-Zagreb region

- Prague – Linz
- Wels/Linz – Bruck an der Mur



Whereas the Tauern axis is ideally suitable for high-ranking passenger transport and light CT, the Pyhrn-Schober axis is the best solution for transporting heavy goods as well as (inter)regional and domestic passenger transport.

Benefits of the 2 axes

With the formal distinction of the functions in the TEN-T core network it is possible to adopt both rail axes into the TEN-T core network in accordance with the TEN-T planning method:

- **High-ranking passenger transport and light freight transport; thus, combined transport (CT) on the Tauern axis.**
- **Heavy freight transport and (inter)regional or domestic passenger transport on the Pyhrn/Schober-axis.**

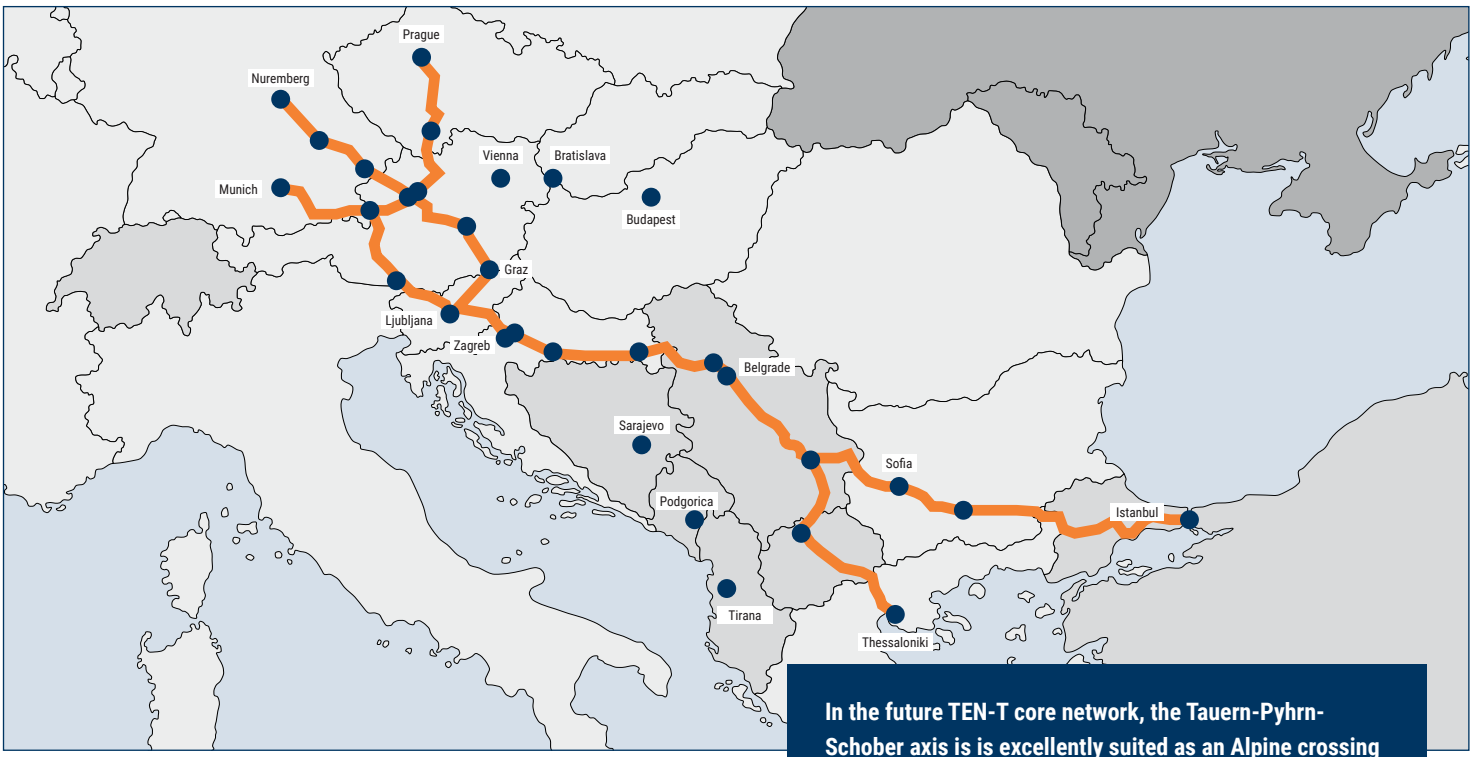
Complementary hereto the Prague-Linz route (Summerauer rail) is also to be viewed as part of the direct connection Prague-Ljubljana-Zagreb.

EU regulation 1315/2013 foresees no functional distinction between passenger and freight transport on the road. The Tauern route alone meets all the criteria for the TEN-T core network; the same applies for the Prague-Linz connection.

With the admission of these rail and road connections, including their multimodal junctions, into the TEN-T core network, arises the possibility of developing a further corridor in addition to the existing nine core network corridors.

Regional aspects:

- The Pyhrn-Schober axis is essential for the (cross-border) freight transport of Upper Austria and Styria.
- The Tauern axis is of high importance for the regional and cross-border combined transport. The relocation of heavy traffic to the Pyhrn-Schober axis underpins the combined traffic on the Tauern axis.
- The Pyhrn-Schober axis offers ideal conditions for freight transport, assuming the light combined transport can continue utilising the Tauern route.
- The expansion of the TPSA will promote future tourism along the Tauern route, which is aimed at the growing number of urban households without a car, thereby creating a new touristic target group.
- The improved range of interregional passenger transport options on the Pyhrn-Schober axis between the two biggest state capitals, Graz and Linz, strengthens domestic integration and cohesion within Austria.



In the future TEN-T core network, the Tauern-Pyhrn-Schober axis is is excellently suited as an Alpine crossing section in a new core network corridor, which in the north and south can be tied to the existing corridor network, thus making the countries of former Yugoslavia accessible.

Through Europe to the New Silk Road

TPSA freight traffic flows – today and tomorrow:
The suggested functional division between the Tauern and the Pyhrn-Schober axis not only complies with the requirements of the TEN-T regulation (1315/2013-EU), but also with the existing and expected traffic flows.

In addition to (inter)national passenger transport, the existing Tauern railway axis is used in particular for light freight transport (especially combined transport) between the regions of Venice/Trieste/Koper and Salzburg/Munich. The Pyhrn axis is particularly used for freight transport between Styria (Graz and Upper Styria) and the regions from Linz up to the Ruhr district. The Tauern-Pyhrn-Schober axis coincides with the Austrian section of the planned Rail Freight Corridor between the Alpine region and the West Balkans.

Approximately 50 freight trains operate daily on the two existing axes.

Growing EU – increasing freight flows:

- As a result of economic developments and the planned accession of the West Balkan countries* Montenegro and Serbia to the EU, the economic proximity to existing EU countries is on the increase, which would mean the optimisation of infrastructure and an end to delays at borders.

- In addition, there is the possible activation of a New Silk Road with a land route via Turkey and a sea route via Piraeus or Thessaloniki.

Irrespective of existing traffic volumes, this prospective rail freight transport should be mainly routed via the Pyhrn-Schober axis, whereas the high-ranking passenger transport to and from Slovenia, Croatia and Southeast Europe is likely to be revitalised on the Tauern axis.

* From 2025 on, in the scope of "A credible enlargement perspective for and enhanced EU engagement with the Western Balkans" as presented by Jean-Claude Juncker

Benefits for Europe:

- Improved spatial integration of the EU and its neighbouring countries through a link between Southeast Europe and the central market regions of the EU.
- A direct connection of Germany and the Czech Republic with ports located in the northern Adriatic and port cities in the Aegean.
- Linking Northwest and Central Europe via Turkey with the southern branch of the “New Silk Road”, as part of the “One Belt, One Road (OBOR)” initiative of the Chinese government towards China and South Asia.
- A strengthening of rail transport in modal competition as a contribution towards environmental and climate protection as well as reducing the number of road accidents.
- An alleviation of existing core network corridors, some of which are currently already overloaded – in particular the Scandinavian-Mediterranean corridor through the Alps as well as the connection between Budapest and Vienna towards Germany.

Benefits for Austria:

- Enhanced territorial integration and cohesion within Austria due to improved links between the Federal States involved.
- Economic strengthening of the Federal States of Carinthia, Upper Austria, Salzburg and Styria through efficient international accessibility.
- Improved distribution of rail traffic workloads through the proposed functional sharing between the Tauern and Pyhrn-Schober axes.
- Improved accessibility and noise reduction for tourist areas (e.g. Gastein Valley, Carinthian Lakes) due to improvements in passenger transportation and the reduction of heavy freight trains on the Tauern axis.
- Optimised infrastructure for key industrial areas (central area of Upper Austria, Upper Styrian economic zone, central area of Styria) due to the Pyhrn-Schober axis. The Nuremberg-Passau-Wels route – mainly relevant for freight transport – will continue to be used towards the south.

Related priority projects in Austria:

- Tauern axis:
  Track relocation on the Pass Lueg route (Golling-Sulzau section)
- Pyhrn-Schober axis:
  Reconstruction of the Bosruck Tunnel (base tunnel)
  Further extension of the selective double-track Linz-Selzthal route

Focus on the main results

In 2030, the Tauern axis is expected to attract approx. 53% more freight volume (mainly CT) in comparison to 2010, the Pyhrn-Schober axis approx. 193%.

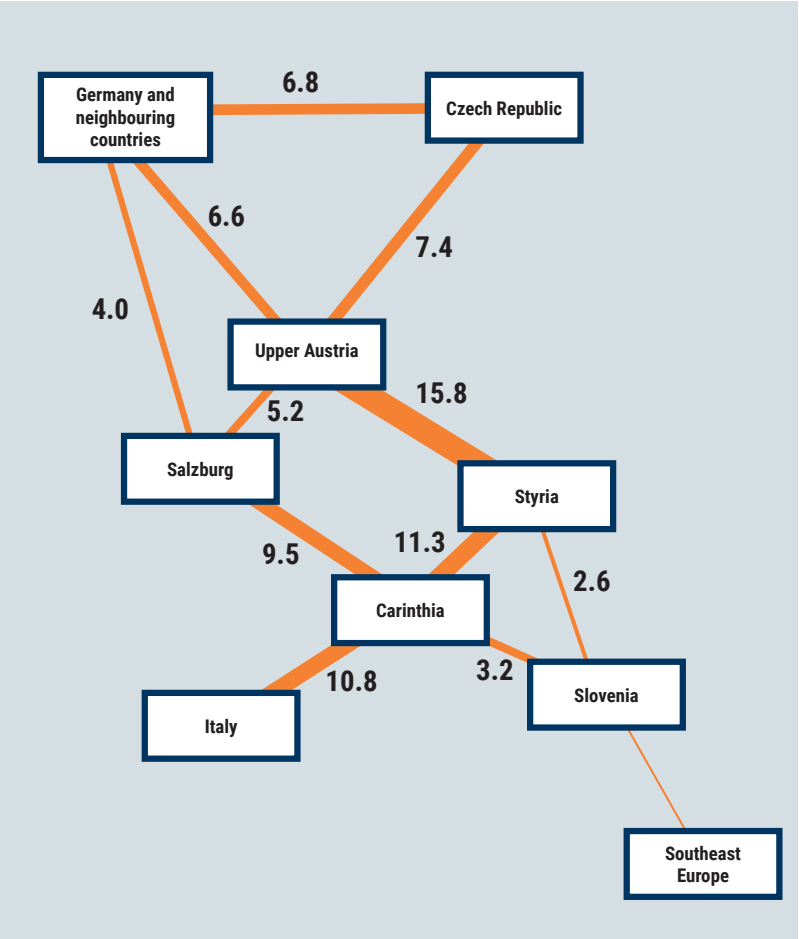
The Tauern axis is of great significance for the combined transport of the terminals in Salzburg and Villach, the Pyhrn-Schober axis for the traffic volume of the freight terminals in Upper Austria and Styria. The further expansion of the axes and terminals is viewed as crucial.

Future traffic between Europe and China, India, Turkey and Iran offers additional potential for freight transport on the Pyhrn-Schober axis. Currently planned additional offers in the (inter)regional and national passenger traffic crossing the Tauern and along the Pyhrn-Schober axis will further increase the number of trains using this alpine crossing.

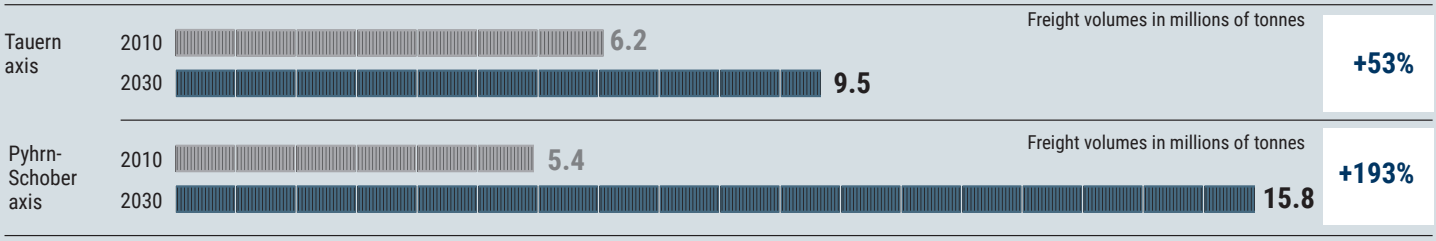
Regional and national passenger transport also benefits from the upgrading measures on the Pyhrn-Schober axis.

These two axes only meet the criteria of the TEN-T core network when combined.

Railway freight volumes on the Tauern-Pyhrn-Schober axis in the year 2030 (in millions of tonnes)



Increase of freight volumes on the Tauern-Pyhrn-Schober axis between 2010 and 2030



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