

# 1st Ministerial Conference – Bucharest 4.2.2010

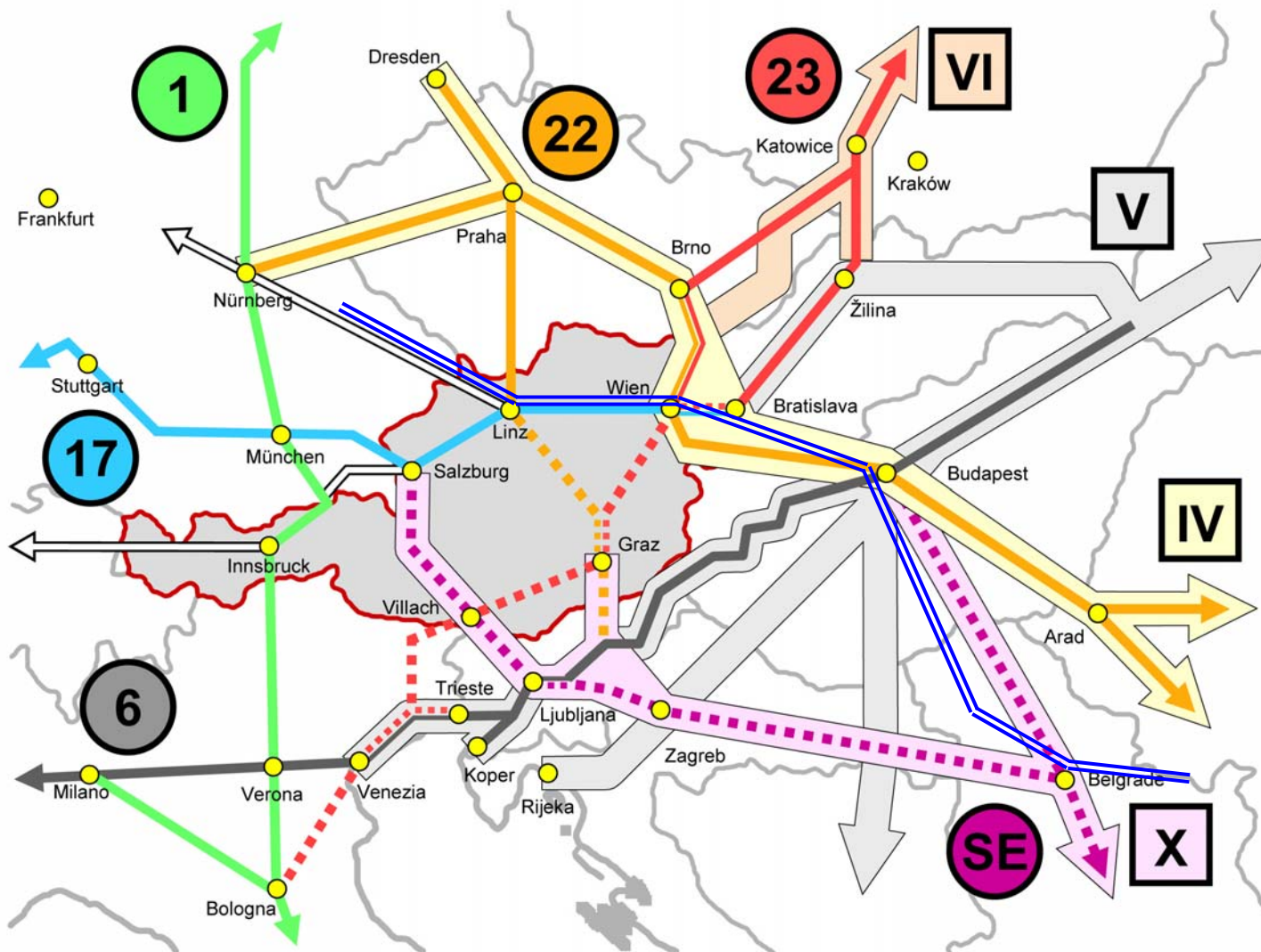
## SEETAC & Austria

Relevant National Infrastructure Developments  
General Considerations / Role of SEETAC

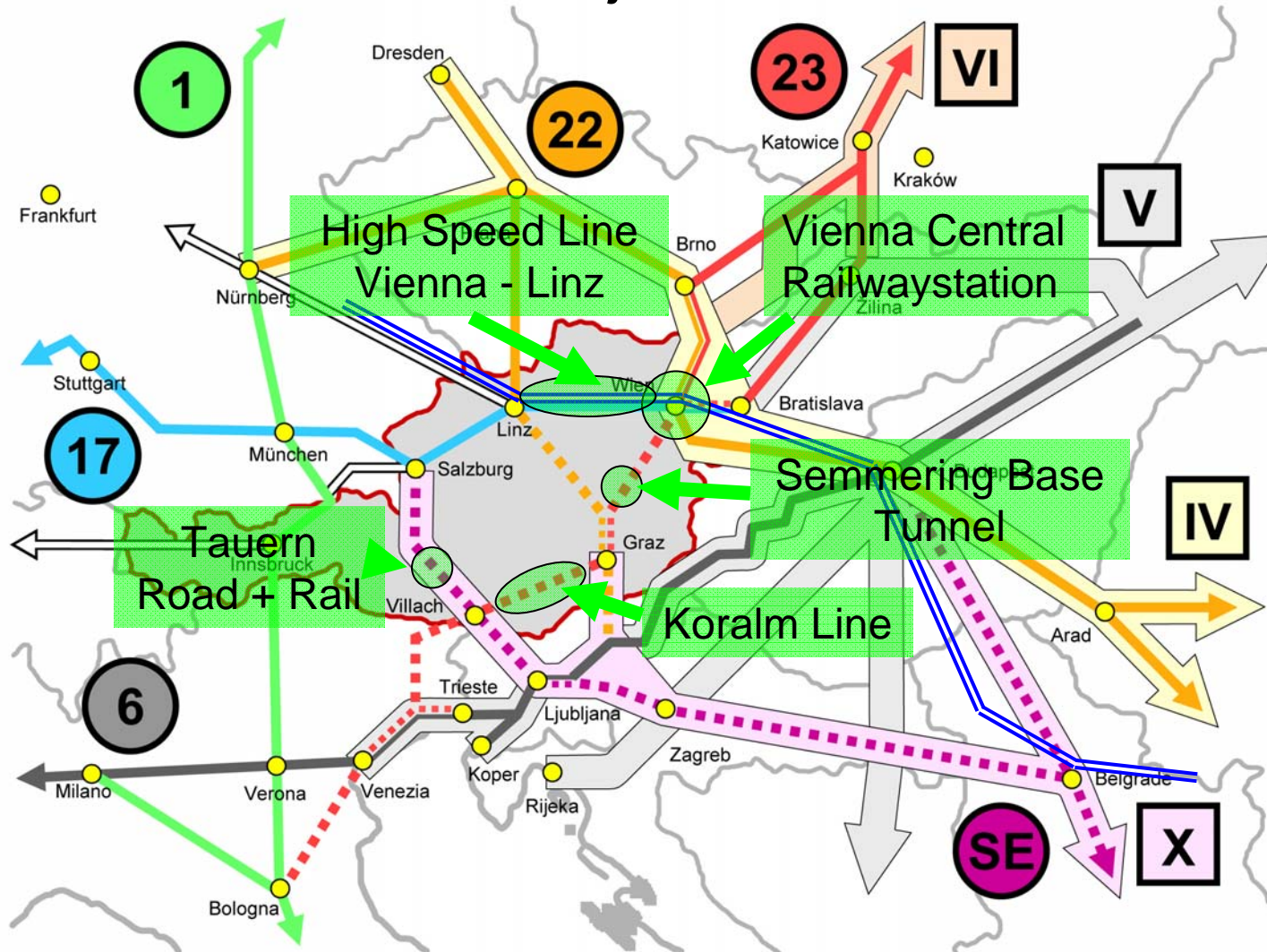
Thomas Spiegel

Federal Ministry of Transport Innovation and Technology

# Austria: a Node to SEE



# Relevant Projects for SEE



# VIENNA CENTRAL STATION – The Project



Project combines new railway infrastructure + urban development

Total Investments: 933,7 M€

Total Area: 109 ha (more than 1/3rd of city center)

Length of railway infrastructure project: 6 km

100 km track length, 300 turnouts, 8 km noise protection wall....

The new quarter: 59 ha

Offices, flats, hotels, shops, schools...

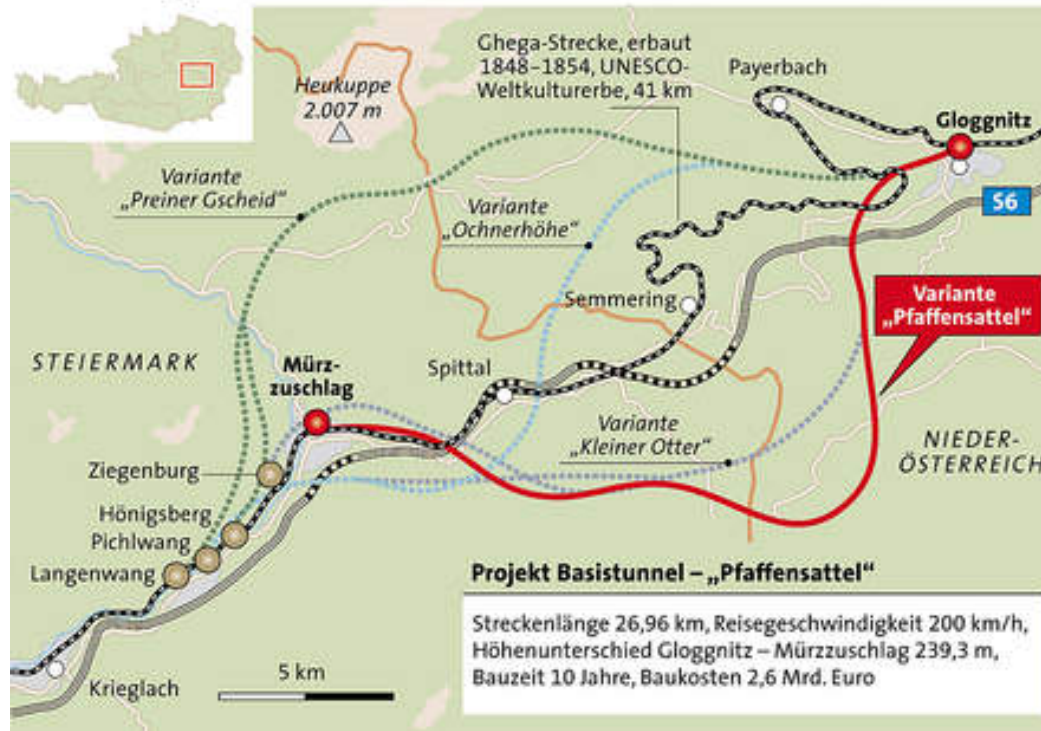
## High Speed Line Vienna - Wels

- Various projects, most important one: Vienna – St. Pölten: 44 km new line, main tunnel 13 km;
- In 2012:
  - Vienna – Linz four tracks
  - Vienna – Wels 200 km/h
- Modernisation of railway stations
- Total Investments Vienna – Linz: 5 Bn €



# SEMMERING BASE TUNNEL

## Semmering-Basistunnel neu – Auswahltrasse Pfaffensattel



## The Project:

Tunnel Length: 27,2 km

Twin tube tunnel system

Safety system: connection duct ever 500m,  
1 emergency station

Gradient 8,4 ‰

Estimated costs: 2,8 Bn €

Status: exploratory work,  
detail planning.

Realisation 2022

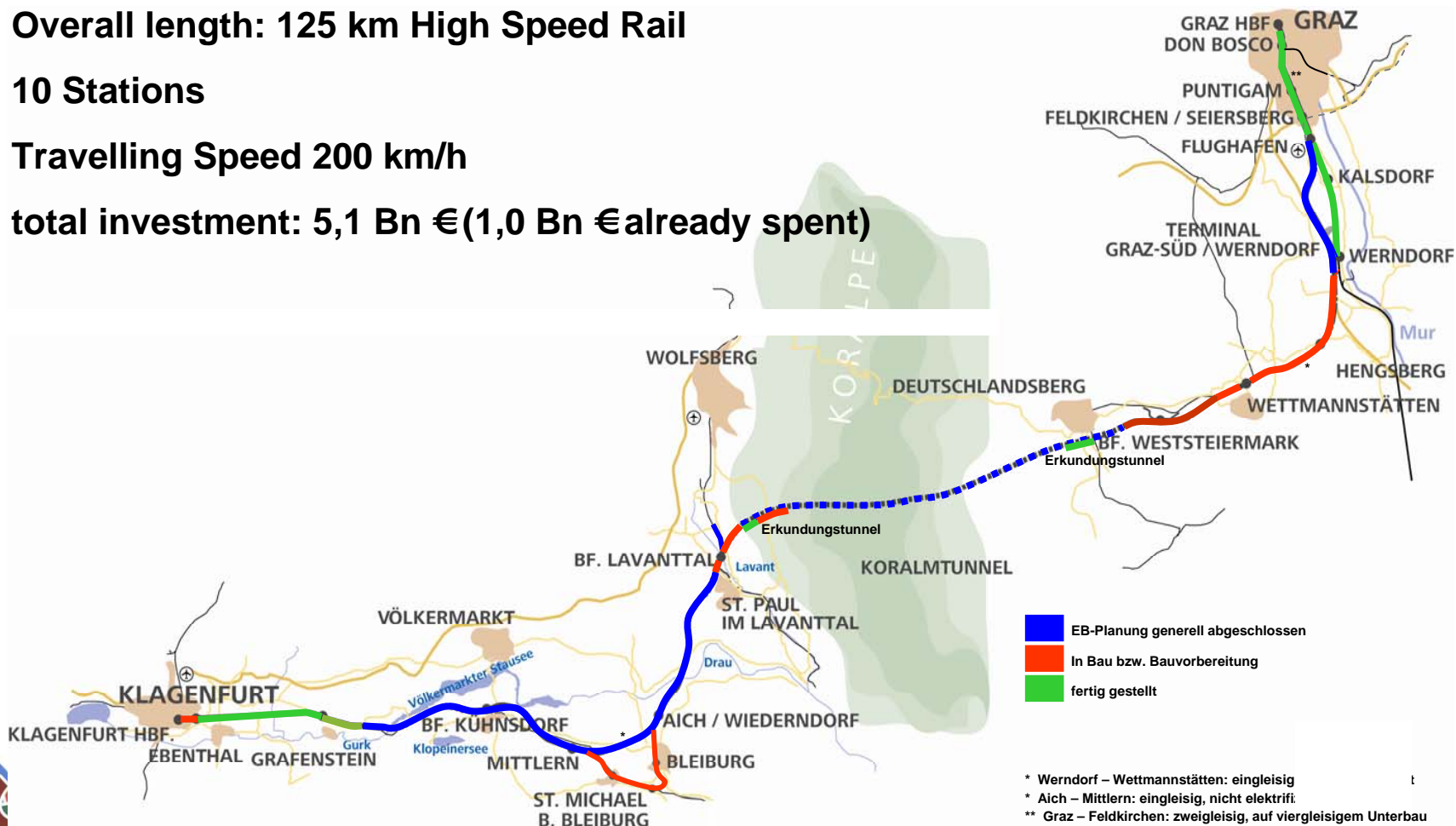
# KORALM RAILWAY GRAZ – KLAGENFURT

Overall length: 125 km High Speed Rail

10 Stations

Travelling Speed 200 km/h

total investment: 5,1 Bn € (1,0 Bn € already spent)



# „Tauern“ – Rail and Road works



Rail: new two track sections, improvements

Work completed 2009 (~100 Mil. €)

Road: second tubes on main tunnels

Main works until 2011 (375 Mil. €)

# Danube Vienna- Bratislava

„Integrated River Engineering Project “

Different measures for improving conditions for navigation (increasing and ensuring navigable water depth, stabilisation of ground) and

Protection of ecological sensitive areas (national park with alluvial forests).

Investment: 200 Mil.€, Realisation: 2015,

Status: approval of environment authority for testing phase pending.



# Background for SEETAC

- Economic Crisis: hindrance or reason for Transport infrastructure investment?
- Long term effects on financing
- Scenario of increasing transport cost
- Challenge for sustainable accessibility
- New rules and methods for the definitions and assessment of a TEN-T core-network under preparation.

# Challenges for SEETAC

- ‘Optimisation’ of Infrastructure Network.
- Relation to revision of TEN-T guidelines: SEETAC as an Input or Follow Up to TEN-T Revision process?
- Bundling of initiatives (from corridors to core-network)
- Promotion of less “carbonised” modes rail and ship



Thank you for your attention!

