

Initiatives and Priorities

- » Attractive passenger and freight transport
- » Rapid modernisation of this link
- » Timely realisation of all required steps
- » Speedy decisions and immediate action
- » Realisation of subrelations

Motives and Objectives

- » Attractive public transport
- » Ideal link of long-distance traffic with regional traffic and local public transport
- » Removal of bottlenecks

Already Constructed

Paris » Strasbourg | Karlsruhe » Stuttgart | Augsburg » Munich | St. Pölten » Vienna

Currently Under Construction

Nancy » Strasbourg (inauguration in April 2016) | Strasbourg » Karlsruhe | Stuttgart » Ulm | Vienna » Bratislava

Realisation Undecided

Ulm » Augsburg | Munich » Mühldorf » Freilassing » Salzburg | Bratislava » Győr » Budapest

Objective

Paris » Bratislava/Budapest

Members

Cities: Nancy, Strasbourg, Karlsruhe, Stuttgart, Ulm, Augsburg, Munich, Städtebund Inn-Salzach, Salzburg, St. Pölten, Vienna, Bratislava, Budapest.

Regions: Regionalverband Südlicher Oberrhein, Regionalverband Mittlerer Oberrhein, Verband Region Stuttgart, Regionalverband Donau-Ilser, Regionaler Planungsverband München, Initiative „Airportbahn Südostbayern“, EuRegio Salzburg – Berchtesgadener Land – Traunstein, Landkreis Altötting.

Chambers of Industry and Commerce: IHK Schwaben, IHK für München und Oberbayern, IHK Karlsruhe, IHK Region Stuttgart, IHK Südlicher Oberrhein, IHK Ulm, Wirtschaftskammer Salzburg.

Partners

We would also like to thank all other institutions which approve and support this international transport project:

Association TGV-Est Européen | Bavarian Ministry of the Interior, for Building and Transport | Austrian Ministry for Transport, Innovation and Technology, Vienna | Directorate-General Mobility & Transport of the European Commission, Brussels | Ministry of Transport and Infrastructure, Baden-Württemberg | ÖBB

Contact

Initiative
Main Line for Europe

c/o Stadt Karlsruhe,
External Relations
Zähringerstraße 65
D-76133 Karlsruhe

Managing Director:
Markus Lorenz
Telephone: +49 721 133 1873
Telefax: +49 721 133 1879
info@magistrale.org

MAIN LINE FOR EUROPE



Main Line for Europe

35 million people.
16 million employees.
One railway connection.

Initiative Main Line for Europe

The initiative **Main Line for Europe** is committed towards a rapid development of the rail line Paris–Bratislava/Budapest and was founded in 1990. To emphasize the high significance of the European rail link Paris–Bratislava/Budapest for transport, the initiative also refers to it as magistral for Europe, alluding to city magistral. In urban development, “magistral” are main lines connecting cities.

In the meantime, the initiative **Main Line for Europe** comprises 28 cities, regions and chambers of industry and commerce which are committed towards their **Main Line for Europe** based on region-specific mobility considerations.



Main Line for Europe is the railway corridor linking Paris with Budapest via Strasbourg – Karlsruhe – Stuttgart – Munich – Vienna. In geographical terms, this corridor lies in the middle between the North Sea and the Mediterranean and represents the central west-east axis in Europe. It is the rail backbone in the Rhine-Danube corridor.

35 million people and a workforce of 16 million live within its catchment area in France, Germany, Austria, the Slovak Republic and Hungary.



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— Main Line for Europe

..... Under Construction

— Realisation Undecided



Improved and Much Faster Reachability

Infrastructure development serves to improve reachability of cities and regions along the magistral and the people living in them. Reachability is measured by the shortest time it takes to travel by train from one city to another. Major reductions in traveling time require new construction or upgrades of railway lines. But it is also by improving connections between trains that traveling times can be shortened. Above all, reachability was improved – and further optimised.

Main Line for Europe

The Magistral Connects Countries, Cities, Regions – and People

Driven by the conviction that a high-performance transport infrastructure is an essential prerequisite for the economic development of cities and regions in Europe, the initiative "Main Line for Europe" makes every effort to press for a fast and uninterrupted realisation of the transnational rail link "Paris – Strasbourg – Karlsruhe – Munich – Vienna – Budapest" as a high-speed axis in the trans-European corridor "Rhine – Danube" and a high-performance backbone for freight transport.

Benefits for Freight Transport and Logistics

The Main Line for Europe also benefits freight transport on the rail. Among other advantages, its upgrade serves to separate high-speed from slow-speed transport. The stated goals of the initiative "Main Line for Europe" are therefore an uninterrupted upgrade of the magistral "Paris – Bratislava/Budapest" to become a high-speed line for passenger and freight transport as well as ideally coordinated investments in local and regional transport infrastructures (short-distance traffic, regional traffic and combined terminals) along the entire axis. To achieve this, the initiative makes its voice heard by the European Union as well as by national transport policymakers and railroad companies and advocates overdue modernisation, upgrade and new construction initiatives along this railway corridor.

