



European
Commission



Annual Report of the Coordinator

Priority Project 17
Péter Balázs

Transport







PP17 - Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava

This report only represents the opinion of the European Coordinator and does not prejudice the official position of the European Commission.





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European Coordinator



Péter BALÁZS

Summary

Priority Project 17 Paris-Strasbourg-Stuttgart-Vienna-Bratislava (PP17) is an east-west oriented railway axis crossing very densely populated areas in the centre of Europe. It stretches over 1,382 km and touches upon four Member States: France, Germany, Austria and Slovakia. It was designated in 2004¹. PP17 is one of three east-west axes in the EU.

After the signature of a declaration of intent by the ministers for transport of the four Member States on 9 June 2006 and several bilateral treaties on cross-border sections, the implementation of PP17 made good progress on most segments. Important sections have been opened or are on their way to completion during the next five years:

- In France, the works on the section Baudrecourt-Vendenheim started in October 2010. The viaduct crossing the river Sarre at Sarraltroff was inaugurated on 25 July 2012. The whole section shall be in service by 2016.
- Works on Stuttgart-Ulm started in 2010 and the section shall be fully operational by December 2020.
- Munich-Salzburg: The planned three track Freilassing-Salzburg section and the dual track section between Mühldorf and Tüßling are expected to be completed by 2015/2016. Construction of the Saalach Bridge is foreseen for completion in 2015 as long as the joint environmental impact assessment is issued by 2013.
- Works on the Wels-Linz section are on-going and expected to be finished by 2021/2025. The four-track Linz-Vienna section (including the St. Pölten freight rail bypass) shall be in operation by 2017.
- The St. Pölten-Vienna section will be finished by 9 December 2012, allowing a 15 minute reduction in travel time.
- Vienna-Bratislava: The new Vienna Station will be partly opened in December 2012.

The development along the axis and related projects are co-funded by the European Commission with €682.89 million (1995-2015) through the TEN-T budget (€597.5 million), the European Recovery Plan (€85.4 million) and – in the Slovak Republic – also from the Cohesion Fund. Even though progress along this railway axis is good, it should be pointed out that there are still problems to be tackled:

- Works required to finish the Kehl-Appenweier section were stopped after the inauguration of the bridge in 2010. Further planning steps are not in sight yet.
- The preliminary planning for further improvements between Munich and Salzburg depend on contributions still due from Deutsche Bahn in order to proceed.
- Intermodality: Since there are numerous TEN-T airports and waterways along this line, it is recommended that they are linked at intermodal terminals for passengers and/or freight. With regard to the new TEN-T guidelines certain core network, airports² should be connected to the rail network by 2050. This includes Paris CDG, Stuttgart, Munich and Vienna. Paris CDG already has a national rail connection; in Vienna it will be realised by 2014; in Stuttgart it should be realised by 2020.

1. Introduction

In July 2005 the European Commission designated a group of six Coordinators to evaluate progress on certain TEN-T Priority Projects and to make recommendations for the effective implementation of these projects. In 2007 the

¹ Decision No 884/2004/EC of the European Parliament and of the Council of 29 April 2004 on "Community guidelines for the development of the trans-European transport network", <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2004:167:0001:0038:EN:PDF>

² indicated in Part 1b of Annex I of the TEN-T Guidelines i.e. exceeding 1 % of the total annual passenger volume within the EU



Commission decided to nominate two further Coordinators for Motorways of the Sea and Inland Waterways. In July 2009 and June 2010 the Commission adopted two further decisions launching a second mandate of four years and designating three new coordinators. Nine European Coordinators are now responsible for promoting 11 Priority Projects.

In 2005, Péter Balázs was appointed European Coordinator for TEN-T Priority Project 17 (Paris-Stuttgart-Vienna-Bratislava), a role he held until April 2009 when he became Minister for Foreign Affairs in Hungary. In June 2010 he was re-appointed by the European Commission to continue his coordination of the development along the axis.

In general the implementation of PP17 made good progress on most sections. Starting from political commitments in 2006 and 2007, at the end of 2011 about 43% of the project was in service. Works were ongoing along 513 km (41%) of the axis.

The European Union has contributed, and continues to contribute, financially to several projects with grants of up to 50% for studies in all four States and up to 25% for works in France, Germany and Austria. The contribution totals up to €682.89 million for the period up to 2015: €597.5 million from the TEN-T budget and €85.4 million from the European Recovery Plan (EERP). Investment of about €91 million attributed to the high speed axis east (PP4) and some €100 million attributed to investments in the European Railway Traffic Management System (ERTMS) along different axes touching upon PP17 also positively affected the development of the railway axis.

Between 2007, the start of TGV services, and June 2012³ more than 6 million travellers used the TGV-Est, 3.6 million of them on the TGV Paris-Frankfurt and 2.7 million on Paris-Stuttgart-Munich. On the Paris-Strasbourg and the Paris-Stuttgart connections, TGV gained market leadership with respectively 90% (2007: 30%) and 56%. In parallel, the number of passengers going to Paris from Stuttgart and Strasbourg airports declined. Germanwings and Lufthansa left the remaining business at Stuttgart to Air France. TGV-Est is going to replace the existing 19 TGV PSO trains by Euroduplex trains by the end of 2012⁴.

The White Paper “Roadmap to a single European Transport Area” presents a vision for the transport system of 2050, and includes ten goals for competitive and resource efficient transport. Connecting the core network airports to the rail network by 2050, preferably using high speed links is one of the top priorities. On 19 October 2012 the Commission proposed new TEN-T guidelines to take this on board.

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In 2011, the Coordinator considered that the most important implementing steps for the entire Priority Project were:

- The referendum in Stuttgart on the partial financing of the “Stuttgart 21” project in the State of Baden-Württemberg, allowing the continuation of works to overcome the bottleneck between Stuttgart and Ulm.
- The opening of Munich-Augsburg allowing higher speed on this section.
- The start of works at the “Klederinger Scheife” in Vienna to allow a direct airport connection from other Austrian cities by 2014.
- The inauguration of the new TGV service Marseille-Frankfurt-Marseille proving the demand for international rail services.

2. Cross-border sections

2.1. Strasbourg-Kehl-Appenweier

The Kehl Bridge crossing the river Rhine was opened in December 2010. The realisation of the Kehl-Appenweier subsection as a whole is going to be postponed beyond 2015, even though the technical decision on the Karlsruher Kurve was taken. The building of a non-level-crossing is planned to facilitate connections with the Rhine axis in times of a growing number of regional, national and international trains along the upper Rhine valley. The final building permission (Planfeststellungsbeschluss) and a financial agreement are nevertheless missing. The Investment Framework Plan 2011-2015 classifies this section as “other important project” to be implemented not before 2015. Given the reduced scope of action the EU contribution to this section from the TEN-T budget was reduced to €13.6 million instead of €26.95 million planned to be spent up to the end of the current financial perspective.

³ Stuttgarter Zeitung, 09 June 2012 (<http://www.stuttgarter-zeitung.de/inhalt.von-stuttgart-nach-paris-der-tgv-hat-das-flugzeug-abgehaengt.e172b638-b541-4af6-bb0d-be84bc453766.html#>)

⁴ Ville, Rail & Transports, le magazine des nouvelles mobilités, 10 July 2012





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2.2. Munich-Salzburg

In July 2007, the German and Austrian ministries of transport agreed on developing the cross-border section together to improve the capacity of the Munich-Mühldorf-Freilassing-Salzburg alignment (about 150 km). This agreement included the commitment to build a new bridge over the river Saalach by 2012 at the latest. Despite this political commitment the beginning is delayed on the German side (see table). The Saalach Bridge will not be finished before December 2015.

Raising the capacity is not only important for passenger transport along the line but also of high importance for freight transport to and from the “Chemdelta Bavaria” around Burghausen, Gendorf, Trostberg and Mühldorf: 25,000 people work in the chemical industry in this region and an additional 50,000 jobs are indirectly connected to the regional chemical industry. Today’s single track line between Markt Schwaben, Mühldorf and Tüßling handles more than 1% of Germany’s total rail freight tonnage. The yearly freight volume is expected to rise from 3 million tonnes in 2010 to 6 million tonnes in 2017. A second track between Mühldorf and Tüßling has been requested by 2016 at the latest, followed by an upgrade and complete electrification of the whole Munich-Salzburg section.

The Investment Framework Plan 2011-2015 classifies Altmühldorf-Tüßling and Freilassing-border as projects to start and further sections as “other important project” to be implemented not before 2015.

Section	Length	Line	Status
Truderinger Kurve		1 track, electrified	study
Munich-Markt Schwaben	20 km	2-tracks, electrified	in service
Markt Schwaben-Ampfing	46 km	2-tracks, electrified	study
Ampfing-Altmühldorf	7 km	2-tracks, non-electrified 2-tracks, electrified	in service study
Altmühldorf-Mühldorf	2 km	2-tracks, non-electrified 2-tracks, electrified	2015 study
Mühldorf-Tüßling	8 km	2-tracks, non-electrified 2-tracks, electrified	2016 study
Tüßling-Burghausen	25 km	1 track, electrified ESTW Burghausen	study in service
Tüßling- Freilassing incl. Kirchweidach-Tittmoning-Wiesmühl (rd. 11 km)	60 km	1 track, electrified 2-tracks, electrified	study study
Freilassing-Salzburg • Saalach bridge • Liefering Station • Salzburg main station • Salzach bridge, Aiglhof, Mülln-Altstadt and Taxham stations	7 km	2-tracks, electrified 3-tracks, electrified	in service 2015 2015 2013 2015 in service



In May 2012, the federal government and Deutsche Bahn AG agreed on a new arrangement to finance the planning costs: the basic and preliminary design will be financed by the federal government. In a new agreement on the pre-financing of planning the electrification and other sections of the ABS Munich-Mühlendorf-Freilassing shall be included. The agreement is expected to be completed by end 2012 and shall be updated annually. On the Austrian side, the bulk part of works is already finished and overall completion shall be realised by 2013. The EU contribution (from the TEN-T budget) will add up to €57.9 million by the end of the current financial perspective. The delays do not have an impact on the completion in due time of the works on the Austrian side.

2.3. Vienna-Bratislava

In July 2007, the Austrian and Slovakian ministries of transport agreed to develop the cross-border section together. The declaration included several projects and dates for their finalisation, such as the Filialka railway station (2013), the new main station in Vienna (2013), railway connections in Bratislava (2015) and the airport connections in Bratislava and Vienna (2015/2016).

Works on the new Vienna main station are on-going. It is planned to put the station partly into service in December 2012, with completion by 2015. On 16 April 2012, works started at “Klederinger Schleife” which will connect the new Vienna Station with the airport. The works are expected to be completed by the end of 2014. The planned works at the connection going east from the airport (“Götzendorfer Spange”) did not start because of problems receiving a final building permission and because the alignment was put into question. Also the projects in Slovakia will be changed and/or their implementation delayed due to discussion on their economic feasibility. The three neighbouring Member States of Austria, Slovakia and Hungary want to study alternatives to connect the rail lines and the airports with a view to the future TEN-T Core Network Corridor “Strasbourg-Danube”.

The EU contribution to this section from the TEN-T budget will add up to €135.9 million – about €125 million thereof in Austria - by the end of the current financial perspective.



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3. Bottlenecks

3.1. Baudrecourt-Strasbourg

In France, works on the Baudrecourt-Vendenheim section started in October 2010. The viaduct crossing the river Sarre at Sarraltroff was inaugurated on 25 July 2012. The whole section should be in service by 2016, bringing a 30 minutes reduction in travelling time between Paris and Strasbourg. The EU contribution to this section from the TEN-T budget will add up to €94 million up to the end of the current financial perspective.

3.2. Stuttgart-Ulm

After more than 20 years of debate and spatial planning, a political agreement was signed between the German Minister of Transport, Deutsche Bahn AG and the regional authorities on 19 July 2007. The financial agreement followed in April 2009. The project incorporates the construction of the new Stuttgart central railway station, the complex new planning of the surrounding Stuttgart railway junction and a new high speed line to connect the two cities of Stuttgart and Ulm. The works for the new station have been on-going since 2010, and the works for the new high speed line to Ulm started on 7 May 2012.



In March 2012, eight out of 15 final permits were issued by the responsible authorities:

Stuttgart-Wendlingen

PFA	1.1	1.2	1.3	1.4	1.5	1.6a	1.6b
	Talquerung, Gleisvorfeld	Fildertunnel	Flughfn.	Filderbereich bis Wendlingen	Feuerbach/ Bad Cannstatt	Ober-/Untertürkheim	Ober-/ Untertürkheim, Abstellbhf.
PFB	OK	OK	Not yet issued	OK	OK	OK	Not yet issued

Wendlingen-Ulm

PFA	2.1a	2.1b	2.1c	2.2	2.3	2.4	2.5a1	2.5a2
	Albvorland			Alp-aufstieg	Alphochfläche	Alp-abstieg	Knoten Ulm, Donau-brücke	
PFB	Not yet issued	Not yet issued	OK	OK	OK	OK	Not yet issued	OK

PFA = Planfeststellungsabschnitt (planning section) / PFB = Planfeststellungsbeschluss (final permission)

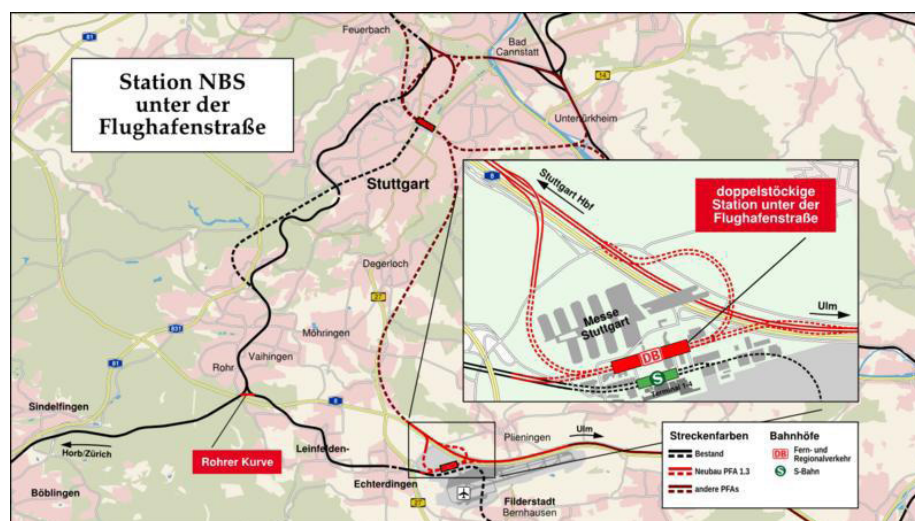
All works are expected to continue until the end of 2020 instead of December 2019. The EU contribution to this section from the TEN-T budget since 1997 will total about €238 million by the end of 2015.

The project – especially the new underground railway station at Stuttgart “S21” – was heavily under discussion since

the end of 2009, because of increasing cost estimates, doubts concerning the benefits and expected geological problems. After a public conciliation in 2010, in July 2011, the results of the stress test concerning the railway junction's capacity were presented. In November 2011, the new green-red government of Baden-Württemberg held a referendum on the financial participation of the "Land" in "Stuttgart 21", in which the majority was in favour of continuing the financial engagement of the "Land". Even in Stuttgart, 52.9% voted in favour of the new station⁵.

Works continued, accompanied by some protests but also several public debates on the options for the development of Stuttgart and communication activities on the on-going works. During the EU Coordinator's visit to Stuttgart in March 2012, the Mayor of Stuttgart emphasised the importance of a transparent dialogue and efficient communication with citizens and stakeholders when it comes to works in the city which will last for the next 10-15 years affecting the daily life of inhabitants and commuters around the station. A "Bürgerforum" was established to discuss the steps of the works.

In the "Filder-Dialog S21" the different options of how to connect the airport, the trade fair center and the "Filder" region in the most optimal way with the national rail system were discussed. The Stuttgart 21 project partners agreed to verify the possibilities of improved noise protection and of extended regional train services on specific sections of the existing infrastructure. Both were suggested within the public participation process. The feasibility of the concept for a modified and more attractive airport train station is due to be examined in more detail during the third and fourth quarter of 2012.



The main preconditions of "Stuttgart 21" persist: the connection of the airport to the national rail system and the direct routing of the "Gäubahn" (i.e. Singen-Zürich) via the airport. Meanwhile, in autumn 2011 local authorities decided to build the new coach terminal for the Stuttgart area at the airport. This project with a scheduled opening in 2015 will contribute to the set-up of an additional intermodal node in passenger traffic.

Finally, it was agreed to examine more deeply the option to build the new airport station beneath the airport road (feasibility, costs, financing) to avoid mixed use of tracks by urban trains (S-Bahn) and (inter)national services with their different platform heights.

3.3. Wels-Vienna

The former dual track line has been modernised to a four track high capacity axis for east-west traffic which is already in service in important sectors: about 46% of the stretch has already been completed, 43% is under construction, and 11% is in the planning stage. Important milestones have been achieved on this section and the current works are progressing according to schedule:

- Lainzer Tunnel: works on the 12.8 km long Lainzer Tunnel are on-going and will be completed by December 2012.
- Vienna-St. Pölten: works are on-going (Wienerwald incl. Wienerwaldtunnel, Tullnerfeld and Westabschnitt) and will be completed by December 2012.
- St. Pölten-Loosdorf (rail-freight bypass): some bridges have already been finished to close the gap. Construction

⁵ Only the voters in Karlsruhe, Heidelberg, Mannheim, Freiburg, Lörrach, Breisgau-Hochschwarzwald and Emmendingen were not in favour of the project. Final results in annex and in detail: http://www.statistik-bw.de/Wahlen/Volksabstimmung_2011/Grafiken



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works for the so-called Pummersdorfer tunnel started in January 2012. The whole section should be finished in 2017.

- Melk Station: the two-track-section was realigned in order to reach 120 km/h and the station relocated. The opening of the station took place on 28 November 2011. This project has been co-financed by the European Economic Recovery Plan (EERP) since 2009 (€3.4 million).
- Ybbs-Amstetten: works started at the end of 2008, including the “Burgstallertunnel” between Hubertendorf and Blindenmarkt. Along the line, 16 railway bridges and nine road bridges will be built and the railway stations adapted. Construction of part of the Burgstallertunnel has been financed by the European Economic Recovery Plan (EERP) since 2009 (€3.4 million). Parts of the alignment are planned to be finished by March 2012, together with the new Vienna-St. Pölten line and the Lainzer Tunnel. Works at Amstetten Station shall be finished by 2016. The overall commissioning is scheduled for 2014 increasing freight and passenger capacities and allowing speeds up to 250 km/h.

In the annual TEN-T call 2011, some Austrian proposals successfully applied for funding for works at Amstetten Station, along Lambach-Breitenschützing and at the Pölten-Loosdorf freight railway bypass, adding up to about €63 million eligible costs and up to €12.6 million EU contribution by the end of December 2014.

The EU contribution to this section from the TEN-T budget will add up to €102.3 million by 2015, €9.4 million out of it from the EERP.

4. Other sections

4.1. Germany

Important sections between Appenweier-Karlsruhe and Stuttgart have already been completed, except a 10 km section south of Karlsruhe and the Rastatter Tunnel which obtained all the necessary permissions in 1998. The permits now need to be adapted to the 2008 rules on tunnel safety⁶. The project is included into the 2011–2015 national investment plan. A financial agreement between the federal ministry and Deutsche Bahn AG was signed on 22 August 2012. Some preparatory works have been on-going since May 2012 to improve the knowledge about the geology and the groundwater flows for the more detailed planning ahead. Preparatory measures are expected to start by 2013, and the excavation works for the tunnel in 2015. The works should last about seven years.

During the inauguration of the new TGV service Marseille-Frankfurt-Marseille via Strasbourg and Karlsruhe on 23 March 2012, the Presidents of TGV Rhine-Rhone and TGV-Est and the President of the initiative “Main Line for Europe” handed over the “Strasbourg declaration” to the EU-Coordinator and to the CEO of Deutsche Bahn AG. This declaration pleads for further investment into high speed rail and the development of international rail services between Germany and France, including better coordination of investments and services along the lines. The signatories request the modernisation of the Kehl-Appenweier rail section and the building of the Rastatter Tunnel.

After the launch of Stuttgart-Ulm, Ulm-Augsburg now needs to be studied in detail. The Neu-Ulm-Augsburg section will be further examined during the updating of the next federal transport plan (“Bundesverkehrswegeplan 2015”). In particular, the upgrade of the Dinkelscherben-Augsburg section has to be tackled in order to provide appropriate line parameters for efficient services in the future.

The Augsburg-Munich section (61 km) was put into service on 10 December 2011 allowing 230 km/h along this four track section after 13 years of work and an investment of €620 million (see photo). The EU contribution for this section adds up to €21.26 million. In Augsburg, works to improve the connection between rail and urban transport at the main station and at nearby Königsplatz will be finished in 2019.

⁶ 2008/163/EC „Commission Decision of 20 December 2007 concerning the technical specification of interoperability relating to ‘safety in railway tunnels’ in the trans-European conventional and high-speed rail system”, <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2008:064:0001:0071:EN:PDF>



At the beginning of 2010, the Bavarian government and the parliament (Landtag) agreed on a development concept for Munich (“Konzept zum Bahnknoten München”). This project has been set up to improve:

- Local and regional transport in Munich by building a new tunnel in the city centre (2. Stammstrecke);
- Connection to the airport with two additional tracks east of Munich (Johanniskirchen-Daglfing);
- Connections at Pasing;
- Connections west of the airport by building a new alignment (Neufahrner Kurve);
- Connection to south-east Bavaria (PP17): Erdinger Ringschluss and Walpertskirchner Spange⁷.

The investment needed to implement these measures adds up to about €3.5 billion, about half of which is directly related to PP17 and/or the airport connection. Several financial agreements are currently missing. The partial upgrade and complete electrification between Markt Schwaben and Freilassing is also part of the concept but is not included in the cost estimate.

It was reported by the federal ministry that they have also studied the Munich rail node including the airport connection in 2010. The following measures with relevance for PP17 received a positive CBA and will cost about €370 million:

- 4-track-upgrade of Daglfing- Johanniskirchen
- expansion of Pasing railway station
- connection between regional and urban railway tracks (Pasing – 2. Stammstrecke)
- 2-track “Truderinger Spange” (connecting Brenner northern access with Daglfing)
- “Daglfinger Kurve” including further connection to Mühldorf

The Investment Framework Plan 2011-2015 classifies the Munich rail node as “other important project” to be implemented not before 2015. A specific timetable for implementation is missing.

4.2. Austria

Some further improvements along the Westbahn between Salzburg and Linz (125 km) are planned, and include the following:

- Adding two new tracks between Linz and Wels by 2025 and making improvements along the Salzburg-Wels section (95 km).
- A short gap closure and upgrade (230 km/h) south-west of Wels (Lambach-Breitenschützing). In the annual TEN-T call 2011 a proposal was submitted and obtained funding up to 31 December 2014 for up to €2.8 million EU contribution.
- Along the Salzburg-Neumarkt-Köstendorf section (22 km) planning is on-going and should be finished by 2014.

4.3. Slovakia

A new discussion about the projects in Bratislava is on-going. Several assessment studies will be carried out as a basis for the implementation in the years to come. The Slovak authorities informed the Coordinator that they are currently carrying out a feasibility study to analyse several options for possible projects in Bratislava. The study is expected to be finalised in September 2012.

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⁷ The federal ministry for transport reported not to see a positive CBA for the “Walpertskirchner Spange”





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5. Activities in 2011/2012



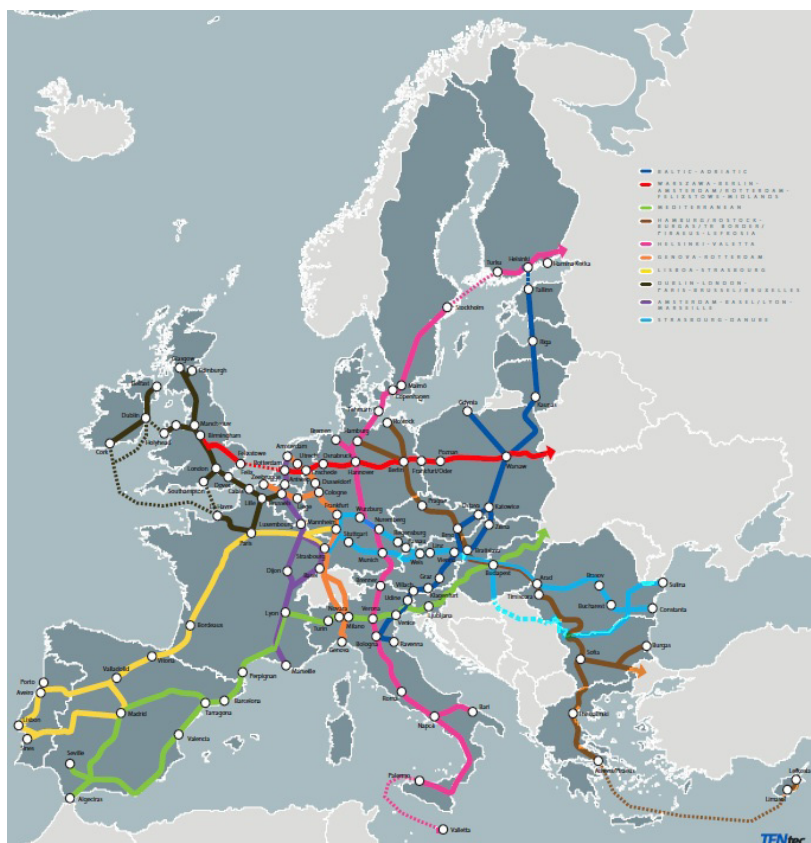
Peter Balázs participated in several meetings and conferences:

- Chair of TEN-T days workshop on “A network for passengers: High-speed rail and airport connections” with MEP Mathieu Grosch (EP Transport Committee), Dr. Michael Kerkloh (CEO, Munich Airport), Joachim Fried (Deutsche Bahn AG), Vincent Coste (KLM-Air France), Ivan Thielemans (Infrabel), Ron Nohlmans (Brainport Eindhoven) and Mikhail Goncharov (JSC Russian Railways) (29 and 30 November 2011). In the workshop some experiences were presented which airports, infrastructure managers and service providers made with the interfaces between airports and land access via rail but also missing links. There is no inter-modality if passengers are not informed, tickets are difficult to purchase, schedules not coordinated, signposting is poor and luggage and passengers with reduced mobility are not taken into consideration. (see ANNEX for details)
- Press conference in Strasbourg and inauguration of the new Marseille-Frankfurt TGV service (23 March 2012) with CEO Mr. Grube (DB AG). During the inauguration the “Strasbourg declaration” was handed over. It pleads for further investments into high speed rail and the development of international rail services between Germany and France including better coordination of investment and services along the lines. The signatories request the modernisation of the Kehl-Appenweier rail section and the building of the Rastatter Tunnel along PP17. (image 1).
- Meeting with Minister Hermann in Stuttgart (9 March 2012) to discuss the state of play along PP17 especially concerning the Kehl-Appenweier and Rastatter Tunnel sections where the minister expected the works to start in due course. (image 2)
- Visit to “Turmforum” and meeting with Deutsche Bahn AG (9 March 2012) to discuss the state-of-play.
- Meeting with the Mayor of Stuttgart, Mr Schuster (9 March 2012) to discuss the state of play especially the lessons learnt from the process of involving the local population; signature in the visitors’ book⁸. (image 3)
- Participation at the conference “EU-36 Extending the Trans-European Networks” in London, chaired by the European Bank for Reconstruction and Development (EBRD). As far as transport was concerned, the workshop mainly dealt with the importance of infrastructure for accessibility and territorial cohesion, location quality, internal market and jobs, as well as with the impact on the environment and climate. The geographical focus was on the Western Balkans and Turkey.
- Meeting with Minister Počiatek (Minister of Transport, Construction and Regional Development of the Slovak Republic) in September 2012 in Bratislava to exchange views on the projects of the new government and the feasibility study for projects in Bratislava.

⁸ Text: “Nach wichtigen Entscheidungen wünsche ich eine zügige Fortsetzung des Projekts “Stuttgart 21” als Teil und zugleich wichtigem Knotenpunkt der europäischen Linie PP17.”

6. TEN-T Revision and Connecting Europe Facility

On 19 October 2011 the Commission adopted a package of proposals, made of the Connecting Europe Facility (€50 billion), the revised TEN-T guidelines, as well as a proposal to launch a pilot phase of the Project Bonds initiative. The TEN-T network consists of two layers: a Core Network to be completed by 2030 and a comprehensive network feeding into this, to be completed by 2050. The comprehensive network will ensure full coverage of the EU and accessibility of all regions. The aim is to ensure that progressively and by 2050 the great majority of Europe's citizens and businesses will not need more than 30 minutes' travel time to access this comprehensive network. The Core Network will prioritise the most important links and nodes of the TEN-T. Both layers include all transport modes: road, rail, air, inland waterways and maritime transport, as well as intermodal platforms and ports. Implementation of the Core Network will be facilitated using a corridor approach. Corridors will provide the basis for the coordinated development of infrastructure within the Core Network. Covering at least three modes, three Member States and two cross-border sections, these Corridors will bring together the Member States concerned, as well as the relevant stakeholders, for example infrastructure managers and users. European Coordinators will support the coordinated implementation and bring together all the stakeholders. Ten Corridors were identified.



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PP17 will be mainly integrated into the new Strasbourg-Danube Corridor from Strasbourg to Sulina at the Black Sea with one branch following PP17 (Stuttgart, München) and a second via Frankfurt-Nürnberg-Regensburg following Main and Danube (now PP18) both arriving at Vienna. The shorter part Paris-Metz-Strasbourg will be part of the Lisboa-Strasbourg-Corridor. Along these corridors, pre-identified rail projects⁹ and projects¹⁰ along the Main, the Main-Donau-Canal and the Danube but also port interconnections at Constanta can be co-financed from the Connecting Europe Facility (CEF) by up to 40% for cross-border works and up to 50% for studies.

The Core Network Corridors will be multimodal. It will be a major challenge for future management to coordinate the activities and investments along road, rail, inland waterways and/or ports with regards to the needs and obligations of the different modes.

⁹ including Baudrecourt-Strasbourg, Strasbourg-Kehl-Appenweier, Karlsruhe-Stuttgart-München, München-Mühldorf- Freilassing-Salzburg, Salzburg-Wels, Nürnberg-Regensburg-Passau-Wels, Wels-Wien, Wien-Bratislava/Wien-Budapest/Bratislava-Budapest

¹⁰ studies and works on several sections and bottlenecks; inland waterway ports; multimodal interconnections



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7. Conclusions and recommendations

The development of an international rail axis like PP17 serves different goals in order to bring the greatest benefit: Going beyond national borders, beyond rail (intermodality) and connecting with other international axes (such as PP1 and PP22). Thus, its implementation needs the support of all Member States affected. With the signature of a declaration of intent in 2006 this commitment on PP17 was given. Each Member State is not only responsible for the development and financing on its own territory, but they also take responsibility for the implementation of the axis as a whole for the benefit of all the countries and regions affected. France and Austria are very consistent in their efforts to develop the line on their territory and to the neighbouring countries. In Germany, especially the cross-border sections to France and Austria, and Slovakia (Bratislava) connections are facing severe delays compared with the original plans.

Progress on PP17 is good in general, but there are still problems which have to be tackled:

- The planned upgrade at Kehl-Appenweier is delayed.
- The implementation of the cross-border Munich-Salzburg section is delayed.
- Intermodality: Since there are numerous TEN-T airports and navigable waterways, including the Rhine and Danube, along this line, it is recommended that they are linked to the railway axis. For passenger transport, innovative mobility patterns such as smart inter-modal ticketing can also facilitate travel and transport in the future. In some Member States or neighbouring countries, special tickets have been introduced to combine rail and air transport. A conference on intermodality at airports is planned in order to exchange experiences and present services and products related to intermodality, their benefits and challenges (including contracting and consumer protection).

With regards to the new TEN-T guidelines, the mandate of the European Coordinator will be changed mainly in geographical scope but slightly also with regard to the tasks to fulfil: The European Coordinator will be nominated to facilitate the coordinated implementation of the new corridor. The European Coordinator shall consult the Member States concerned, and as appropriate, in partnership with the Member States concerned, consult other public and private entities, such as the infrastructure managers and operators, to draw up the work plan, make recommendations and monitor its implementation. The Coordinator may set up and chair corridor working groups which focus on modal integration, interoperability and the coordinated development of infrastructure in cross border sections. The Coordinator will have to develop a work plan - within one year - analysing the needs for the development of the corridor in the Member States concerned including a list of projects for the extension, renewal or redeployment of transport infrastructure for each of the transport modes involved in the core network corridor and the options for funding and financing. The European Coordinator shall support Member States in implementing the work plan, in particular as regards the investment planning, the related costs and implementation timeline, estimated as necessary to implement the core network corridors and defining measures aimed at promoting the introduction of new technologies in traffic and capacity management and, where appropriate, reducing external costs, in particular greenhouse gas emissions and noise.

Annex: Sections, distances, travelling time

Section	Type	km	In service	Travelling time (2010)	Future travelling time
Paris-Strasbourg	High speed line	300	Paris-Beaurecourt: 2007 Beaurecourt-Vendenheim: 2016	140 min (2006: 240 min)	110 min
Strasbourg station-Kehl bridge	Upgrade (160 km/h)	15	2010	54 min	25 min
Kehl bridge	Upgrade (160 km/h)	150	December 2010		
Kehl bridge-Appenweier	Upgrade (160 km/h)		unclear		
Karlsruhe curve	180 km/h		unclear		
Karlsruhe-Stuttgart	High speed line		In service	42 min	42 min
Stuttgart-Wendlingen (incl. Stuttgart 21)	New station, high speed line	86.6	2020	54 min	28 min
Wendlingen-Ulm	High speed line				
Ulm-Augsburg	Upgrade (200 km/h)	94	unclear	24 min	21 min
Augsburg-München	Upgrade (230 km/h)	61	in service	37 min	32 min
München-Mühldorf-Freilassing	Upgrade (160 km/h)	141	After 2015	82 min	74 min
Freilassing-Salzburg	Upgrade (160 km/h)		DE: 2015, AT: 2014 2015: Salzburg Station		
Salzburg-Attnang	Upgrade (160 km/h)	121	After 2025	77 min	70 min
Attnang-Wels	Upgrade (200, partly 230 km/h)		Lückenschluss Lambach-Breiten-schützing: 2013		
Wels-Linz	Upgrade to 4 tracks (200 km/h)		2025		
Linz-St. Pölten	Upgrade (200, partly 250 km/h)	130	St. Pölten: 2013 Ybbs/Amstetten: 2012/2015 Melk: 2011 St.Pölten/Loosdorf: 2017	63 min	45 min
St. Pölten-Vienna	Upgrade (250, partly 160 km/h)	44	Lainzer Tunnel: December 2012	41 min	25 min
Vienna	New central station		2012 (partly)/2016	40 min	0 min
Vienna-Bratislava	Upgrade (160 km/h)	65/80	Klederinger Schleife: 2016	70 (north)/ 55 (south)	35 (north)/ 55 (south)
TOTAL				11¼- 12h	7½- 8h



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Annex: TEN-T Funding projects and actions 1996-2015

	Project code	Section	Project title	maximum EU support in € million	maximum share %
FR	2006-FR-401c-S	Vaires-Baudrecourt	ERTMS Corridor C: High speed railway line "LGV Est" (Vaires-Baudrecourt-Saarbrücken)	8	50
	2007-FR-17210-P	Baudrecourt-Vendenheim		18	19.1
	2009-FR-17044-E	Baudrecourt-Vendenheim	TGV-Est studies and works	76	12
DE	1996-DE-13-P	Kehl-Appenweier	works on Kehl-Appenweier	4,2	
	2007-DE-17220-P	Kehl-Appenweier	works at Kehl	13.6	25
	1997-DE-51	Stuttgart-Ulm	Geological and hydrological exploration	3.5	50
	2000-DE-328-P	Stuttgart-Ulm	rail access to airport (S-bahn, regional rail, HST in future) reconstruction	1.6	
	2001-DE-1004-S	Stuttgart-Ulm	studies on high speed	2.5	
	2002-DE-1004-S	Stuttgart-Ulm	studies on high speed	5	
	2004-DE-1004 a-S	Stuttgart-Ulm	studies on high speed	4.9	45
	2006-DE-1004-S	Stuttgart-Ulm	studies on high speed	2.6	44
	2006-DE-90307-S	Stuttgart	studies on Stuttgart node	2	
	2007-DE-17200-P	Stuttgart-Wendlingen	works on high speed line	114.5	11.6
	2007-DE-17010-P	Wendlingen-Ulm	works on high speed line	101.5	14.4
	2001-DE-1005 P	Augsburg-Mering	works	3.5	25
	2002-DE-1005-P	Augsburg-Olching	works on high speed line	5	
	2004-DE-1005-P	Augsburg-Olching	works on high speed line	5	9.7
	2005-DE-1005-P	Augsburg-Olching	works on high speed line	5	8
	2006-DE-1005-P	Augsburg-Olching	works on high speed line	2.76	5.7
	2001-DE-1003A-P	München-Mühldorf-Freilassing	studies	1	
	2008-DE-91007-S	München-Mühldorf-Freilassing	study: preliminary planning for the electrification Markt Schwaben-Tüßling-Freilassing	8	50
	2007-DE-17020-P	Freilassing- Salzburg	works on bridges, tracks and a station	8.5	25
AT	2006-AT-GR-1108b-P	Freilassing-Salzburg	works on tracks	4.5	12.9
	2007-AT-17170-P	Freilassing-Salzburg	works on bridges, tracks and a station	37.8	25
	2005-AT-90103-P (only partly PP17)	Salzburg-Linz	ERTMS Corridor E: Equipment with ETCS Level 1 Phase 1 (Linz-Salzburg and Wels-Passau)	3	9.35
	2011-AT-93059-P	Salzburg-Linz	Lambach-Breitenschützing	2.8	20
	2002-AT-1001-P	Enns	Enns deviation/Rohr node: works	0.5	
	2003-AT-1001-P	Enns	Enns deviation/Rohr node: works	1.3	
	2004-AT-1001-P	Enns	Enns deviation/Rohr node: works	4	



	2005-AT-1001-P	Enns	Enns deviation/Rohr node: works	7.65	
	1999-AT-4	St. Valentin-Amstetten	works on tracks	8	
	2000-AT-107-P	St. Valentin-Amstetten	works on tracks	8	
	2011-AT-93051-P	Amstetten	gap closure Amstetten	4.8	20
	2009-AT-17104-E	Amstetten-Ybbs	Amstetten-Ybbs: works on Burgstaller-Tunnel	3.4	20
	2009-AT-17098-E	Melk	Melk: works at station	3.4	20
	2009-AT-17100-E	Loosdorf-St. Pölten	St.Pölten: works on freight tracks	2.6	20
	1997-AT-13S	St Pölten-Vienna	EIA- studies	0.9	
	1998-AT-4	St Pölten-Vienna	works	3.6	
	1999-AT-8	St Pölten-Vienna	works	5.6	
	2000-AT-104-S	St Pölten-Vienna	design studies	3	
	2000-AT-108-P	St Pölten-Vienna	works on double track tunnel	8	
	2001-AT-155-P	St Pölten-Vienna	works	3.5	
	2001-AT-1002-P	St Pölten-Vienna	upgrading of node Wagram	1	
	2002-AT-1002-P	St Pölten-Vienna	upgrading of node Wagram	4	
	2003-AT-1002-P	St Pölten-Vienna	upgrading of node Wagram	3.1	
	2004-AT-1002-P	St Pölten-Vienna	upgrading of node Wagram	4.8	
	2004-AT-1108-P	St Pölten-Vienna	works on high speed line	9	
	2005-AT-1108-P	St Pölten-Vienna	works on high speed line	3	
	2006-AT-1108-P	St Pölten-Vienna	works e.g. Wienerwald Tunnel	4	
	2011-AT-93108-P	St Pölten-Vienna	St.Pölten freight bypass	5.1	20
	2010-AT-91136-S	Vienna	Terminal Wien Inzersdorf-Planning	2.1	50
	1997-AT-7	Vienna-Bratislava	upgrading Parndorf-Kittsee	3	
	1998-AT-3	Vienna-Bratislava	works	2.4	
	2007-AT-17040-P	Vienna-Bratislava	works	118.78	14
SK	2005-SK-92802-S	Vienna-Bratislava	Studies on the railway inter-connection of the TEN-T rail corridor with Bratislava airport and rail network	8.8	38
SUM				682.89	
European Economic Recovery Plan (EERP): €500 million call for proposals for TEN-T projects beginning before the end 2009 in the list marked with "E"				85.4	
TEN-T				597.5	



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TEN-T Days 2011 - Workshop 3: A Network for Passengers: High speed rail and airport connections

Objective of the workshop

Today only about 20 major EU airports are well connected with the national rail network. The others lack multimodal capacity and efficiency also with regards to reduce CO2 emissions. The basis political documents are published. In the workshop some experiences were presented which airports, infrastructure managers and service providers made with the interfaces between airports and land access via rail but also the expectations of those which are not well connected yet. Because there is no intermodality if passengers are not informed, tickets are difficult to purchase, schedules not coordinated, signposting is poor or if luggage and passengers with reduced mobility are not taken into consideration. To fulfil the goals of the White Paper and the obligations by the new Union guidelines the presentations focus on questions of the organisation and sharing of information. Also the question if further action by the European Commission is needed was debated.

Position of the speakers

In the opening statement Mathieu Grosch, Member of the European Parliament and EPP Coordinator in the Committee for Transport and Tourism, criticised the lack of an interoperable European rail transport network. He emphasized the need for European action for better services, best quality, safety and security. He misses a real will to work together which is not less important than the money to implement technical measures and pleads for the fair exchange of information in the sector to secure good legislation.

Michael Kerkloh, CEO of Munich Airport, presented the options for airports to become suitable and sustainable gateways to the globalized world. To reach this aim intermodality and seamless travel are prerequisites within a multimodal transport system. Both are necessary in order to meet the growing demand for travel and to cope with future challenges but also to ensure the competitiveness of the airports. The basis for the “license to grow” including the enlargement of the catchment area by good rail connections is a combination of attractiveness, efficiency and sustainability. The European airports developed travel in the context of “Flightpath 2050 - Europe’s Vision for Aviation”. Munich airport was planned in the 60ies when rail was of less importance; an efficient rail connection, especially to regional and long-distance traffic, is still missing. This is a competitive disadvantage for the airport which the airport, the Free State of Bavaria, the Federal Republic of Germany and the city of Munich want to overcome as soon as possible. But financing is not guaranteed at this moment in time.

Joachim Fried, Senior Executive Vice President European Affairs at Deutsche Bahn AG and member of the European Economic and Social Committee (EESC), presented the different products of Deutsche Bahn AG to facilitate the air-rail-connection (AIRail, “good for train”, Rail&Fly, touch&travel) and the plan to cooperate with GOOGLE and APPLE to have applications ready for the journey planning and ticketing. He clearly supported future-oriented concepts of dynamic online interfaces to exchange timetable data and tariff information being elaborated by the railways as part of TAP-TSI. He also supported NFC as one of the basic technologies and wants it to become a standard of interoperability. DBAG is explicitly against a binding legal basis. Legal initiatives would have far-reaching impact on corporate sovereignty in retailing processes.

Vincent Coste, general manager of Air France KLM for Belgium and Luxembourg presented their product connecting Paris-CDG, Brussels-Midi and Amsterdam-Schiphol by high-speed-rail. Every year 2.5 million passenger travel to Paris-CDG by rail. He addressed as challenges different customer services and processes like different pre-sales conditions for rail and flight tickets (3 and 12 months), the accommodation and handling of luggage in trains to airports, the luggage handling on the stations and signage.

Kurt Scherpereel, representing Infrabel, the Belgium rail infrastructure manager, presented the “DIABOLO” project connecting Brussels airport directly to the railway lines towards Antwerp and the Netherlands. The project will reduce the travelling time between Antwerp and the airport by 30 minutes and shall be operational by 8 June 2012. The



rail tracks use an old reserve site of motorway E19.

Ron Nohlmans, Programme Manager Mobility in the City of Eindhoven, presented “Brainport Eindhoven” with a focus on the plans to improve landside accessibility for example by building a new railway station to connect the airport closer to the railway network to Schiphol and Düsseldorf. Eindhoven airport plans to double the capacity by 2020 (4.5 Mio. passengers) and thus needs an efficient rail connection and improved services. The biggest challenges in connecting to the high-speed network for him are institutional barriers at the national borders.

Mikhail Goncharov, advisor to the President of JSC Russian Railways Russian Railways, Vladimir Yakunin focused on the on-going investment programme in air-rail links to fight congestion in the largest Russian cities and in light of the upcoming Olympic Games in Sochi (2014) and the Football World Cup (2018). They will accelerate the air-rail links in Moscow by about 15 minutes and connect more airports to the rail network by 2018. Russian Rail is already operating an international service to Helsinki and will start with a regular service Moscow-Paris as of 12 December 2011.

Main outcome of the workshop

In the TEN-T network we have to consider that a huge number of international airports are not at all or not efficiently connected to the national rail network. An efficient air-rail connection can help reducing congestion, reducing the CO₂-footprint and enlarge the catchment area of an airport. Efficient high-speed connections city-to-city can replace short haul flights. Despite of this a common understanding that intermodality and seamless travel could induce a win-win situation for airports, airlines and rail operators - not only for passengers is needed. But not only “hard ware” is important for travellers also innovative mobility patterns like multi-modal travel planers and “smart inter-modal ticketing” play a growing role.

We saw present services and products related to intermodality and exchanged experiences. We are also aware of some challenges on the way to travel with one ticket for a transparent price and with real-time information on the connections through Europe like sharing information and consumer protection.

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The Commission will continue to promote the development of air-rail services from various perspectives. For example: Financial support for intermodal infrastructures, working-groups, development of interoperable standards for information and ticketing through the TAP-TSI rules developed by the European Rail Agency.

With the 2011 White Paper, the Commissions’ proposal for the new TEN-T guidelines and the Connection Europe Facility (CEF) the framework and some instruments for improvements are there. The Commission sets obligation to connect the core airports to road and rail by 2050 and reserves a share of the €31.7 billion of the CEF for the next financial perspective (2014-2020) to make this happen.





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Trans-European transport network. Achievement of the Priority projects



0 125 250 km

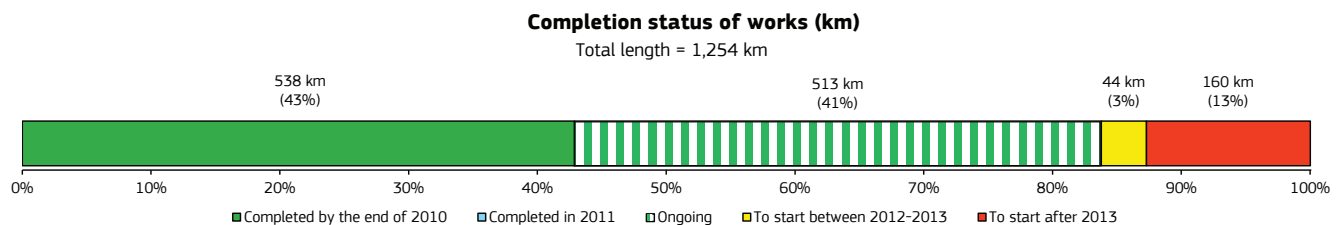
Cartography: DG MOVE, October 2012
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- Completed
- Completed in 2011
- Works ongoing
- Works to start between 2012 and 2013
- Works to start after 2013

- Completion Date
- Priority sections

TENtec

Ongoing and completed projects financed by the 2007-2013 TEN-T Programme (TEN-T support figures refer to the initially adopted Decision)	Member State(s)	TEN-T support (in million)	Project status
Works and Studies for upgrading the Wien-Bratislava railway line (6 sub-projects)	AT	€129.9	Ongoing
Aus- und Neubaustrecke Stuttgart-Wendlingen einschl. Stuttgart 21	DE	€114.5	Ongoing
Neubaustrecke Wendlingen - Ulm	DE	€101.5	Ongoing
Seconde phase de la LGV Est Européenne entre Baudrecourt et Strasbourg - Réalisation du génie civil de la LGV	FR	€76	Ongoing
Works for upgrading of the cross-border section Salzburg- German border	AT, DE	€37.9	Ongoing
Ausbaustrecke 23 Kehl - Appenweier (POS Süd)	DE	€27	Ongoing
Ligne à grande vitesse (LGV) Est Européenne - Seconde phase, section Baudrecourt- Vendenheim (Etudes et travaux préparatoires)	FR	€18	Completed
Ausbau des Abschnittes Freilassing-Grenze D/A (Salzburg) des TEN-Korridors Paris - München - Bratislava	DE	€8.5	Ongoing
Vorplanung für die Elektrifizierung Markt Schwaben - Tüßling - Freilassing	DE	€8	Ongoing
TEN-Vorhaben Nr. 17 (PP17), Paris – Bratislava, Abschnitt Salzburg – Wien, Ausbau der Westbahn zur Hochleistungsstrecke, Güterzugumfahrung St. Pölten – Bau	AT	€5	Ongoing
TEN-Vorhaben Nr. 17 (PP17), Paris – Bratislava, Abschnitt Salzburg – Wien, Ausbau der Westbahn zur Hochleistungsstrecke, Lückenschluss östlich vom Bahnhof Amstetten	AT	€4.8	Ongoing
TEN-Vorhaben Nr. 17 (PP17), Paris – Bratislava; Abschnitt Wien – Salzburg, Viergleisiger Ausbau der Westbahn, Bauvorhaben Ybbs – Amstetten, Burgstallertunnel (Rohbau)	AT	€3.4	Closed
TEN-Vorhaben Nr. 17 (PP17) Paris – Bratislava; Abschnitt Wien – Salzburg; Viergleisiger Ausbau der Westbahn Wien – Linz; Bahnhof Melk	AT	€3.4	Ongoing
TEN-Vorhaben Nr. 17 (PP17), Paris – Bratislava, Abschnitt Salzburg – Wien, Ausbau der Westbahn zur Hochleistungsstrecke, Linienverbesserung Lambach – Breitenstühling, Bau	AT	€2.8	Ongoing
TEN 17 Strecke Paris-Bratislava; viergleisiger Ausbau der Westbahn Wien – Salzburg; Lückenschluss St. Pölten – Loosdorf (GZU) Brückenbauarbeiten	AT	€2.6	Completed
Terminal Wien Inzersdorf – Planning, (PP 17 – Section: Vienna-Salzburg)	AT	€2.1	Ongoing
Studies on the railway interconnection of the TEN-T rail corridor with the airport and Bratislava rail network	SK	€10.5	Completed
TOTAL		€545.4	







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Data cut-off: 31 October 2012 (please note that this report does not contain any financial data)

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<http://ec.europa.eu/transport>

Trans-European Transport Network Executive Agency

T0 – Office of the Executive Director, Information & Communication Department

T4 – Technical & Financial Engineering, GIS & Monitoring

<http://tentea.ec.europa.eu>

