Strategic planning and Financing of Railway Infrastructure in Austria

TER Workshop High Speed Lines

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Railway Network – figures and numbers

Railway network in Austria

Since 2007 around **150 km new lines** went into operation.

Thereunder the new high performance line **Vienna – St. Pölten** (60 km) and the **Lower Inn Valley line** (40 km)

Until 2026 yet another **300 km new lines** are going to be completed.

Thereunder the 130 km long **Koralm Railway Line** and the **Semmering Base Tunnel**.

ÖBB (Austrian Federal Railways - Infrastructure)
Usage of the railway network

average usage
EU, per person, year 2013

Passengers were travelling by train in 2013 in Austria. Plus 12 million compared to the previous year.

Development in Austria

11% modal share railway (passenger)
32% modal share railway (freight)
25% modal share public transport

Bundesministerium für Verkehr, Innovation und Technologie
Strategic Objectives: As fast as necessary

Competitive + affordable rail system

- Competition with car + short distance aviation (500 - 700 km)
- Construction costs, operating costs = f(v, v²)
- Speed and Spatial Structure
- Topography

Austrian approach:
- Design speed 250 km/h; operating speed 230 km/h
- Combined passenger and freight tracks
- Integrated clock wise time table
- Integrated clock wise timetable to Swiss model
- Goal optimal connections and minimal transfer times
- Example: Node Amstetten since timetable 2013/14
- 5 trains within 10 minutes enable all connections

Source: ÖBB-PVAG
As fast as necessary: 
Integrated Clock Wise Timetable
Stable process of planning and financing

Transport MP/Indicative Rail Strategy
- Strategic principles by bmvit, contains general objectives (e.g. ITF, capacity, implementation of European standards ...)

Target network
- Development strategies and measures in the ÖBB-Network in accordance with the indicative strategy

Railway line development plan
- Individual lines are systematically analyzed and measures identified that are necessary to reach the overall goals (e.g. PRM acc. design of stations, adaptations at level crossings etc.)

Individual projects
- From the parent planning steps individual projects are prepared in the form of preliminary studies / feasibility studies

Financing via „Rahmenplan“
- If an appropriate planning depth is reached, the project can be included in an update of the investment program “Rahmenplan” (= requirement that funds for construction are available)
Stability in Financing

1) „Rahmenplan“ investment program for 6 years, (annually) updated

<table>
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<tr>
<th>Project 1</th>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
<th>Year 4</th>
<th>Year 5</th>
<th>Year 6</th>
<th>Year 7</th>
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</tbody>
</table>

2) Grant contract between Federal Government and railway infrastructure company

3) Loan financing in responsibility of infrastructure company

4) Refinancing: revenues + state subsidies (grant contract)
Investment plan 2017-2022

- Re-investment, P&R, noise protection: €4.0 Bil
- Safety and operational systems: €1.0 Bil
- Southern line, Koralm, Semmering Base Tunnel: €4.0 Bil
- Stations, terminals, other lines (Upgrades and construction): €3.7 Bil
- Brenner Base Tunnel: €2.5 Bil

€15.2 Mrd. for railway infrastructure
Advantages of Austrian Financing Scheme

• No more “Maastricht” Advantage

• Stability due to financial contract

• Long Term continuity and plannability for infrastructure company
  • Target oriented network development
  • Continuous project development
  • Optimise maintenance work
  • Harmonise infrastructure and PSO – services development

• Flexibility for infrastructure company

• Steering and controlling system necessary for government
  • Steering by KPI (e.g. Track quality, number of speed restriction sections,…)
  • Project and program controlling
Project planning – route assignment

- Acceptance of resident population and stakeholder a key success factor for project implementation
- Integration of population in decision making process
- Clear communication on benefit of project
- Transparency + structured process for look for acceptable routing
- E.g. Weighting of targets
Summing up:
Success factors for (High Speed) Railway

- Integrated network approach
- Stability in planning and financing
- Project planning in dialogue to achieve acceptance
- Experience in technical project management and implementation
Thank you for your attention!

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