Federal Ministry
Republic of Austria
Climate Action, Environment,
Energy, Mobility,
Innovation and Technology

Austrian Vision for the Trans-European Transport Network

Revision of Regulation (EU) No. 1315/2013 and Regulation (EU) No. 913/2010

Unit II/3 – Infrastructure Planning

Contents

- Introduction: Austria as part of TEN-T and RFC
- General observations of TEN-T and RFC implementation
- Vision for the future development of TEN-T
  - 1) Holistic cross-border approach
  - 2) Service oriented network
  - 3) Improved and formalised cooperation between RFC and CNC
  - 4) Coordination structure of corridors
  - 5) Common Planning Basics of MS, CNC & RFC
- Geographical and qualitative development of the network
- Conclusions

Introduction: Austria as part of TEN-T and RFC

- Active contribution to achieve **TEN-T 2030 objectives** (Core Network)
  - Rail: besides ETCS, 100% compliance with ongoing projects
  - Road: nearly compliant, last remaining sections by 2030
  - IWW: compliance expected by 2030
  - Air: besides sustainable fuels, compliant
- Almost **900m € of CEF grants** have been allocated to significant Austrian transport projects between 2014 – 2020, emphasizing the **EU‘s strong commitment** e.g. in Alpine crossings
- Currently 4 CNCs involving AT, 5 RFCs operational
  - Most recent ones Alpine-Western Balkan and Rhine-Danube RFCs, both prepared with **AT‘s strong dedication**

General observations of TEN-T and RFC implementation

- **TEN-T**
  - Continuation of **focussing cross-border projects** is key for European cohesion since there is high European, but low national interest in many cases
  - Administrative burden is significantly higher when planning and realising cross-border projects (Streamline Directive?)
  - TEN-T policy currently focus on infrastructure investments, while **operational aspects are mostly not considered** (except ITS including ETCS)
  - Lack of operational harmonisation as a key factor of hindrance for efficient cross border rail transport
  - **Stronger connection** between operational aspects with current infrastructure-related policy, in a best way the integration into it, as an undoubtful boost factor

General observations of TEN-T and RFC implementation

- **TEN-T (continued)**
  - No substantial operational barriers of road network, mostly seamless cross border sections → this is one main reason for transport demand on **rail (freight) is standing behind expectations** (besides other competition issues)
  - TEN-T investments are aiming at "ideal" network only, not in focus are
    - Actual infrastructural conditions
    - Operational availability of the network
    - Available capacity
    - Offered services (particularly cross-border)

Efficiency of rail sector has to be put forward to achieve ecological goals!

Overall focus on rail to meet European Green Deal objectives!

General observations of TEN-T and RFC implementation

- **RFC**
  - Important **tool for improvements** of Trans-European rail freight (e.g. establishing cooperation networks among various stakeholders, building communication bridges)
  - However, **some shortcomings** as well:
    - Rather intense in **resources** (particularly in initial phase), no added market value
    - Inefficient **off-market production** with PaPs as key element
    - **Segmentation of network** into single corridors might not meet the market needs → decisions and definitions applicable on all corridors might be institutionalized

General observations of TEN-T and RFC implementation

- **RFC (continued)**
  - **Overlapping sections** in RFC network increase administration burden without attracting more rail transport necessarily
  - KPIs are differing between corridors → harmonisation necessary
  - Enhancing user-friendliness including a **clear focus on actual market needs** → TTR is a good example of striving for user-friendly operational flexibility
  - **Competences of RFC stakeholders** are not sufficiently clear (e.g. standoff situations in decision-making processes, automatic involvement of EB if issues cannot be solved etc.)
    - How to deal with national measures counteracting rail freight?

General observations of TEN-T and RFC implementation

- **Need for cooperation improvement between TEN-T and RFC**
  - **Cooperation between RFCs and CNCs** on market requirements should be enhanced, e.g. regarding investment decisions
  - RFCs should somehow be **involved in CNCs' elaboration of investment and project lists**, contributing the perspective of market needs and overall increase of rail freight efficiency
  - Stronger involvement of the **European Coordinator** in RFC agendas, especially in cases where national political support is needed

Vision for the future development of TEN-T

- In general: a **more integrated view on infrastructure**, operational rules and services is necessary to ensure functionality of the network
- **1) Holistic cross-border approach**
  - **Cofinancing of cross-border infrastructure** should be kept as one important (but not the only one) pillar ensuring infrastructural interoperability and overcoming bottlenecks
  - New **functional definition of cross-border projects** should include seamless cross-border operations and adequate cross-border services in both passenger and freight dimensions
  - Compatible cross-border **operational rules for rail** and other types of cooperation beyond pure infrastructural interoperability are required

Vision for the future development of TEN-T

- **Holistic cross-border approach (continued)**
  - Embedding cross-border projects in a **coordinated cross-border plan**, as the positive impact of an individual project only fully materializes in a transnational context
  - Projects should therefore **not be assessed on an individual basis**, but rather in the context of the whole corridor, i.e. adopting a corridor approach

The widely used label "cross border project" – with implied benefits of higher European co-financing rates and therefore strongly targeted by Member States – should be linked to such a holistic cross border view.

Vision for the future development of TEN-T

- **2) Service oriented network**
  - **Availability, quality and reliability** of the network: need for coordinating available capacity and TCRs along the corridor, incorporation of those aspects as obligation in the TEN-T Guidelines
  - Precondition are **stable multi-annual financing frameworks** of national IMs, which enable long-term planning of maintenance and expansion activities (legal basis: Directive 2012/34/EU)
  - More precise **definition of the operational parameters** (e.g. minimum speed of passenger trains; taking into account water discharge at IWWs) is needed
  - Minimum and coordinated offer of **cross-border passenger train services**, either based on market demand or possibly by cross-border PSO contracts

Vision for the future development of TEN-T

- **2) Service oriented network (continued)**
  - Cross-border coordination of providing **capacities for long distance passenger services** will be necessary to enable integrated timetable offers
  - Reference to the *NL initiative of a European agenda on international rail passenger transport* in this context, which we support
  - **Comparable KPIs** for measuring and improving international rail freight performance should be implemented on RFC level
  - Clearly **noticeable benefits for customers** are required in order to promote RFC use, e.g. by linking the RFC use to business advantages.

Vision for the future development of TEN-T

- **3) Improved and formalised cooperation between RFC and CNC**
  - More precise definition of **responsibilities and cooperation between both bodies** is need (reference to the letter of DG MOVE Director Ms. Werner 08/05/2019); well-defined and harmonized **interfaces for reporting and coordination** would increase the efficient cooperation of both bodies
  - RFCs might be organised under umbrella of **European Coordinators** and TEN-T policy without changing their structures (geographical scope needs to be aligned)
  - **Cross-border coordination of operational aspects** as key task for RFCs
  - Clear **roles, competencies and responsibilities of the RFC bodies**; role of European Coordinator within RFC/TEN-T cooperation should be strengthened

Vision for the future development of TEN-T

- **4) Coordination Structure between corridors (both RFC and CNC)**
  - Network's segmentation into TEN-T corridors enables coordinated implementation, specific operational solutions and easy access to the network
  - Based on benchmarking (e.g. KPIs), **competitive motivation rose between RFCs** → in contrast, a cooperative approach seems to be key of an efficient network's success (e.g. Rastatt)
  - Harmonised objectives, rules and **institutionalized cooperation among RFCs** are essential, particularly for MS and IMs involved in more than one corridor
  - However, no legal binding structure for formal trans-corridor harmonization (→ MS set up Network of Executive Boards with non-binding nature); **modification of legal framework** would enable network - and not only corridor - related decisions

Vision for the future development of TEN-T

- **5) Common Planning Basics of MS, CNC and RFC**
  - Mostly **independent market studies** and transport forecasts of RFCs, CNCs and MS (for investment schemes and CBAs)
  - Particularly cross-border projects need a **harmonised view on the expected development** of transport demand, not in contradiction to national forecasts of MS concerned
  - Harmonized European approach: together with MS, EC carries out a **European reference transport forecast** (= main data of trans-national transport flows and relevant structural data) → based on this, MS and CNCs/RFCs conduct individual studies; **top – down approach** increases efficiency and harmonization
  - **Mandate, budget and MS' involvement** of this approach should be covered in TEN-T Guidelines

Geographical and qualitative development of the network

- **Continuity and stability** in planning process as main pillar of success → we should strongly continue the approach leading to the TEN-T Guidelines 2013
- Clear need to **keep technical infrastructure requirements** as they are (→ planning and implementation processes are long-term, no creation of "double-standards")
- **Two-level structure** Core / Comprehensive and implementation horizons **2030 / 2050** should be kept (**extended horizons** for possible new elements, e.g. 2040)
- Additional elements of Core Network should be **sufficiently justified**:
  - **Main structure and main density** of the CN should remain unchanged
  - Modifications of network only by the **method applied in 2012**
  - **Completion of existing CN** is focus; no additions if existing CN will not be implemented by 2030
  - We will **not support** additional Alpine crossings on road, e.g. Alemagna motorway

Geographical and qualitative development of the network

- Overall **harmonization of alignment CNCs/RFCs** (according to market needs and major transport flows)
- Number of corridors should not significantly increase → we see the **need for a bundling of corridors** related to similar MS and / or similar markets and transport relations **if additional corridors** will be established
- Better **integration of urban nodes** → linking flows of local/regional/long-distance demand at transport hubs also including **modes of active transport** (e.g. cycling routes)
- Currently EU funds focus new and expansion projects → for such expansion or new construction projects to be effective, the **existing network has to be in good condition**

Geographical and qualitative development of the network

- **Possible AT network elements**:
  - AT supports the initiative of adding the **AWB RFC to the Core Network** given following preconditions
    - **Extended implementation horizon** and no change in infrastructure requirements
    - AT would be able to fulfil TEN-T requirements for road and passenger rail via Tauern route and rail freight via Schober / Pyhrn route by **2040**
  - **RR terminal Villach-Fürnitz** (Carinthia) should be included in Core Network
    - Located on **Rail Freight Corridors 5 and 10**
    - Geographical proximity to the **port of Trieste** (increasing relevance for Asian-European seaport hubs) → development as significant **dry port** for Trieste

Geographical and qualitative development of the network

- **Planned developments relevant for Core Network and TENtec**
  - Upgrade of northern railway line **Vienna – AT/CZ border**
    - **Pre-identified cross-border section** acc. to Reg. (EU) 1316/2013
    - Current TEN-T status: conventional line to be upgraded
    - **New trilateral agreement** with CZ & DE should be reflected in TEN-T revision:
      - Joint intention for **High-Speed line Berlin-Prague-Vienna**
      - Planned upgrade to 200 km/h on AT section
    - Upgrade also **anticipates potential bottleneck situation** that arises together with CZ projects

Geographical and qualitative development of the network

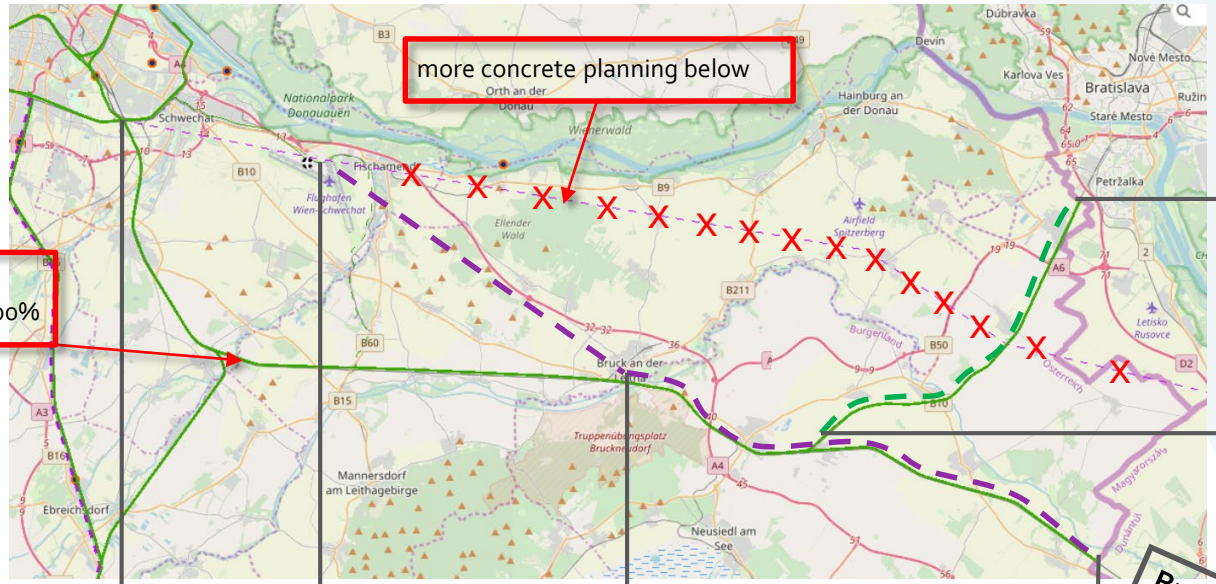
- Upgrade of railway line **Vienna – AT/SK border** (“Marchegger Ast”)
  - **Pre-identified cross-border section** acc. to Reg. (EU) 1316/2013
  - Current TEN-T status: conventional line to be upgraded
  - **Optimised planning and implementation** for speeds up to 200 km/h between Vienna and Marchegg
    - Planned upgrade to 200 km/h on AT section
  - Upgrade also reflects infrastructural requirements for **seamless long-distance operations** between Vienna and Bratislava

Geographical and qualitative development of the network

- New railway line Vienna – **Vienna Airport – Bruck/Leitha** – border AT/HU
  - **Pre-identified cross-border section** acc. to Reg. (EU) 1316/2013
  - Reflecting and complementing V4 **High-Speed Rail plans**
  - Written information of **launch of planning with HU/SK involvement** to CNC Coordinators Bodewig, Grosch and Peijs in 2015
  - Serving TEN-T objectives
    - Missing link
    - Cross-border
    - Connecting main airports to High-Speed rail
    - Eliminating bottlenecks

Geographical and qualitative development of the network

- **Embedding** new railway line Vienna – Vienna Airport – Bruck/Leitha – border AT/HU in **planning triangle AT/SK/HU**



Vision for the future development of TEN-T network and services

- **Conclusions**
  - Evaluation and revision as **chance for a harmonised approach** towards an integration of infrastructural and operational development of the TEN-T and RFC networks
  - Harmonised approach is needed to raise the **efficiency of the network**, especially for rail → **operational parameters** should be incorporated in the requirements of TEN-T network
  - **Continuity** is the keyword for the development of the CNC → keep main infrastructure parameters and existing implementation horizons unchanged; if any, only minor geographical extensions of the network should be discussed