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Public Consultation on TEN-T Policy and Projects in the Future

Which are the major axes?

For the City of Vienna the following axes are of special importance for the connection with our neighbouring countries which have joined the European Union in May 2004:

- “Mainline for Europe” Paris – Strasbourg – Munich – Vienna – Budapest
- Danube axis (Corridor VII)
- North-South axis (Corridor IV)
- Railway connection Vienna – Bratislava

Our actual transport policy plan expresses the need of developing a better border-crossing transport infrastructure to assure the international accessibility of our city, especially in the sector of rail infrastructure. In order to deal with the expected traffic growth as a result of the economic integration it is urgent to take action in improving the quality and the capacity of the transport infrastructure. The City of Vienna as an international transport node, as an urban agglomeration as well as a sensitive area is very interested in enforcing environmentally friendly transport modes for the additional volume of traffic in order to ensure the liveability the city despite the impacts of traffic growth.

Which investments and how?

The border-crossing railway connections in the corridor between Vienna and Bratislava are a bottleneck at present. One of the two existing lines in this corridor between both cities has only one track and is not electrified so that operational restrictions already exist. In this case it would be necessary to build a second track and to electrify the line. The second line is electrified but ends at a suburb of Bratislava. Improvements on this line would give the opportunity to integrate both airports into the rail connections.

Another bottleneck exists in Vienna: The fact that the most important long-distance trains end at a terminus which makes it difficult to operate through-going international trains towards Central and Eastern Europe, led to the planning of a new central through station, which is to be realized urgently.

Projects with importance for passenger transport should be realized as soon as possible - anyway before the Slovak Republic becomes part of the Schengen area. Only this way public transport will be able to keep its competitiveness when there will be no more border controls. For the freight sector there is the need to build up the required intermodal terminal infrastructure.

Some of the projects (for example the improvement of the border-crossing rail link between Vienna and Bratislava) have been determined as priority projects which makes it possible to apply for financial support by the European Commission. For the City of Vienna it is dissatisfying that the national government has not yet defined the relevant projects.