

OUTPUT FACT SHEET

Strategies and action plans - Styria

Project index number and acronym	CE1410 REIF
Output number and title	O.T1.3 - Regional priority lists of actions & Definition of policy measures
Responsible partner (PP name and number)	Office of the Regional Government of Styria, PP3
Project website	interreg-central.eu/reif
Delivery date	30/09/2021

Summary description of the strategy/action plan (developed and/or implemented), explaining its main objectives and transnational added value

Styria's main railway lines and international corridor lines are not yet developed for the generally expected increase in freight transport. The biggest bottlenecks in Styrian rail freight transport are **missing high-capacity rail connections and the lack of capacity in the main rail network**. By closing these gaps and eliminating capacity bottlenecks on the main rail network and improving links between regional and main lines, freight transport on the subordinate network i.e. from/to the Styrian Industry locations will benefit subsequently.

The infrastructure measures addressed in the priority list of actions aim at eliminating these bottlenecks. The priority list of actions is based on the outcomes of the baseline study, the detected market potentials and the bottlenecks analysis. It addresses the most pressing issues in order to increase the volumes of freight transported by rail instead of road. The objective of the priority list is to identify and budget actions (investments) in line with the analyses' outcomes, and to link them to regional and national policies.

The **upgrading of the Pyhrn-Schober axis** and in particular the **construction of the new Bosruck tunnel** ensures the connection of Styria to the economic centers in Central Europe and the Northwest of Europe. Given that Germany is the most important trade partner of Styria, this is a major transport relation. Further, the tunnel ensures an efficient rail freight connection between the economic areas of Styria and Upper Austria. At the European level it ensures the connection of Northwest of Europe

with the Southeast European countries and thus establishes an Alpine-South-East Core Network, with the ports of Rijeka, Koper and Trieste benefitting subsequently. In Styria, there is a potential of increasing rail freight transports by more than 30 per cent due to an upgrading of the Pyhrn-Schoberpass railway (total: 1.5 billion Euros).

The **upgrading of the railway sections Bruck an der Mur - Graz** as well as between **Werndorf and Spielfeld** and respectively further to **Maribor** improves the connection of the Styrian economic areas to the Adriatic ports of Trieste, Koper and Rijeka. At the same time, it also strengthens the connection of the three ports to Styria and Central Europe (financial total still to be assessed).

The **expansion of the Cargo Center Graz Terminal (CCG)** increases the freight handling capacity for rail transports linked to the expected raise in freight volumes related to the operation of the Koralm railway line (total about 97 million Euro).

The **upgrading of the Styrian East Railway** improves Styria's connection to important railway junctions and economic centers of Hungary as Körmend, Szombathely, Porpác, Celldömölk, Pápa and Győr. In combination with the Koralm railway line, an upgraded Styrian East railway can provide a high-level transport connection between Italy, Austria, Hungary and, subsequently, the EU member states Romania and Bulgaria as well as the Ukraine (about 850 million Euros).

To achieve the goals of the political programs at national and regional level, the expansion plans for the national and regional rail network must be even more ambitious - and implemented in right time. The Styrian railway network has to be developed in order to increase capacity and attractive rail paths for freight trains. Apart from the central region and industrial region in Upper Styria, regional logistic nodes have to be developed with access to regional railway lines to support regional freight transport. The Regional Government of Styria has submitted to above-mentioned investments to the national government for inclusion in the ÖBB core network 2040 and hence for federal financing.

The results of prior analyses have been discussed with REIF's transnational consortium and were subject of a benchmarking work paper that had put all previous learning into perspective. REIF partner meetings were used to exchange first sets of action proposals and their potential contribution to achieve a growth of rail freight transport. The finalized priority list and the policies identified for their realization, represent the final results of REIF's WP T1 which was dedicated to analyses and the establishment of concepts for action. Decision-makers within the partner institutions are addressed and empowered with a more profound understanding of the current situation of rail freight transport and investments required. The priority list of actions and identified policies has further been addressed through REIF activities in WP T3, where a Regional advisory board contributed to elaborate the Road map for the realization of the proposed actions.

NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

Federal province Styria (NUTS level 2 in Austria)

Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

The Priority list of actions and the definition of policy measures is based on prior analyses realized in REIF's WP T1, notably a Baseline study, a Market potential study and a Bottleneck analysis. The results of these analyses have been discussed with the transnational partners of REIF and are summarized in a Benchmarking work paper. The Priority list of actions suggests medium and long-term investments to promote the growth of rail in the modal split in the transportation of freight. The defined policy measures indicate corresponding programs and policies where proposed actions are to be anchored. The proposed actions are based on detected bottlenecks and unrealized market potentials and are addressed to regional decision-makers. Through the Priority list of actions and Definition of policy measures decision-makers receive a comprehensive overview on required investments for further consideration. The list is furthermore addressed by REIF activities in WP T3 where proposed actions have been discussed with stakeholders and key actors forming a Regional advisory board. That process has been leading to the Road map defining how proposed actions will be uptaken on an institutional level.

Sustainability of the developed and/or implemented strategy/action plan and its transferability to other territories and stakeholders

The Priority list of actions and Definition of policy measures is addressed to decision-makers of rail freight transport and related investments. Stakeholders and other key actors benefit from the document as it formed the basis for further discussion in a Regional advisory board (WP T3 of REIF) and for the elaboration of a Road map. The list's added value is its rooting in the outcomes of previous analyses and transnational exchange.

The process of the list's unbiased elaboration through a Baseline study, a Market potential analysis and Bottleneck analysis accompanied by transnational exchange and discussion is suitable for any other Central European region aiming at increasing rail freight transport. Related methodologies for studies and analyses have been published on the REIF website.

Lessons learned from the process: The Styrian government and the stakeholders in Styria share an equal opinion on the priorities of the projects in Styria. With exception of the terminal project, where the responsibility for the implementation lies solely with Styria, the implementation of the other

priority projects can only be ensured by the national ministry (BMK). It is the main decisionmaker in ranking the railway projects in Austria. The Styrian provincial government and the stakeholders in Styria will try to convince the Ministry and ÖBB to accelerate the implementation of the priority projects according to the envisaged time plan. Difficulties in convincing the financing national and international institutions of the necessity of further infrastructure expansion certainly occur in other regions as well.

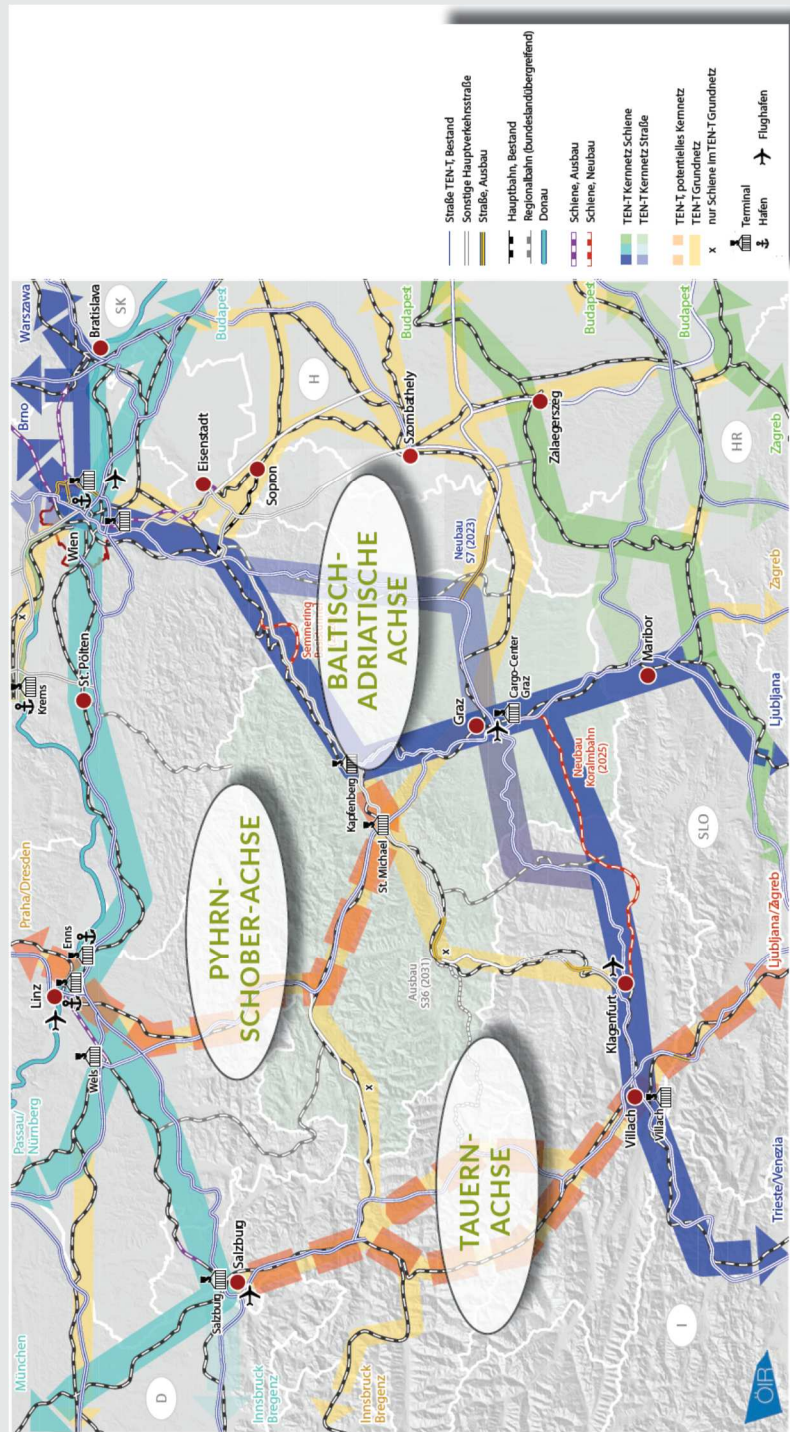
References to relevant deliverables and web-links If applicable, pictures or images to be provided as annex

The output is based on the following deliverables:

- D.T1.1.5 Regional baseline study
- D.T1.2.3 Market potential analysis
- D.T1.3.3 Regional catalogue of bottlenecks
- D.T1.4.2 Priority list of actions and cost estimates
- D.T1.4.3 Definition of potential policy measures

Download link for the above-mentioned documents: <https://www.interreg-central.eu/Content.Node/REIF/Regional-Strategy-Output-Styria.zip>

- D.T1.4.1 Benchmarking work paper ([https://www.interreg-central.eu/Content.Node/REIF/Benchmarking-Work-Paper-\(All-Regions\).zip](https://www.interreg-central.eu/Content.Node/REIF/Benchmarking-Work-Paper-(All-Regions).zip))



Source: Province of Styria (2019), TEN-T. The target network for Styria. Brochure of the Province of Styria in cooperation with the Styrian social partners (in German language).