

Rail Transport Policy Strategy in Austria

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What are the General Objectives of the Austrian Transport Policy? (I)

- The transport policy has to follow strategic guidelines!
- The primary task of the Austrian transport policy:
 - to enable the mobility of people and goods
 - to minimise the negative effects on man and environment
- The broad orientation of the Austrian transport policy:
 - consideration and shaping of the spatial, social and economic structures

What are the General Objectives of the Austrian Transport Policy? (II)

The Austrian Federal Ministry for Transport, Innovation and Technology has defined 10 guidelines:

- Affordable mobility
- Safe mobility
- Sustainable mobility
- Efficient transport system
- Reliable transport system
- Fitting mobility information
- Transparent transport policy
- Participative transport policy
- Cooperative transport system
- Predictable transport system

What are the Concrete Objectives for the Rail Transport?

Following objectives derive from the guidelines concerning the rail transport:

- Provision of a safe and modern transport infrastructure
- Provision of a basic range of services in rail passenger transport
- Shift of freight transport onto the railways

Government Programme 2008 – 2013 (I)

- **These concrete objectives for the rail transport are also reflected in the Government Programme**

Government Programme 2008 – 2013 (II)

- Efficient infrastructure- and traffic management
- Railway Infrastructure Campaign
- Customer-oriented, improved service supply of regional public passenger transport on the rail
- Promotion of the rail freight transport
- Optimisation and simplification of the structure of the Austrian Federal Railways (ÖBB)
- ETCS

Efficient Infrastructure- and Traffic Management

- **The aim of the efficient infrastructure- and traffic management is to guarantee the mobility necessary for economic development in a sustainable way.**
- **Against this background, in particular the attractiveness of the rail should be enforced.**

Railway Infrastructure Campaign

→ Important contribution towards shifting transport from roads to railways

- The transport policy objective, concerning the shift from road to rail, is pursued by the bmvit with a package of measures.
- The prerequisite for this “shift-policy” is an adequate capacity on the rail. That is why measures are being taken in order to create sufficient railway infrastructure conditions.

Shift of Transport onto the Railways: Prerequisite Infrastructure

- Target Network 2025+(Strategy)
 - Consistent overall concept
 - Provision of capacities on the international rail freight routes, as well as efficient freight terminals in the metropolitan areas
 - Criteria for an adequate demand for freight feeder routes
 - Development of tailor-made strategies on a case by case basis for freight feeder routes
- Investment Programme 2013-2018 (adopted on 16 October 2012)

Rail Passenger Transport

- For congested areas a high quality public transport is a question of economic survival.
- For rural areas the public transport is an essential precondition for mobility and serves the social justice. Therefore, the public transport supply should be made more attractive in these areas.
- Regional public passenger transport is an important alternative to reduce the greenhouse gas emission, as well as the fine dust and nitrogen oxide emissions without the reduction of mobility.

Organisation and Financing of the Public Passenger Transport (I)

- The (regional) public passenger transport is mainly covered by the public sector in organisational and financial matters.
- Based on a clear appointment of competences between the federal, regional and local authorities the award of public transport services and its financing must be shaped in a EU-compliant, transparent and performance-oriented way.

Organisation and Financing of the Public Passenger Transport (II)

- Open Access
 - e.g. WESTbahn Management GmbH (competitor on main corridor)
 - Rail Liberalisation Index 2011: „Advanced“
- Compliance with 1st Railway Package
 - Holding structure of the ÖBB-Group
(separation of operating business from infrastructure)
 - Rail Regulatory Bodies
 - Monitoring: Schienen-Control GmbH
 - Complaints: Schienen-Control Kommission

Organisation and Financing of the Public Passenger Transport (III)

Regulatory Framework

- REGULATION (EC) No. 1370/2007
- Local and Regional Public Passenger Transport Act 1999 (ÖPNRV-G 1999)
- § 48 Bundesbahngesetz (Federal Railways Act)
- § 4 Privatbahngesetz 2004 (Private Railways Act)
- Bundesvergabegesetz 2006 (Public Procurement Act)

Organisation and Financing of the Public Passenger Transport (IV)

Organisational Conditions

- Dominance of unprofitable traffics
- Duality of public authorities due to the Local and Regional Public Passenger Transport Act 1999
 - Art. 7: Responsibility of federal authority to guarantee a basic supply of services in local and regional public transport by rail to the extent of the services ordered or provided in the timetable year 1999/2000.
 - Art. 11: Responsibility of regional and local authorities (provinces and municipalities) to plan a demand-oriented transport service (reduction, expansion or restructuring of transport services)

Organisation and Financing of the Public Passenger Transport (V)

First step: Direct Awards of Public Rail Passenger Services

- in conformity with Regulation (EC) 1370/2007
 - according to Article 5 para. 6 (no prohibition by national law)

 - Contract period: 10 years
 - Bonus malus system to improve quality of services
 - Volumes: ÖBB-PV AG – approx. 71 million km p.a.
private rail companies – approx. 6 million km p.a.
- Compensation: ÖBB-PV AG – approx. 600 million EUR p.a.
private rail companies – approx. 50 million EUR p.a.

Preview: Service Supply of Rail Public Passenger Transport

- Study examining experiences of public tenders of rail public passenger transport services in other European countries.
- Public Service Contract already allows premature termination of service bundles (lots) in order to enable incremental and controlled deregulation (public tender).
- Program for synchronised timetables “Systemfahrplan” in preparation.

Rail Freight Transport (I)

- Unlike in other European countries, where the rail freight transport has been strongly shifted to the roads for cost reasons, Austria could keep a very high share of rail freight transport within the freight transport modal split.
- A European-wide comparison shows that Austria is a country with one of the highest shares of modal split on the rail.
- Hence, in 2008, with a contribution of 37 % of total transport, Austria had the 4th largest share of modal split on the rail in Europe (see Eurostat Pocket books, Energy, transport and environment indicators, edition 2010, p.110-111).

Rail Freight Transport (II)

- Key factors for this high share of rail freight transport in Austria are the still existing transport in areas with low and/or scattered mobility demand and the rail freight aid schemes.
 - The rail has not only a transport policy-related but also an economic- and location policy-related component (Austria as a business location!).
- The promotion of the rail freight transport is not only a support of the railway undertakings but it is also of major importance for the economic and location policy!

Rail Freight Transport (III)

- Austria notified an aid to the Commission for the provision of certain combined transport services by rail for the period between 3 December 2012 and 31 December 2017, which has been considered to be compatible with the internal market under Article 93 TFEU.
- Until 2 December 2012 Austria also granted public service obligations in rail freight transport based on Council Regulation (EEC) No 1191/69.

Transport Policy Objectives of the Aid Scheme for Rail Freight Transport

- The aid should affect these forms of freight rail transport, which are, due to their characteristics, most exposed to competition by the road!
- That means that in future block train transport is not going to be promoted anymore.

What is going to be supported in Rail Freight Transport?

The objectives of the notified aid scheme are to support rail services in the following three forms of freight rail transport:

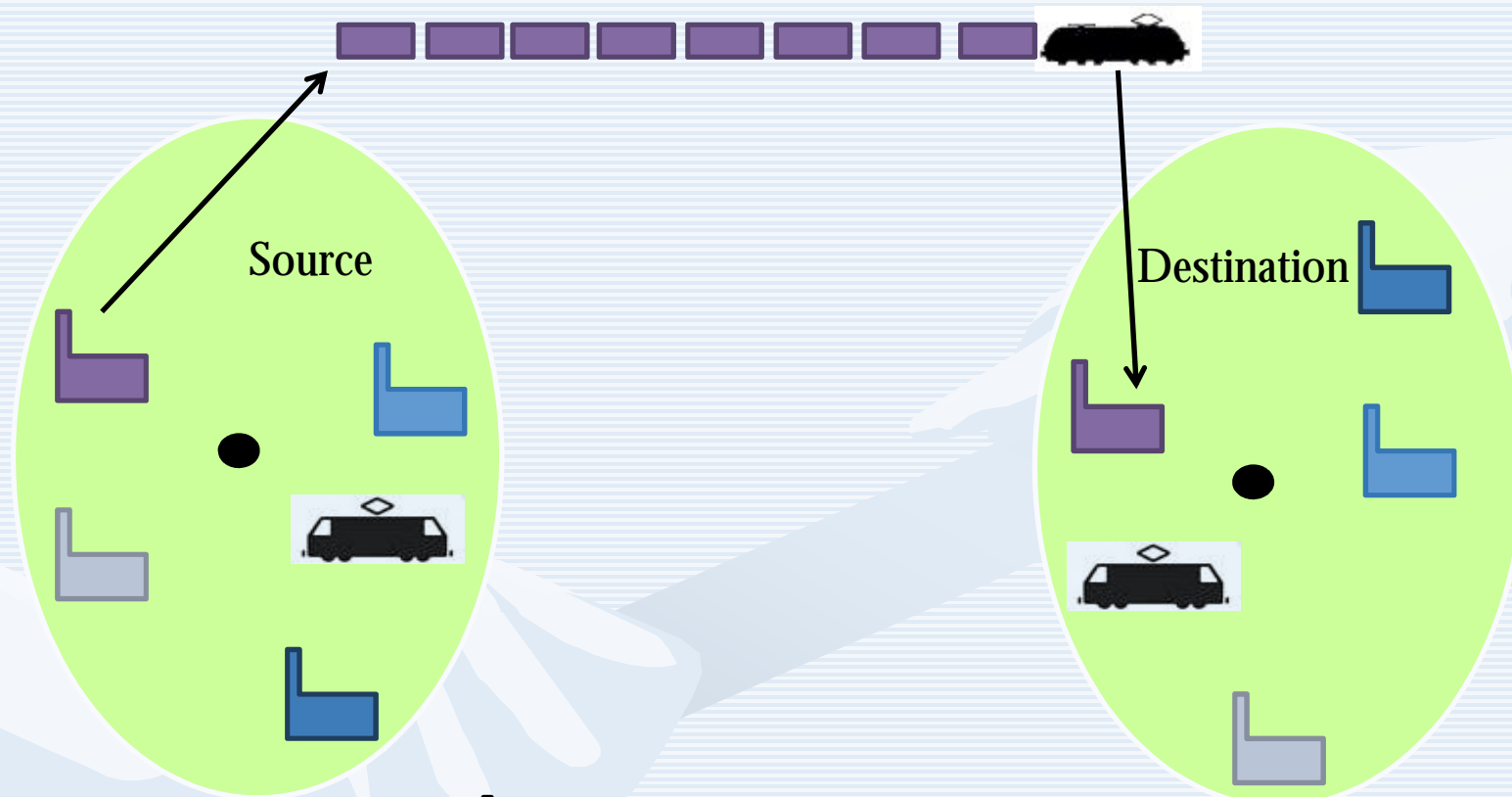
- Single Wagonload Traffic (SWT)
- Unaccompanied Combined Transport (UCT)
- Accompanied Combined Transport (RoLa)



Single Wagonload Traffic

- In Austria efforts are being made to keep this market segment, which is mainly responsible for the current high share of modal split on the rail.
- In the absence of aid for Single Wagonload Traffic, there is a danger that also in Austria railway undertakings would have to withdraw the transport from areas with low and/or scattered mobility.

Comparison Block Train vs. SWT (I)

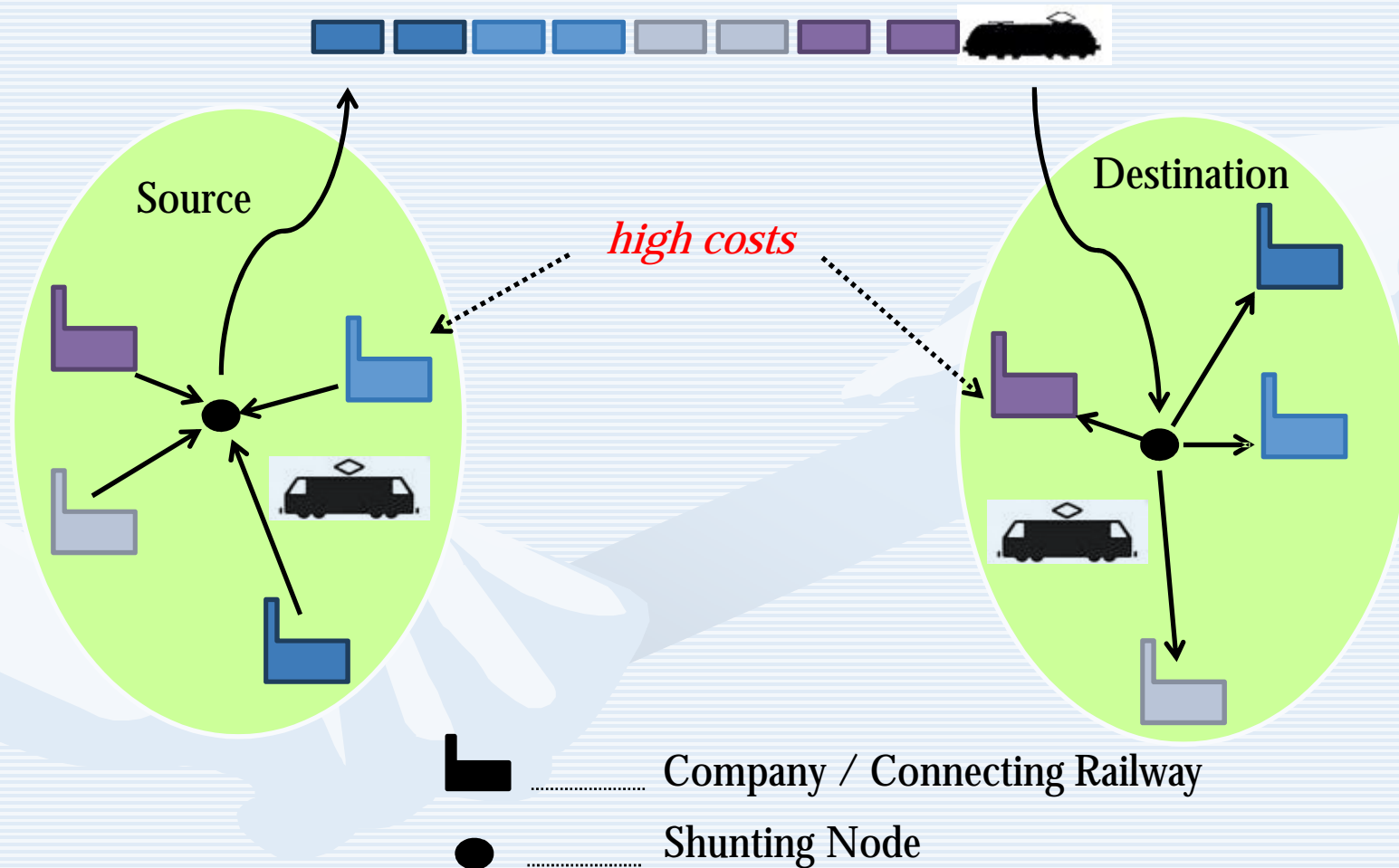
Block Trains



-  Company / Connecting Railway
-  Shunting Node

Comparison Block Train vs. SWT (II)

Single Wagonload Traffic



Optimisation and Simplification of the Structure of the Austrian Federal Railways (ÖBB)

- Until 2009 there were two Infrastructure Companies of the Austrian Federal Railways:
 - Betrieb AG: operation, maintenance, inspection and repair
 - Bau AG: construction, planning and replacement investments
- Since 1.1.2009 merged into one:
 - Maintenance and replacement investments to be in one hand
 - Positive effect: quality of network has risen noticeably

ETCS

- Several railway lines, which have been equipped with ETCS – Level 2, will be put into service during the next years in Austria.
- In order to make the best use of these railway lines, it is necessary that the railway undertakings will soon have enough rail vehicles, which are equipped with ETCS – Level 2-suitable systems.
- Therefore an ETCS – Aid scheme for the equipment of rail vehicles with ETCS – Level 2 with an amount of EUR 45 million in total has been notified to the Commission in 2011. The first subsidy will be paid out at the end of 2012.

Summary / Prospect

- Austria has a good starting position regarding the railway transport (high share of modal split on the rail).
- Difficulties in the future (general economic development; rail freight transport is cyclical: highly dependent on the macroeconomic situation).
- With the described package of measures the high share of modal split on the rail should be preserved to a large extent.
- We will see whether we succeed!

Thank you...

