



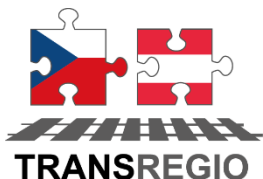
→ *Projekt zaměřený na posílení udržitelných sítí a institucionální spolupráce*

# Study on reactivation of railway border crossing Hevlín – Laa an der Thaya

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# Czech Republic and Austria

- Over 800 years of common history
- Vienna has been the centre of a big, multi-national empire (cca. 52 milion inhabitants)
- Czechia and Silesia had resources (manpower, coal, iron ore etc.)
- Industrial revolution and political reasons
- Compelling necessity for an efficient and fast transport system





Distribution of Races in Austria-Hungary.



# Development of Railways between CZ and A

- First regular train in Austria 1837 from Floridsdorf to Deutsch-Wagram
- First line - Nordbahn to Brno (Brünn) via Breclav (Lundenburg) built in 1839
- Connection to steel mills in Ostrava finished 1841
- The line from Vienna to Brno via Laa/Thaya (Laaer Ostbahn) was opened 1870
- Nordwestbahn Line from Vienna to Znojmo (Znaim) was opened 1871





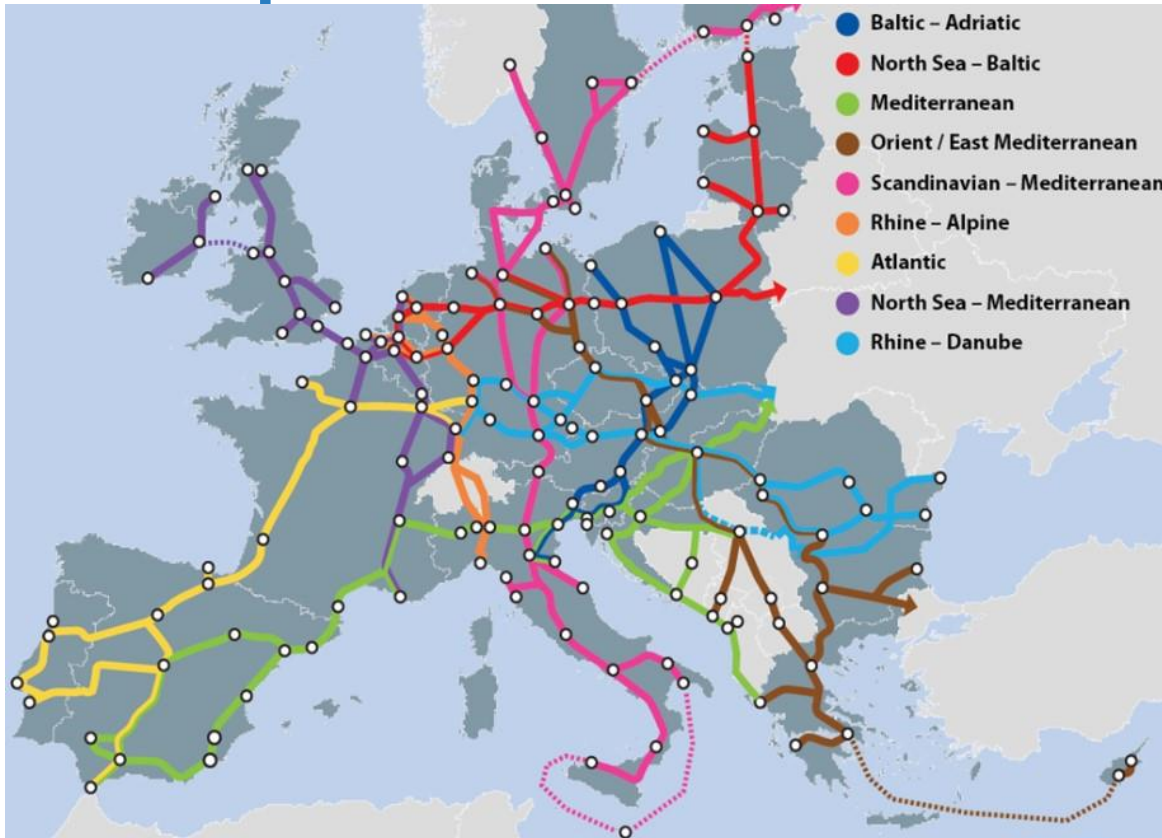
# Historical Railway Map Czechia - Austria



International week at St. Pölten University of Applied Sciences, November 23, 2020  
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# European TEN-T Corridors



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# Rail Freight Corridors



Rail Freight Corridors (RFCs) map 2020



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# Thoughts and intentions for TRANSREGIO I

- high frequency on the TEN-T corridor – Nordbahn
- Railjet, Regiojet, regional trains, suburban trains, S-Bahn, international and national cargo trains are already que up in line
- due to environmental, societal, economical and political reasons more goods should be transported by rail
- much more capacity will be needed soon





# Thoughts and intentions for TRANSREGIO II

- alternative routes and connection should be checked
- a scientific, analytic approach must be the basic instrument for future investments in rail infrastructure
- the closing of the gap between Laa/Thaya and Hevlin could be a solution for our demands



# Project TRANSREGIO

- an European funded study to make an analysis for infrastructure investments
- collecting all data from passenger and cargo transports
- collecting all data from the existing infrastructure
- getting information about planned upgrade of all lines in the area analysed
- and creating a realistic scenario for the expected rail transports



# Project Partners TRANSREGIO

- Centrum Dopravního Vyskum – CDV (Zentrum für Verkehrsforschung)
- Fachhochschule St. Pölten
- Vysoké učení technické v Brně (Technische Hochschule Brunn)
- Ministerstvo Dopravy ČR (Verkehrsministerium CZ), BM für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie, Správa Železnic CZ (Infra Manager CZ), ÖBB Infrastruktur are supporting the project



# Interreg Programme

- a special cohesion funding programme for CZ and A
- main target is to foster sustainable cross-border cooperation to enhance economical, social and territorial integration
- the participation of at least 1 Czech and 1 Austrian partner must be guaranteed
- 85% of eligible cost will be refunded (15% by national resources)





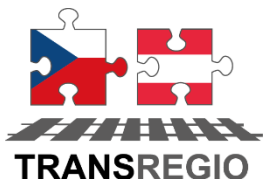


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# Status of TRANSREGIO

- all data needed for the analysis of the existing and future infrastructure received – ongoing
- scenario for passenger transport finished – expectation = 450 passengers per day for a new railway Laa – Hevlin
- all data for the cargo scenario received last Friday – ongoing with delay



# Expected outputs of TRANSREGIO

- a recommendation for a possible realisation or not – realisation of the railway line Laa/Thaya – Hevlin
- or for partly implementation of measures
- Cost – Benefit – Analysis to show the socis-economical, effects of this possible realisation for the regions, for the countries and for Europe



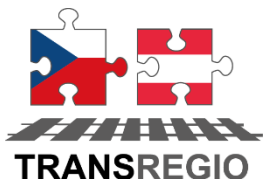


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## Part 2: Student's tasks

- 7 research questions to be answered related to the project
- 7 groups
- 40 mins time to investigate, think, discuss, prepare slides (until 15:00)
- Result: 3 powerpoint slides per group
- Upload of slides at eCampus
- Short presentation of results in the end + discussion (15:00 – 15:25)



tasks – research questions	students
What are the biggest challenges in cross border rail transport?	Kiklin, Heinreichsberger, Komarek, Reichenbach
For what purpose will the new line be the most used? For touristic, for commuting to work, for freight, other purpose? Why should people use the new cross border rail link? Which incentives could encourage people using the train instead of the car?	Sudar, Steiner, Thomasitz, Supper
Which destinations will be linked by the new border crossing? What can be characteristic trips (with which purpose) on this link? For passengers from which areas the new connection has the greatest potential?	Lindl, Sommer, Zottl, Leeb
Which other closed rail border crossings in Central Europe could also be subject to reopening? Why? What's their strategic importance?	Innerhofer, Baumann, Gusterer
In which cases can the new connection via Hevlín / Laa be used for freight transport? What will be the benefit? What qualitative measures need to be made to increase the potential of this railway line?	Duthaler, Fuchs, Beck
What is the significance of opening the third border crossing, when there are already two border crossings in the region?	Meisinger, Stock, Pfefferkorn, Mosberger
What are possible obstacles for realising the project?	Edelmann, Frei, Kuric

+ 1 incoming student – participation in which group?

