

Planned development of regional public transport services in the VOR-region until 2030

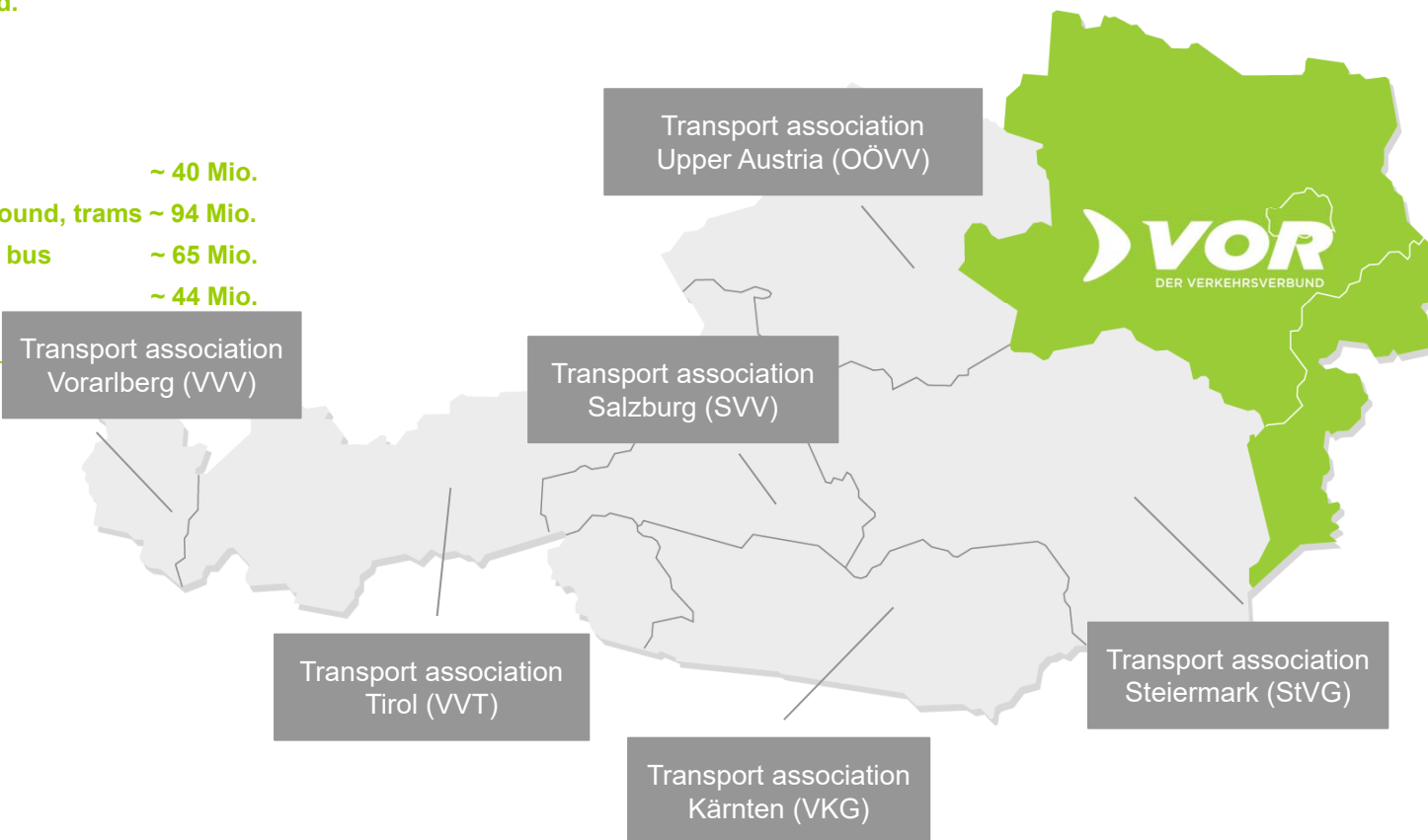
Mag. Wolfgang Schroll
CEO of VOR GmbH
Vienna, March 16th, 2020



Overview: public transport associations in Austria

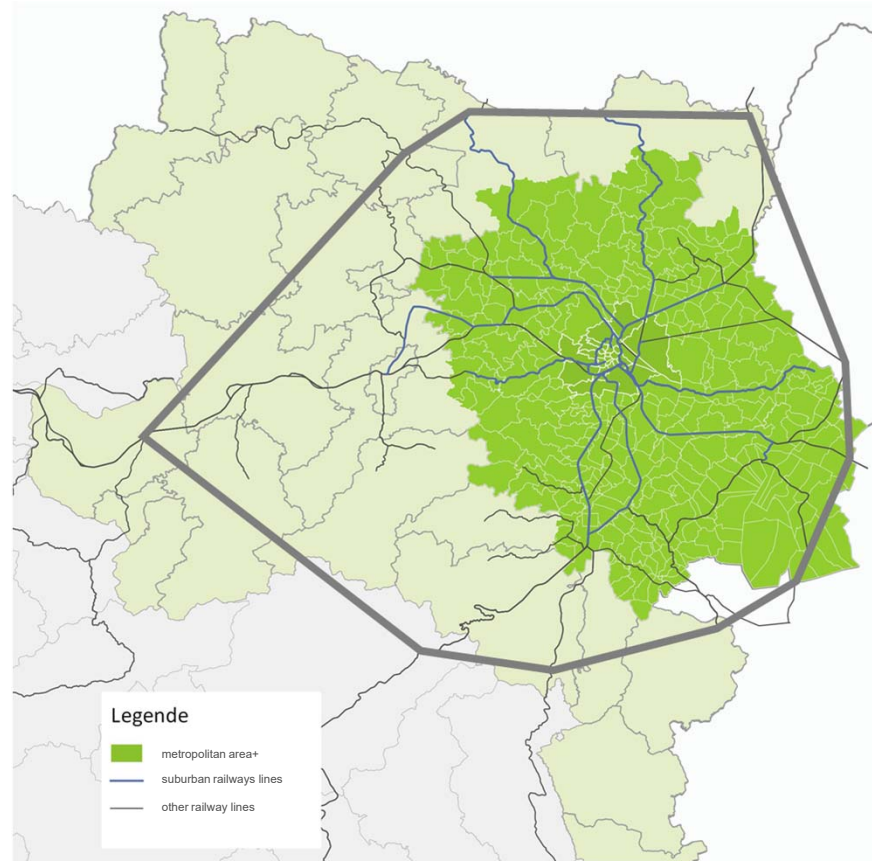
	VOR	OÖVV	SVV	VVK	VVSt	VVT	VVV	Austria
inhabitants	~ 3,9 Mio.	1,5 Mio.	0,5 Mio.	0,6 Mio.	1,2 Mio.	0,7 Mio.	0,4 Mio.	8,8 Mio.
area	~ 23.600 km ²	12.000 km ²	7.200 km ²	9.500 km ²	16.400 km ²	12.600 km ²	2.500 km ²	83.800 km ²

passengers > 1,1 Mrd.
 personnel ~ 30.000
 lines ~ 900
 stops & stations ~ 11.300
 km/year **trains** ~ 40 Mio.
underground, trams ~ 94 Mio.
regional bus ~ 65 Mio.
city bus ~ 44 Mio.



region – region types

- **metropolitan area**
(Vienna and surroundings)
- **Regional centres**
(St. Pölten, Wiener Neustadt, Eisenstadt, district capitals with surroundings)
- **connection of regional centres**
- **regions (area)**



Mobility in Vienna, Lower Austria and Burgenland

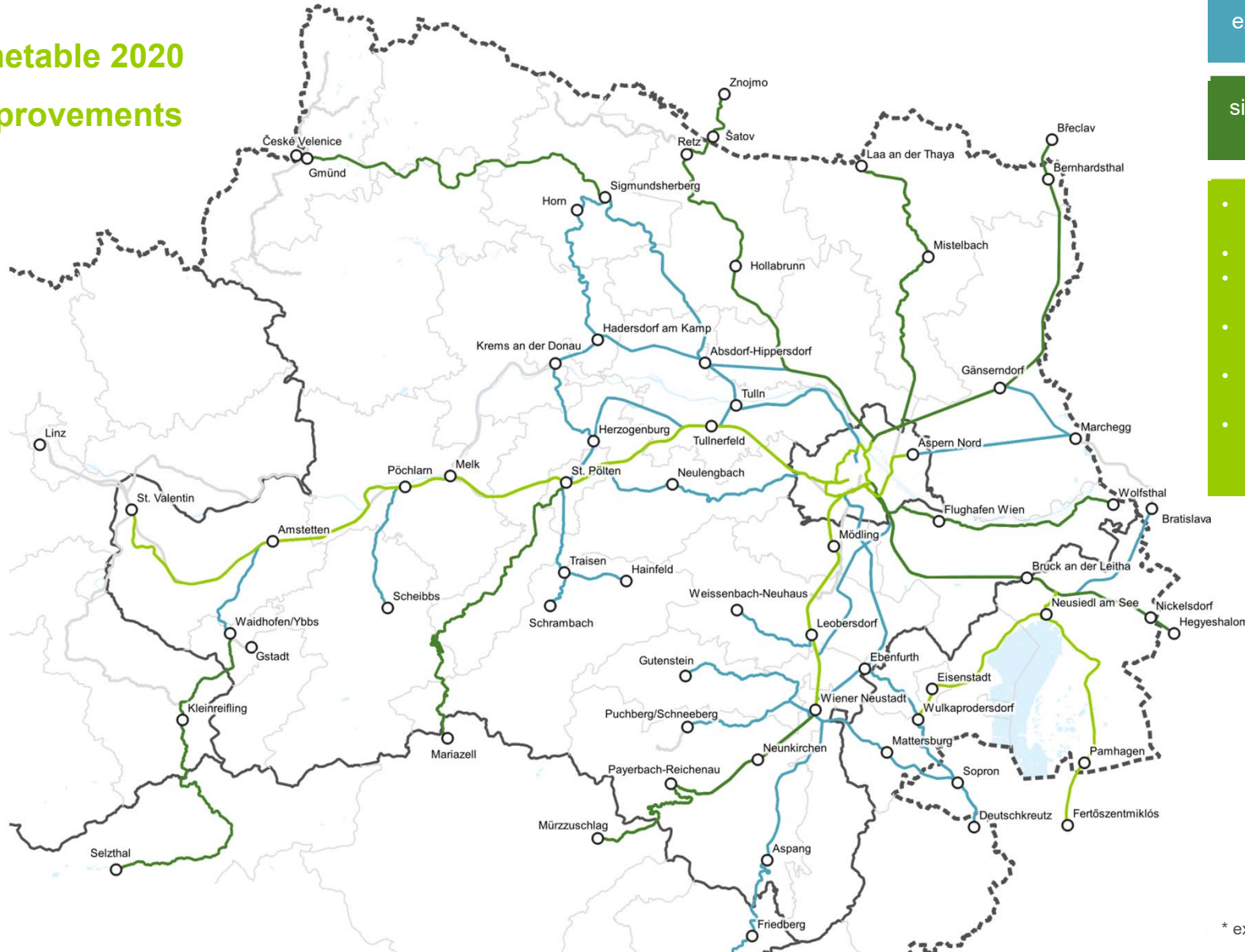
Calls for tender

reorganization of the regional bus system

- new bus routes and timetables
- new buses
- new passenger information systems
- 20 regions until 2019
- 8-10 year intervals
- 65 million bus kilometers per year



timetable 2020 improvements



extension of hours of operation

single timetable extensions and improvements

- more "S-Bahn" for Vienna and surroundings
- night line "S-Bahn" Vienna
- rapid regional transport on "Westbahn"-HSL
- half-hourly trains to Wiener Neustadt
- direct trains from Pamhagen and Neusiedler See region
- direct trains to touristic regions, e.g. Vienna Alps (Semmering, Schneeberg, Wechsel)

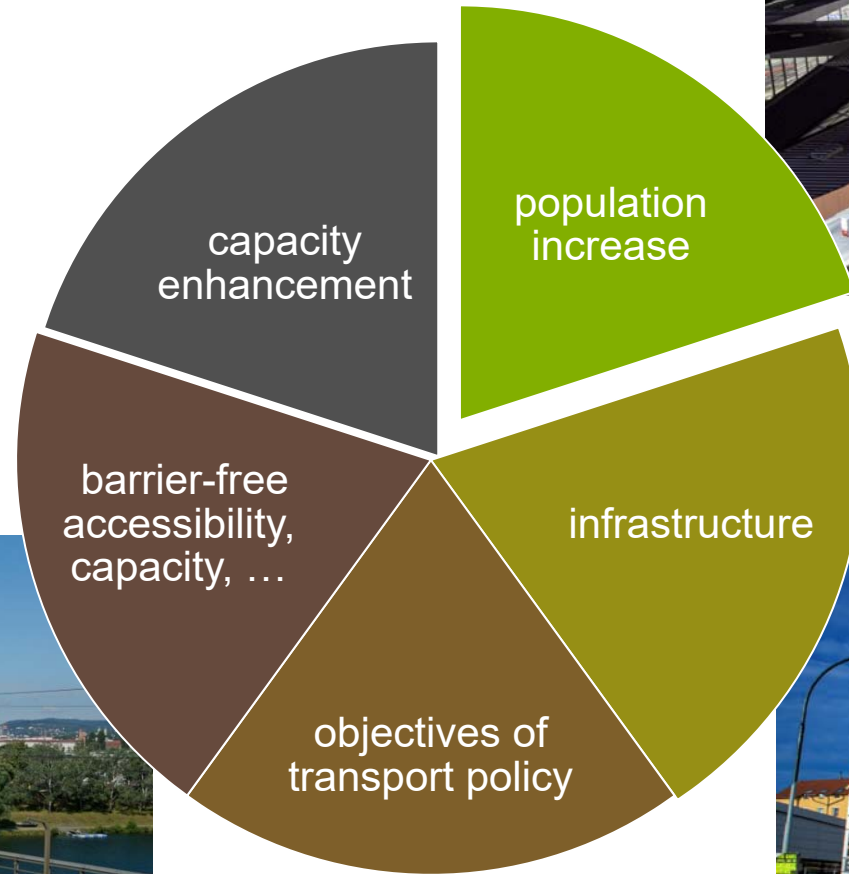
basic service on lines in regions is a daily regular timetable run on 60 minutes interval*

dense timetable on main lines and in metropolitan area Vienna

* except for particular lines

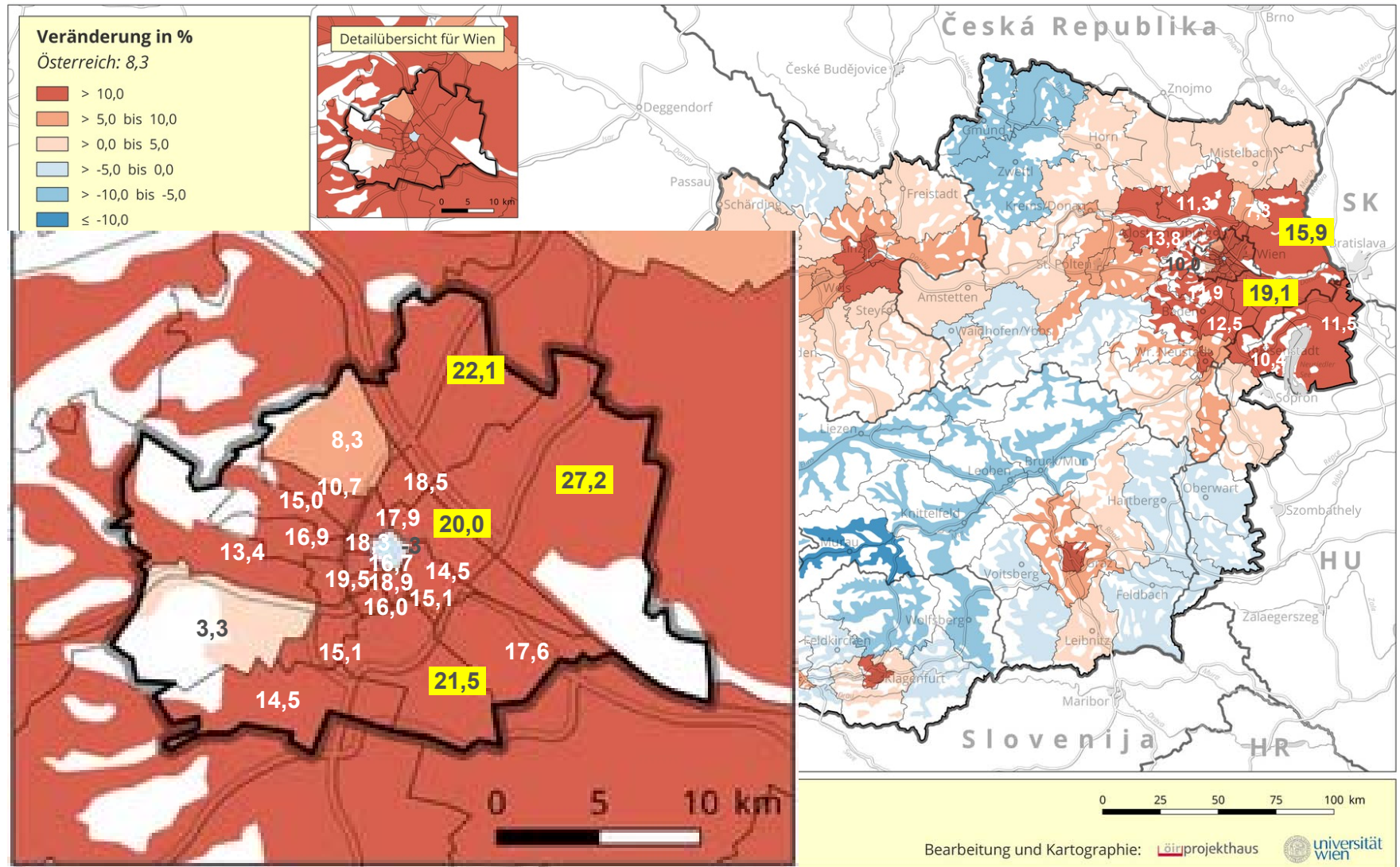
introduction, overview

challenges

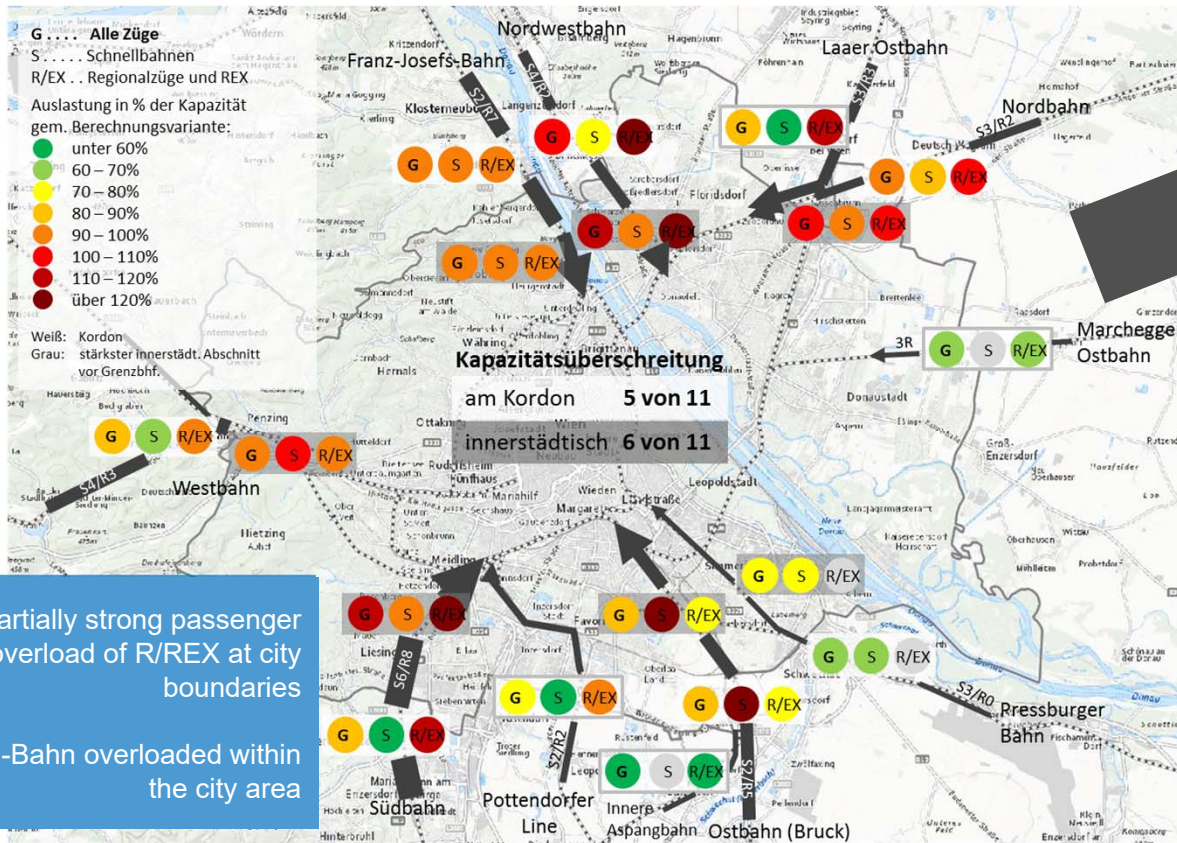


Why?

demographic shifting 2014 - 2030 in %



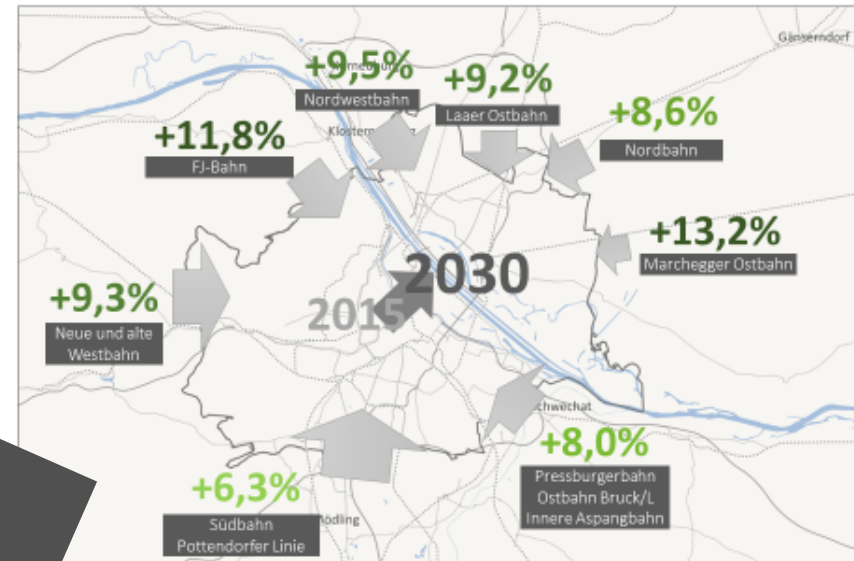
If nothing happened until 2030, train services would not be sufficient anymore



Partially strong passenger overload of R/REX at city boundaries

S-Bahn overloaded within the city area

Entwicklung der Einpendlerpotenziale: Differenz 2015-2030 nach Kordonzählungs-Korridoren



Today's timetable can not fulfil the demand and population increase until 2030

actions necessary...

improvements by increased regular interval timetable

- **regional public transport**
 - daily regular timetable run on 60 minutes interval
 - 30 minutes interval in peak hours
- **metropolitan area**
 - rapid regional transport run on 15/30 minutes interval
 - S-Bahn run on 10/15/30 minutes interval



Railway infrastructure development 2020 – 2030+

according to Ministry of Transport (BMK)

Completion 2020-2025

- Erlaufthalbahn
- Innere Westbahn (etappenweise)
- Knoten Hadersdorf am Kamp
- Kremser Bahn (etappenweise)
- Marchegger Ostbahn
- Marchfeldbahn
- Pottendorfer Linie
- Umbau St. Andrä-Wördern

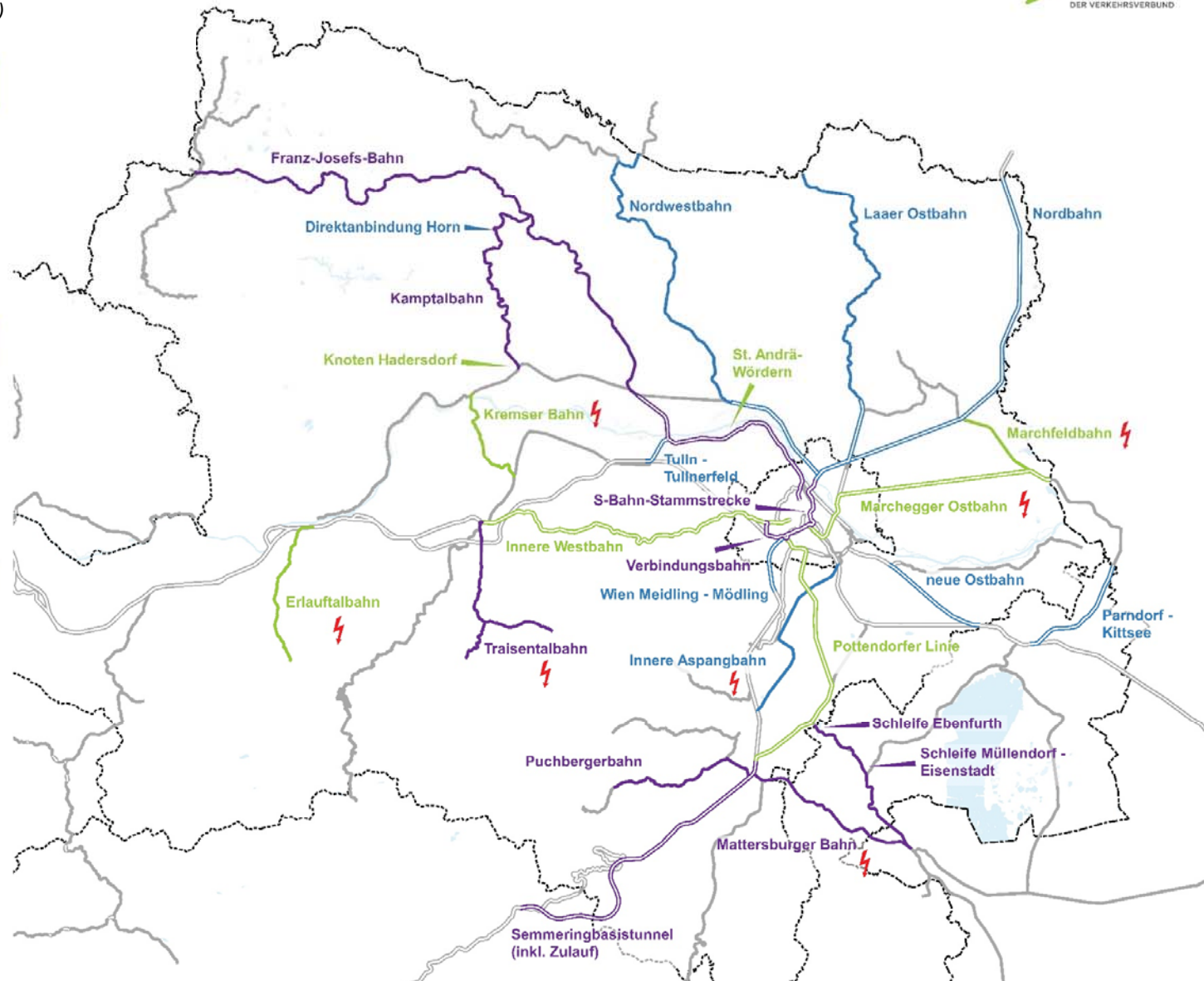
Completion 2025-2030

- Franz-Josefs-Bahn Paket 1
- Kamptalbahn
- ETCS S-Bahn-Stammstrecke
- Puchbergerbahn
- Schleife Ebenfurth / Eisenstadt
- Semmeringbasistunnel
- Traisentalbahn
- Verbindungsbahn

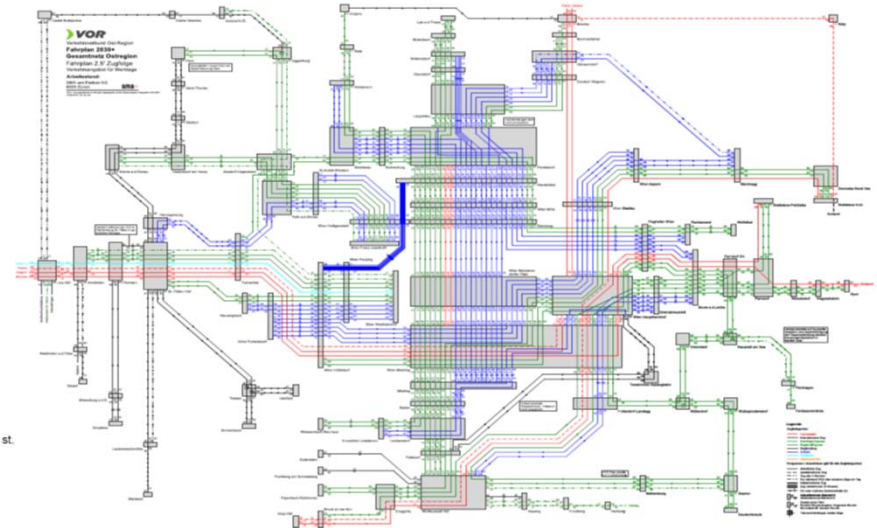
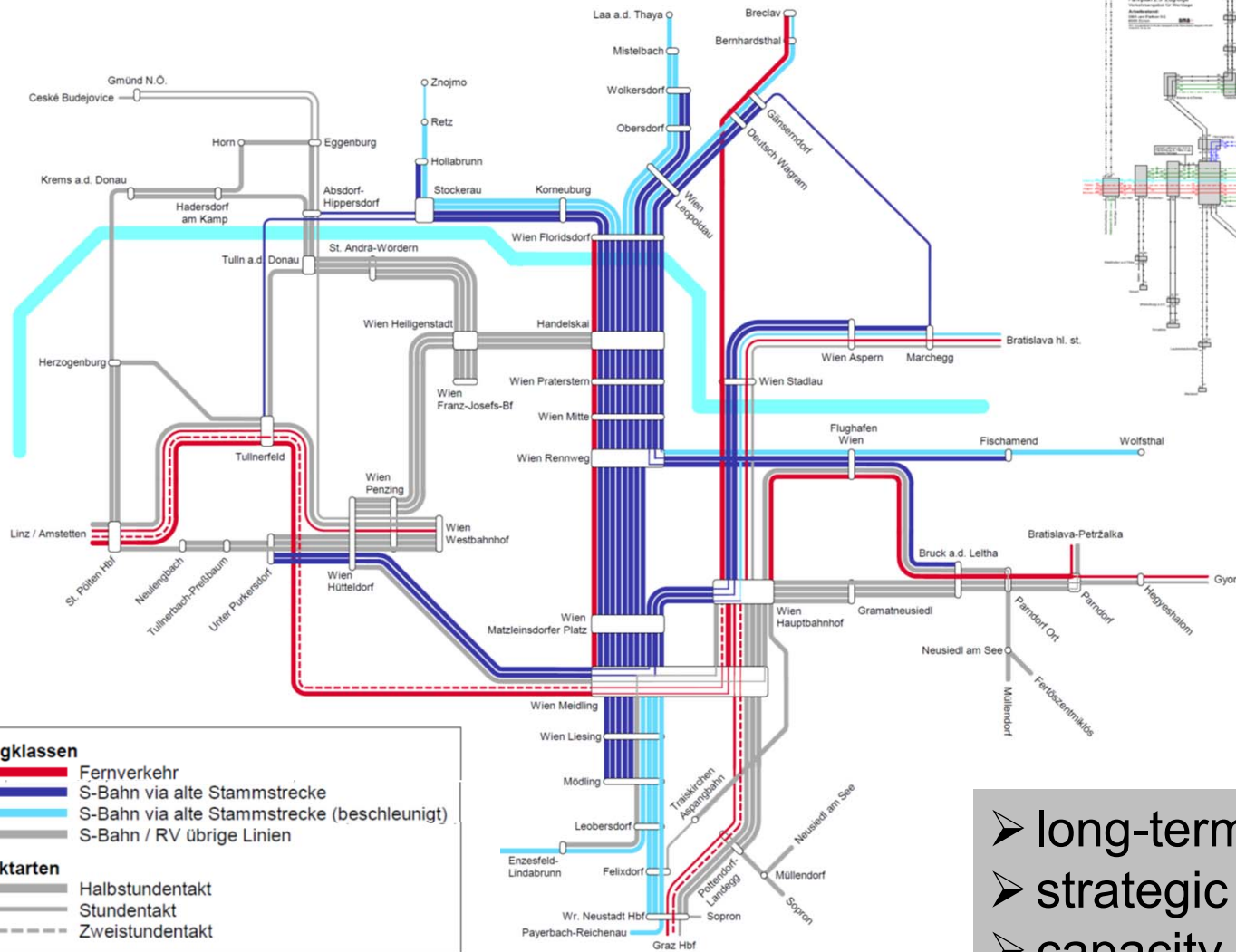
Completion 2030+/ planning

- Direktanbindung Horn
- Innere Aspangbahn
- neue Ostbahn
- Flughafen – Bruck/Leitha
- Nordäste
- Nordwestbahn
- Laaer Ostbahn
- Nordbahn
- Parndorf - Kittsee
- Tulln - Tullnerfeld
- Viergleisige Südbahn
- Meidling – Mödling

electrification



SPNV Plan 2030+



timetable map 2035+

- long-term planning of timetables
- strategic demand of vehicles
- capacity planning

regional transport through the years 2010-2035



ET4020 since 1978



„Schlieren“ until 2010



CRD since 1980
Double deck since 1996



Talent 1
since 2005



Desiro Classic
since 2005



Desiro Mainline R-Bahn, S-Bahn, ECO



NEW TRAINS for future challenges



Thank you,
good ride!

