Timetable and Infrastructure: Interaction on Rail

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SCHIG
MOBILITÄT VERSTEHEN

INFRASTRUCTURE TIMETABLE

Basics

- 2030 Mobility Master Plan
  - transport policy guideline
  - avoiding, shifting and improving traffic
  - infrastructure measures
- Target Network 2040
  - strategy for the expansion of the Austrian rail network
  - basis for the 2030 Mobility Master Plan
  - target timetable realised by means of infrastructure
  - financial expenses <-> benefits
- Framework Plan 2024 – 2029
  - planning and financing tool
  - € 21 billion in investments
  - SCHIG mbH as control body

Framework Plan 2024 - 2029

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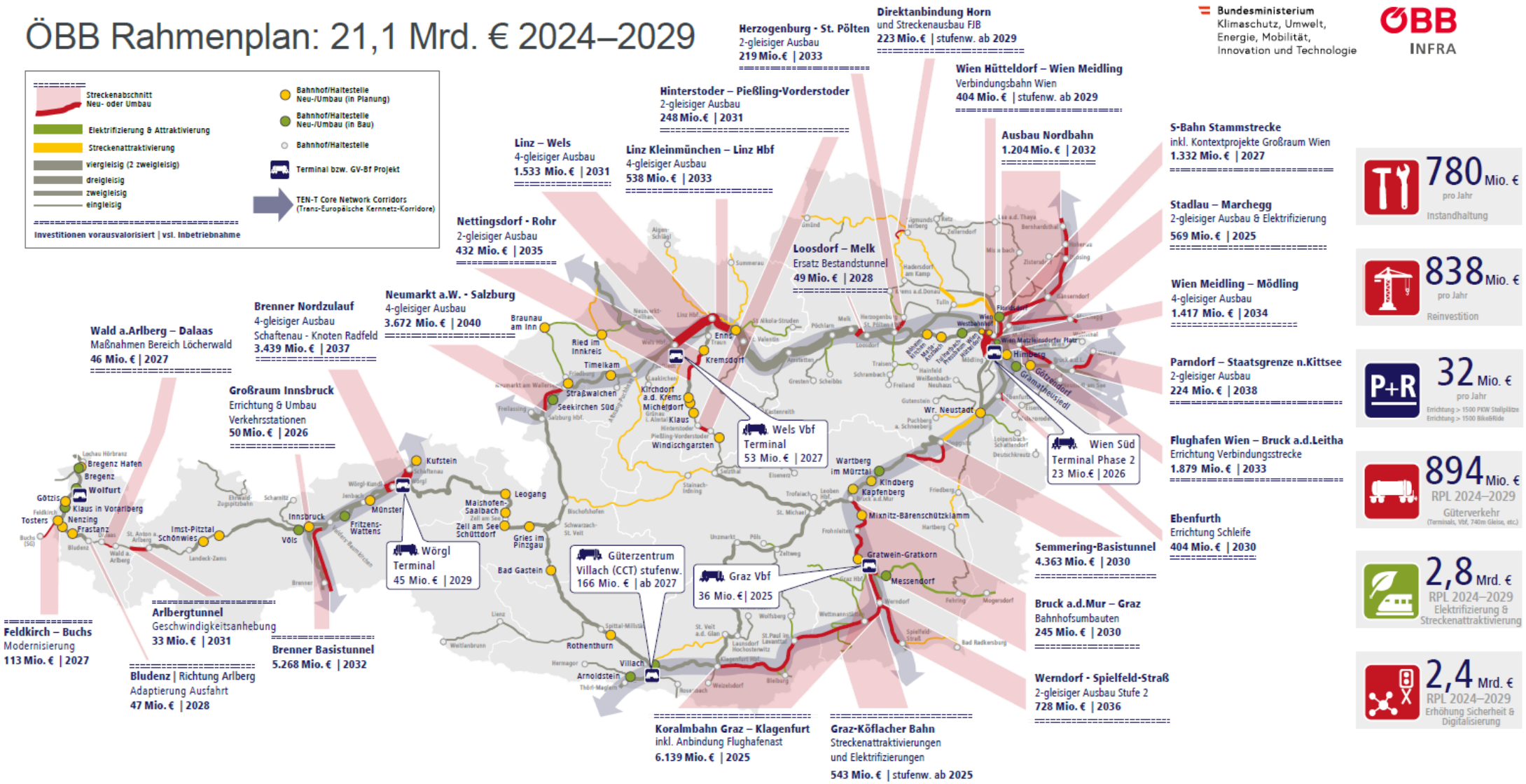
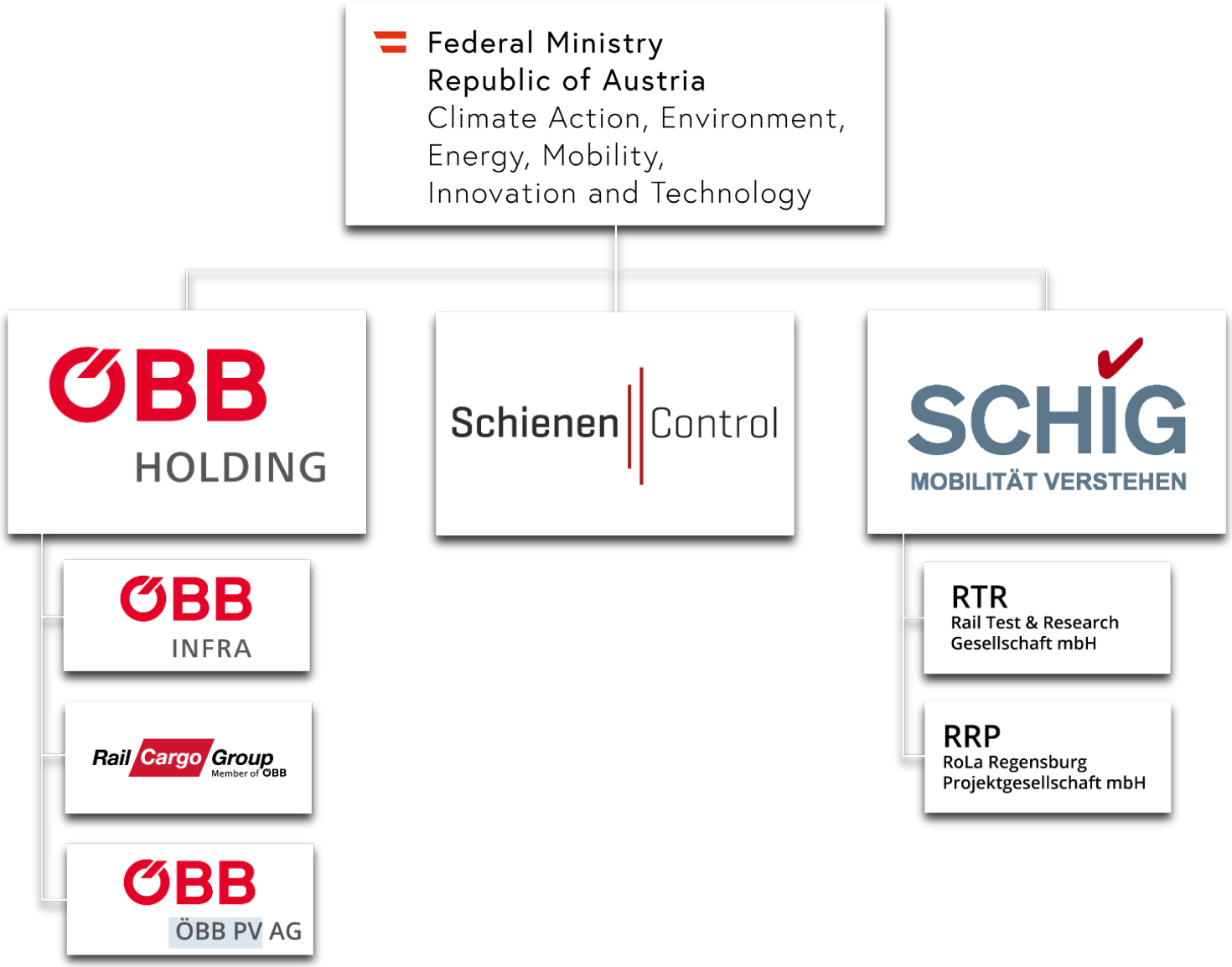


Planungsprojekte: Staatsgrenze n. Kufstein – Schaftenau, Tiroler Oberland, Pass Lueg, Schwarzach-St.Veit – Bad Gastein, Kirchdorf – Micheldorf, Bosrucktunnel, Tulln – Tullnerfeld, S-Bahn Wien Nordäste, innere Aspangbahn

SCHIG mbH in the Austrian railway system



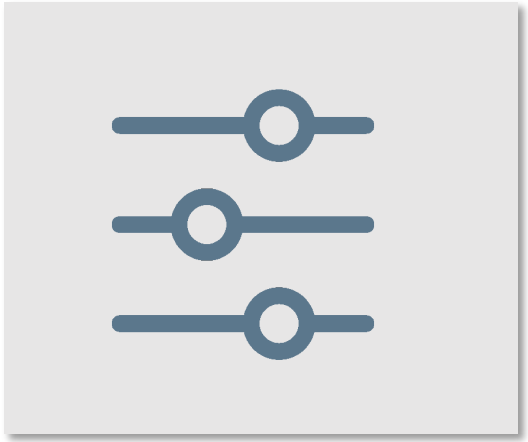
Core task – Public service contracts

- SCHIG mbH as PSO authority
- Public service contracts are concluded between SCHIG mbH and railway undertakings
- Ensure sustainable and affordable mobility for all
- Tasks:
  - transport planning
  - contract negotiation
  - contract drafting
  - contract management
  - contract execution

Public service contracts – facts & figures

104 million train kilometers commissioned in Austria per year

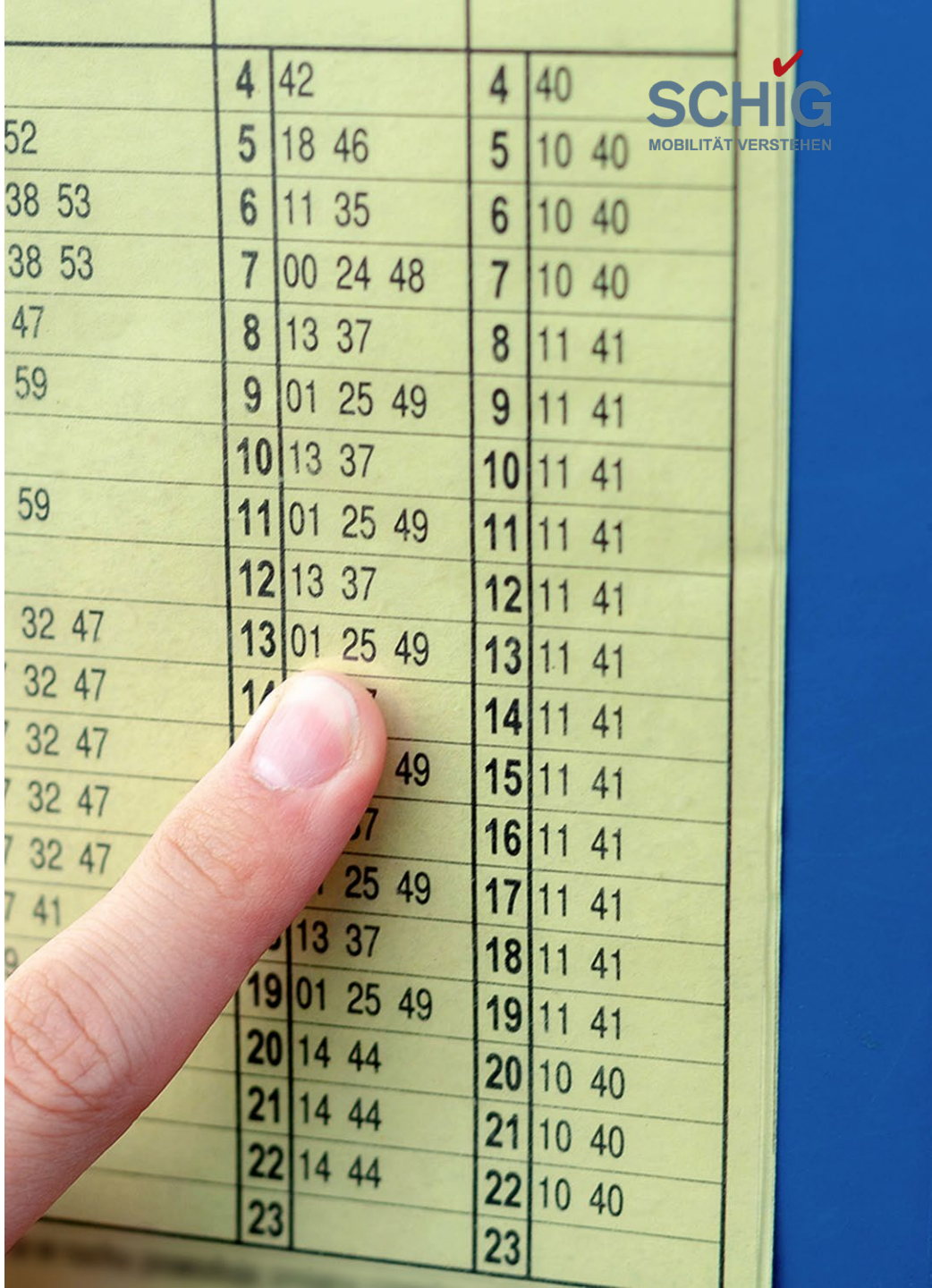
with a compensation volume of € 1.6 billion



3.300 quality inspections on Austrian trains every year

Timetable

- Development of public transport services
- Active participation of SCHIG mbH
- Coordination with stakeholders
- Planning in line with integrated clock-face timetable (ITF)



Core task – Infrastructure control

- SCHIG mbH controls the (construction) projects of ÖBB-Infrastruktur AG
- Control of schedules and budgets
- For an appropriate, economic and economical use of public funds
- At the same time, the projects are accompanied with a high level of technical expertise right from the start

Harmonization

How to harmonize timetable and infrastructure?

- Happy medium
  - Extreme approaches: Ignoring timetables vs. planning infrastructure according to a timetable...
- Flexibility and interaction
  - How does a good basic framework look like?
  - Interchange points
  - Junction times / connections
  - Crossings
  - Track configurations in stations
  - Resilience for operations
- Timetable-based infrastructure planning
- Catalogue train paths / open access
  - Open access makes public services more difficult
  - Faster train paths for open access as long as the overall system is not impaired

Conclusion

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INFRASTRUCTURE TIMETABLE

- Combining disciplines
- High level of expertise in the rail sector
- Expert organization
- Stakeholder consultation
- Exchange at all levels
- Pooling of expertise

Contact

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