

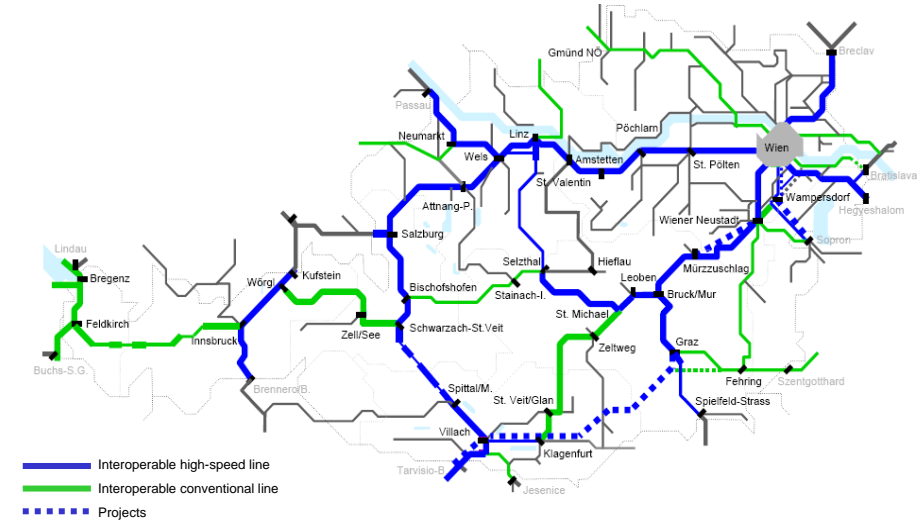
High performance lines in Austria

Status quo and perspectives

In general

- upgraded lines for high speed traffic in accordance with the directive 96/48/EC and the decision 884/2004/EC :
 - category II
 - category III
- mixed traffic
- tests with 250 kph

TEN-railway network in Austria



High speed systems in Austria

Network Access

Wege für Menschen

Regina Troger-Gruber, 14.11.07

5

North-South axis

- New Semmering base tunnel
 planning stage
 selection of the train path in 2008
 construction works 2011 – 2018/2020
 aim is a reduced journey time by at least 30 minutes
- Koralm railway line as a part of the Adriatic-Baltic axis
 130 km new line between regional capitals (Graz-Klagenfurt)
 33 km long Koralm tunnel
 construction works 2008 – 2018
 aim is a reduced journey time by 2 hours

High speed systems in Austria

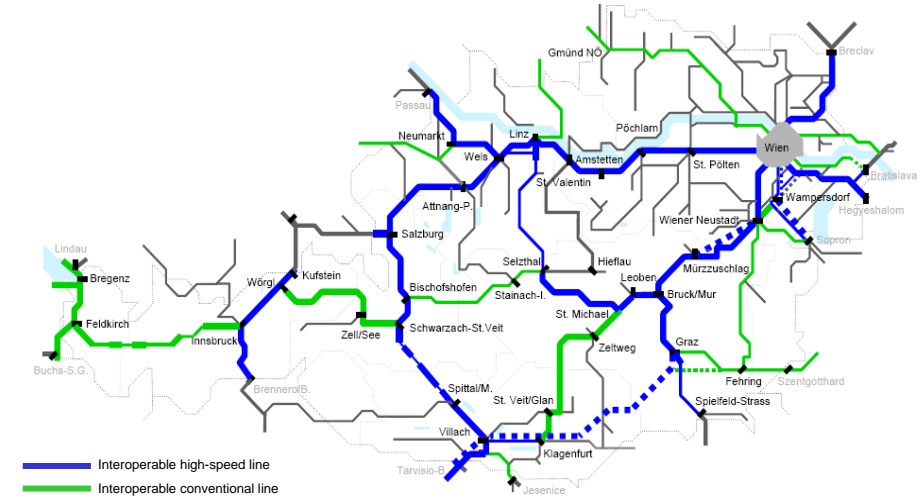
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6

TEN-railway network in Austria



High speed systems in Austria

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Brenner axis

- Unterinntal Route
new line of about 40 km with many tunnels
planned speed till 250 kph
construction works 1999-2012
- Brenner base tunnel (56 km)
in addition to the existing line



Construction works on Unterinntal Route

Credit: BEG/Alpine Luftbild

High speed systems in Austria

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**railjet –
a new brand of ÖBB-Personenverkehr AG**



**railjet –
a new generation for high speed transport in Austria**

- **Timing: 9 months from Board decision to last and final offer**
- **New trainsets equipped with a cab car/Taurus locomotive and wide transitions between the coaches**
- **Supplier: Siemens**
- **Subcontractor: ÖBB-Technische Services GmbH**
- **Delivery of 23 trainsets in 2008 and 2009, further 44 trainsets from 2010 to 2014**
- **Placing in service: December 2008 Budapest – Vienna – Munich
December 2009 Vienna – Zurich/Bregenz
from 2010: Vienna – Graz/Ljubljana/Zagreb
Vienna – Villach – Venice
for increased traffic Vienna – Salzburg –
Innsbruck – Bregenz/Zurich**

**railjet –
innovations for the passengers**

- comfortable interior design per target group (economy, business and premium class)
- more services on board of the train:
 - at seat service in business and premium class
 - electronic information system for passengers with real time data for train connections
 - services for persons with reduced mobility
- attractive timetables (shorter travel times) - project 912 (integrated Basic Interval Timetable)
- maximum speed of 230 km/h due to reliable technology



Seite 11

For the content: Marl/Pettauer;
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