

Analysis of the Priority Projects and Recommendation for their Development in Bavaria

by the European Coordinators

of the priority TEN-T Projects

**No 1 “Berlin – München – Innsbruck – Verona/Milano – Bologna – Napoli –
Messina – Palermo”**

and

No 17 “Paris – Strasbourg – Stuttgart – München – Salzburg – Wien – Bratislava”

20 April 2007

Munich

1. BACKGROUND

This document presents an analysis by the European Coordinators of the implementation of the two important European high-speed railway axes in Bavaria. It highlights the bottlenecks along the priority axes in Bavaria and describes how progress can be made on these sections and how the transport axes can be promoted as through routes.

Highly efficient transport networks are essential for generating prosperity and employment. This is particularly true of Europe, where we need to fill gaps and eliminate bottlenecks in our transport infrastructure in order to guarantee the smooth and rapid transport of goods and passengers between the Member States. The trans-European transport network (TEN-T) therefore plays a decisive role in guaranteeing the free movement of people and goods in the European Union. The Berlin-Palermo and Paris-Bratislava railway projects are two of the thirty priority axes and projects forming the backbone of the TEN-T. Completing these two priority projects will generate major improvements in the quality and performance of rail transport and bring with it considerable time savings in the transport of passengers and goods.

The two European Coordinators responsible for the priority projects

- are aware of the special significance of the Berlin – Palermo north-south axis and the Paris – Bratislava east-west axis for the economic development of the Member States and their integration into the single market, and the considerable potential completing the two projects holds for economic growth, employment and improved competitiveness;
- note that major progress has already been made along the Berlin – Palermo and Paris – Bratislava rail axes and welcome the commissioning of new sections in 2007 and subsequent years;
- give open, realistic and wholehearted support to the completion of further projects in good time to take the strain off major transport links, eliminate bottlenecks and ensure sustainable transport systems, thus bringing us closer to the goal of improved mobility throughout Europe;

- stress the importance of developing priority projects 1 and 17 to the trans-European network as a whole;
- emphasise that work on developing the networks at national, regional and local levels should be spurred on at the same time and that they must be closely interlinked with the trans-European network;
- underline the importance of developing these priority projects to promoting environmentally sustainable goods and passenger transport in the context of rail's good environmental footprint in general and its energy and air quality benefits in particular.

2. ANALYSIS

The two European Coordinators responsible for priority projects 1 and 17 have analysed the remaining bottlenecks in Bavaria in this regard and in particular considered the need to separate the two railway axes around Munich.

2.1. PP 1 (Berlin - Palermo):

2.1.1. *North of Munich:*

- Along the route of priority project 1, the Berlin – Palermo railway axis, there are still major sections on which progress is needed in Bavaria. The Halle/Leipzig – Nuremberg section is one of the bottlenecks. We welcome the intensive work by the Federal authorities on planning and expanding this stretch and the considerable progress that has already been achieved.
- A new section from the Bavaria/Thuringia border to Ebensfeld will be ready by 2017; the section between Ebensfeld and Nuremberg will be upgraded and completed by 2017. Particular mention should be made of the Nuremberg – Fürth freight bypass line: it is currently at the planning stage and due for completion by 2011.
- The entire Halle/Leipzig – Nuremberg section is a bottleneck: trains between Berlin and Munich are subject to major diversions and time losses. It currently takes six hours to travel between the biggest and third-biggest cities in Germany, Berlin and Munich. This also has major ramifications for capacity on the section.

2.1.2. *The Munich region*

- In the Munich region the two priority projects run side by side over fairly long stretches. Goods traffic and some of the passenger traffic currently run on the same rails between Augsburg and Rosenheim.¹ In the Munich region in particular the interlinking of the two axes is especially marked.

¹ Since the new section between Nuremberg and Ingolstadt came into service PP1 passenger trains now run mainly on it and only run parallel with PP17 from Munich to Rosenheim.

The section between Augsburg and Munich is currently being upgraded to four tracks; some of it will be ready by 2008, the entire section by 2010.

- In Munich passenger transport is from the main station (Hauptbahnhof) via the southern ring to München-Ost station and onward towards Austria. Goods trains bypass Munich via both the northern and southern rings. In their current state both sections constitute bottlenecks to rail traffic. Given the rapid increase in rail freight these bottlenecks should be eliminated within reasonable time. This is important both for the northern approach to the Brenner and also for all goods traffic in southern Germany.
- Completion of the Trudering Curve as part of the Munich – Verona route also needs to be pushed forward. This comparatively minor measure would link the München-Riem container terminal directly to the Brenner route thereby bringing great benefits to capacity on this section. Even now this would have positive consequences – not least in view of the reduction in environmental pollution through the increased shift of goods traffic from road to rail.

2.1.3. *South of Munich:*

- There is an urgent need to carry out the necessary studies and reliable planning for the Rosenheim – Kufstein cross-border section once the financing for the planned Brenner Base Tunnel has been arranged. This section is vital as a feeder for the tunnel, especially given the European dimension of the project and the current traffic situation. It would be counter-productive for the vast benefits created by the completion of the Brenner Base Tunnel to be cancelled out by creating a new bottleneck at the border crossing. In view of the lengthy planning procedure for major railway projects the plans must be started in good time. The time needed to complete construction work on the tunnel should be enough to permit work on upgrading the Bavarian section of the northern approach.

2.2. **PP 17 (Paris-Bratislava):**

2.2.1. *West of Munich:*

- Upgrading between Neu-Ulm and Augsburg is part of the German Federal Transport Plan for 2003. The project is linked to the Stuttgart – Ulm section in that plan, and a solution is currently being discussed.
- Upgrading between Augsburg and Munich is proceeding and will be partly completed by 2008 and more or less finished by 2010.

2.2.2. *Munich region:*

- As described above for PP 1, the existing sections in the Munich region will be a future bottleneck for rail freight. Freight and long-distance traffic on the east-west and north-south axes meets in Munich so the effect of the bottleneck will have considerable drawbacks for both routes. For that reason plans should be adopted in the near future to eliminate the bottleneck as quickly as possible and realise fully the benefits of linking the two axes.

2.2.3. *East of Munich:*

- The Munich – Mühldorf – Freilassing – Salzburg section is the longest and also the most difficult cross-border section of PP 1. This section is needed to provide an attractive through line which will better link up the German and Austrian railway networks, help to separate priority projects 1 and 17, and move more traffic from road to rail. It is important to improve the section's long-distance traffic capacity. Therefore the Munich – Salzburg stretch should be regarded as an overall project and built as a single unit. Should it prove possible to realise this stretch only in sub-sections there will be no satisfactory solutions for the cross-border bottleneck. The through line would continue to be routed via Rosenheim and the objectives already mentioned would not be realised. Upgrading this section is also a requirement for the south-east link to Munich airport via the “Walpertskirchner Spange” and “Erdinger Ringschluss” sections.

3. RECOMMENDATIONS

3.1. PP 1 (Berlin - Palermo):

In the light of the imminent completion of the Brenner Base Tunnel, currently scheduled for between 2009 and 2020/22, the northern approach from Munich to the Brenner should be pursued as a priority as soon as the financing for the tunnel itself has been arranged. This covers the Trudering Curve project, which can be implemented quickly and will provide major benefits at relatively low cost, and the planning of the other sections of the Brenner northern approach (Munich – Rosenheim and Rosenheim – Kufstein), which must be completed in good time. Once construction of the tunnel has started the time needed should be long enough to enable the necessary upgrading work on the northern approach to the tunnel in Bavaria to be completed.

Elimination of the other bottlenecks north of Munich, particularly Halle/Leipzig – Nuremberg, is being pushed ahead efficiently by all participants. The European Coordinator for PP 1 welcomes this and stresses that emphasis should continue to be placed on this section in view of its significance to the project as a whole.

3.2. PP 17 (Paris - Bratislava):

It is important that the Munich – Mühldorf – Freilassing – Salzburg section is approached and implemented as an overall project. This will separate the two priority projects and not only achieve a better interconnection of the German and Austrian rail networks but also provide better connections for the East Bavarian region as a whole, including the Bavarian “Chemical Triangle” and its potential for goods transport. Upgrading between Augsburg and Munich is currently progressing well; however, upgrading of the section between Neu-Ulm and Augsburg must not be overlooked in the near future.

4. INVITATION TO AUTHORITIES AND BODIES INVOLVED TO SUPPORT REALISATION OF THE TWO PRIORITY AXES:

The two European Coordinators responsible for the priority projects once again stress the importance of coordinated efforts to complete these entire axes as continuous links so as to finish the individual sections and add to the continuous interoperable rail links.

In the past few years major progress has been achieved and important new sections have been commissioned along the Berlin – Palermo and Paris – Bratislava railway axes. Now we have to carry on working consistently and determinedly so that the trans-European transport network can be fully developed and completed in the near future. This is the only way to maximise the benefits and substantially reduce journey and freight times by increasing capacity in passenger and freight transport and securing the best possible intra- and intermodal links with other priority European projects.

This requires all political and administrative players to work together as closely as possible to complete all sections of the two rail axes with minimum delay and give all the support they can to both upgrading the cross-border sections and eliminating the bottlenecks, and completing the two priority projects as through lines. This is a *sine qua non* for the sustainable improvement of European as well as national and regional mobility, and important not only for the quality of life of citizens in the catchment area of the two European railway axes but also as a decisive contribution to strengthening the competitiveness of the European cities, regions and Member States in that catchment area.

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