

OUTPUT FACT SHEET - STYRIA

Strategies and action plans

Project index number and acronym	CE1410 REIF
Output number and title	O.T3.2 - Endorsement of regional policy documents
Responsible partner (PP name and number)	PP3 (STMK LR)
Project website	www.interreg-central.eu/reif
Delivery date	31.03.2022

Summary description of the strategy/action plan (developed and/or implemented), explaining its main objectives and transnational added value

One of the main objectives of the REIF project is to strengthen political focus on regional rail infrastructure for freight transport in CE territories. To achieve this objective, all project's partners committed to integrate and/or amend their policy documents and strategies according to the main findings, lessons learned and achievements from the REIF activities (e.g. studies, road map definitions, pilot actions, etc).

This output provides reference information about the addressed policy instruments and describes the way REIF's activities have influenced the policy instrument. In result of the stakeholder co-operation, financing for the upgrade of rail-road-terminal Graz-Werndorf has been pledged (75 million Euro; public-private partnership).

In the case of Styria, project outcomes have been uptaken in the "Masterplan Freight Transport Styria". The State Government of Styria (PP3) is currently editing this policy document. Thereupon the document shall be adopted by the Styrian State Government and the regional parliament.

The following project results have been entered into Styria's masterplan:

- Regional baseline study for rail freight transport
- Regional market potential analysis for rail freight transport
- Regional bottleneck analysis for rail freight transport
- Discussions with the members of the Styrian advisory board
- Paper on funding needs and policy measures

- Road map for new rail infrastructure in Styria, Horizon 2030/2040

NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

AT22, Styria

Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

The State Government of Styria is responsible for the regional transport planning and within this task for the framework conditions in rail freight transport, last defined in the Styrian Transport Strategy ([“Steirisches Gesamtverkehrskonzept 2008+”](#)).

In the first phase of the Central Europe project "REIF", a baseline study, a market potential analysis and a bottleneck analysis of rail freight transport in Styria were carried out. In these analyses, the existing strengths and weaknesses as well as the untapped potential for the regional access of goods to rail were shown.

The elaboration of a new overall transport strategy for the Styrian region (“Mobilitätsmasterplan Steiermark 2040”) is pending. It was supposed to be revised and updated during the REIF project’s lifetime, but this did not occur. Therefore, PP3 commits to transferring the project main findings and lessons learned to elaborate the separate sectoral freight transport strategy (“Masterplan Güterverkehr Steiermark”). This stand-alone strategy was coordinated with the members of the Styrian advisory board and shall be adopted by the Styrian State Government and the regional parliament. This master plan lays down the basic and specific goals and tasks with which the prerequisites for modern, climate-friendly and efficient freight transport are created in Styria.

All in the REIF project achieved results, addressed rail infrastructure projects and policy instruments were included in the Styrian freight transport strategy and will be referred in future actions and lobbying for the fastest possible realisation of these projects.

The members of the Styrian advisory board became strong cooperation partners for further actions and lobbying. One example of this strong cooperation was the elaboration of a common lobbying paper calling on the federal transport ministry to immediately

start planning for the new Bosruck Tunnel, one of Styria's new rail infrastructure projects in the REIF Roadmap.

Furthermore, in result of the co-operation triggered by REIF and selected in the roadmap process, the upgrade of the rail-road-terminal Graz-Werndorf, shall come to realisation as a public-private-partnership project. The Styrian State Government ist part of this partnership. New financing with a total amount of about 75 Mio. EUR has been agreed in 2022 to implement this action by the Styrian Government and the private partner CCG until 2025.

Sustainability of the developed and/or implemented strategy/action plan and its transferability to other territories and stakeholders

The Styrian freight transport strategy ("Masterplan Güterverkehr Steiermark") will form the basis for the medium- and long-term further development of the rail network and the transport activities in Styria. Subsequent development plans will update this master plan and adapt it to the then current circumstances. This ensures a long-term and sustainable effect.

Financial sustainability has been achieved as the financing to upgrade the rail-road-terminal Graz-Werndorf has been pledged.

All in the REIF project achieved results, addressed rail infrastructure projects and policy instruments has a lasting effect in the Styrian region with its inclusion in the Styrian freight transport strategy. With the adoption of this strategy by the Styrian State Government and regional parliament, it will be the basis for political decisions and actions as well as measures in the field of freight transport for at least one decade.

The other regions of Central Europe involved in REIF have developed corresponding roadmaps using a uniform methodology and incorporated them into their regional development plans. This methodology can be applied to all regions in the program area Central Europe.

References to relevant deliverables and web-links
If applicable, pictures or images to be provided as annex

The output is based on the following deliverables:

- D.T3.2.5 Coping with funding needs & ensuring financial sustainability, policy measures
- Regularly meetings and selected actions with the members of Styrian advisory board ([Infrastrukturinitiative Steiermark](#))
- D.T3.2.7 Final Roadmap “new rail infrastructure and services 2030”
- D.T3.3.2 Integration of project findings in regional policy instruments: Styria
- Download link (REIF project website): <https://www.interreg-central.eu/Content.Node/REIF/Regional-Roadmap---Policy-Intergration---Styria.zip>



PYHRN-SCHOBER-ACHSE



ZEIT FÜR WEICHENSTELLUNGEN

Verfahrens-, Vorlauf- und Bauzeit sind bekanntermaßen langdauernd und verzögern sich zudem nahezu immer. Deshalb müssen die Planungen eines neuen, zweigleisigen Bosruck-Basistunnels zwischen der Steiermark und Oberösterreich sowie des zweigleisigen Ausbaus der Strecke Linz – Selzthal unverzüglich beginnen!

*„Wir haben nicht mehr viel Zeit,
2040 ist einmal Umfallen.“**

Bundesministerin
Leonore Gewessler

* Kronen Zeitung, 27. Mai 2011, S. 4

Gemeinsam für die Zukunft der Steiermark:



MASTERPLAN Güterverkehr Steiermark



Endbericht März 2022