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Intermodality at ÖBB

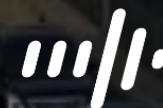
3rd Meeting of the Technical
Committee on Railways under
Transport Community

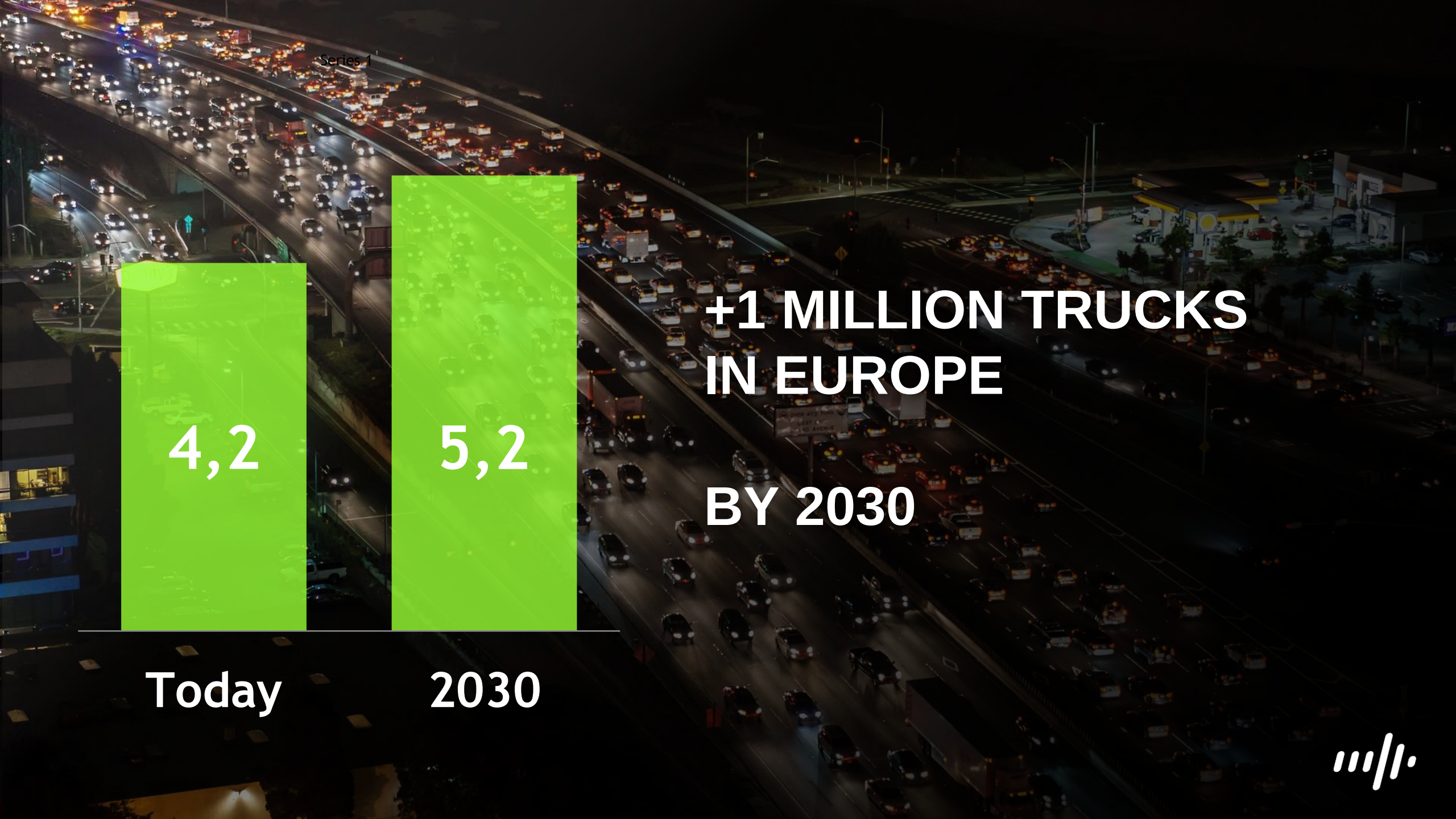
- 1 Why intermodality?
- 2 Intermodal ÖBB
- 3 ÖBB intermodal international activities
- 4 Corridor development Piraeus-Skopje-Belgrade-Budapest-Vienna



+30%

**GROWTH OF TRANSPORT
BY 2030**





Series 1

4,2

5,2

**+1 MILLION TRUCKS
IN EUROPE**

BY 2030

Today

2030





A bar chart with two green bars. The first bar is labeled '275' and the second bar is labeled '355'. The bars are set against a background of a car engine with smoke rising from it.

Year	CO ₂ Emissions (Million Tons / Year)
Today	275
2030	355

275

355

**+80 MILLION TONS
OF CO₂ / YEAR**

BY 2030

Today

2030



An aerial photograph showing a multi-lane highway with heavy traffic of cars and trucks. To the right of the highway is a railroad track with gravel ballast. The image is used as a background for a graphic with text.

WE NEED A
MODAL SHIFT





12x

LESS EXTERNAL COSTS
TO SOCIETY

THE MACRO-ECONOMICAL BETTER SOLUTION

6x LESS ENERGY CONSUMPTION

9x LESS CO2 EMISSIONS

8x LESS AIR POLLUTION



DOUBLING RAIL VOLUMES TO INCREASE MODAL SHARE

18%



TODAY

30%



2030





RAILFREIGHT FORWARD





HOW WILL WE ACHIEVE
A MODAL SHARE OF 30%
BY 2030?



**»» OUR VISION IS TO TRANSFORM
RAIL FREIGHT INTO A HIGH-
PERFORMING, EFFICIENT AND
SUSTAINABLE BACKBONE
TRANSPORT SYSTEM. ««**





RAILFREIGHT FORWARD



ANNUAL IMPACT WE CAN AVOID IN 2030 IF RAIL CAPTURES THE 30% GROWTH IN EUROPE



- 80 MILLION
TONS OF CO₂ /
YEAR



- 1 MILLION
ADDITIONAL
TRUCKS



- 10,000
PREMATURE DEATHS
/ YEAR



1

Why Intermodality?

2

Intermodal ÖBB

3

ÖBB intermodal international activities

4

Corridor study Piraeus-Vienna

Austria's turn to intermodality

Austria's position in the heart of Europe

- Growing truck transit traffic for years
- Growing aversion of the Austrian population
- Support from politics
- ÖBB: Experience in modal shift



Strong infrastructure for UCV & ROLA

National terminals for the unaccompanied (UKV) or accompanied intermodal traffic (ROLA)

Combi Cargo/ROLA Terminal Wels Vbf
4600 Wels, Terminalstraße 100
bernhard.fabian@oebb.at

ROLA Terminal Salzburg Hbf
5020 Salzburg, Lastenstraße 9
guenther.einetter@oebb.at

ROLA Terminal Wörgl
6300 Wörgl, Gewerbepark 2a
kurt.codemo@oebb.at

Combi Cargo Terminal Wolfurt
6960 Wolfurt, Senderstraße 32
robert.steger@oebb.at

ROLA Terminal Brennersee
6256 Gries am Brenner
kurt.codemo@oebb.at

Combi Cargo/ROLA Terminal Villach Süd
9586 Furrnitz, Hart 100
guenther.einetter@oebb.at

Combi Cargo Terminal St. Michael
8770 St. Michael, Madstein 1
werner.loedl@oebb.at

TSA Terminal Service Austria Wien Süd
Güterzentrum Süd I, 1100 Wien
alois.ometzberger@oebb.at

International terminals for the unaccompanied intermodal traffic (UKV)

Terminal Melnik
CZ-27601 Melnik, Celní 1144
sales.rco.cz@railcargo.com

Terminal Brno, a.s.
CZ-61900 Brno, K Terminálu 614/11
terminalbrno@terminalbrno.cz

Terminal Přerov
CZ-57117 Horní Moštěnice
sales.rco.cz@railcargo.com

Terminal Žilina
SK-01001 Žilina, Závodská cesta
sales.rco.sk@railcargo.com

Rail Cargo Terminal - BILK
H-1239 Budapest, Európa utca 4
info.rcf.bilk@railcargo.com

Railport Arad s.r.l.
RO-315200 Curtici FN,
Jud. Arad. P.O. Box 10
office@railportarad.ro

Terminal Bratislava
SK-82109 Bratislava, Lúčna ul. 12
sales.rcc.sk@railcargo.com

 Terminals of ÖBB

 Terminals with share or owned by Rail Cargo Group

Koper (SLO)-Linz: a case example



- Innovative logistics concepts (route planning, reshipment, tracking & tracing)



Case example: Voestalpine

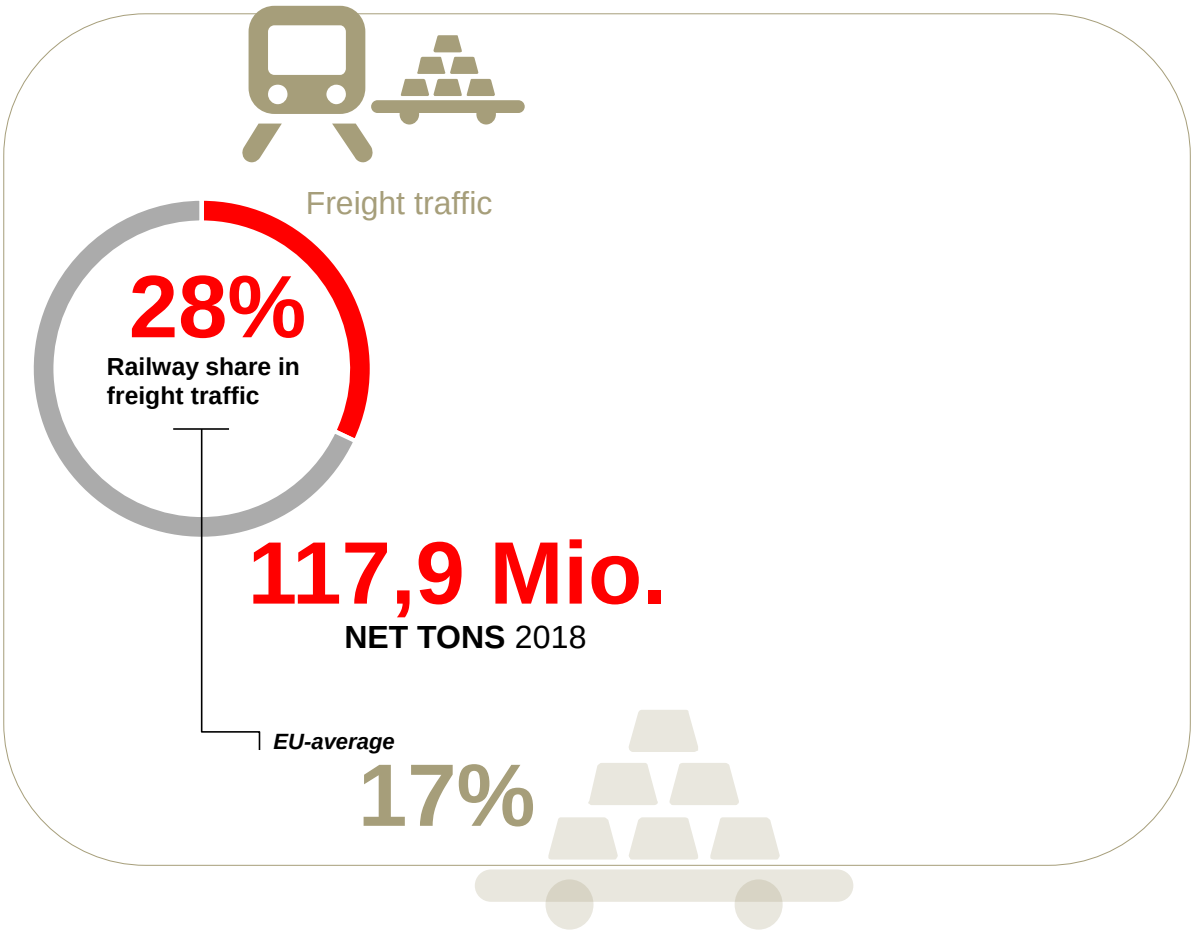
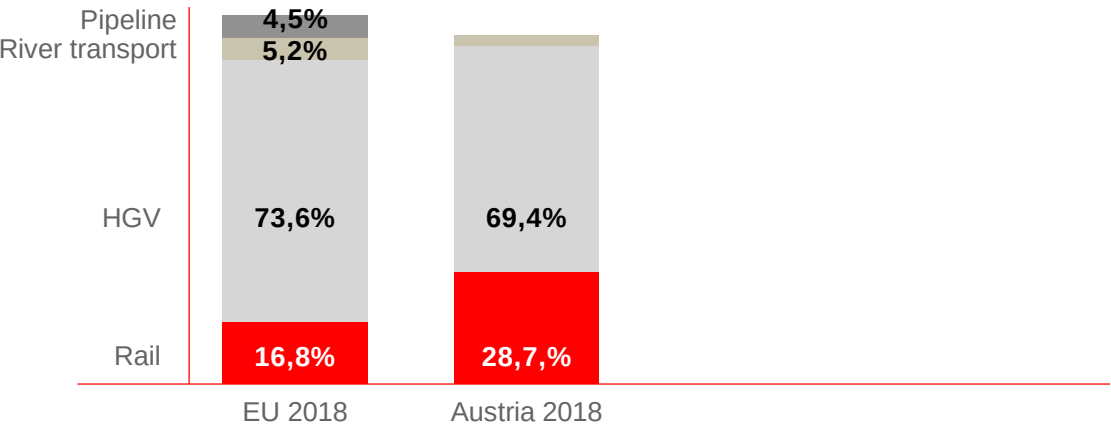
- Intermodal ore shuttle transport from the harbour to the customer (Door-to-door)
- Development of sector-specific equipment
- 20 trains/week
- Reliability is the most important criterion – Voestalpine can keep their storage costs low
- Interplay between carrier and Infrastructure important

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No. 2 in European freight traffic

Freight traffic

- Austria has the strongest track share in the modal split
- Rail Cargo Austria is No. 2 among European freight railways | *in tonne-kilometres*

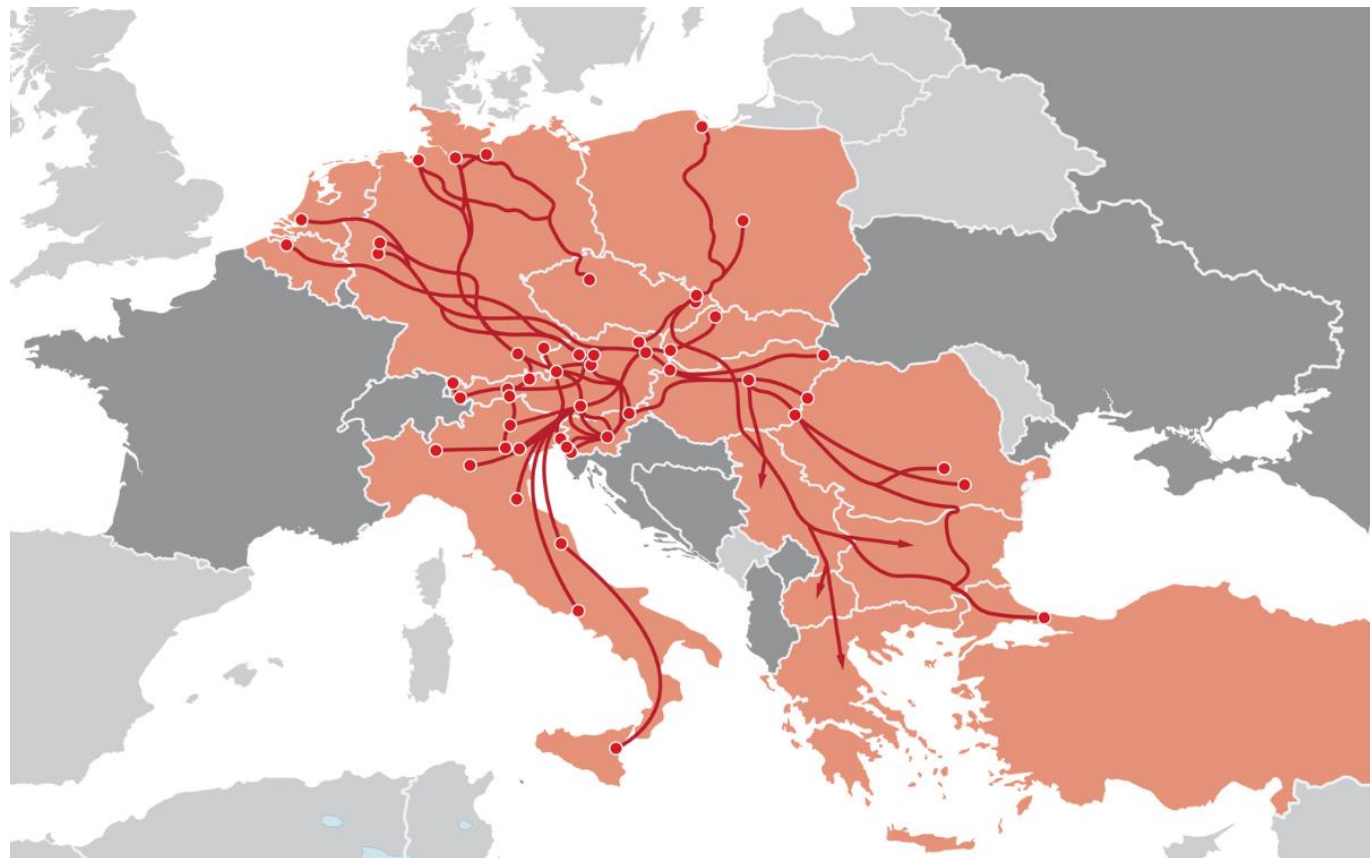


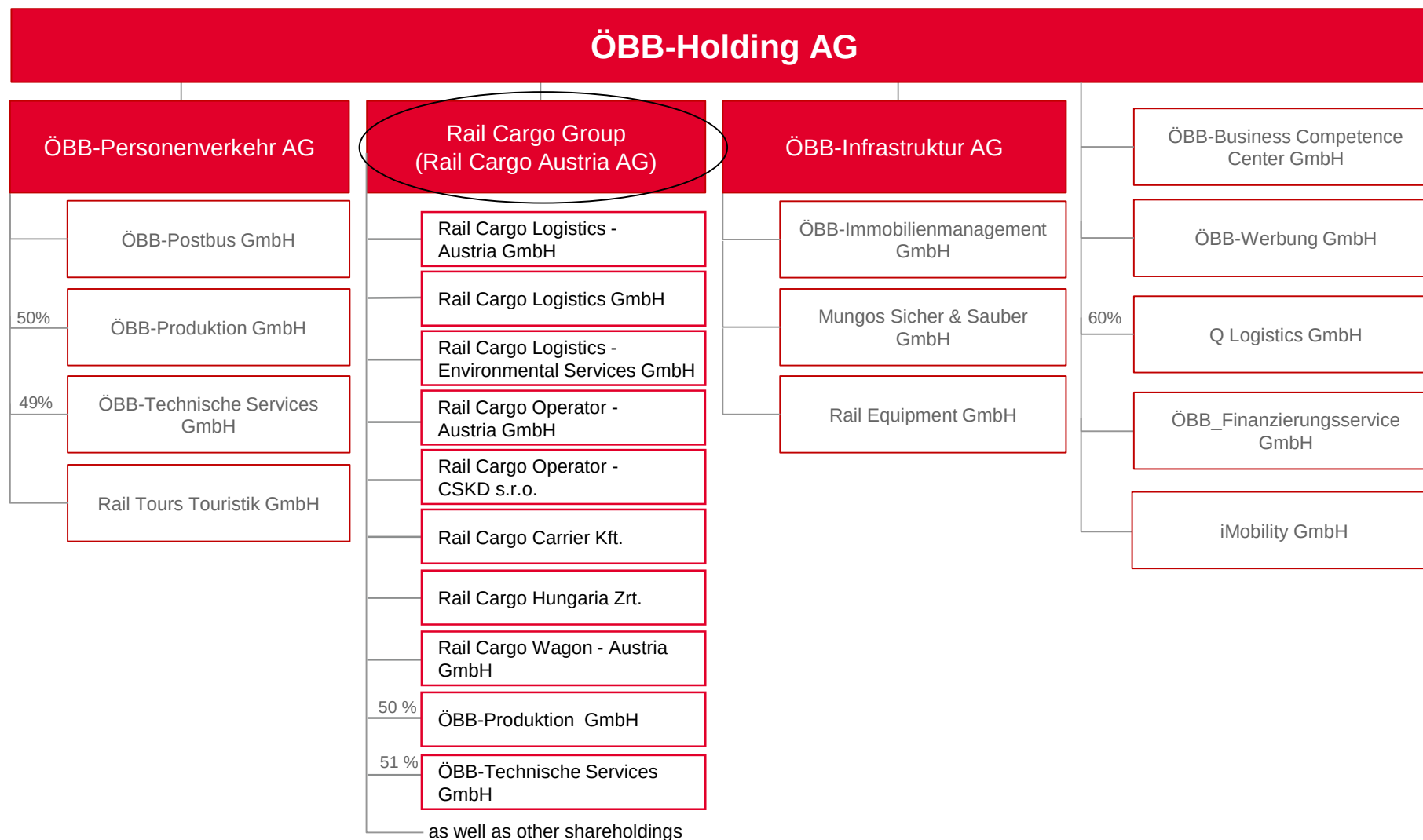
Source: Statistik Austria, Status: October 2019

Home markets: Austria & Hungary

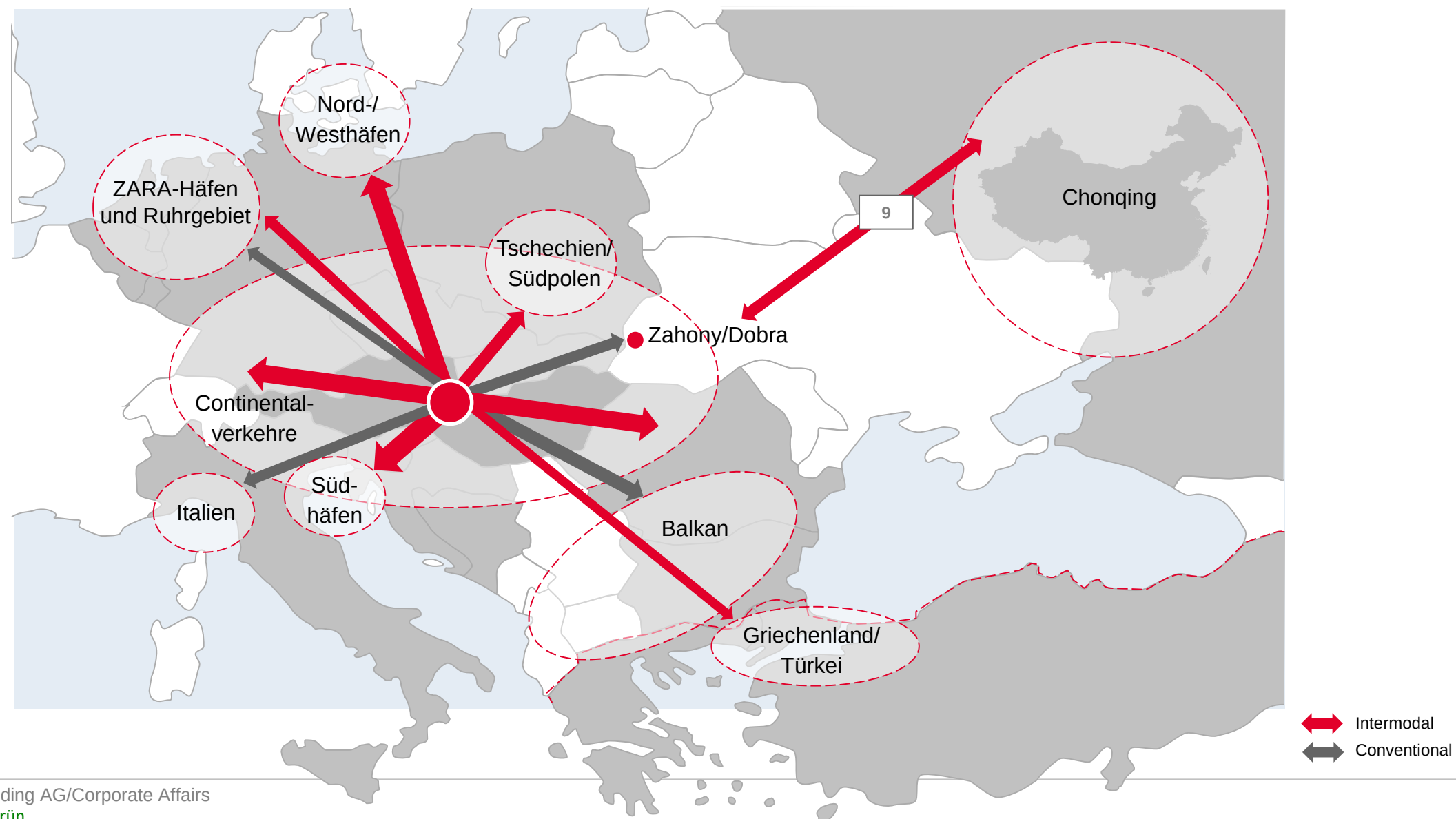


TransNET: a dense network of international connections





Current network



- Capacities of Container Ships are growing > 20.000 TEU
- Concentration of the market
- Shipping companies invest heavily into their fleets despite strong price volatility (because of the competition)

- Our goal: An intermodal supply chain for large industry customers and shipping companies

1 Intercontinental transport by ship

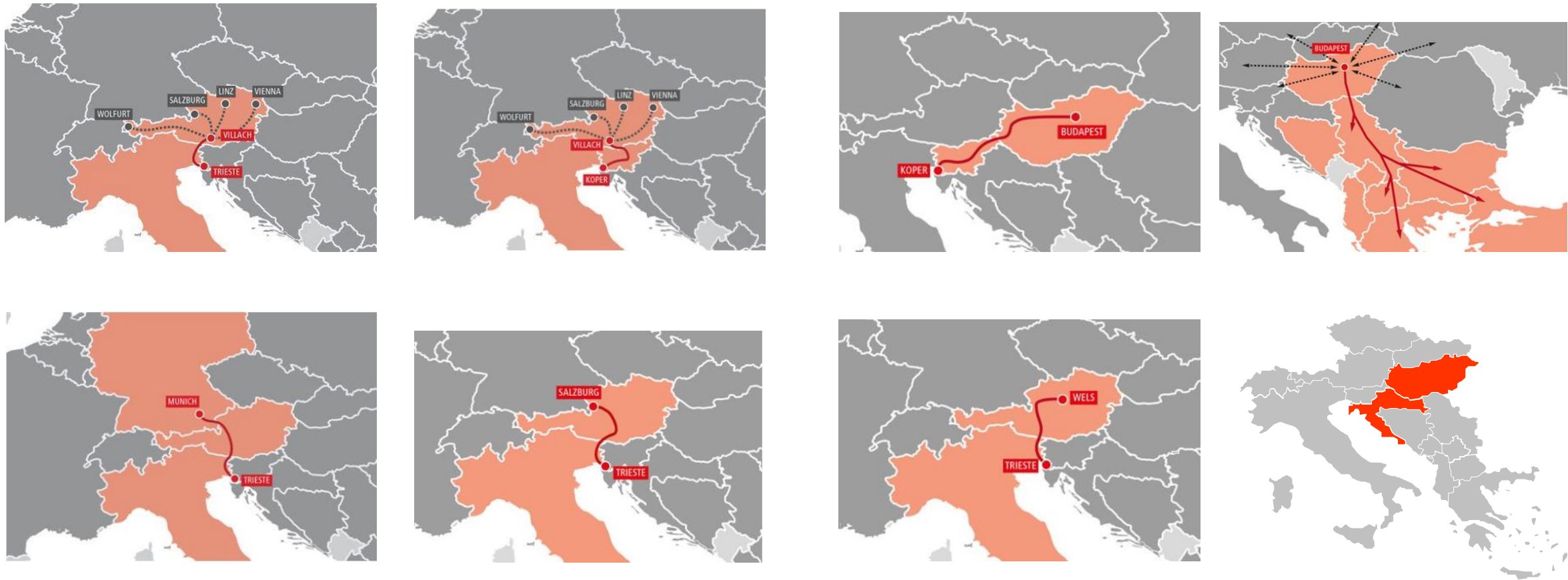
2 Hinterland transport by freight trains

3 Trucks take over the last 50-200km in the target region



TransFER Maritim- South eastern Europe

Some of the current ÖBB train products for container transport from/to South-eastern European ports



The WB: a high potential Region for intermodal traffic

Key Facts

- The corridors cover a total of 48.000 km, (**Rail: 25.000 km**)
- WB-Region connected by **Corridors 5, 7, 8, 10** :
 - **Korridor 5** (1.600 km rail)
section: Rijeka (Kroatien) – Zagreb – Budapest
section: Ploče (BiH) – Sarajevo – Budapest
 - **Korridor 7** (2.415 km rail)
section: Budapest – Belgrad – ROM border
 - **Korridor 8** (1.300 km rail)
section: Durrës (Albanien) – Tirana – Skopje – Sofia
 - **Korridor 10** (2.528 km rail)
Main axis: Salzburg – Ljubljana – Zagreb –
Belgrade – Niš – Skopje – Veles – Thessaloniki



Railway network

- Under-investment, reforms are delayed
- Infrastructure is still in poor condition, repairs are being carried out slowly

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Scope of investigation

- » **Direct transport corridor** from Piraeus to Vienna
- » Involved **countries**:
Greece – Macedonia – Serbia – Hungary – Austria



Notes:

- **Missing link** / Add-on to existing initiatives (e.g. RFC)
- Focus on **Eurasian freight transport** via port Piraeus
- Chances for **long distance passenger trains**
- Analysis of a **continuous rail transport chain** with focus on cross-border freight transport

Rail Freight Corridors (RFC):

- | | |
|-----------------------------|---------------------------|
| 5 Baltic Adriatic | 10 Alpine- Western Balkan |
| 6 Mediterranean | 11 Amber |
| 7 Orient-East Mediterranean | 12 Traianus |
| 9 Rhine-Danube | |



Corridor Study Piraeus – Vienna | information | organization | work program | data

Corridor development plan ... objectives & purpose ...

Objectives



- » **Continuous** and **consolidated perspective** of a corridor
- » Elaboration of a **corridor development plan**
- » **Common understanding** and joint view of the **railway system** among the partner countries

Purpose



- » Harmonized **planning basis** for future projects / investments
- » **Common picture** and **coordinated approach** for contacts with decision-makers and potential investors
- » Phased / step-wise **implementation plan**
- » Develop **direct contacts** and **relationships** with new key stakeholders (RUs, IMs, Ministries, ...)



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Intermodality at ÖBB

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