

Dr. Norman Kellermann
ÖBB-Personenverkehr AG
Long-distance lines management
norman.kellermann@pv.oebb.at
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Infrastructure, PSO & rolling stock: the perspective of ÖBB-Personenverkehr AG

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HEUTE. FÜR MORGEN. FÜR UNS.

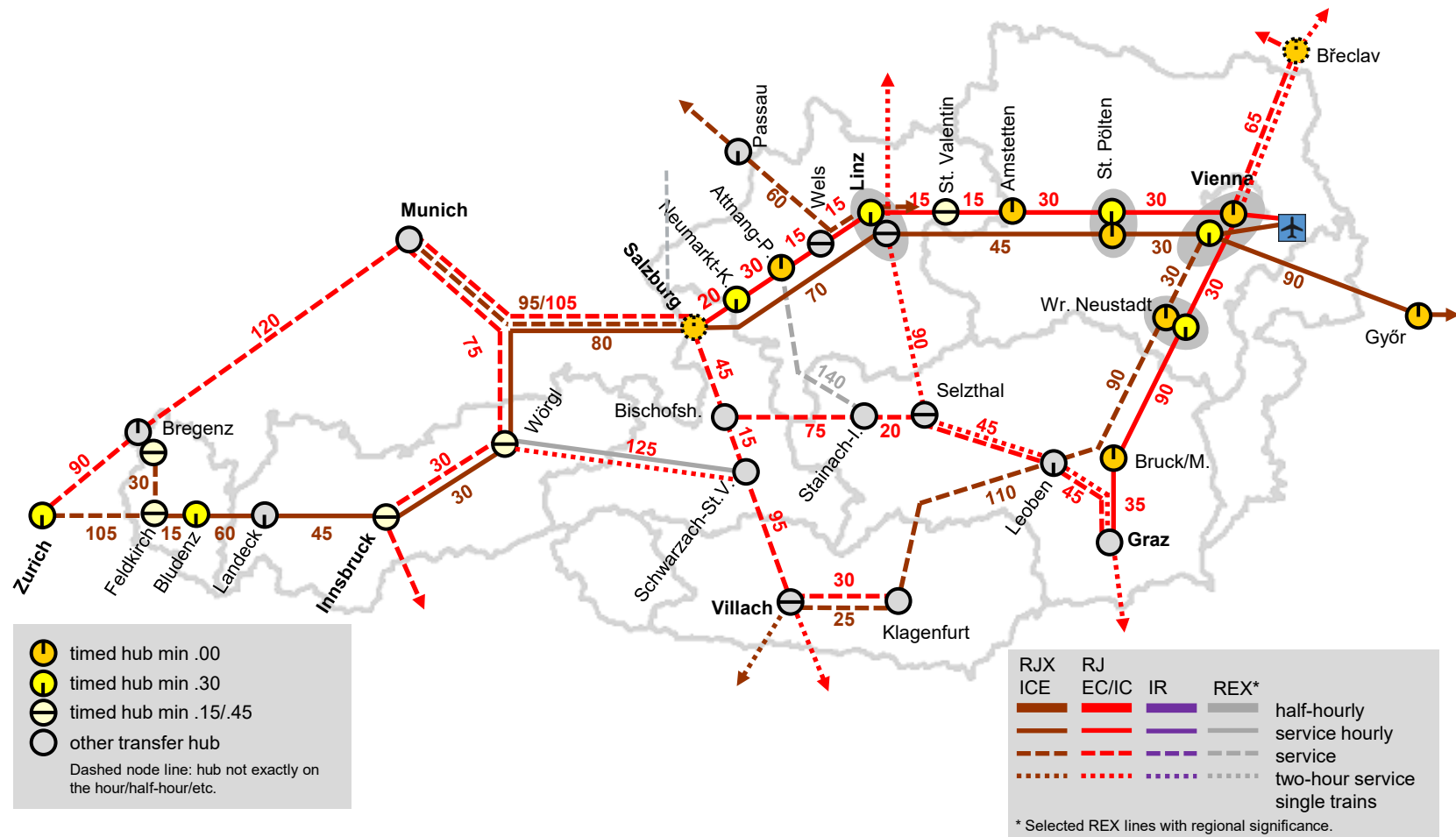
1) Infrastructural basis

2) PSO

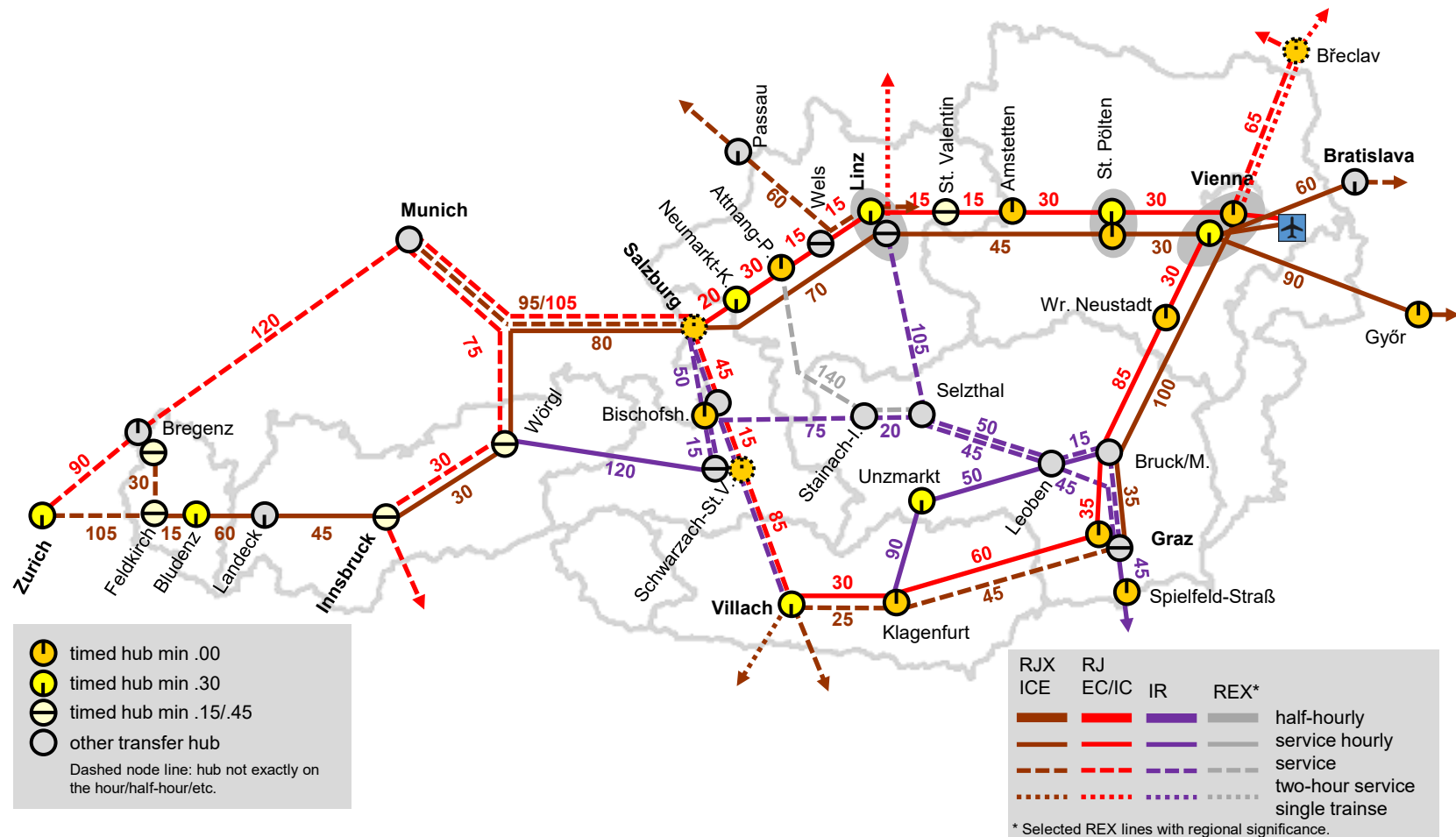
3) Rolling stock procurement

4) Conclusion

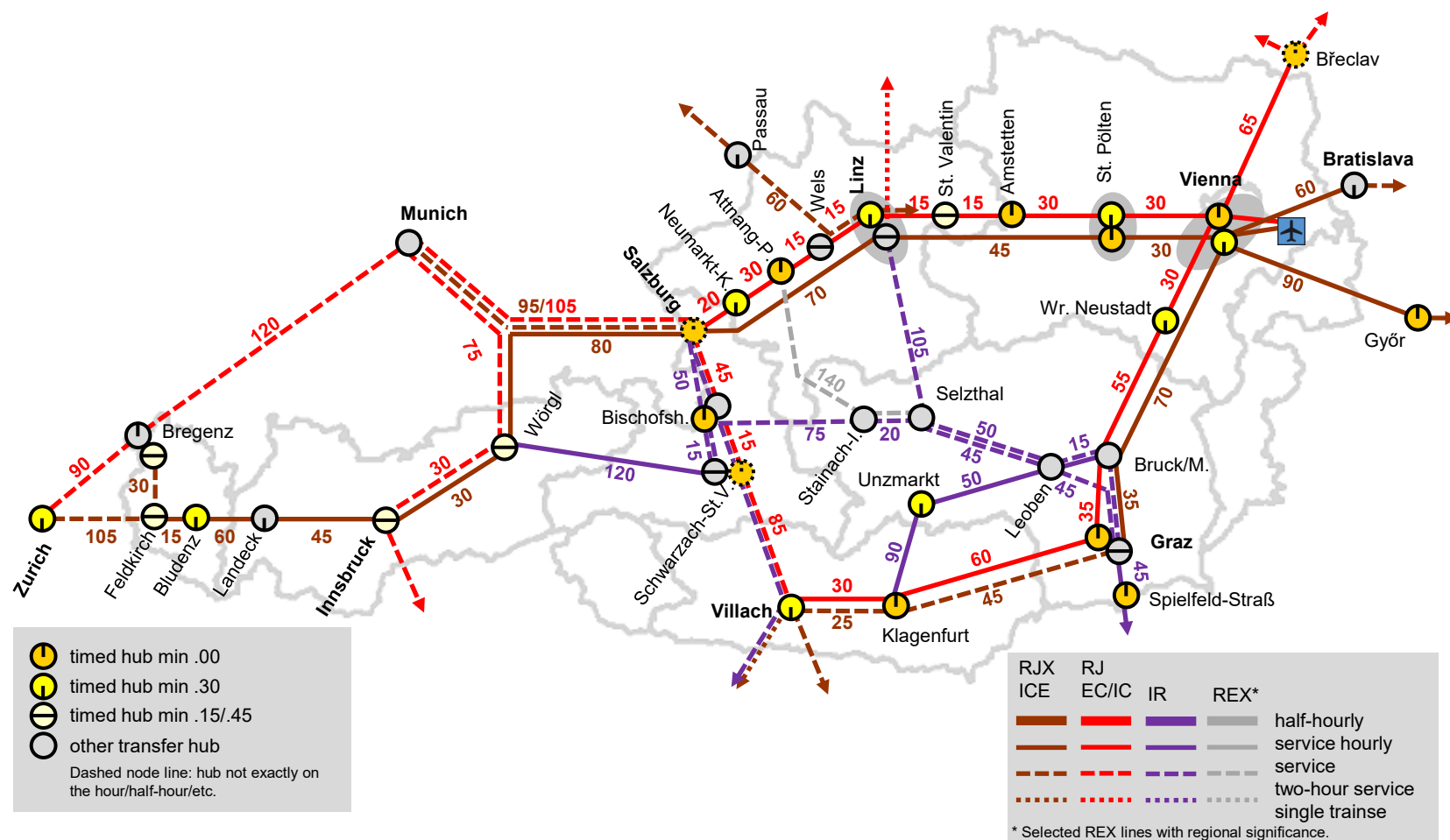
Integrated planning & timetabling: Hub structure for timetable 2024

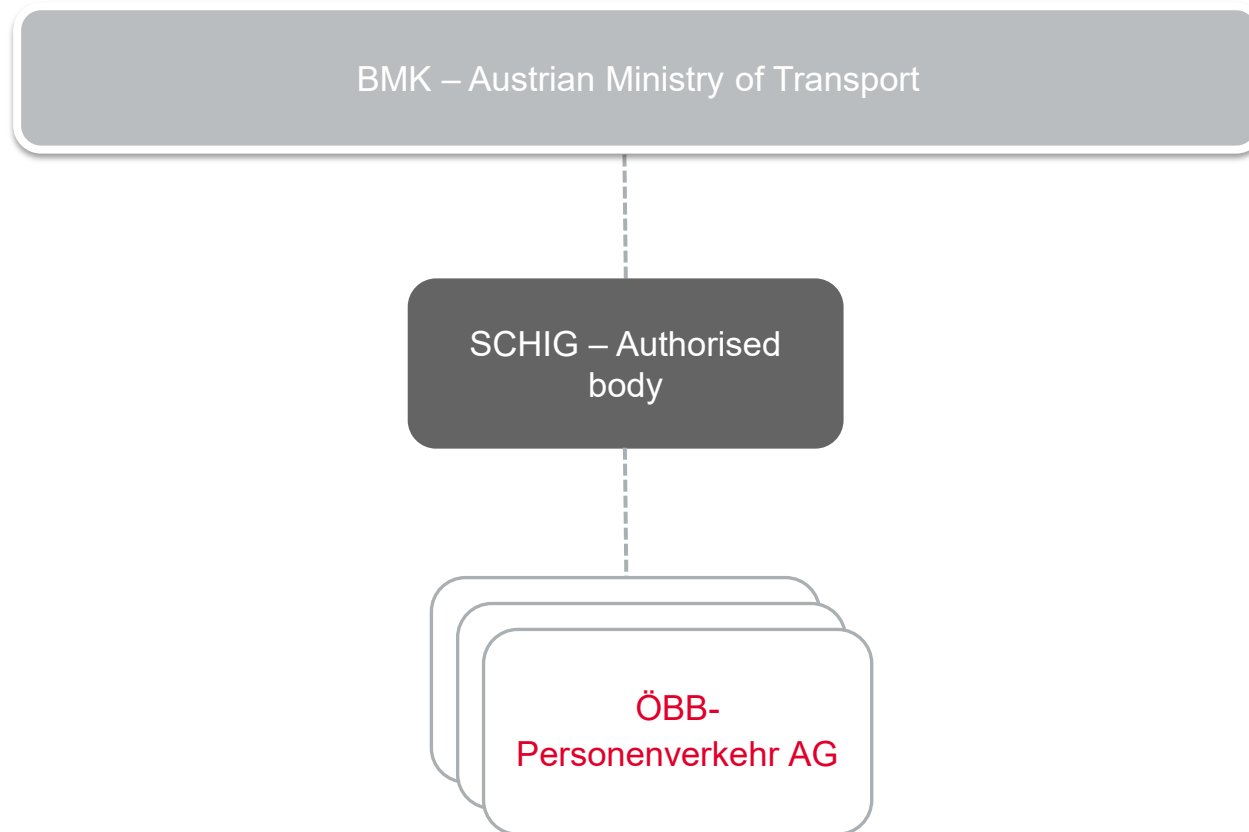


Timetable 2026: Hub Structure considering the opening of the “Koralmbahn”

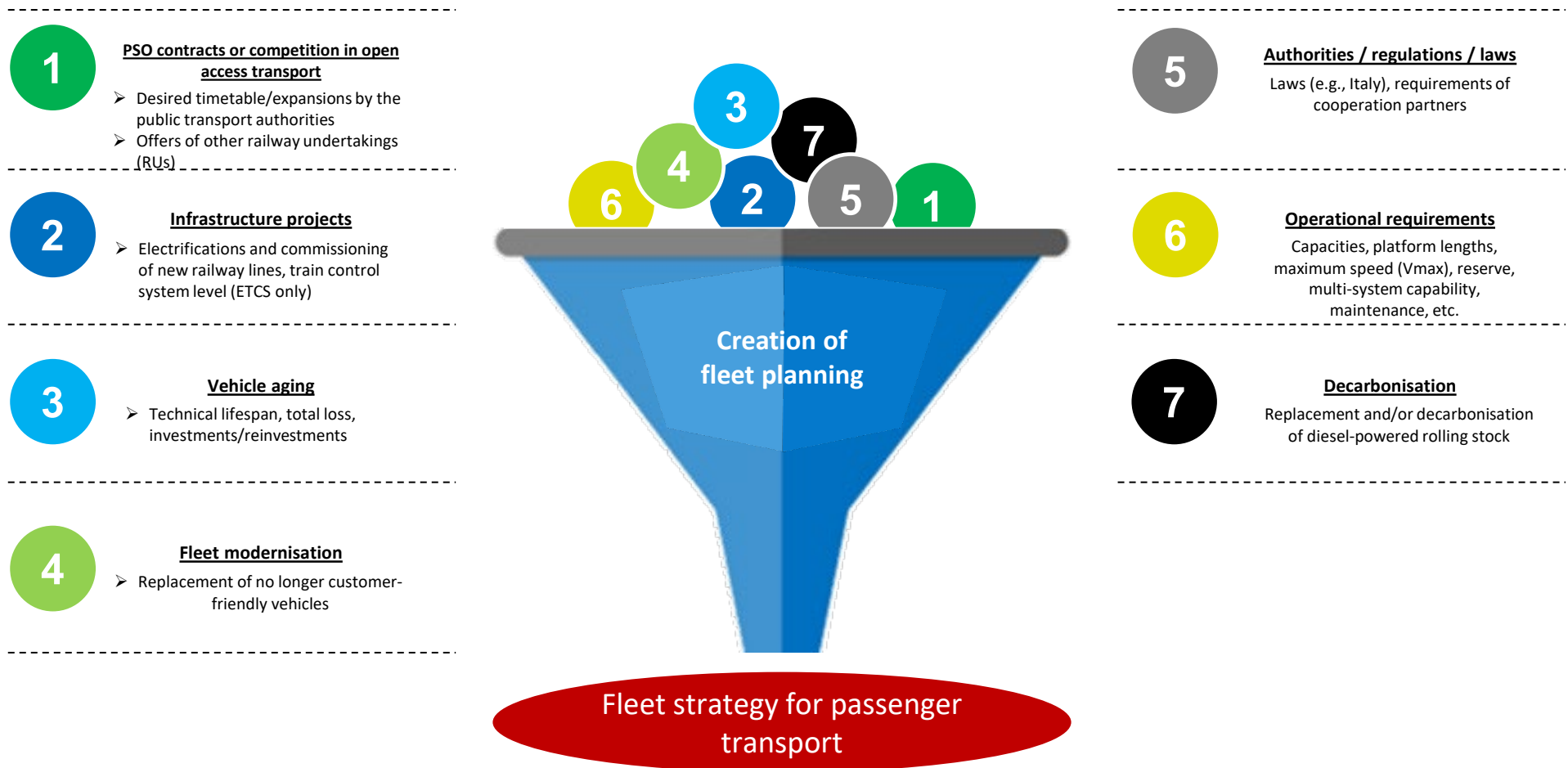


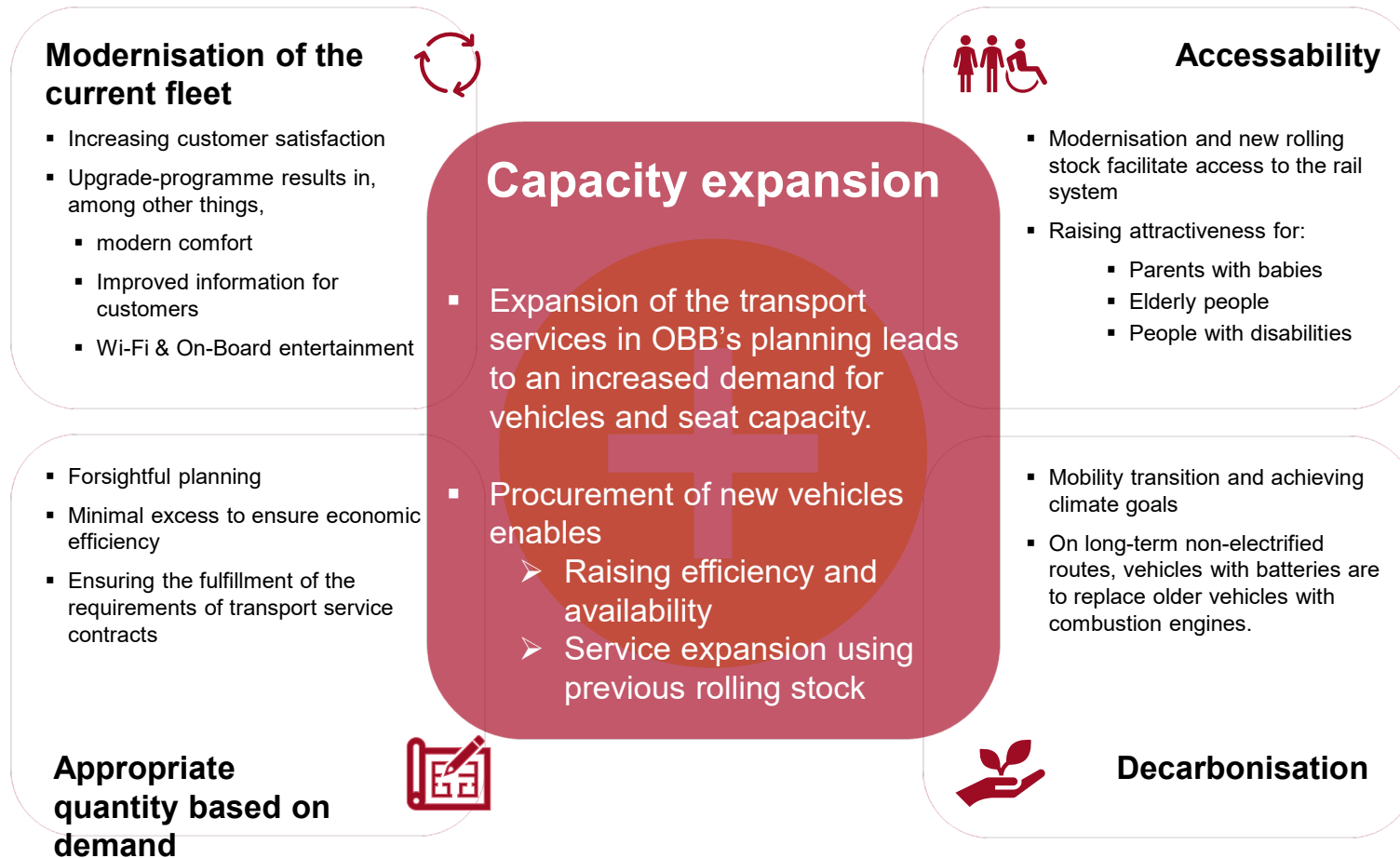
Timetable 2030: Hub Structure considering the opening of the Semmering tunnel



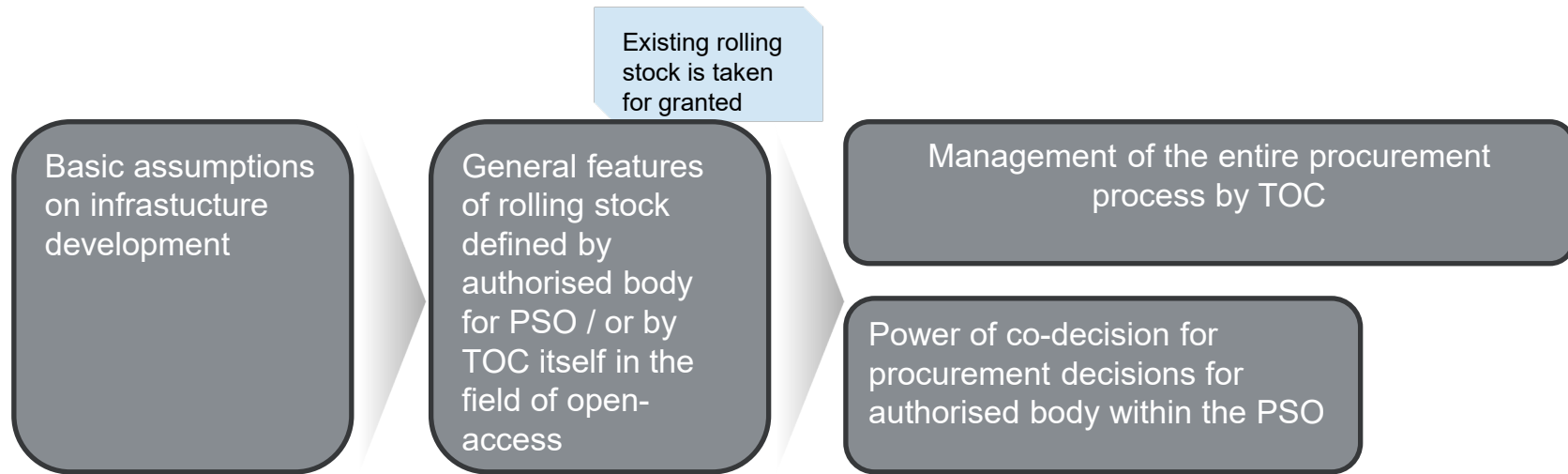


Key influencing factors of the fleet strategy for passenger transport



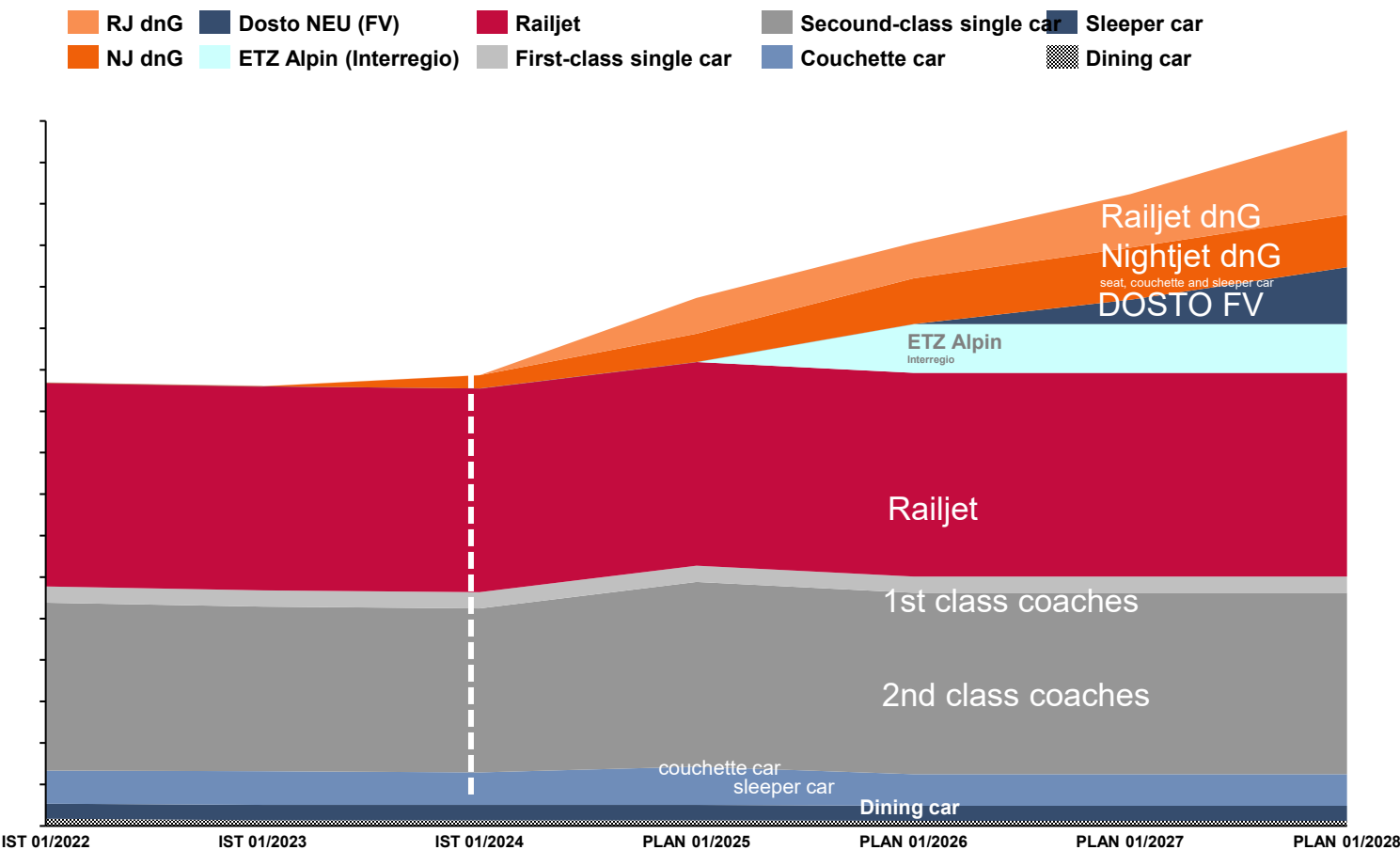


A generic fleet development process for passenger transport according to the „Austrian model“



- Electric/diesel/hybrid
- Vmax
- Seat capacity
- Length
- Train control system
- Basic interior features

Seat development in long-distance transport



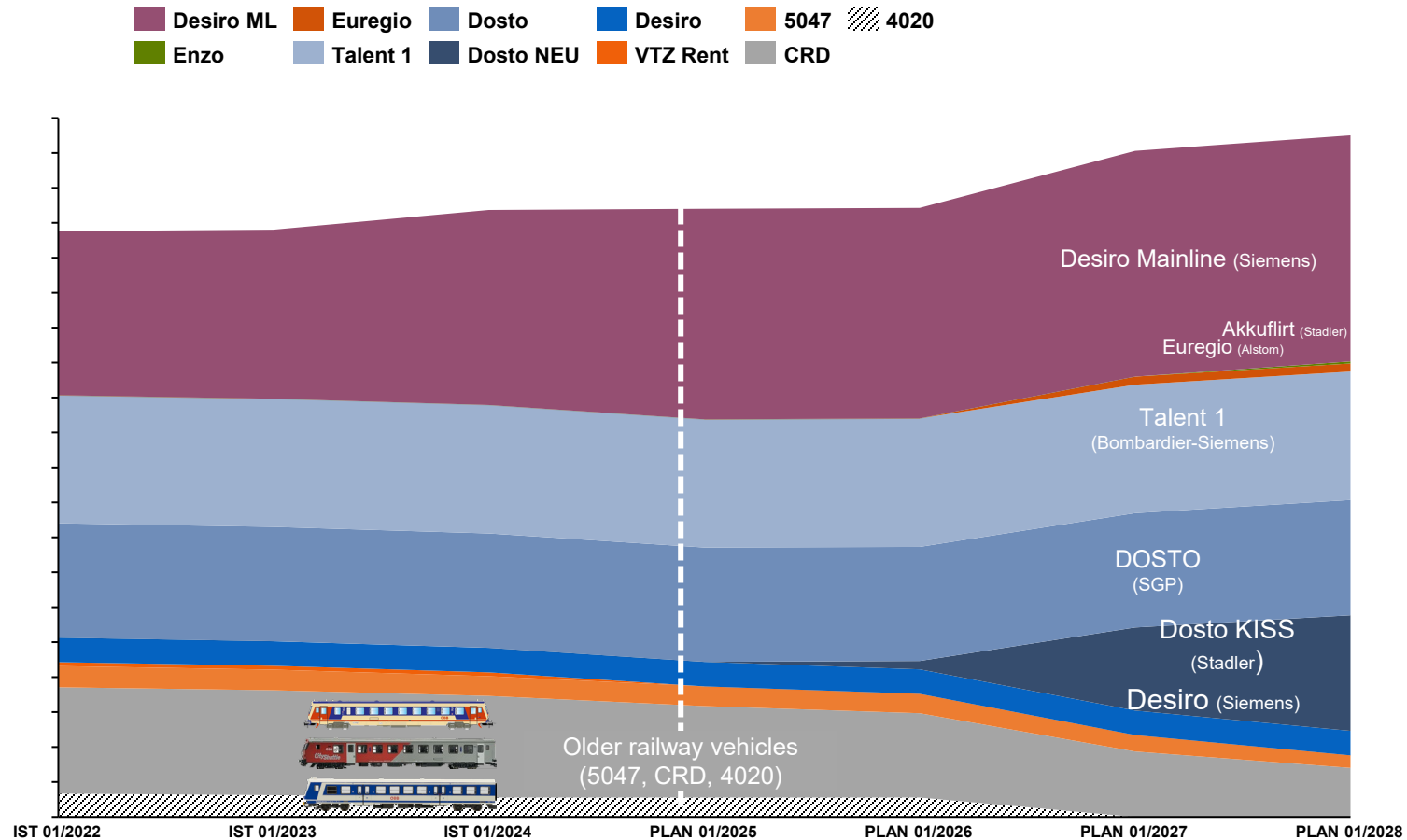
Target image for the local and regional transport fleet



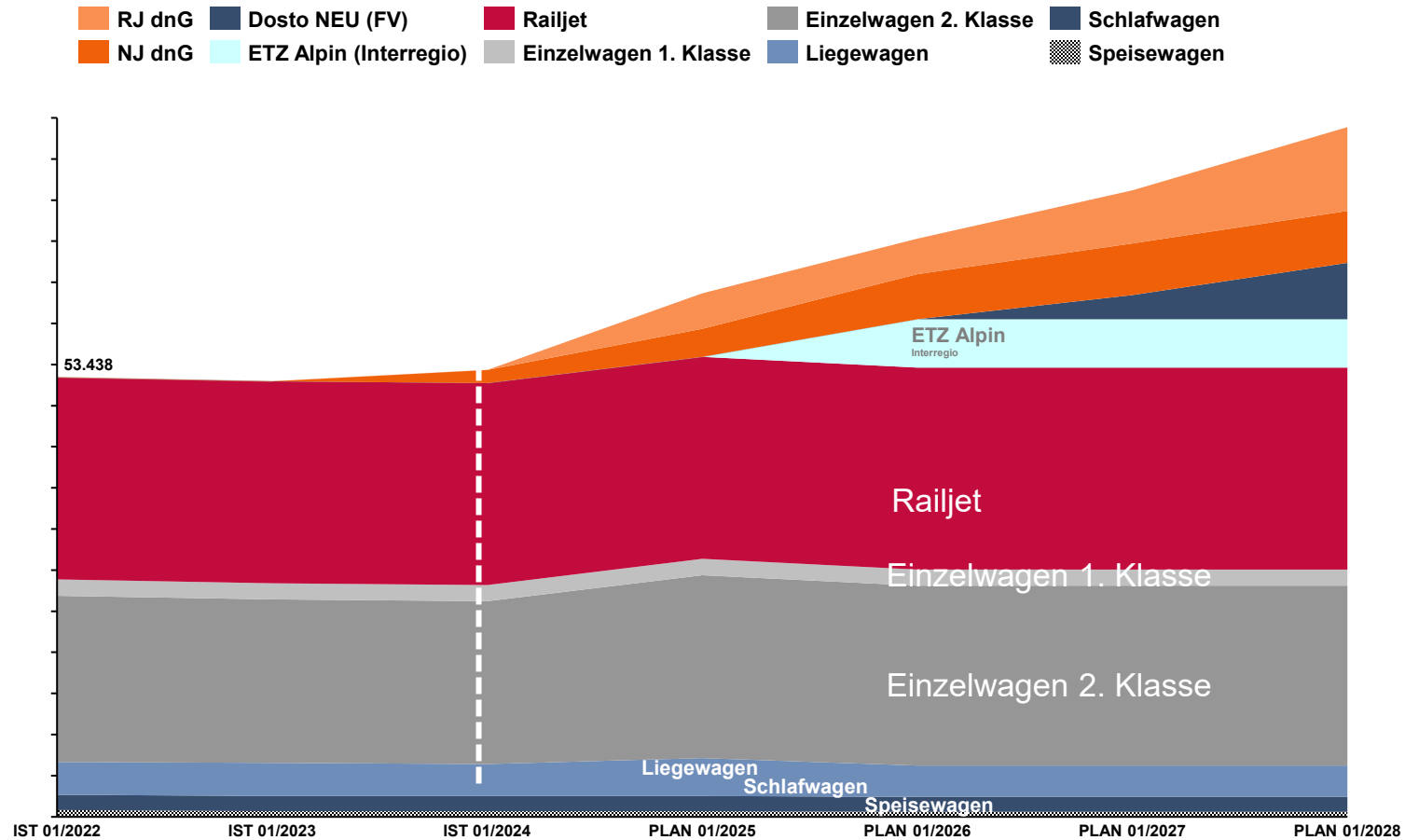
ÖBB *cityjet*

- modern
- barrier-free
- comfortable
- air-conditioned
- Wi-Fi + passenger information system

Seat capacity development in local and regional trains



Seat capacity development in long-distance trains



- Direct award is helpful
- Existing rolling stock is accepted as a basis
- Loose coupling of (future) infrastructure development, general rolling stock characteristics prescribed by PSO & actual rolling stock procurement proceedings between Authorised body & TOC
- Stay prepared for the unexpected

Many thanks
&
discussion

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