



Infrastruktur

Topic Sheet Koralmbahn Line

MARCH 2011

Direct connection
made between Graz
and Klagenfurt



Advance tunnelling work in the Koralmbahn tunnel

The Koralmbahn line, which has a total length of 130 kilometres, is a newly built twin-track electrified line that will directly connect Graz and Klagenfurt, reducing travel time between these cities from around three hours at present to just one hour.

The key element is the 32.9-kilometre-long Koralmbahn tunnel, at either end of which a completely new InterCity railway station will be built. The Koralmbahn line will also improve regional connections in the areas west Styria, Lavanttal and Jauntal and thus encourage the use of local public transport.

The Koralmbahn Line is, in addition, part of the extension of the high priority TEN Corridor 23 to northern Italy. It is thus part of the internationally important Baltic-Adriatic axis that extends from Gdansk via Warsaw and Vienna to Trieste, Venice and Bologna and connects the Baltic with the Mediterranean.

Furthermore, in national terms the Koralmbahn Line will improve access to southern Austria and will connect western Styria and the southern Car-

inthia region to the respective regional capitals Graz and Klagenfurt, benefitting both commuters and the regional economy. The Koralmbahn Line will allow enormous reductions in travel time and more efficient regular interval timetables.

The preconditions necessary for the construction of the Koralmbahn Line were established at the end of 2004 in a contract between the Republic of Austria, the federal Austrian states of Styria and Carinthia, and the ÖBB.



Aerial view of construction work in the Lavanttal



View of the new railway station at Hengsberg and the entrance to the Hengsberg Tunnel

Project status

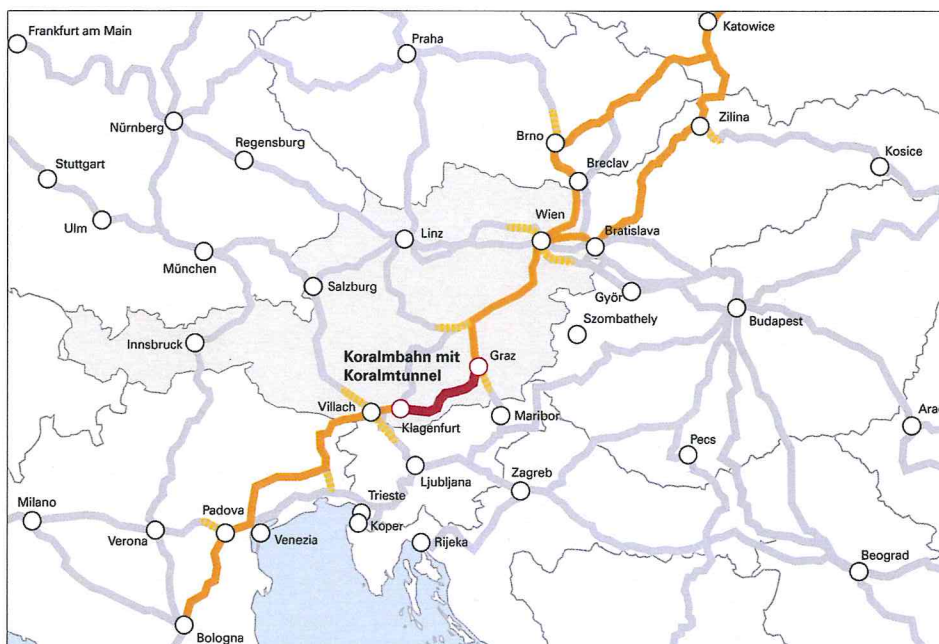
- environmental impact assessment completed
- construction approval procedure required by railway law largely completed for the open stretch and the Koralm Tunnel
- in-depth system study and exploratory measures for the Koralm tunnel in progress (Paierdorf exploratory shaft, as well as exploratory tunnels at Paierdorf, Mitterpichling and Leibenfeld)

- Althofen a. d. Drau – Klagenfurt one track completed

Route

Following a 4-track section between Graz Main Railway Station and the stop Feldkirchen/Seiersberg, at the start of the stretch the Koralm Line branches off from the existing southern railway line and runs via Graz Airport to Terminal Werndorf, where it again approaches to within 200 metres of the existing line. From there it curves westwards and

follows the Laßnitztal (valley). Shortly after the planned InterCity railway station West Styria in the area of Groß St. Florian, which connects the Koralm line with the Graz-Köflacher railway, the Koralm tunnel begins. After this tunnel, around 2 kilometres to the north of St. Paul, is the second new InterCity station, Lavanttal, where there is a connection to the regional Zeltweg – Wolfsberg line. After the Granitztal tunnel chain the Koralm line crosses the River Drau at Aich, cuts off the 'corner' at Bleiburg by describing a curve towards the west and then runs past the Klopeiner See at a distance of about 2 kilometres to the north of this lake. Near Grafenstein the route again crosses the River Drau and then continues along the existing line to Klagenfurt Main Railway Station.



The Koralm line in the European context

MILESTONES

- 1995 (HL-AG commissioned to undertake planning): start of planning
- 1997: start of route selection process
- 1999: start of building works
- December 2008: start of construction of the section Koralm Tunnel 1 (KAT 1)
- April 2010: start of construction of Klagenfurt freight railway station
- May 2010: start of advance tunnelling work for KAT 1
- December 2010: Opening to service of the new line Werndorf - Weitendorf – Wettmannstätten
- January 2011 start of construction of the section Koralm Tunnel 2 (KAT 2)

DATA AND FACTS

- Length of the line: around 130 km, of which the Koralm Tunnel makes up 32.9 kilometres
- Two-track, electrified, high performance line
- 12 railway stations and stops
- Design speed: 200 km/h
- Travel time Graz – Klagenfurt after completion: 1 hour (present travel time: 3 hours)
- Operating programme after completion: 158-256 trains per day (depending on the particular section of the line)

Impressum:

Media owner: ÖBB-Cl&M on behalf of ÖBB-Infrastruktur Bau AG, media owner: ÖBB-Infrastruktur Bau AG, text: ÖBB-Infrastruktur Bau AG, photos: Bolt, Pettino, ÖBB, graphic design: Irene Weichselbaumer, www.heiderklausner.at
version: March 2011