

The Vienna Main station/Semmering base tunnel projects: European Union faces up to its reunification

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An alpine tunnel questioning the sense of Europe in Central Europa?



« The new Semmering base tunnel – **together with the New Vienna main station** and the New Koralm railway line – will create an attractive traffic solution, providing important **stimuli to Eastern and Southern Austria and the regional development.** »



MORE
THAN
JUST A
RAILWAY
STATION

The Vienna Main station/Semmering base tunnel projects: European Union faces up to its reunification

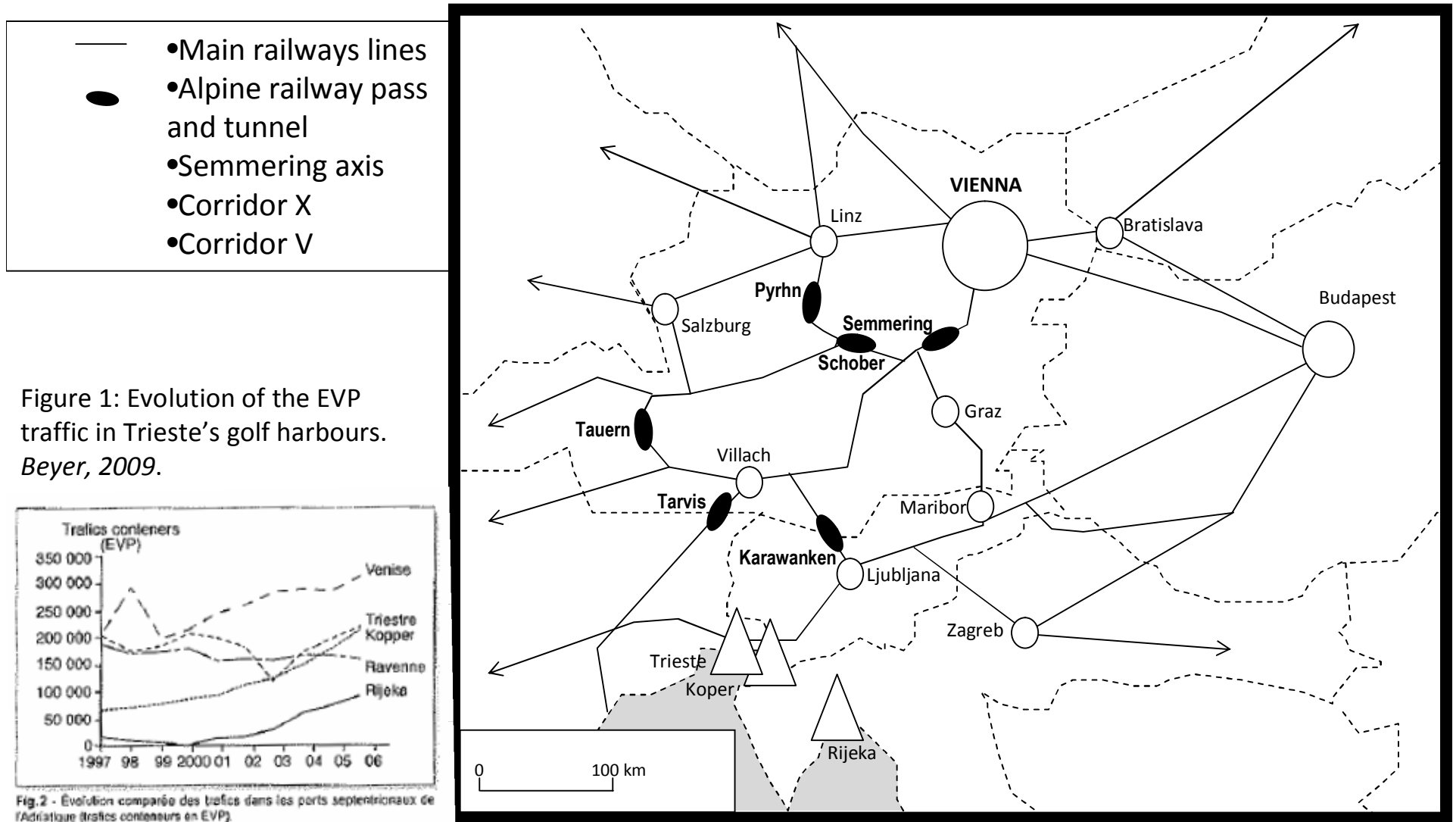
I. Two projects for a similar vision

II. From a go-between to a regional pivot

III. Questioning the sense of Europe

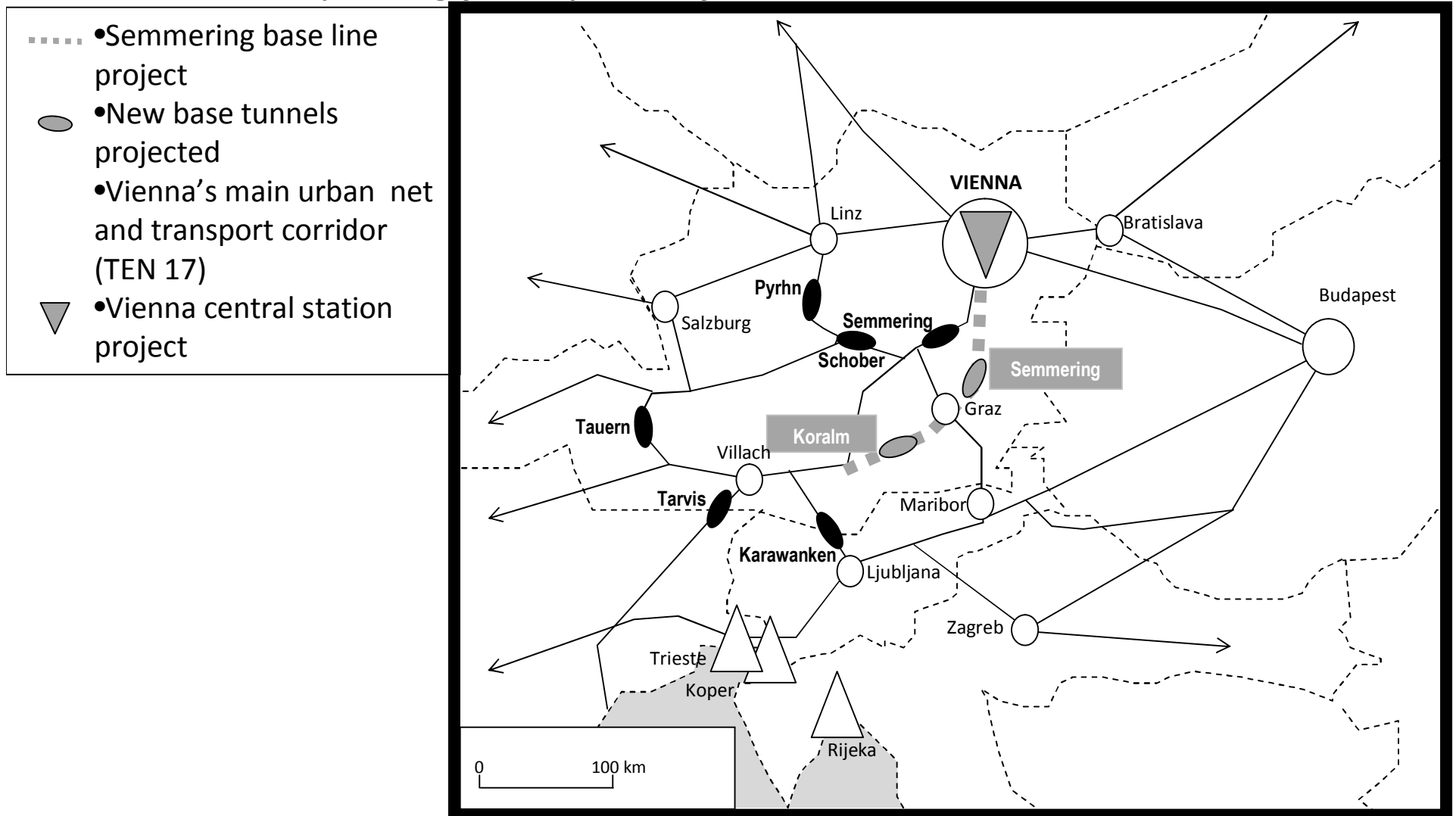
I. Two projects for a similar vision

1. Eastern Austria in its reticular environment



I. Two projects for a similar vision

2. A maritime opening for a pivot of the continental isthmus



I. Two projects for a similar vision

3. A junction for a corridor



Figure 2b: monument to the Semmering on the south station hall, Vienna, June 2008.
Personal photo



Figure 2a: Extracts from the communication documents of the Vienna central station project.

II. From a go-between to a regional pivot

1. The station's localization as net's urban sense

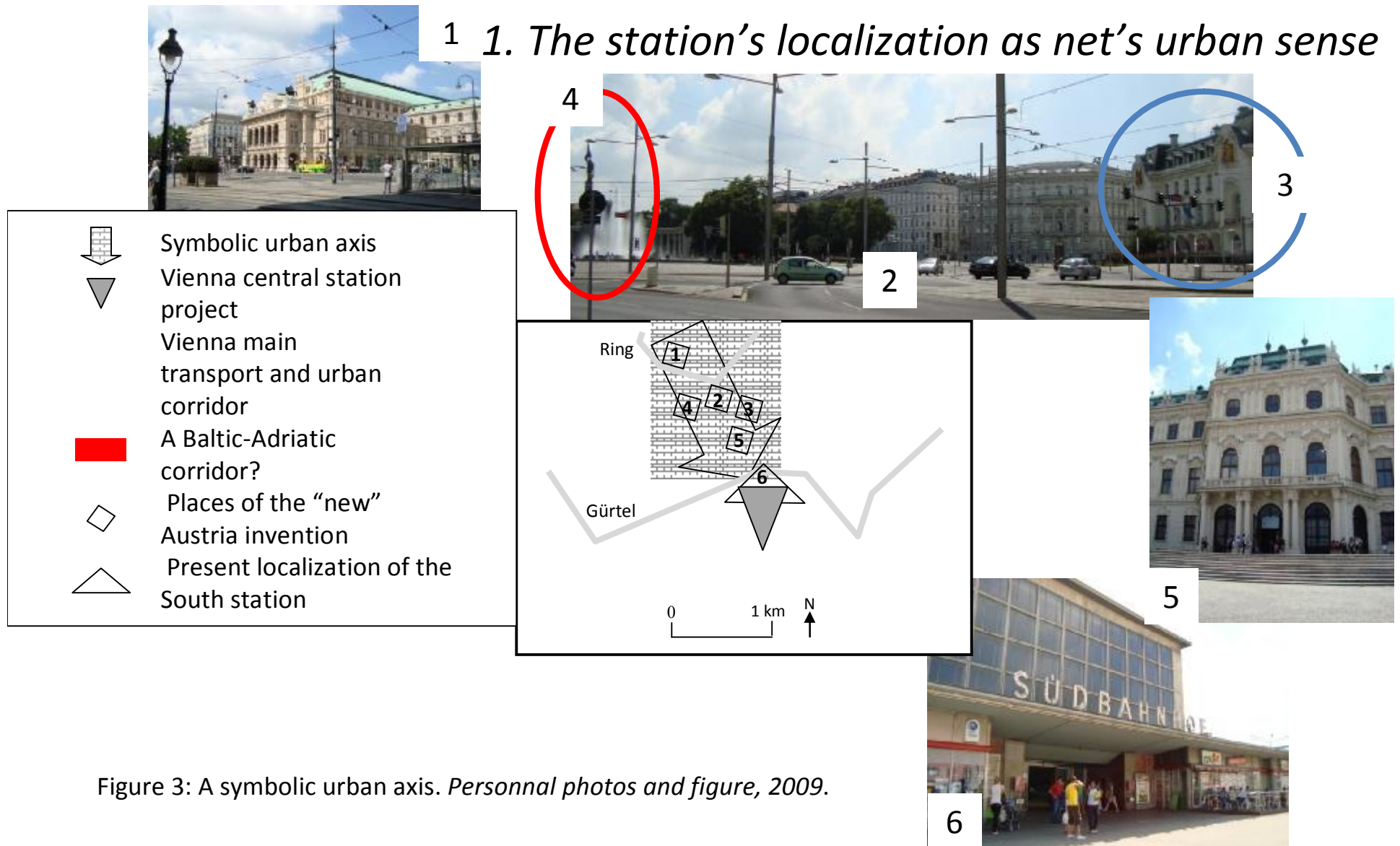
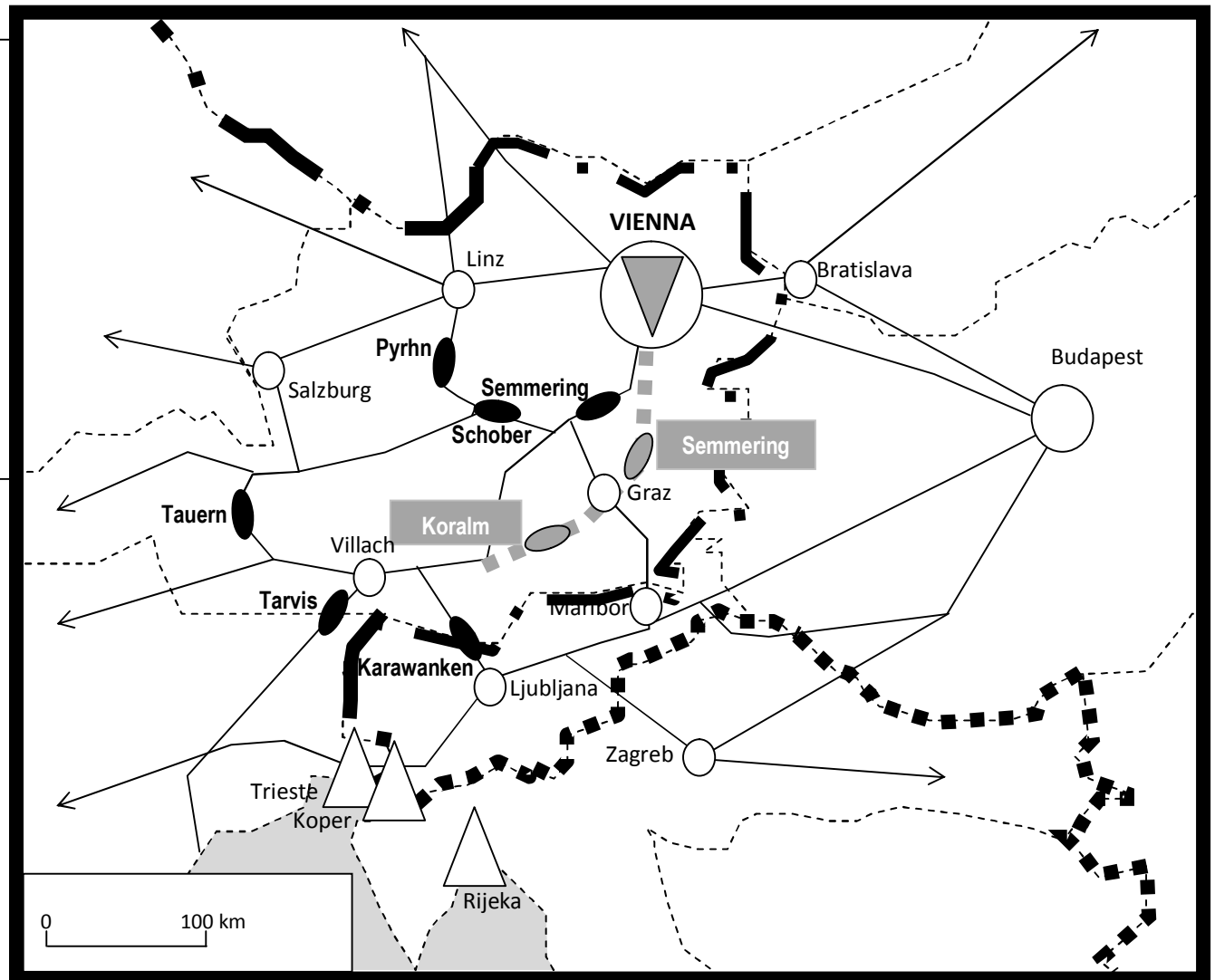


Figure 3: A symbolic urban axis. *Personnal photos and figure, 2009.*

II. From a go-between to a regional pivot

1. The station's localization as net's urban sense

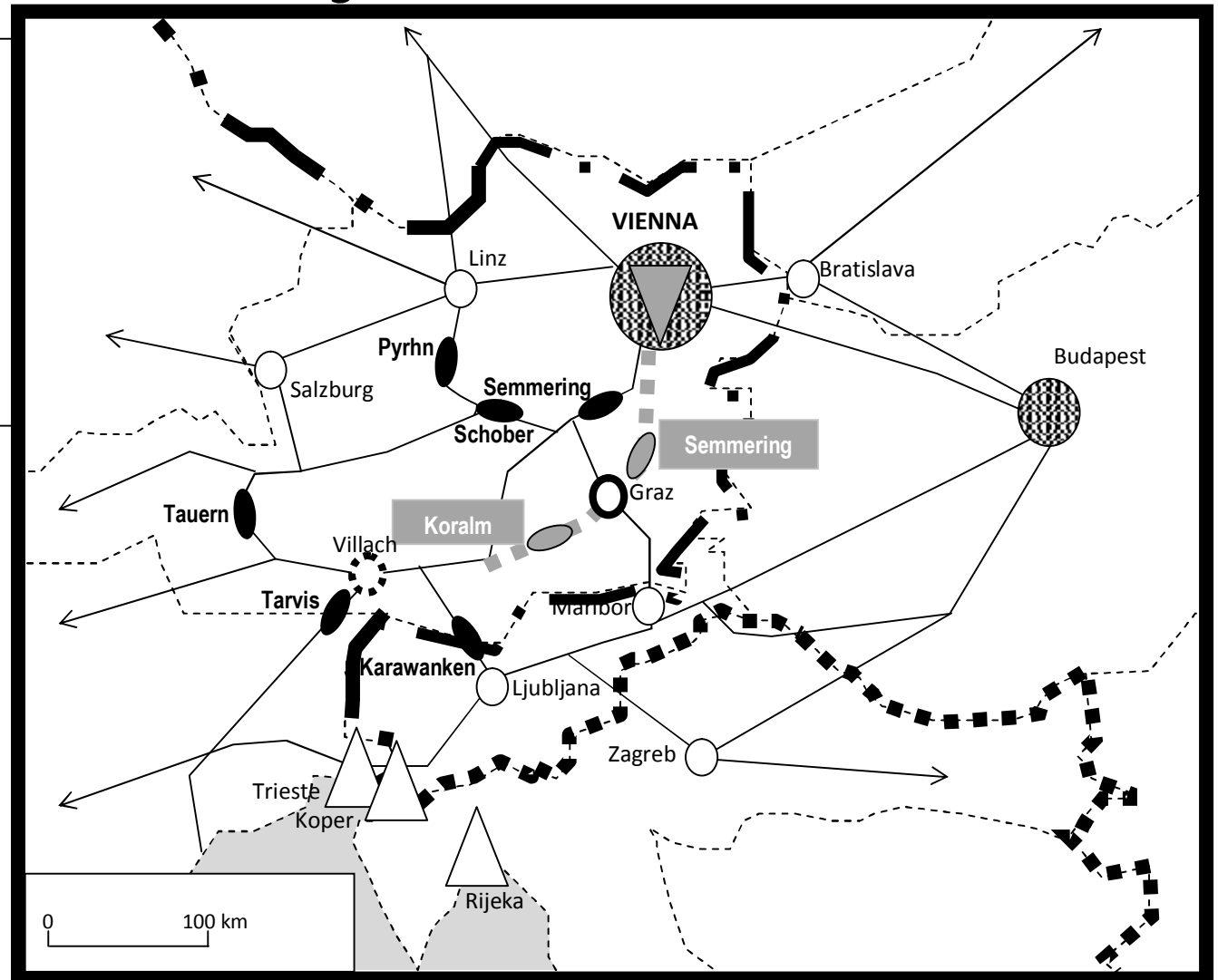
- A Baltic-Adriatic corridor? a potential extension to the TEN 23
- Former EU 15 mbrs boarder
- Present EU eastern boarder



II. From a go-between to a regional pivot

2. The Semmering base tunnel as Austrian urban issue

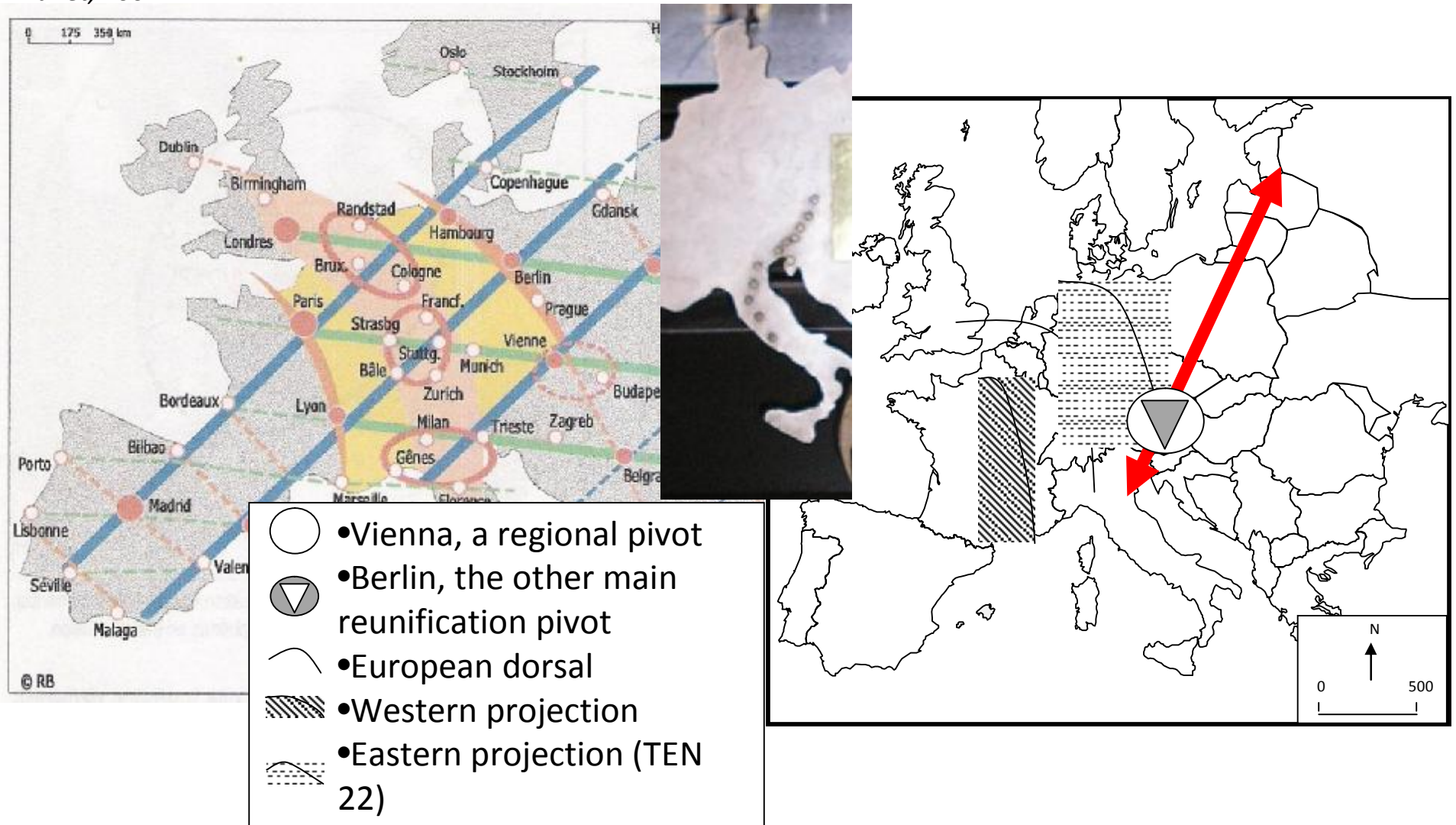
- •Graz, a national urban issue and a potential local pivot
- •Villach, the other
- ⊙ •Austrian southern nodal key place
- ⊙ •Former Parliaments



II. From a go-between to a regional pivot

Figure 4: The European trellis. R. Brunet, 2002.

3. The junction as stake of the European trellis



III. Questioning the sense of Europe

1. The European nodal choice, a corridor choice



Figure 5a: Extracts from EU's commission documents.

Figure 5b: OBB cargo train in Ljubljana station, *Personnal photo, 2009*

III. Questioning the sense of Europe

2. The corridor choice, a choice of sense for Europe

Semmering: 150 to 200
trains a day



Figure 6a: Semmering tunnel north entrance and the Unesco label.
Personnal photo, 2009

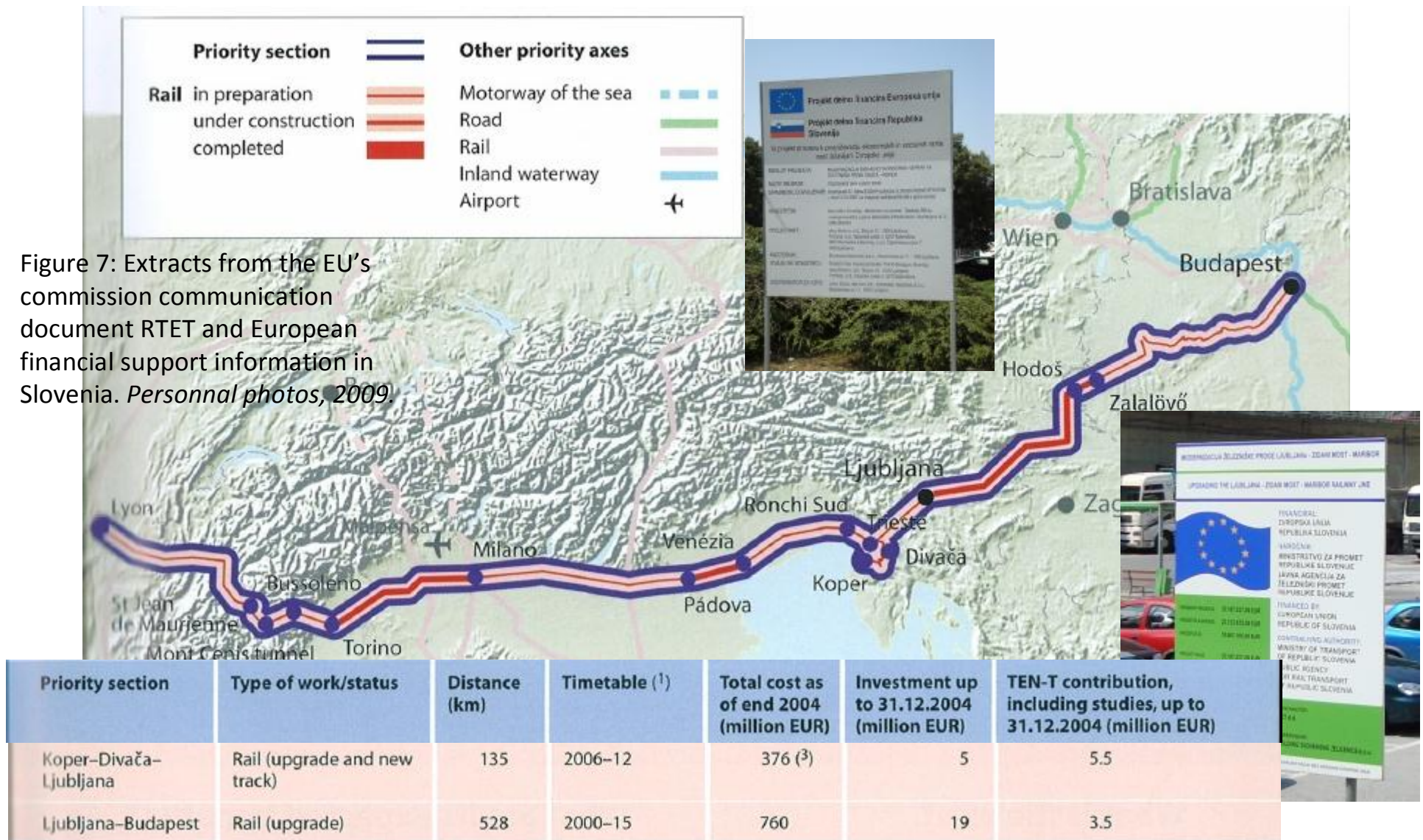
Hodos: 60 trains
a day

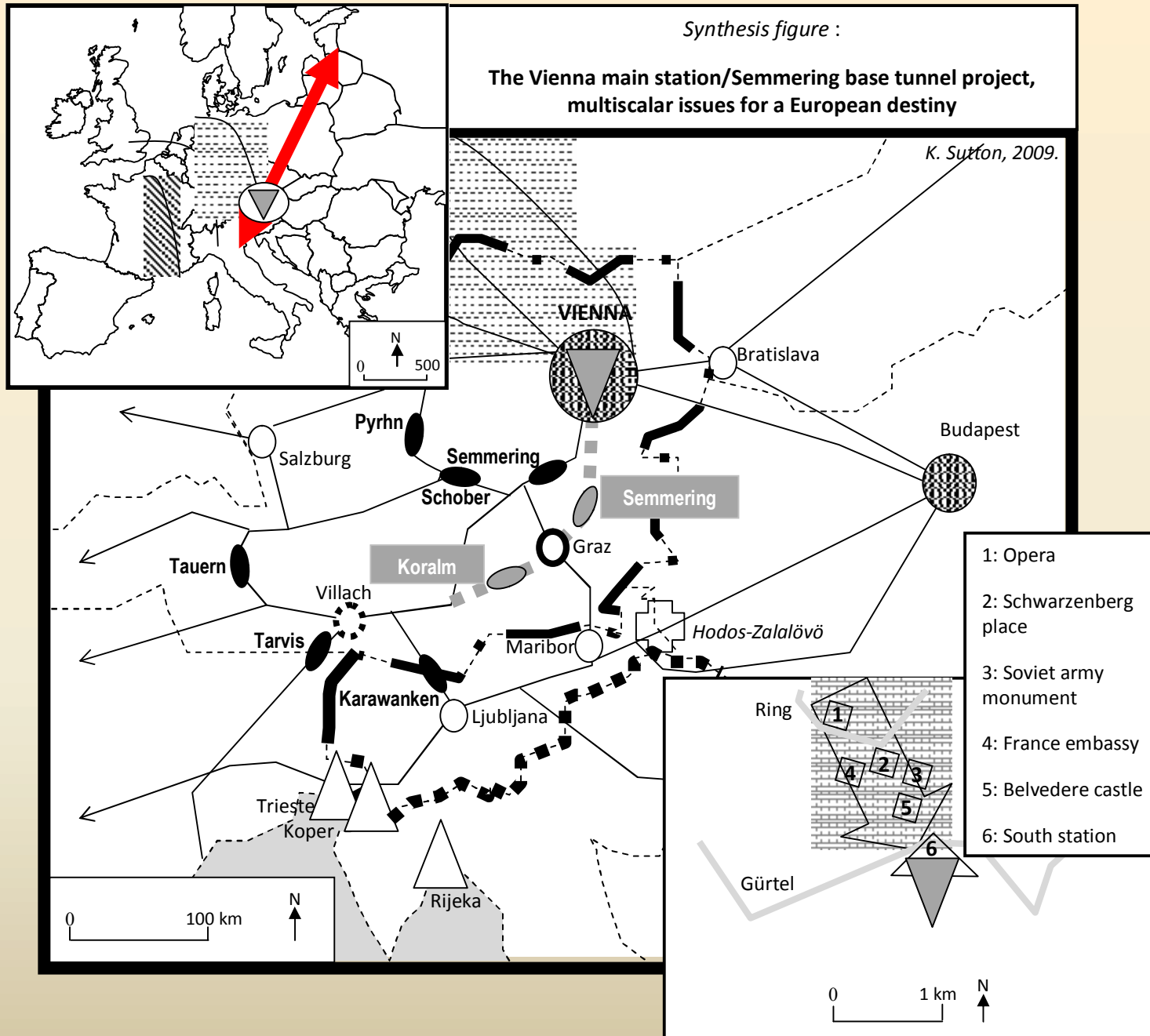


Figure 6b: Hodos boarder station.
Personnal photo, 2009

III. Questioning the sense of Europe

3. The choice of sense, a choice of European policy







**Thanks
for your attention**