

Beilage 6:

Offizielles Bewerbungsdokument

http://www.salzburg2014.com/download/Salzburg2014_BidBook_VOL-3_THEME14.pdf

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SUPPLY

14.3

Transport Infrastructure Plan

EXISTING transport infrastructure, NO PERMANENT WORKS REQUIRED				
Type of transport infrastructure (Motorways, major urban arterial network, suburban rail, subway, light rail, public transport systems)	Length (km) + capacity (n° of traffic lanes or tracks)		Construction/ upgrade	
	Within City boundary	From City boundary to outlying venues	Construction date	Date of completed upgrade
1 Salzburg Airport - W.A.Mozart	-	-	1970	continuous
MOTORWAY				
2 A1 Westautobahn and A10 Tauernautobahn	8 / 6 lanes	60 / 4 to 6 lanes	1945 / 1971	continuous
MAYOR URBAN ARTERIAL NETWORK				
3 Salzburg major city roads	24 / 2-3 lanes	-	varies	continuous
4 Salzburg - Pongau B 159, B99	-	75 / 2-3 lanes	varies	continuous
5 Salzburg - Koenigssee	-	19 / 2-3 lanes	varies	continuous
6 City bus network	150	1.270	varies	continuous
LIGHT RAIL PUBLIC TRANSPORT SYSTEM				
7 Salzburg - Buermoos / Trimmelkam	2.5 / 1 track	16 / 1 track	1885	continuous
SUBURBAN RAIL				
8 within City of Salzburg	13 / 2 tracks	-	1875	continuous
9 City of Salzburg - Bischofshofen	8 / 2 tracks	45 / 2 tracks	1875	continuous
10 City of Salzburg - Straßwalchen	8 / 2 tracks	24 / 2 tracks	1875	continuous
11 City of Salzburg - Koenigssee	4 / 1-2 tracks	29 / 1-2 tracks	1890	continuous
12 Bischofshofen - Radstadt	-	24 / 1 tracks	1875	continuous

Table 14.3.1 EXISTING transport infrastructure

EXISTING transport infrastructure, PERMANENT WORKS REQUIRED							
Type of transport infrastructure (Motorways, major urban arterial network, suburban rail, subway, light rail, public transport systems)	Length (km) + capacity (n° of traffic lanes or tracks)		Body responsible	Construction/ upgrade			Source of financing
	Within City boundary	From City boundary to outlying venues		Construction date	Date of upgrade	Cost of upgrade USD million	
13 Salzburg Airport - W.A.Mozart	-	-	City & state of Salzburg	1970	2010	85	public
MOTORWAY							
14 A1 Westautobahn and A10 Tauernautobahn	8 / 6 lanes	60 / 4 to 6 lanes	ASFINAG	1945 / 1971	2011	146	public
MAYOR URBAN ARTERIAL NETWORK							
15 City bus network	150	1.270	Salzburg AG / Postbus AG	varies	2008	3.4	public
LIGHT RAIL PUBLIC TRANSPORT SYSTEM							
16 Salzburg - Buermoos / Trimmelkam	2.5 / 1 track	16 / 1 track	Salzburg AG - SLB	1885	2011	11.9	joint
SUBURBAN RAIL							
17 Main train station Salzburg	-	-	OeBB Bau AG	1875	2013	120	public
18 City of Salzburg - Bischofshofen	8 / 2 tracks	45 / 2 tracks	OeBB Bau AG	1875	2010	3.13	public
19 Bischofshofen - Radstadt	-	24 / 1 tracks	OeBB Bau AG	1875	2009	15	public

Table 14.3.2 EXISTING transport infrastructure, PERMANENT WORKS REQUIRED

14.5 Airport data

Salzburg International Airport W.A. Mozart - Olympic arrival and departure & charter flights		
Capacity	Existing (2006)	Planned (2014)
Number of terminals	2	2
Number of international departure gates	10	13
Number of national departure gates	3	5
Passengers / hour	2,500	3,200
Runway movements / hour	20	20
Night flight ban	23:00 - 06:00	23:00 - 06:00

Table 145 Airport Data

Source: Salzburg Airport W.A. Mozart



Salzburg is fortunate to have an international airport at the heart of the city and its Olympic plan. Located only 5km from the city centre, Salzburg International Airport W. A. Mozart will be the main airport for the 2014 Olympic and Paralympic Winter Games. The airport currently ranks as the largest and busiest winter charter airport in the European Union, reflecting the high concentration of winter sport resorts in the region. Its runways accommodate the largest aircrafts including Boeing 747s and Airbus 340s. It sits at the centre of the plan, within 5km of the Olympic Village, the MMC, and the Olympic Family Hotel and it features brand new facilities.



In 2005, work was completed on a new and modern second terminal that increased passenger capacity to 40,000 people a day. The new terminal is part of a USD84 million expansion and upgrade programme that will increase the runway size, enhance security, upgrade the roadways for ingress and egress and expand the parking deck. The expansion programme will be complete by 2010, giving Salzburg one of the most modern international airports in Europe in the run up to the Games.

Salzburg International Airport W. A. Mozart has direct daily flight connections to three major European hubs: Vienna, Frankfurt, and London. That number will increase with direct flights to Paris and Zurich before 2014, making ease of air access one of Salzburg's major assets. The airport is conveniently connected to all the major transport routes that run through Salzburg, including the A1 West Autobahn to Vienna, the A10 Tauern Autobahn to the snow region/venues to the south and the German A8 to Munich. The most distant snow venue at Zauchensee is 55 minutes from the airport.

The dimensions, management and operations of the airport are well equipped to meet the demands of the Olympic Winter Games. Airport management is experienced and efficient at accommodating the demands of major winter activities and has the capacity to deal with direct flights from all continents. The airport is particularly adept at handling private and charter flights. Salzburg International Airport W. A. Mozart meets the full capacity requirements for the Olympic Winter Games and is therefore the only official Games airport in our plan. Salzburg and its surrounding regions are also serviced by two other major international airports within a 300km range: Munich's Franz Josef Strauss Airport and the Vienna International Airport. While neither figures into the 2014 planning, they can be convenient access points for tourists and spectators, since both are linked to Salzburg's centre by passenger rail and autobahn.

Currently, Salzburg International Airport is served by the city's bus system, an extensive network of routes connected to all the major train stations. For the Games, additional buses will be added to strategic routes and run continuously for the convenience of spectators and workforce. Chartered coaches will be used to transport the IOC members, NOC Presidents and Secretary General, athletes and officials and media personnel to the IOC Hotel, the Olympic Village and the MMC, which are 10, 1.5 and 4.5km distant respectively.

Appropriate guarantees are provided in the guarantee file.