



Güterterminal Werndorf Projekt GmbH

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NORTH INDUSTRIAL SIDING

And everything is turning



PREFACE

A once-in-a-century project, the Koralm Railway is now in the home straight. When it goes into operation in 2025, not only will this be one of the most important transport axes in Austria, it will also create a widely regarded economic region and place to live in the south of the country. Construction of the North Industrial Siding and an extension of the Werndorf Freight Terminal will make Styria an even more important hub of European and international freight transport. These investments guarantee growth and jobs and are therefore just as much a crucial investment in the future of our business location.

Governor Mag. Christopher Drexler

The Koralm Railway goes into operation at the end of 2025. Not only will this provide the south of Austria with an excellent connection in terms of passenger transport, it will also strengthen an axis in international freight transport. Styria thus plays a significant role in rail freight transport. The volume of goods being transported is growing steadily. In future, an upgraded and extended terminal will act as a hub serving the central Styrian region in an environmentally responsible manner, while at the same time safeguarding jobs.

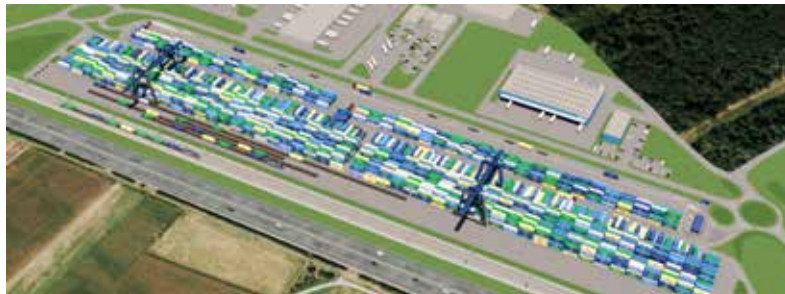
*Deputy Governor Anton Lang,
Transport Officer*

A partnership of the State of Styria and Cargo Center Graz, GWP is extending urgently required transshipment facilities to the north of the existing terminal site. The aim is to strengthen the business location and make sure that it is equipped to handle future challenges. Combined with innovative solutions, this further development is intended to safeguard the location for the coming decades and to boost the importance of Styria as a logistics centre in the south-east European region.

*DI Andreas Tropper,
Regional Building Director, Head of Department 16*

Thanks to cutting-edge terminal infrastructure, moving freight transport to the environmentally friendly rail service works very well at the Cargo Center Graz site. However, the container terminal has reached capacity in terms of storage and turnaround and the extension is urgently required. Clustering the overall concept, terminal infrastructure and warehousing facilities at a single site makes sense in terms of environmental policy as this also serves to combine transport and reduce CO2 emissions. Once built, the "North Industrial Siding" will provide Styrian business with a top European location for the future.

Franz Glanz, Managing Director of Cargo Center Graz





Preparation and subsequent delivery of the Koralm Railway project has given significant momentum to the development of the Styrian rail infrastructure. Just before the beginning of the new millennium, planning of the Koralm Railway was in full swing. As a logical consequence of this development and in order to effectively link major transport routes and thus markets to Styria as a business location, construction of the Werndorf terminal also began in 1999.

Opening on 26 June 2003, Cargo Center Graz established an important hub connecting long-haul rail freight transport and road freight transport so as to distribute goods in the central Styrian region efficiently and in an environmentally sound manner. In the battle against climate change, expansion of the rail network also offers tremendous potential with regard to achieving climate goals. Above all when the Koralm Railway and the Semmering Tunnel go into service in 2025 and 2030 respectively, freight transport will rapidly shift from road to rail.

Construction of the North Industrial Siding is intended to help tackle these challenges. The two partners, the State of Styria and Cargo Center Graz (CCG), each own 50 per cent of the GWP GmbH company contracted to build and finance the North Industrial Siding. The Steiermärkische Landesbahnen operate the terminal.

Since the terminal came into operation, the transshipment centre has established itself as an economic driver for the region, even growing to become the biggest warehousing facility in Austria. For the first time in 2015, Cargo Center Graz ranked among the top twenty European freight transport centres, even placing ninth in 2020.



TERMINAL STATISTICS

- **1,634 staff in the A9 East on-site companies**
- **100 ha total area**
- **320,000 m² office and warehouse area**
- **> 300m euros investment volume**
- **Number of companies: 43**
- **Goods handled: 245,000 TEU/year**
- **4 loading tracks**
- **2 gantry cranes**
- » **CAPACITY REACHED**

BREAKING NEW GROUND

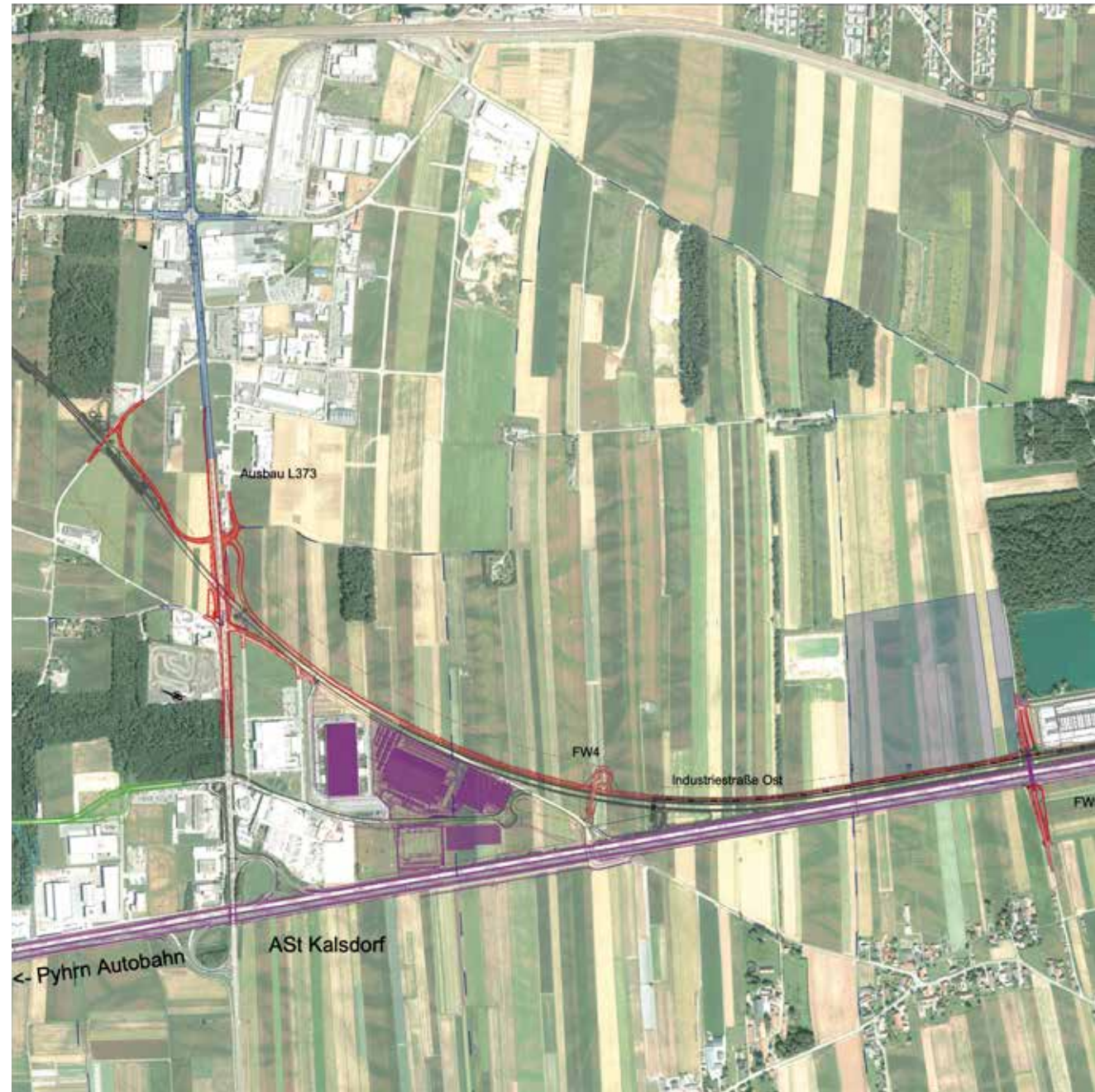
Until the North Industrial Siding goes into operation, the main rail connection to the site will still be via the Southern Railway. This major connection to the Koralm Railway will be established at the end of 2025. With the Koralm Railway set for completion, followed by the Semmering Tunnel in 2030, Austria is making a major contribution to expansion of the Baltic-Adriatic Corridor. At the same time, this will significantly widen the operating radius of the Graz-South Terminal. The new transshipment facilities of the North Industrial Siding will play a crucial role in handling the increased volume of freight anticipated and meeting the goals set by the 2030 Mobility Master Plan.

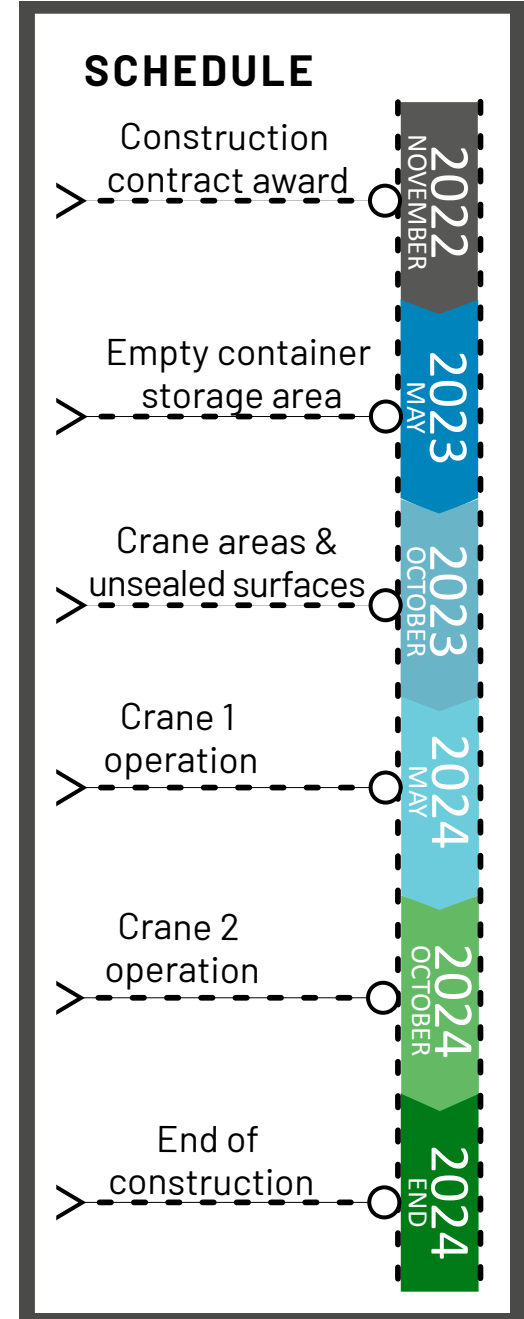
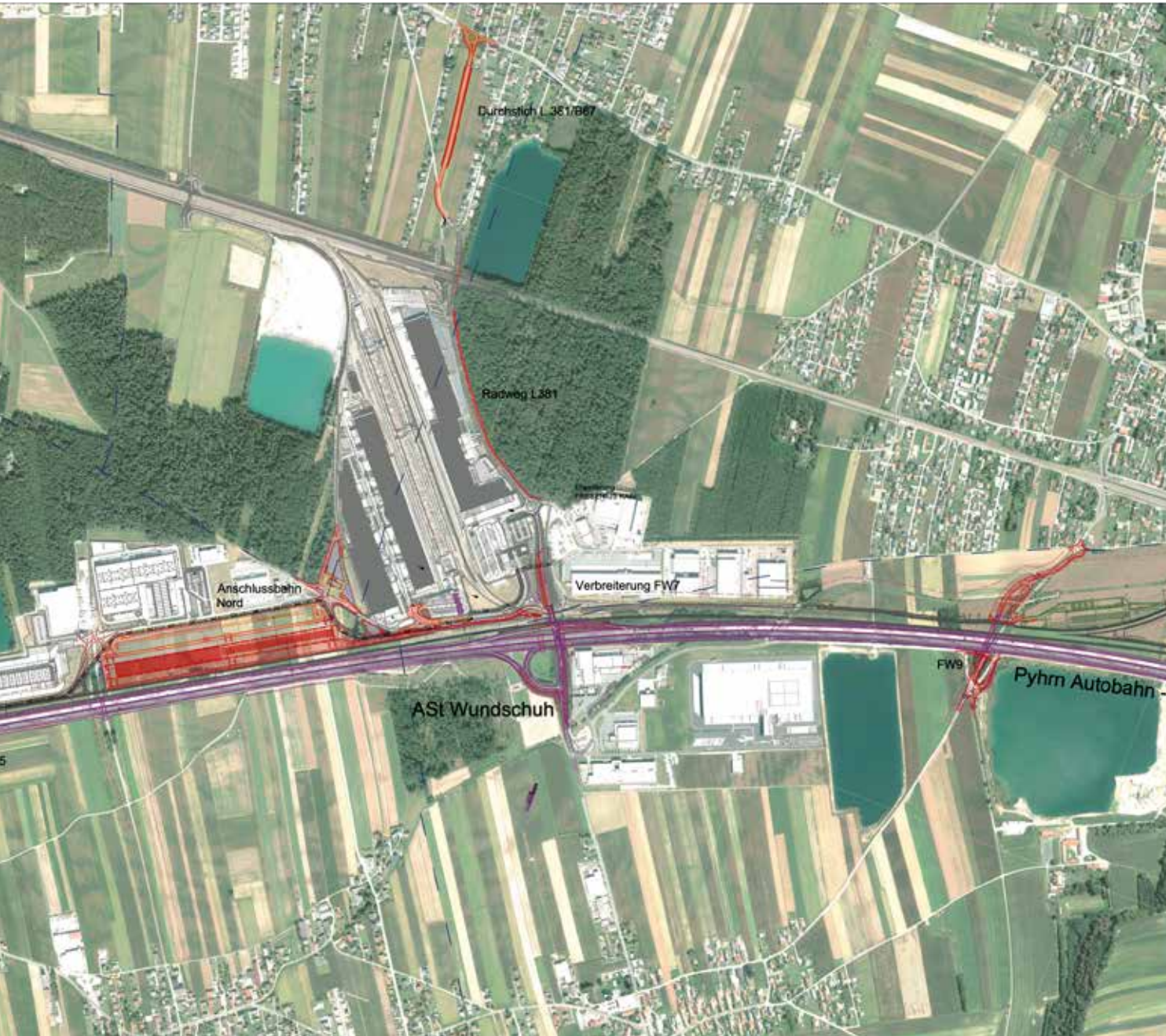
The North Industrial Siding will be built in three stages:

Stage 1: In the first stage of construction, beginning in December 2022, the existing empty container storage area will be extended to the north and will go into operation in mid-2023.

Stage 2: By summer 2024, the southern half of the terminal module will be hard-surfaced and the first crane will be set up. The driving lanes will also be created. Handling of full containers in the southern crane area will begin.

Stage 3: By the end of 2024, the north terminal module will be hard-surfaced and the second crane will be set up. The four tracks and the transfer point for empty containers will also be constructed. The transfer platform between the empty container depot and the crane warehouse is required in order to ensure efficient recirculation of empty containers.







North Industrial Siding

On a site measuring around 10 hectares, the new-built transshipment centre will be able to handle empty and full containers with a maximum total storage capacity of 10,000 TEU*. (*Twenty-foot Equivalent Unit)

- 5,300 TEU Full container storage area
- 2,900 TEU Empty container storage area
- 1,850 TEU Hazardous goods storage area
- Fumigation and ventilation container
- Refrigerated / heated container

Tracks

Four loading tracks with an approx. length of 650 m are being built.

Cranes

- 2 track-mounted gantry cranes
- Crane track length approx. 650 m
- Lifting height approx. 18.5 m
- Safe working load max. 45 tonnes
- Semi-automated and fully automated handling

THE ENVIRONMENTAL FACTOR



The project will see an investment of around 100 million euros by 2025. Four round train journeys a day are expected, which equates to about 90 incoming and outgoing wagons per day of service.

The road connection is via the motorway junctions at Wundschuh and Kalsdorf.

Around 720 crane moves are performed every day, with cranes being partially automated. This means that over-track and over-road crane moves are performed manually for reasons of safety, while all storage operations are fully automated. This ensures that storage during off-peak times and during the night is performed in such a way as to optimize turnaround and thus make loading and unloading operations significantly shorter.

Regarding unaccompanied combined transport, the 2030 Mobility Master Plan drawn up by the Federal Ministry envisages increasing the modal share of rail from currently 28 to 40 per cent by 2040.



Thanks to optimised procedures and increased rail transport, the extension of the North Industrial Siding contributes significantly to achieving the climate goals set by the Master Plan. What is more, the track system of the North Industrial Siding will be electrified to the greatest possible extent, which means another major step towards reducing CO₂ emissions.

The new crane-operated container facility will have its own infiltration system and will thus help mitigate the increasing effects of soil sealing.

In addition, centralising the movement of goods at the Graz-South Terminal logistics centre serves to concentrate traffic, optimize routes and, at the same time, reduce distances to be travelled.

At the same time, on-site traffic will be converted to electric vehicles and roofs will be fitted with solar panels. Besides aspects of competitiveness and reliability, construction of the North Industrial Siding is especially geared towards climate-friendliness and sustainability.



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FOR STYRIA!**

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