World Heritage Semmering Railway Management Plan

prepared by stadtland

on behalf of the association “Freunde der Semmeringbahn”

in co-operation with the municipalities of Gloggnitz and Mürzzuschlag, the local communities of Breitenstein, Payerbach, Reichenau an der Rax, Schottwien, Semmering and Spital am Semmering, the ÖBB Infrastruktur Bau AG, the Regional management Lower Austria – office Industrieviertel, the regional association “Kleinregion Weltkulturerbe-Region Semmering-Rax”, the Office of the Provincial Government of Lower Austria, the Office of the Provincial Government of Styria as well as the Federal Ministry of Education, Art and Culture

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World Heritage Semmering Railway - Management Plan
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– the Office of the Provincial Government of Styria: Department 9 – Culture, Department 19 – Provincial and Community Development
– the Federal Monuments Office: Provincial Conservatoires of the Provinces of Lower Austria and Styria
– the Federal Ministry of Education, Art and Culture
– the ÖBB Infrastruktur Bau AG
– the association "Freunde der Semmeringbahn"
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– the association “Friends of the Südbahn"

We would like to thank everyone and every institution that supported us in the preparation of the Management Plan with their expert knowledge and organisational input.
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1. THE TASKS AND FRAMEWORK CONDITIONS FOR THE WORLD HERITAGE SEMMERING RAILWAY MANAGEMENT PLAN

Short description of the World Heritage Semmering Railway

The Semmering Railway is one of the greatest engineering achievements from the pioneering stage of railway construction. It was constructed between 1848 and 1854, overcoming a difference in altitude of 457 m – an incredible figure under the circumstances at that time – along a distance of 41 km. The highest point is situated at 896 m. The line includes 16 viaducts (several of them being two-storey constructions), 15 tunnels and 100 arched brickwork bridges or railway bridges, respectively. At the time of its inauguration, the Semmering Railway was already regarded as a “harmonious combination of technology and nature”. The Semmering Railway offers spectacular panoramic views of the Semmering area. In the 19th century, the new railway line through the alpine mountain landscape already turned this area into an attractive destination for the nobility and upper middle class from Vienna and Budapest. They constructed grand hotels, country houses and villas, planned by famous architects at that time in what is referred to as “Semmering style”, forerunners of a modern alpine architectural style. The varied mountain landscape, the pleasant climate, the easy accessibility and the luxurious accommodation facilities attracted a large inflow of guests. Today the Semmering Railway still provides important impulses for environmentally sound cultural tourism at the Semmering. The numerous, incomparable vantage points, both along the railway track and around the historical recreational landscape of the Semmering area, are a special experience. In the information centre at the Semmering Railway Station, visitors can learn all the important facts and figures about the World Cultural Heritage Semmering Railway and the surrounding landscape.

In 1998, the Semmering Railway was entered in the World Heritage list according to criteria (ii) and (iv) (ICOMOS, October 1998).

The Purpose of the Management Plan

The purpose of the Management Plan is to preserve, explore and integrate into development purposes all the values forming the basis for entry on the World Heritage List and to establish and control the institutional system for the management of this World Heritage property. To this end, the respective national and local authorities in Austria are preparing a Management Plan for the conservation, utilisation and sustainable development of known and still undiscovered values in accordance with the requirements and recommendations of the World Heritage Convention.

The tasks of the Plan are to specify values, prospects and the strategy to be followed, as well as to define short, medium, and long-term objectives for the World Heritage property on the basis of existing laws, legal documents and ordinances by the Federal, Provincial and Community Administration as well as local and regional plans.

The main tasks are:

- to provide objectives for the management of the WHP so that the value is conserved and improved for all time
- to achieve a broad vision of the quality, significance, condition and potential of the WHP
- to increase public awareness of and interest in the WHP to ensure that WHP values will be understood, to secure publicity for the values
to identify the cultural and economic benefits of the WHP

to outline a sustainable approach for management and use of the WHP which balances all aspects of use (e.g. culture and nature conservation, regional planning and tourism)

to propose a prioritised programme of action based on a holistic and strategic approach to conservation and development of the WHP

to provide an instrument for local communities on site as well as relevant regional and national authorities, that will allow them to implement and continuously pursue the goals of the World Heritage Convention on a local level.

to provide a basic document for the responsible management authorities,

to ensure the continuity of planning, scheduling and financing for future generations

The Status of the Plan

The Management Plan has advisory status and plays a strategic guiding and influencing role, but is not generally compulsory. In the Austrian legislation, the World Heritage property is regulated by the "Convention Concerning the Protection of the World Cultural and Natural Heritage including the Austrian Declaration" (Federal Law Gazette 60/1993). By ratifying this Convention, Austria has committed itself to the documentation, protection and preservation of the World Cultural and Natural Heritage sites on its national territory. Under this legislation, measures having the potential to cause direct or indirect damage to the World Heritage are to be prohibited. There are no other laws directly concerned with the World Cultural and Natural Heritage. It is, however, being currently discussed to legally embody Management Plans by including them in the laws on regional planning.

The Management Plan is thus first and foremost a strategic plan that only derives its legally binding status through the laws and decrees passed by the federal, regional and local governments. For this reason it is of decisive importance that the Management Plan is agreed upon with the local protagonists in the World Heritage area and ultimately supported and co-implemented by them. Adherence to the Management Plan is to be understood as a self-imposed obligation on the part of the local protagonists in the World Heritage area. The Management Plan for the World Heritage Semmering Railway is prepared with all relevant national, regional and local authorities, as well as representatives of civil society (associations for the protection of the World Heritage).

In this context the control and monitoring functions are not only exerted by the World Heritage Association and by UNESCO, but in particular through the democratic participation and decision-making processes of the public. In order to ensure this, it is essential that public awareness of the World Heritage area is as high as possible and that the contents of the Management Plan are made known to the general public. Only in this way can goals be aimed for, infringements noted and prevented and decisions supported and co-implemented.
2. DESCRIPTION OF THE WORLD HERITAGE AREA AND ITS IMPORTANCE IN THE CONTEXT OF WORLD HERITAGE

2.1 Geographical situation

State: Austria

Regional integration:
In the Provinces of Lower Austria and Styria, between the towns of Gloggnitz and Mürzzuschlag

Local communities:

2.2 Entry in the World Heritage List, categorisation

Date of Inscription: 1998 (World Heritage Committee, Twenty-second session, Kyoto, Japan, 30th November – 5th December 1998)

Reference: 785

Criteria: (ii) (iv)

Following the recommendation by ICOMOS, the Semmering Railway was entered on the World Heritage List in 1998 on the basis of the following criteria:

Criterion ii: The Semmering Railway represents an outstanding technological solution to a major physical problem in the construction of early railways.

Criterion iv: With the construction of the Semmering Railway, areas of great natural beauty became more easily accessible, and as a result these were developed as recreational areas with the construction of villas and hotels, creating a new form of cultural landscape.
ICOMOS noted that the State Party (Republic of Austria) has not made any proposals concerning the criteria under which the property should be entered on the World Heritage List in the nomination dossier. In terms of the categories of property set out in Article 1 of the 1972 World Heritage Convention, the Semmering Railway is named a site. It may also be considered to be a “linear cultural landscape”, as defined in the Operational Guidelines (1995), paragraphs 35-39. In the current work on the Management Plan, the region is discussing the categorisation as a cultural landscape, also including the historical tourism landscape in the buffer zone that is directly related to the Semmering Railway. These considerations follow the current Operational Guidelines for the Implementation of the World Heritage Convention, WHC from January 2008. 08/01).

2.3 Co-ordinates and areas, demarcation of zones

The demarcation of the core zone is based on the DKM digital land register map for Austria and is defined in precise lots. The buffer zones are digitally demarcated on the official Austrian Map 1:50,000, and their co-ordinates are exactly determined in the Geographical Information System. The demarcation followed the recommendations of the German UNESCO commission.¹

<table>
<thead>
<tr>
<th>Geographical co-ordinates</th>
<th>Area (hectares)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Core zone</strong></td>
<td></td>
</tr>
<tr>
<td>A1: Railway kilometre 75.65 (Gloggnitz) N47°40´39´´ E15°56´13´´</td>
<td>153.31</td>
</tr>
<tr>
<td>A2: Railway kilometre 115.4 (Mürzzuschlag) N47°36´25´´ E15°41´40´´</td>
<td></td>
</tr>
<tr>
<td>A3: Mürzzuschlag railway station N47°36´28´´ E15°41´03´´</td>
<td>2.87</td>
</tr>
<tr>
<td>A4: Mürzzuschlag railway station N47°36´30´´ E15°40´47´´</td>
<td></td>
</tr>
<tr>
<td>Total area of core zone</td>
<td>156.18</td>
</tr>
<tr>
<td><strong>Buffer zone</strong></td>
<td></td>
</tr>
<tr>
<td>N47°35´49´´ to N47°42´42´´</td>
<td></td>
</tr>
<tr>
<td>E15°57´10´´ to E15°40´17´´</td>
<td></td>
</tr>
<tr>
<td>Local surrounding area</td>
<td>3665.51</td>
</tr>
<tr>
<td>Historical landscape for settlement and tourism</td>
<td>307.44</td>
</tr>
<tr>
<td>Supplementary area for tourism</td>
<td>4058.87</td>
</tr>
<tr>
<td>Supplementary settlement landscape</td>
<td>549.39</td>
</tr>
<tr>
<td>Total area of buffer zone</td>
<td>8581.21</td>
</tr>
<tr>
<td><strong>Total World Heritage area</strong></td>
<td>8737.39</td>
</tr>
<tr>
<td><strong>World Heritage area (core zone, buffer zone)</strong></td>
<td>8861.66</td>
</tr>
<tr>
<td>after 1995 nomination application</td>
<td></td>
</tr>
<tr>
<td>Deviation of areas in %</td>
<td>1.40</td>
</tr>
</tbody>
</table>

¹ Ringbeck, Birgitta: Managementpläne für Welterbestätten, Ein Leitfaden für die Praxis, ed. Deutsche UNESCO-Kommission e.V., Bonn 2008
2.4 Demarcation of the core zone and buffer zone

- The nomination application\(^2\) contained the following rough demarcation of the World Heritage area.

- Nominated Area and protection zone

- Now differentiated drafts for the core and buffer zones are available. They were prepared jointly by the local communities, the responsible Provincial and Federal offices, the ÖBB Infrastruktur AG and the regionally active associations.

- For map of core and buffer zones of the World Heritage Semmering Railway see following page.

World Heritage Semmering Railway

Core zone and buffer zone boundaries

<table>
<thead>
<tr>
<th>Core zone</th>
<th>Area (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Railway facilities of Semmering railway with engineering structures and buildings</td>
<td>156.18</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Buffer zone</th>
<th>Area (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local surrounding area</td>
<td>3.665.51</td>
</tr>
<tr>
<td>Historical landscape for settlement and tourism</td>
<td>307.44</td>
</tr>
<tr>
<td>Supplementary area for tourism</td>
<td>4.058.87</td>
</tr>
<tr>
<td>Supplementary settlement area</td>
<td>549.39</td>
</tr>
<tr>
<td>Total area of buffer zone</td>
<td>8.581.21</td>
</tr>
<tr>
<td>Total area of core zone and buffer zone</td>
<td>8.737.39</td>
</tr>
</tbody>
</table>

Co-ordinates and reference system: MGI M34, BMN

Situation

<table>
<thead>
<tr>
<th>Situation</th>
<th>Geographical co-ordinates</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 Railway-km 75.65 (Gloggnitz)</td>
<td>N47°40´39´´ E15°56´13´´</td>
</tr>
<tr>
<td>A2 Railway-km 115.4 (Mürzzuschlag)</td>
<td>N47°36´25´´ E15°41´40´´</td>
</tr>
<tr>
<td>A3 Mürzzuschlag railway station</td>
<td>N47°36´28´´ E15°41´03´´</td>
</tr>
<tr>
<td>A4 Mürzzuschlag railway station</td>
<td>N47°36´30´´ E15°40´47´´</td>
</tr>
<tr>
<td>Buffer zone</td>
<td>N47°35´49´´ bis N47°42´42´´ E15°57´10´´ bis E15°40´17´´</td>
</tr>
</tbody>
</table>

Basic references and sources:
- Digitalization on the basis of the Austrian Map (Österreichische Karte 1:30,000).
- The Digital Land Register File (Digitale Katastermappe).
- Federal Office of Metrology and Surveying.
- Government of the Federal Province Niederösterreich (NÖGIS).
- Government of the Federal Province Steiermark (LBD-GIS).

Status: November 2008

Author: stadtland, on behalf of Verein Freunde der Semmering Bahn
2.4.1 Core zone

The core zone includes the railway facilities of the Semmering Railway located in the Provinces of Lower Austria, the local communities of Gloggnitz, Payerbach, Breitenstein, Semmering (jurisdiction of Gloggnitz) and Styria, the local communities of Spital am Semmering, Mürzzuschlag (jurisdiction and political district of Mürzzuschlag from railway km 75.65 to railway km 115.4 with railway tracks, engineering structures and buildings such as railway stations, attendants' huts and viaducts.

According to the official notification by the Austrian Federal Monuments Office (declaration according to § 2 DMSG (GZ.:16.605/1/1997), the Semmering Railway is declared a listed monument from railway km 75.65 (local community of Gloggnitz) to railway km 114.82 (local community of Mürzzuschlag). For the demarcation of the core zone, the enclosed property register as well as the list of engineering structures and buildings have been used as references.

Furthermore, two cultural-historically interesting buildings and railway facilities at the Mürzzuschlag railway station are also listed as part of the core zone. In these buildings in the former depot area, locomotives were serviced and also prepared for use on the Semmering Railway. These facilities represent the unique ensemble of the “New Assembly” (rectangular depot) with a traverser in front and the rounded locomotive depot with ten spaces and a balance turntable. Both facilities are declared listed monuments. The rounded depot was planned in 1873 by Wilhelm von Flattich, Architect and Constructional Director of the Imperial and Royal Southern Railway Association. Since 2004, the “New Assembly” (constructed in 1919), and since 2007 the rounded locomotive depot, are used as the railway museum (SBM). The exhibition also extensively refers to the Semmering Railway. The SBM Mürzzuschlag was awarded with the 2008 (ICOM) Quality Museum Seal.

2.4.2 Buffer zone

The buffer zone is situated around the core zone and has been differentiated according to its importance for the maintenance and development of the World Heritage, as well as according to its characteristics. Apart from the aims of maintenance and development for the entire World Heritage area (core zone and buffer zone), this differentiation allows the definition of specific, customised goals and measures for individual partial areas.

**Buffer zone “local surrounding area (area of perception)”**

The demarcation is based on the assumption of the perception of the World Heritage Semmering Railway as well as the special consideration of characteristic landscape elements in the local area surrounding the core zone.

- view of the railway from the local surrounding area as well as
- special visual corridors from vantage points, e.g. from hiking paths alongside the railway line.
- View from the railway to the surrounding cultural landscape
- characteristic landscape elements in the local area surrounding the core zone

The demarcation is defined by topographical (contour lines, hill edges) as well as natural-geographical criteria (e.g. edges of woods). Wherever such a definition is neither possible nor reasonable, infrastructural features (e.g. roads, transmission lines) serve as borderlines.
Buffer zone “Historical landscape for settlement and tourism”

Within these zones there are village areas / characteristic village centres created in connection with the development of the Railway project and the development of the Semmering as a sophisticated climatic health resort for tourism. They are characterised by an accumulation of historical building stock, Wilhelminian style villas, spa gardens and promenades.

According to the criterion (iv) from the explanatory statement on the World Heritage status (ICOMOS 1998):

*With the construction of the Semmering Railway, areas of great natural beauty became more easily accessible and as a result these were developed for residential and recreational use, creating a new form of cultural landscape.*

For the purposes of demarcation, lists of buildings previously declared listed monuments by the Provincial Conservatoires of Styria and Lower Austria were used as references.

Supplementary area for tourism

Landscape areas beyond the immediate vicinity of the railway facilities, but having connections to the historical and tourist development of the Semmering area, or having tourist potential for future sustainable development, have been defined as supplementary areas for tourism. They are characterised by typical landscape elements of the Semmering as well as solitary, historical building stock (e.g. Wilhelminian style villas).

The supplementary area for tourism also includes the historical town centres of Gloggnitz and Mürzzuschlag.

The demarcation is based on the external boundary of the buffer zone depicted in the 1995 nomination application. In the course of an inspection tour, it was realigned and adjusted accordingly. The demarcation is also often defined by topographical (contour lines, hill edges) as well as natural-geographical criteria (e.g. edges of woods).

Supplementary settlement area

In this zone there are settlement areas with a spatial and functional connection to the World Heritage, but without any direct relation to the perception of the Semmering Railway and outside of village or town centres deserving special protection or historical exclusive residential areas.
2.5 The special importance of the World Heritage

The World Heritage Semmering Railway was described in great detail in the documentation for the nomination of the World Heritage. In its statement for UNESCO, the International Council on Monuments and Sites, ICOMOS, summarises the outstanding universal value (OUV) as follows:3

The 41km long railway built across the Semmering Pass between 1848 and 1854 was the first noteworthy mountain railway the world had seen up to that point. It had a lasting influence on the technical development of this relatively new system of transport. Nowhere is the wish to take technical control over nature more clearly shown than in the Semmering Railway. The pioneering achievement of its architect, Carl Ritter von Ghega, was above all the solution of three technical problems. As marking out the terrain was impossible with the means available at the time, new surveying methods and instruments had to be developed. For the planning of the route, hitherto unused parameters with respect to gradient and the radii of the curves were employed. Finally, there was the actual construction of the line, with its fourteen tunnels, sixteen viaducts, and over a hundred arched passageways and the kilometres of retaining walls in extremely difficult and largely mountainous terrain. All these represent an extremely daring architectural and organizational undertaking for the period. The wide variety of aesthetically outstanding buildings can be seen as a Gesamtkunstwerk whose technology and architecture are subtly and harmoniously integrated into an important mountain landscape. Hence this 19th century masterpiece of Austrian engineering can be regarded as a synthesis between nature and architecture that was entirely new to the period.

In spite of its 150 years of operation, the changes that the maintenance and functional adaptations of the line required remained within acceptable boundaries from the point of view of monument preservation, thanks largely to its solid construction. This means that the original appearance of the site could be retained to a large degree up to the present day.

The first completely artificial recreation area developed at the Semmering as a consequence of its new accessibility, as it could be comfortably and rapidly reached by train. Grand and palatial hotels, country houses, and villas were designed by the most famous architects of the period, in the so-called "Semmering style," heralding the modern age in alpine building.

The Semmering was soon frequented by both the nobility and the grande bourgeoisie, particularly of Vienna and Budapest, and it became a meeting place for notable and important personalities of the Austro-Hungarian mon-

archy. The varied landscape, the favourable climate, the easy accessibility, and the luxurious accommodation of the area drew a large influx of guests.

Thus, the history of the Semmering reflected the events of economic and political history as a whole. In its heyday during the fin de siecle and after World War I it remained a rendezvous for high society. Although the halcyon days of the Semmering were over by the end of the 1920s and the beginning of the 1930s, it became fashionable again as a holiday resort after World War II. After another low period that continued until the late 1980s, the cultural landscape that had been so indelibly marked by the architecture and the concepts of early tourism during the late 19th century met with new public interest. For varied reasons easily accessible recreation areas are being more highly valued once more. In order to revitalize the area through tourism, many villas and country houses were restored during recent years and many hotels and guest houses were modernized to meet present-day standards of comfort. With the help of the Bundesdenkmalamt these changes were carried out so as to cause as little damage as possible to the building fabric, by retaining the external appearance of the old buildings and thereby of the entire Semmering area.

History and Description

History

The transport route from the valley of the Mürz to the Vienna Depression has been used since prehistoric times. In the Middle Ages it was considered to be one of the few secure Alpine crossings. Transport was possible using pack animals and wagons drawn by oxen. It had become one of the most important international land routes from Venice by the 12th century. However, the Semmering had lost much of its trade by the 15th century owing to the opening up of the Brenner and Radstätter Trauern routes further south. In 1728 the Emperor Karl VI ordered it to be improved as both a commercial and a military road, joining Austria with Trieste rather than Venice, hence its name, the "Trieste Route." In 1841 the steep northern approach was relaid, reducing the gradient by some 5%. The new accessibility of the region brought artists and poets there, to admire the wild scenery, as well as attrac-

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3 ICOMOS 1998: Advisory Body Evaluation – World Heritage List Semmeringbahn (Austria), No 785
http://whc.unesco.org/archive/advisory_body_evaluation/785.pdf
ting considerable commercial traffic, as the Industrial Revolution developed in the region.

The first railway line (horse-drawn) of any significance on the European continent was opened in 1824-32 between Linz and Budweis (Ceske Budejovice) and 1837 saw the installation of the locomotive-hauled line between Florisdorf and Deutsche Wagram. The southbound Vienna-Gloggnitz line opened in 1841 and the section from Mürzzuschlag to Graz was added in 1844, leaving a gap over the difficult Semmering stretch. The line was later extended southwards to Cilli in 1846, Laibach (Ljubljana) in 1849, and finally, over difficult karst terrain, to Trieste in 1857.

The first plan for crossing the Semmering, involving a 1:30 gradient, was drawn up in 1841 but not followed up for technical reasons. The project was taken up again in 1842, when Carlo Ghega was appointed Chief Inspector for the southern line, linking Vienna and Trieste. He began by visiting the USA, where he studied 39 railway lines covering 2413km. This showed him that the technical difficulties seen in the first plan were not insuperable, and he began to survey possible routes over the Semmering. Since no reliable maps were available, he had to carry out a complete survey of the area; the difficult terrain led him to develop new surveying instruments, notably the Stampfer'sche Nivellier-Hohen- und Langenmessinstrument, used to measure height and distance, which was to become an important tool in geodetics.

He worked out several routes before settling on one in 1846. It was 42km long, with 22 major bridges and viaducts and a tunnel 1200m long, situated just below the pass; although not the simplest route, it was the most feasible in the light of the technological limitations of the day, notably the lack of powerful explosives for tunnelling. His project plan was completed in 1847, but work did not start immediately, because Ghega was engaged in the construction of the line between Cilli and Laibach.

His project met with considerable opposition, but it was accepted in June 1848 by the new Minister for Public Works, Andreas Baumgartner, who wanted projects offering substantial long-term employment prospects. Despite a storm of protest, from both specialists and the press, work began in August 1848. The entire stretch of line was divided into fourteen sections, each of which was entrusted to a separate firm. At the start 1007 men and 414 women were employed, to increase to over 20,000 as the line progressed.

The maximum gradient of 1:25 and the exceptionally small-radius curves called for a new type of locomotive, and four firms entered a public competition in 1850. None of the entries was considered to be suitable for production in series, although they met the technical requirements, and so Wilhelm von Eggert was commissioned to combine the best features of all of them in a new design. The result was triumphantly successful and 26 engines were immediately commissioned.

Construction work on the line and the manufacture of locomotives and rolling stock progressed well, with the result that the transport of passengers and goods over the line was able to start, on schedule, on 17 July 1854.

Description

The Semmering railway begins at Gloggnitz Station, at an altitude of 436m, and reaches its highest point, 895m above mean sea level, after 29km in the tunnel over the pass itself, ending after a further 12km in Mürzzuschlag Station, at 677m.

The line can be divided into four sections:

i In the first 7km, to Payerbach Station, it follows the left-hand slopes of the Schwarza valley, with a gradient of 1:10 and numerous abutments and cliff revetments.

ii It then changes to the other side of the valley by crossing the Schwarza viaduct (276m long, 25m high), with a gradient of 1:40, to reach Eichberg Station after 6km at 609m altitude. It skirts the Eichberg and enters the Auerbach valley to continue through dense forest to Klamm-Schottwien Station.

iii After passing through the Klamm Tunnel it reaches the Adlitzgräben and Alpine terrain proper. A series of tunnels and viaducts are followed by transit through the Weinzeettelwand, the Krauselklause, and the Polleroswand through several sections of tunnel. Next comes the most dramatic section of the whole route, the two-storey curving viaduct over the Kalte Rinne. The Lower and Upper Adlitzgraben are crossed at a continuous gradient of 1:40; finally, after passing through the Wolfsberg and the Kartnerkogels, Semmering Station is reached after 11km.

iv Immediately after the station the line passes through the 1431m Semmering Tunnel, and then descends gradually along the right-hand slope of the Roschnitz valley, through Stienhaus and Spital am Semmering to Mürzzuschlag.

The total length of the fourteen tunnels is 1477m, i.e. nearly one-tenth of the entire line. A new single-track tunnel was bored parallel to the 1431m Semmering Tunnel between 1949 and 1952 because the old tunnel had become so constricted from the pressure from above that it had to be refaced. The sixteen major viaducts also total 1477m in length; four of them are two-storeyed, the Kalte Rinne being the highest (46m) and the thirteen-bay Schwarza being the longest (328m). There are 118 smaller arched stone and 11 iron bridges.

Maximum inclines of 1:50-1:40 occur over 61% of the total length of the line and the smallest radius of curves is 190m, over 16% of the length. The boldness of the
latter achievement is demonstrated by the fact that the minimum radius anywhere else in Europe at that time was 475m.

Most of the portals of the tunnels are simple but monumental in design, and are variously ornamented. Support structures are largely in stone, but brick was used for the arches of the viaducts and tunnel facings. The 57 two-storey attendants' houses, sited at approximately 700m intervals, that are a very characteristic feature of the Semmering line, were built in coursed rubble masonry with brick trimmings. Little remains of the original stations, which were planned originally as no more than relay stations and watering points, but later became converted into more impressive structures as tourist traffic increased.

During the railway's history a good deal of reconstruction has been carried out, using new materials such as cement blocks and concrete. These changes have been imposed by several factors, such as the increase in axle loading from the original 13 tonnes for which it was designed to the 22.5 tonnes of the present day, and a substantial increase in the speed, frequency, and freight loading of trains using it. The appearance of the whole line was significantly changed between 1957 and 1959, when masts were erected to carry the contact wires needed by the conversion to electrical locomotives.

The Semmering pass itself is well known for the "summer architecture" of its villas and hotels that were built between Gloggnitz and the small market town of Schottwien in picturesque locations for Viennese society. It became one of the first artificially laid out Alpine resorts in the decades following the opening of the railway line.

This process had begun even before that project began, with the development of Reichenau an der Rax and Payerbach, to the north-west of Gloggnitz, as tourist areas in the early decades of the 19th century. The architectural style of the villas and hotels that were built there were strongly influenced by the English architect A J Downing, whose book The Architecture of Country Houses appeared in 1850: his work was taken up by Austrian architects such as Christian Ludwig Forstner and Gottfried Semper. The basic form of buildings was dictated by their purpose, function, and construction, but the exterior was dictated only by the creative intentions of the patron and his architect. Romantic historicism influenced the appearance of the villas and hotels built in this area, a number of which have Gothic or Renaissance antecedents. The steep-gabled and fantastically ornate "Swiss chalet" also found favour with many builders.

The Semmering pass itself was not affected by tourist development for some time after the line opened in 1854. The Southern Railway Company, operators of the line at that time, began development in 1880, at the urging of the court sculptor, Franz Schonthaler, with the construction of the

Semmering Hotel. It was, however, Schonthaler's own villa south of the hotel that had the strongest influence on architectural design along the Semmering line. The use of traditional Alpine wooden frame construction by his architect, Franz von Neumann, was eagerly seized upon by other patrons, and the "Semmering style" predominated in the buildings erected in the latter part of the 19th century.

Conservation and Authenticity

Conservation history

Maintenance of the railway line and its associated buildings has been continuous since 1854. The many non-railway buildings have had varied conservation histories. With the decline of the region as a tourist and recreation area in the 1920s and 1930s, there was a good deal of deterioration from neglect, but a policy of revitalization since the end of World War II, with substantial financial aid for restoration from central and provincial government, has resulted in there being a high level of conservation and maintenance in the whole region.

Authenticity

It is difficult to define authenticity in the case of a railway line that has been in use continuously since it was opened in 1854. The authenticity of the route itself and the remarkable civil engineering projects that made it possible is unquestionable, but the appearance of the line itself has changed, especially since electrification. However, the overall impact of the line on the landscape is indelibly authentic. The same may be said for the cultural landscape created by the construction of villas and hotels in the late 19th and early 20th centuries: this harmonious insertion of architecture into a rugged Alpine landscape retains its integrity.

Evaluation

The railway line over the formidable Semmering Pass was the first major project of this kind in the world. Building of the line led to the creation of a cultural landscape of villas and hotels over much of its route that is an outstanding example of the sympathetic insertion of buildings of high and consistent architectural quality into a natural landscape of great beauty up to the present day, against the background of a spectacular mountain landscape, containing many fine recreational buildings resulting from the opening up of the area with the advent of the railway.
There are numerous scientific studies, literary works, publications by experts and popular books about the Semmering Railway and the landscape of the Semmering region. In brochures and other information material, tourist boards and regional associations highlight the beauty of this landscape and point out the Semmering Railway as an impressive engineering achievement. The website of the Association “Freunde der Semmeringbahn” provides a good overview of the history, train offers for tourists, events, publications, links and impressions: www.semmeringbahn.at.

**Impressions of the World Heritage Semmering Railway**

© Erich Kodym and Johann Payr
Impressions of Semmering as a historical tourist region

The Semmering at the pass summit with the Südbahnhotel on the left and the Kurhaus Semmering (Casino) on the right.

Spa promenade, bandstand and parish church, Payerbach

Semmering Village, villa colony

Reichenau, Villa Wartholz

Photos: Association “Freunde der Semmeringbahn”
Semmering Village, Silbererschössl

Payerbach,
Spa promenade and bridge over the Schwarza

Alpenhof am Kreuzberg, Architect Adolf Loos

Semmering Village, Villa Schönthaler,
detail of an oriel window

Photos from: nomination application for the World Heritage Semmering Railway
Association “Freunde der Semmeringbahn”
3. LEGAL FRAMEWORK FOR THE WORLD HERITAGE SEMMERING RAILWAY

3.1 Ownership structure

The Austrian Federal Railways (Österreichische Bundesbahn - ÖBB) own the railway line and the buildings associated with it. Therefore, no land within the World Heritage core zone is privately owned property.

The buffer zone comprises extensive areas with various types of usage, in particular residential areas (housing, tourism, industry), agricultural areas and forests. The ownership structure in this area is differentiated accordingly. With the exception of forest areas, land is mostly privately owned.

3.2 Legal planning situation

In the World Heritage area, a number of international and national regulations, as well as laws of the Provinces and areas of competence of local communities are in force and contribute to securing the continued existence of the World Heritage.

3.2.1 Alpine Convention

- The local Styrian and Lower Austrian World Heritage communities participate in the Alpine Convention.
- This is an international convention for the protection of the natural environment and the promotion of sustainable development in the Alps. In addition, the economic and cultural interests of the domestic population in the signatory states are to be safeguarded.
- If any plans or programs for regional planning are modified, the aims of the Alpine Convention must still be taken into consideration.

3.2.2 Protection of monuments

- In Austria, the protection of monuments is the responsibility of the Federal authorities. The National Monuments Act from 01/01/2000 (in its version FLG I N° 2/2008) refers to objects created by man and with historic, artistic or other cultural significance, if preserving them is a matter of public interest (compare § 1 DMSG). Taking scientific findings into consideration, the Federal Monuments Office decides, whether there is any public interest in the maintenance of an individual monument, an ensemble of buildings or a collection.
- The World Heritage area already features a number of buildings in the local communities of Breitenstein, Gloggnitz, Payerbach, Reichenbau, Schottwien, Semmering, Spital am Semmering and Mürzzuschlag. This includes religious buildings and sites (churches, monasteries, chapels, presbytery, cemetery), public buildings (official administration buildings, schools, theatres, pavilion), residential buildings (villas, houses, hotels and guesthouses), castles, small monuments (wayside shrines, boundary stones, memorial stones, busts, columns, inscription pillars), baths, bridges as well as buildings of the 1st Viennese long distance aqueduct (aqueduct, entrance huts, inflow measurement chamber, aqueduct museum).
The Monument Protection Act aims at preserving monuments. That is to say, to protect them from destruction, alteration or transfer abroad (in case of movable monuments). Therefore without approval by the Federal Monuments Office, both destruction as well as any kind of modification that might influence the state, the passed on appearance or artistic effect are prohibited (compare § 4 DMSG). Infringements of the Monument Protection Act can entail monetary or administrative sanctions.

According to the decree by the Austrian Monuments Office (GZ: 16.605/1/1997 from 17/03/1997), the Semmering Railway – together with its artificial buildings and structural designs – is protected under the Monuments Protection Act as the first high-mountain railway in the world and an innovative construction embedded in a unique natural landscape.

The attachment to the present chapter contains a selection of buildings already listed as protected monuments, which have a special relation to the surrounding cultural landscape of the World Heritage Semmering Railway.

3.2.3 Protection of the environment and landscape

In Austria, the protection of the environment and landscape is subject to the laws made by the Provinces. On the part of the Province of Lower Austria, the Lower Austrian Nature Conservation Act in its version as of 07/09/2007 applies, in particular section III, § 8 on conservation areas; in Styria, the 1976 Styrian Nature Conservation Act in its 2007 version applies accordingly.

These laws contain obligations to protect nature, prohibitions and requirements for approvals of building projects outside the densely populated village/town centres, as well as special per-missions. The aim is to maintain the character and appearance of the landscape, its recreational value and the ecological balance within the relevant environment.

According to the Ordinance on Landscape Protection Areas from 31/03/2006, § 2 (12), the World Heritage communities of Schottwien, Breitenstein, Semmering, Reichenau an der Rax and Payerbach, as well as part of the community of Gloggnitz are situated within the landscape protection area “Rax-Schneeberg”.

In a landscape protection area, the development of areas larger than 1 hectare as well as the removal of particularly characteristic elements of the landscape require the permission from the authority. In addition to this and apart from a small number of exceptions, the provincial government has to ask for a report by a nature conservation expert as well as a statement from the Lower Austrian Environmental Attorney before the approval of the local regional planning program and in the course of the ordinance examination procedure of development plans.

The area of the World Cultural Heritage includes no nature conservation areas.

3.2.4 Natura 2000

Natura 2000 is the pan-European network of protected areas, created to protect and conserve special types of animals and plants as well as sensitive habitats for future generations. This network of protected areas is set up by all European member states according to the same framework conditions. All EU member states are obligated not to deteriorate Natura 2000 areas with regard to their functionality and state. In securing the further development of the protected areas, economic, cultural and regional requirements should be taken into consideration.
The directive 92/43/EEC of the Council from 21st May 1992 to maintain the natural habitats and preservation of wild animals and plants defines the “beneficial state of preservation” of the objects to be protected.

The Lower Austrian World Cultural Heritage communities are located in the Natura 2000 FFH areas of the North-Eastern alpine belt named “Hohe Wand – Schneeberg – Rax”. This flora-fauna habitat (FFH) area is not an area-wide protection site. The actual goal is to preserve individual types of animals and plants as well as habitats. Funding offers that are only possible in Natura 2000 sites, however, refer to the entire area.

The Natura 2000 Management Plan determines the preservation goals and measures as well as monitoring, time and financial planning etc. on regional and provincial levels. On the level of local areas, focuses are specified and measures are evaluated and implemented.

If, for example, on a local level certain protected objects would be affected by a change of the land allocation plan, by specific construction projects or agricultural or forestry projects, the relevant measures must be examined in terms of their effects on the protected objects. The applicable criteria are contained in the Plan Examination Book and in the Project Book. During the preliminary examination, a service instrument of the Department of Nature Conservation of the Province of Lower Austria, the Lower Austrian Environmental Attorney participates in clarifying whether or not a project requires a nature impact assessment.

3.2.5 Spatial planning

In Austria, spatial planning is within the responsibility of the Provinces. The legal bases are the 1976 Spatial Planning Act for Lower Austria in its version from 07/09/2007 (NÖ ROG) and the 1974 Styrian Spatial Planning Act in its version from 2007 (STMK ROG).

The Styrian Provincial Development Program (ordinance of the Styrian Provincial Government from 11th July 1977) and the Lower Austrian Provincial Development Concept (w.i.n strategie niederösterreich, 09/2004) contain goals on a higher level, combining an optimal use of the regional development potentials with ecologically sustainable action and land-saving regional development.

Regional land use planning programmes in Lower Austria and in Styria put these objectives into specific, spatial definitions and contain binding conditions for local land use planning. The implementation in terms of building law and local land use planning is secondary in regional planning and must follow the conditions of the regional programme.

On the level of the local land use planning, local land use programmes (ÖRP) define the situation in Lower Austria. In Styria, local development concepts (ÖEK) are used, and local communities refer to land use plans. It is the task of local planning to harmonise measures of public and private planning authorities affecting matters of land use, with goals of regional planning on a higher level, and to locate planning goals of the local communities.

According to the NÖ ROG and the STMK ROG, environmental considerations must be included in the elaboration and acceptance of plans and programs. If considerable impacts on the environment cannot be excluded, an environmental impact assessment has to be made. The current state of the environment must be depicted, and expected impacts of the examined plan or program must be described, as well as measures to reduce such impacts and monitoring their implementation. Reasons must be given why the selected, accepted plan or program was given preference over available alternatives.
In Styria, an additional law, the 1977 Ortsbildgesetz (“Village/Town Architecture Preservation Act”) in its version from 2001 must be taken into account. With this law, the provincial government can declare protected areas where the characteristic local building stock must be preserved. Constructional measures to the relevant buildings or changes of use are subject to approval. Demolitions are only allowed in exceptional cases.

**Regional Planning Program “Wiener Neustadt-Neunkirchen” (Lower Austria)**

- In the area, the Regional Planning Program (REG ROP) applies from Wiener Neustadt – Neunkirchen Provincial Law Gazette 8000/75-0 (104 Mürrzuschlag, 105 Neunkirchen)

- For the local communities of Payerbach, Reichenaup, Gloggnitz and Schottwien, the REG ROP provides linear settlement borders according to § 5 par. 1 fig. 1 and extensive settlement boundaries according to § 5 par. 1 fig. 2. In case of building land allocations, grasslands and campsites, linear boundaries may not be crossed. Extensive boundaries, however, include the allocated quantity of building land and may not be extended further. To this end, gaps between building may be closed, and residential areas may only be rounded off if the additional building land area is compensated for in another enclosed building land area by way of re-allocation. The exact position of settlement boundaries can be gathered from the ordinance on a Regional Planning Program Wiener Neustadt – Neunkirchen 8000/75-2 from 31st May 2005.

- Furthermore, the REG ROP depicts the conservation area; in the settlement area of Gloggnitz along the Schwarza River, a regional green area is pointed out. Its function is to structure the local area and to separate individual settlement areas. This way, the valuable local recreation area and green areas should be connected. The green zone may only be allocated for meadow land types of use and, in exceptional cases, for traffic.

**Regional development programme for the planning region of Mürrzuschlag**

The Styrian Provincial Development Programme determines planning regions with the obligation to set up regional development concepts. The World Heritage site is located in the region of eastern Upper Styria, consisting of the political districts of Bruck an der Mur, Leoben and Mürrzuschlag.

- The Regional Development Programme Mürrzuschlag (LGBl.N° 6/2005) is the continuation of the Regional Development Programme from the year 1993. The legally binding decree contains the basic framework of objectives for development of the planning region in the form of a short version. The Regional Plan contains its implementation in concrete land use terms.

- The Regional Plan for the planning region of Mürrzuschlag, Attachment to the decree by the Styrian Provincial Government from 20 December 2004 marks prioritised zones according to § 5, according to which the local communities of Spital am Semmering includes a wild animals habitat in the form of a corridor. The city of Mürrzuschlag contains three Green Zones (prioritised zone § 5). Such green zones include natural and cultural landscapes of ecological value and importance for local recreation, e.g. also river margins with a width of 10 m. The declared zones are located at the north-western, south-eastern and – following an industrial and commercial priority zone – at the south-western settlement border of Mürrzuschlag.

- The traffic planning corridor for the S 6 freeway affects the community of Spital am Semmering; the one for the Semmering base tunnel affects both Styrian communities.

- Mürrzuschlag is a regional centre in the settlement development priority zone and is determined as regional location for industry and commerce.
Public land planning programs, development concepts and land allocation plans

- The Local Land-Use Planning Program (ÖRP) and the land allocation plan are discussed in the §§ 13 and 14 – 20 of the NÖ ROG. In Styria, the Local Development Concepts (ÖEK) and the land allocation plans according to STMK ROG, §§ 21 and 22 – 28 are available. They contain appraisals and provisions on the natural environment and landscape, on constructional and operational equipment and location development, on traffic and special uses as well as an environmental report on the strategic environmental assessment. The 1976 Lower Austrian Land Use Planning Act in its section of Local Land Use Planning §14/2/14 includes regulations that determining any allocation of land use must consider structural and cultural conditions as well as the overall appearance of the townships and landscape, especially historically and artistically valuable areas.

- Local land use planning programmes including land allocation plans are available for the Lower Austrian communities of Gloggnitz, Payerbach, Prigglitz, Reichenau, Breitenstein, Schottwien, Semmering as well as for the Styrian communities of Mürzzuschlag and Spital am Semmering – i.e. for all local communities located in the World Heritage area.

3.2.6 Environmental impact assessment

- According to the 2000 Environmental Impact Assessment Act in its version from 01/01/2008, building projects above a certain scale (threshold value) require an environmental impact assessment (UVP). To this end, the immediate and indirect impacts of a building project on protected goods have to be assessed. Such goods include humans, animals, plants and their habitats, earth, water, air and climate, but also landscape, cultural and material goods.

3.2.7 Plans and projects

The Semmering base tunnel project

- The Semmering Railway is part of one of Austria's most important domestic railway connections between Austria’s two largest cities – Vienna and Graz. It is also part of the Baltic-Adriatic Corridor that connects important economic areas in the European railway network. This results in a large number of freight and passenger trains, which represent a considerable impact on the building fabric of the historical railway line. For everyday operation, comprehensive and regular maintenance work is necessary to guarantee the continuation of railway traffic at this intensive level.

- In order to cope with the currently already high and still increasing volume of railway traffic along this corridor, comprehensive upgrading measures would be required for the Semmering Railway. These measures would massively interfere with the existing building fabric and bring about permanent changes to its current appearance. In addition, these measures would not even guarantee the required increase in capacity, since the narrow radii and high longitudinal gradients of the existing track could only be optimised within a very limited range due to the given topography.

- In order to respond to the operational and technical requirements of modern railway traffic, planning work to construct a Semmering base tunnel have been going on since the 1980s. This tunnel would guarantee the necessary conditions for an efficient national and international railway passenger and goods traffic.

- At the same time, it would reduce the impact on the existing Semmering Railway. The increasing impact on the mountain railway line today and in the future, caused by the large number of freight trains and tons per axis can be reduced considerably by transferring traffic volume (above all by transferring the high volume of goods traffic into the tunnel).
After completion of the base tunnel, the Semmering Railway will still be used in regular railway operation (regional traffic and alternative route during maintenance work in the tunnel). The base tunnel will considerably reduce the overall load on the existing Semmering Railway and thus decisively contribute and ensure the preservation of its characteristic appearance.

Points of contact with the World Heritage Semmering Railway are basically limited to the two portal areas in the buffer zones at Gloggnitz and Mürzzuschlag. The construction work in the environment of the Semmering Railway that is necessary for operational purposes will be carried out with full awareness of the importance of the historical railway facilities. Areas where temporary constructional measures are required to build the tunnel will be recultivated after completion of the construction work.

The entire project has to be subject to a comprehensive Environmental Impact Assessment according to the Environmental Impact Assessment Act. The stipulations of this assessment procedure provide strict criteria to assess the constructional measures. Specifically, the protected good of “material and cultural goods” must be dealt with. Furthermore, the areas of landscape and village/town architecture are assessed.

3.2.8 List of protected monuments with special relation to the World Heritage

The following list includes protected monuments with a special relation to the surrounding cultural landscape of the World Heritage Semmering Railway. The selection is based on the lists of already registered objects with protected status according to the National Monuments Act from 01/01/2000 (in its version of Federal Law Gazette I N° 2/2008), available at the Provincial Conservatoires of Styria and Lower Austria.

**Lower Austria**
Community of Breitenstein, Breitenstein (Land Register N° 23105)

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<tr>
<td>Villa/country house</td>
<td>Villa, former Kaiser-Franz-Joseph Primary School</td>
<td>Breitenstein 93</td>
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<tr>
<td>Villa/country house</td>
<td>Villa, former Officers’ spa assembly room of the White Cross Association</td>
<td>Breitenstein 104</td>
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<tr>
<td>Villa/country house</td>
<td>Former Mahler villa</td>
<td>Breitenstein 102</td>
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### Community of Gloggnitz, Gloggnitz (Land Register N° 23109)

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<td>Residential building</td>
<td>Residential building</td>
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<td>.12</td>
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<td>Post office building</td>
<td>Post office building</td>
<td>Hauptstraße 32</td>
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<td></td>
<td>Power station/transformer station</td>
<td>Former power station/transformer station</td>
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<td>Villa/country house</td>
<td>Bahnhofstraße 18</td>
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<td>Workers' /salaried employees' apartment complex</td>
<td>Workers' apartment complex</td>
<td>Zeile 6a, b, c</td>
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<td>Castle</td>
<td>Gloggnitz Castle, Former Benedictine Convent with former parish Church° Maria Schnee°</td>
<td>Kirchensteig 3</td>
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### Community of Payerbach, Payerbach (Land Register N° 23129)

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<tr>
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<td>Railway/traffic</td>
<td>Boiler house at Payerbach railway station</td>
<td>Bahnhofplatz 4</td>
<td>.76</td>
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<tr>
<td></td>
<td>Semmering-Bahn</td>
<td>Payerbach-Reichenau station building</td>
<td>Bahnhofplatz 1</td>
<td>.78</td>
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<tr>
<td></td>
<td>Villa/country house</td>
<td>Villa Cardus</td>
<td>Dr. Coumont Straße 9</td>
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<td>Villa/country house</td>
<td>Villa Maria</td>
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<td>Dr. Coumont Straße 13</td>
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<td>Complex of villas</td>
<td>Kuenburg complex of villas</td>
<td>Karl Feldbacher Straße 8</td>
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<td></td>
<td>Payerbach - Kurpark</td>
<td>Music pavillion</td>
<td>Kurpark</td>
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<td></td>
<td>Pavilion/garden house</td>
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<td>Payerbach - Kurpark</td>
<td>Weather hut</td>
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<td>Payerbach - Kurpark</td>
<td>Commemorative stone Emperor’s Oak</td>
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<td>Payerbach - Kurpark</td>
<td>Model “Villa Semmering house”</td>
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### Community of Reichenau, Reichenau (Land Register N° 23137)

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<td>Hotel/guest house convalescent home/sanatorium</td>
<td>Thalhof sanatorium</td>
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<td>Reichenau - Thalhof</td>
<td>Villa Hubertus</td>
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<td>Reichenau - Thalhof</td>
<td>Wood villa</td>
<td>Thalhofstraße 24</td>
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<td></td>
<td>Theatre</td>
<td>Reichenau Spa Theatre</td>
<td>Hauptstraße 28</td>
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<td>Villa/country house</td>
<td>Villa Rudolf</td>
<td>Thalhofstraße 6</td>
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<td></td>
<td>Reichenau/Rax - Schlossanlage Reichenau</td>
<td>Residential building, former castle taverna</td>
<td>Schloßplatz 3</td>
<td>.7/7</td>
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<td>Reichenau - Villa Wartholz</td>
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<td>Schlossanlage/Villa Warholz</td>
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<td>Villa Malek</td>
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<td>Villa/country house</td>
<td>Villa Perutz</td>
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<td>Hans Wallner-Straße 23</td>
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<td>Town hall/municipal offices</td>
<td>Town hall</td>
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<td>Villa Ingeborg</td>
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<td>Hauptstraße 69</td>
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<td>Villa</td>
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<td>Hauptstraße 107</td>
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<td>Villa, Gerhardt-Hof</td>
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<td>Haus am Stein-Gasse 2</td>
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<td>Villa/country house forestry/hunting/forestry office building</td>
<td>Villa Sommaruga, former forestry house</td>
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<td>Jägerzeile 20, 20a</td>
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<td>Villa/country house forestry/hunting/forestry office building</td>
<td>Forestry house, former wood cabin</td>
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<td>Schneebergweg 20</td>
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<td>Villa Haid</td>
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<td>Villa/country house Convalescent home/sanatorium</td>
<td>Villa, former convalescent home Waldschlössl</td>
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<td>Villa Edelraute</td>
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<td>Villa Trautheim</td>
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<td>Formerly Villa Roman Uhl</td>
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<td>Thalhofstraße 13</td>
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<td>Complex of villas forestry/hunting/forestry office building</td>
<td>Villa, ehem. Forsthaus</td>
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<td>So-called Villa Schloissnig</td>
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<td>Pavillon/garden house</td>
<td>Music pavillon</td>
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<td>Pedestrian bridge</td>
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<td>Kurpark</td>
<td>116/1</td>
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<td>Presbytery villa/country house</td>
<td>Presbytery, former Döringer-Villa</td>
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**Community of Schottwien, Schottwien (Land Register N° 23142)**

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<td>Country house, former seat of the Liechtenstein forestry officers</td>
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<td>Agricultural buildings</td>
<td>Former Liechtenstein hunting lodge</td>
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<td>Villa/country house</td>
<td>Villa Bündsdorf</td>
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<td>School</td>
<td>Former Kaiser-Franz-Josef Anniversary Primary School</td>
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<td>Villa/country house</td>
<td>Town hall/municipal offices</td>
<td>Former Villa Miomir, originally Villa Löwy</td>
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<td>Villa/country house</td>
<td>Maxi Böhm park villa</td>
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<td>Villa/country house</td>
<td>Villa Neumann/Hubertus and outbuildings</td>
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<td>Semmering 39+95</td>
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<td>Convalescent home/sanatorium</td>
<td>Semmering hotel-senatorium-convalescent home</td>
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<td>Kurort Semmering-Südbahnhotel</td>
<td>Hotel/guest house</td>
<td>Southern Railway Hotel</td>
<td>Semmering 1</td>
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<tr>
<td>Villa/country house</td>
<td>Villa “Our Cottage”</td>
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<td>Semmering 62+35</td>
<td>.270; 807/3</td>
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<td>Estate/steward’s manor (stately)</td>
<td>Former steward’s manor of the Southern Railway Hotel</td>
<td>Semmering 75, 122, 123</td>
<td>.87/1, .87/2, .87/3</td>
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<td>Villa/country house</td>
<td>Former villa/today guest house Alexander</td>
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<td>Semmering 87</td>
<td>.283, 786/23</td>
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<td>Kurort Semmering-Südbahnhotel</td>
<td>Hotel/guest house Residential building</td>
<td>Former Hotel Semmering (passenger house)</td>
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<td>Residential building, former annexe of Hotel Stefanie</td>
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<td>Semmering 4</td>
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<td>Kurort Semmering-Südbahnhotel</td>
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<td>Former annexe &quot;Waldhof&quot; belonging to the Southern Railway hotel</td>
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<td>Former steam cleaning shop of the Southern Railway Hotel</td>
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<td>Villa Helmer</td>
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<td>Villa Schüler</td>
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<td>Villa/country house</td>
<td>Villa Alber/formerly Leibenfrost/Villa Prenninger</td>
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<td>Hotel/guest house</td>
<td>Hotel Panhans</td>
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<td>Semmering 32a/32b</td>
<td>781/4; .784/11</td>
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<td>Former hotel &amp; guest house Schweizerhof, formerly Villa Otto Seybel and Gertrudhof, respectively</td>
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<td>Villa Bittner</td>
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<td>Villa Waldeck</td>
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<td>House Immergrün</td>
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<td>.254/2</td>
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<td>Guest house “Daheim”</td>
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<td>Former residential building for</td>
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<td>Semmering 198</td>
<td>.383</td>
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<td>Monument for Gustav Fall</td>
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<td>809/34</td>
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<td>Pavilion/Gartenhaus</td>
<td>Monument for Carl Ritter von Ghega</td>
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<td>Pavilion/Gartenhaus</td>
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<td>Personal monument</td>
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**Styria**

Community of Mürzzuschlag, Land Register community of Mürzzuschlag

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<tr>
<td>Denkmalanlage, Mürzzuschlag - Südbahnstrecke</td>
<td>Lokomotive assembly shed with traverser</td>
<td>Declared listed monument since 2006</td>
<td>Heizhausgasse</td>
<td>.466, 653/1</td>
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<tr>
<td>Denkmalanlage, Mürzzuschlag - Südbahnstrecke</td>
<td>Rounded locomotive depot with turntable</td>
<td>Declared listed monument since 2006</td>
<td>Heizhausgasse</td>
<td>.129, 653/1</td>
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<tr>
<td>Südbahnstrecke, Semmering-Bahn</td>
<td>Linesman hut Guard’s house right of Railway km 114.680</td>
<td>Declared listed monument since 1997</td>
<td>Schneedgraben 1</td>
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Community of Spital am Semmering, Land Register community of Spital am Semmering

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<tr>
<td>Denkmalanlage Zatzka-Villen</td>
<td>Zatzka chapel</td>
<td>Declared listed monument since 1995</td>
<td>Obere Bahnstraße</td>
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<td>Südbahnstrecke, Semmering-Bahn (Gloggnitz – Mürzzuschlag)</td>
<td>Aggregate building, station building, arched bridge, covered bridge, ESV home, gang building, guards’ huts 192,195,196, waiting hut, 3 covered passages, 3 arched passages, service hut, lining walls, trail flyover, supporting wall Viaduct, technology / business / traffic</td>
<td>Declared listed monument since 1997</td>
<td>Obere Bahnstraße 1, 2</td>
<td>.65/5, .65/4, 1256/1, .64, .65/3, .65/2, .65/1, .101/2, .108/1, 1256/2</td>
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<td>Castle</td>
<td>Sommerau Castle/ Franz-Jawornik-Home of the Styrian War Victims Association, Declared listed monument (partial protection) since 2008</td>
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<td>Grautschenhof 7</td>
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4. INSTRUMENTS AND STRUCTURES OF IMPLEMENTATION

4.1 Responsible authorities on a national level

The following authority is directly responsible for the management of the Austrian World Heritage sites:

**Federal Ministry for Education, Arts and Culture**

Dr. Bruno Maldoner  
Abteilung IV/3 (World Heritage Affairs)  
Minoritenplatz 5  
A-1014 Vienna  
P +43 (0)1 53120-3634  
E bruno.maldoner@bmukk.gv.at  
www.bmukk.gv.at

**Federal Monuments Office**

The National Monuments Act from 01/01/2000 (in its version FLG I N° 2/2008) refers to important monuments that must be maintained in their original structure and traditional appearance. As the world’s first high mountain railway and innovative technical construction situated in a unique natural environment, the Semmering Railway in combination with its engineering structures and buildings is a protected monument.

Department of Technical Monuments  
A-1010 Vienna, Hofburg, Säulenstiege  
Phone: +43-1-53 415  
Fax: +43-1-53 415-252  
E-mail: technik@bda.at

4.2 Regionally responsible body

The “Association of Friends of the Semmering Railway” coordinates the implementation of the Management Plan in a leading function and across the Federal Provinces.

**Verein Freunde der Semmeringbahn**

Mayor Horst Schrötter, Chairman  
Tourismusbüro Semmering  
Passhöhe 248, A-2680 Semmering  
Phone 02664/20025 – Fax 20029  
tourismus@semmering.gv.at
Members of the association Freunde der Semmeringbahn, as of June 2010:
Regular members:
- City of Gloggnitz (Lower Austria)
- City of Mürzzuschlag (Styria)
- Community of Breitenstein (Lower Austria)
- Community of Payerbach (Lower Austria)
- Community of Reichenau an der Rax (Lower Austria)
- Community of Schottwien (Lower Austria)
- Community of Semmering (Lower Austria)
- Community of Spital am Semmering (Styria)
- Austrian Federal Railways, Department of Adventure Railway Lines
As members and in the Board, the local Mayors of the region are also represented. It is therefore guaranteed that the matter of the World Heritage management will be supported by high-level regional politics.
Special members are those persons previously suggested by the member communities, who have supported the work of the Association through voluntary work provided free of charge.
Additional members may be accepted by way of a resolution of the Board of the Association.

Board of the Association
The Board consists of 11 members
- 1 Chairman as well as 2 Deputy Chairpersons
- 1 Cashier as well as 1 Deputy Cashier
- 1 Secretary as well as 1 Deputy Secretary
- 4 administrators

Aims and tasks of the Board are in particular:
- Ensuring the function of the Semmering Railway as local means of public transport and thus its preservation
- Ensuring maintenance of the cultural and landscape appearance
- Development of the region as defined by the UNESCO Convention
- Strengthening awareness among local residents and visitors
- Networking of institutions, organisations and bodies on Provincial and regional levels
- Coordination of all measures for the World Heritage
- Implementation and evaluation of the Management Plan
- Preparation of concepts, studies and analyses
- Media support
- Support and organisation of specific events
Separation of tasks

- The Association will install a World Heritage Office for the administration of World Heritage matters. The head office of the World Heritage Office will be the Semmering Tourist Office. The activities of the Association will be coordinated on behalf of the Board of the World Heritage Office.

- For counselling, elaboration of proposals, giving advice and other support for the Board of the Association, the Board may found work groups.

For the management of the Semmering Railway World Heritage according to the Management Plan, the Association has structured its activities into 3 special areas. One administrator has been appointed for each special area. The special areas are:

- **Higher-ranking World Heritage matters (Chairman and Deputy Chairpersons):**
  - Supervision and realisation of conditions and regulations by UNESCO, ICOMOS, the Ministries and Provincial organisations to preserve the World Cultural Heritage of the Semmering Railway and its surrounding landscape according to the guidelines of the Management Plan.
  - Participation in meetings and presentations on the topic of World Heritage, contact-making with other World Heritage sites at home and abroad.
  - Elaboration and completion of projects in the field of railways with representatives of the Leader organisations.

- **Marketing and PR:**
  - Events, brochures, offers in cooperation with the Tourist organisations of Destination Wiener Alpen in Lower Austria and the Tourist Association of Hochsteiermark as well as the Austrian Federal Railways Adventure Lines and the responsible persons for tourism in the individual local communities that are members to the Association.
  - Written communication together with the employee of the Semmering Tourist Office.
  - Coordination of events of the relevant member communities on the World Heritage.
  - Awareness-raising among young people in coordination with local district and Provincial Education Authority.

- **INFO point at the Semmering railway station with book and souvenir shop – support for the Railway hiking trail:**
  - Organisation of guided hiking tours and presentations.
  - Support, improvement and maintenance of the railway hiking trail and its facilities in coordination and contact with the persons appointed by the member communities and one administrator nominated by the Austrian Federal Railways responsible for the line sections of the railway hiking trail from Mürzzuschlag to Gloggnitz.
  - Improving visibility of the Semmering railway line e.g. by cutting away trees to open visual axes along the tracks.
Part of the work group to prepare the Management Plan for the Semmering Railway World Heritage are:

- the local communities of Breitenstein, Gloggnitz, Mürzzuschlag, Reichenau an der Rax, Payerbach, Schottwien, Semmering, Spital am Semmering,
- the Office of the Provincial Government of Lower Austria: Department for Culture and Science, Department for Regional Planning and Regional Policies, Department for Nature Conservation
- the Office of the Provincial Government of Styria: Department 9 – Culture, Department 19 – Provincial and Community Development,
- the Federal Monuments Office: Provincial Conservatoires of Lower Austria and Styria
- the Federal Ministry of Education, Art and Culture
- the ÖBB Infrastruktur Bau AG
- Association “Freunde der Freunde der Semmeringbahn”
- the Regional Management of Lower Austria – Industrial District Office
- the Local region World Cultural Heritage - Region Semmering-Rax
- Destination Wiener Alpen in Lower Austria
- the Hochsteiermark Tourist Association
- the Obersteiermark Ost GmbH regional management
- The Leader Management Mariazellerland - Mürztal
- the Southern Railway Line Museum at Mürzzuschlag
- the Association “Verein der Freunde der Südbahn”

At the same time, the composition of workgroups including representatives of all competent authorities and regional players related to the World Heritage guarantees a multiplier effect with various authorities and interest groups as well as synergies across different expert fields in everyday business handled by participating institutions.

**Financing:**
The Association finances its activities with:

- Membership fees
- Other donations and subsidies
- Project funds, other sources and payments

Projects realised in the context of various areas of action provided by the Management Plan are within the regular budgets of the partners, especially the Federal Provinces, the Tourist destinations and communities, as well as through ongoing programmes funded by the European Union.

### 4.3 Partners for the Management of the World Heritage

There are already several active institutions, organisations and bodies on Provincial, regional and community levels working in the area of the World Heritage site, and they are well integrated in the World Heritage management. Therefore it is not about setting up new structures, but to use existing ones, to network and develop them.

Apart from preserving the technical monuments of the Semmering Railway according to the ideas of monument protection and awareness-raising in favour of the World Heritage, implementing the
Management Plan is designed to contribute to the positive development of the entire region. Therefore the areas of action of the Management Plan and the subject areas also include tasks of regional development, such as settlement, mobility, cultural landscape, inter-community cooperation. The regional management of Lower Austria – Industrial District Office and the regional management of Upper Styria, Ost GmbH, are also value, coordinating partners of the association “Freunde der Semmeringbahn”, also and primarily as regards the professional networking of the organisations and institutions. Regional political development work in the context of the small-scale region of the World-Heritage Region Semmering Rax is also of great importance. All communities located in the World Heritage area in the Province of Lower Austria are represented in it.

4.4 Formation of a workgroup connecting the Provinces

The construction of the Semmering Base Tunnel will bring vital impulses to the entire debate about the development of the regional economy in this borderline region between Lower Austria and Styria.

Objectives

The aim is to create added value for the region through reinforced cooperation and to use the chance of repositioning the region with accompanying measures. The expected value-created potentials for businesses and communities should be put into specific projects. At the same time, sensitive exploitation of the Semmering World Heritage and its future development should be guaranteed. Therefore the World Heritage Semmering Railway is defined as separate field of action of a workgroup connecting the Provinces.

On the basis of various precursory work, the following fields of action for the workgroups can be deducted:

− Development of potentials for tourism
− World Cultural Heritage – implementation of the Management Plan, development of projects
− Boosting the economy and the industrial corridors
− Location and housing quality
− Inter-community cooperation

Organisation of work

Formation of a steering committee involving the different Provinces for supra-regional coordination among the most important organisations, Provincial and other funding bodies. The following Province-connecting workgroups have been established:

− Value-creation due to the construction of the tunnel – networking of entrepreneurs/business people in the region
− World Cultural Heritage and Tourism with regard to further focuses on regional development: Settlement, mobility, cultural landscape, energy, attractive housing locations, inter-community cooperation and protection of monuments

The regional management for Lower Austria – Industrial District Office and the regional management for Upper Styria, Ost GmbH are responsible for coordination and management of this cross-regional development process.
### 4.5 Overview on partners in the region

#### Federal Ministry of Education, Art and Culture

#### Federal Monuments Office: Department for Technical Constructions

#### Connecting the Provinces:
- Verein der Freunde der Semmeringbahn

#### Workgroups connecting the Provinces

**World Cultural Heritage and Tourism with regard to further focuses on regional development:**

<table>
<thead>
<tr>
<th>Province of Lower Austria</th>
<th>Province of Styria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office of the Provincial Government of Lower Austria:</td>
<td>Office of the Provincial Government of Styria:</td>
</tr>
<tr>
<td>Department for Culture and Science, Department for Regional Planning and Regional Policies</td>
<td>Department 9 – Culture, Department 19 – Provincial and Community Development,</td>
</tr>
<tr>
<td>Federal Monuments Office, Provincial Conservatory of Lower Austria</td>
<td>Federal Monuments Office, Provincial Conservatory of Styria</td>
</tr>
<tr>
<td>Regional management for Lower Austria – Industrial District Office</td>
<td>Obersteiermark Ost GmbH regional management</td>
</tr>
<tr>
<td>Small-scale region: World Cultural Heritage - Region Semmering-Rax All communities of the World Heritage area in the Province of Lower Austria</td>
<td>City of Mürzzuschlag; community of Spital am Semmering</td>
</tr>
<tr>
<td>Wiener Alpen in Lower Austria, Tourismusdestination GmbH</td>
<td>Hochsteiermark Tourist Association</td>
</tr>
<tr>
<td>Leader-Management Southern Lower Austria</td>
<td>Leader Management Mariazellerland - Mürztal</td>
</tr>
</tbody>
</table>

**Austrian Federal Railways (ÖBB) with:** ÖBB- Personenverkehr, ÖBB-Infrastruktur, ÖBB-Immobilienmanagement, Rail Cargo Austria

Further partners for the implementation of projects in the context of the areas of action:

- Institutions and organisations from the Federal Provinces of Lower Austria and Styria
- Further departments of the Offices of the Provinces of Lower Austria and Styria
- Economic Chamber of Lower Austria, District Office of Lower Austria
- Economic Chamber of Styria, Regional Office for Mürztal/Mariazellerland
- Chamber of Agriculture in the Districts
- Schools and institutions for adult education
- Cultural initiatives and institutions
- Regional accommodation and gastronomy businesses
- Regional traffic services, local entrepreneurs etc.
5. OBJECTIVES FOR PROTECTION AND DEVELOPMENT

5.1 Future vision – superordinate and long-term objectives

The historically valuable technical constructions of the Semmering Railway will be preserved.

The Semmering Railway represents an outstanding technical solution for a great physical problem at the time it was built. The long-term preservation of the Semmering Railway and its constructions is the overall objective for the World Heritage region. The function of the Semmering Railway as environmentally sound and high-performance means of public transport will be sustainably ensured for future generations, also taking the historical importance into consideration.

Valuable cultural landscape amidst a European major city region

The construction of the Semmering Railway made many attractive landscape areas easily accessible. The surrounding landscape has developed into a historically intriguing relaxation resort, with villas and hotels. Many of them are now listed monuments. The combination of a relaxation landscape and carefully developed villages, combined with the technical masterpieces of the Semmering Railway, embedded in its charming cultural landscape, makes the Semmering area a unique region. Building on the natural and cultural values, the World Heritage area is developed further by its residents carefully and thoughtfully as a thriving business and living environment. Gloggnitz and Mürzzuschlag are the urban gates to the World Heritage region.

Protecting by using

The World Heritage is no museum, but a settlement and landscape area where historical values, modernisation and progress complement and promote each other. The resources and qualities of the region are not over-exploited but maintained and developed by prudent management. All economic areas act sustainably. Tourism, agriculture, trade and commerce interact and jointly use their synergies. Traffic is handled in an environmentally sound way – the Semmering Railway as high-performance means of local transport is the backbone for it.

“Our World Heritage” – learning to appreciate values

Residents and guests both appreciate living in a unique cultural landscape with enormous potentials for development. The regional players are well-aware that everybody benefits, if the cultural value of the pioneering construction work of the Semmering Railway and the surrounding cultural landscape are protected and developed sustainably. In order to reinforce this awareness and to hand it down to future generations, the players of the region actively work on the creation and development of this awareness.
5.2 Objectives for the Core and buffer zones

Pursuing the objectives and measures of the Management Plan is intended to ensure the conditions to consciously deal with the World Heritage and to guarantee its sustainable development in the future.

5.2.1 Objectives for the entire World Heritage site

- Pursuing the objectives and measures is also intended to create regional added-value, in particular in compliance with the internationally agreed objectives of a Sustainable Development.
- The Semmering Railway and maintenance of its buildings as well as its functionality forms the backbone of the World Heritage region.
- The cultural value of the pioneering construction work of the Semmering Railway and the beauty of the cultural landscape should be brought to the attention of the population, guests and all interested parties.
- Businesses, leading tourist organisations and local communities of this region should join forces to convey the value of the UNESCO World Heritage Semmering Railway within and beyond the region and thus contribute to a reinforced awareness and identity of the World Heritage region.
- The region around the Semmering Railway should remain a forward-looking, attractive living environment for its residents.
- The international position and access to experiencing this World Heritage should be reinforced by way of integrated tourist concepts involving the entire region. To this end, innovative, authentic, ecologically sound and culturally attractive tourist offers will be developed.
- Suitable instruments and measures of regional development will ensure the integration and high creative quality of new and converted buildings in the landscape as well as in villages and towns. This involves the application of provisions of the Monument Protection Act, the regional development, landscape conservation and the development of new measures such as the formation of an architectural advisory board, an agreement on common criteria to assess building projects in the different local communities, awareness-raising and motivation for architectural quality (architectural consulting).
- The traditional agricultural and forestry use within the World Heritage area should ensure the conservation of the cultural landscape in the long term.
5.2.2 Positions and Objectives for the Core zone

Positions:

- The Semmering Railway is an outstanding cultural heritage from the early days of railway development. The construction of this railway line more than 150 years ago broke new ground in terms of technology. The Semmering Railway was the pioneering example for the construction of main railway lines across mountains all over the world.

- The railway is an environmentally sound and high-performance means of public transport that provides environmentally friendly mobility and is a contribution to ecologically responsible action.

- The Semmering Railway is a domestic Austrian and trans-European railway line, serving for passenger and goods traffic alike. Therefore, the Railway is an important factor for the development of the region and beyond.

- The Semmering Railway provides jobs and makes the residential areas and educational facilities more attractive to commuters. The Semmering Railway is an important pillar for the development of sustainable tourism in this region.

- The railway stations in the core zone: Payerbach, Breitenstein, Semmering and Spital am Semmering are important components of the World Heritage and focus points for further development of tourism.

Objectives

- With technically suitable maintenance and renovation measures for careful and correct preservation, this worldwide unique cultural building ensemble of the Semmering Railway should be made fit for the future and allow safe, everyday railway operation with the relevant transport capacities.

- With respect to the historical importance of this line, the function of the Semmering Railway should be ensured sustainably. This means the protection, maintenance and development of the Semmering Railway, while also providing the required economic performance, catering for social requirements and complying with ecological responsibility.

- Adjustments to changing needs will be made in a way that the railway with its construction ensemble will not lose any of its original character.

- The safety for users and employees of the Semmering Railway is ensured by appropriate safety measures.

- The railway as public and environmentally sound means of transport is promoted with attractive offers for guests and residents in the area. National and international goods traffic forms a strong component of operation, embedded in the European railway network, developed and funded according to its requirements. To this end, the situation after the inauguration of the base tunnel should also be taken into consideration in good time.

- New tourist offers should be developed to convey the cultural value of the Semmering Railway. Specific efforts should be made to raise public awareness about the historico-cultural achievement and international importance of the Semmering Railway.

- Unused railway stations and other railway premises should be kept in as good a condition as possible and could also be used for tourist purposes.
– The railway stations of Payerbach and Semmering as former “celebrity railway stations” should be paid special attention to in the course of any renovation and extension measures to increase their attractiveness.

5.2.3 Objectives for the Buffer zone

Buffer zone of local surrounding area

– Maintain and cultivate the characteristic cultural landscape and its elements. Avoid any deterioration of the appearance of the Railway line and its environment.
– Maintain the varied and diversified topography. Avoid any permanent topographical changes in sensitive areas.
– Keep visual axes from and to the Railway line free, with the aim of particularly beautiful views from the Railway into the cultural landscape, as well as from the roads and (hiking) trails and vantage points to the Railway and its technical constructions. e.g. keep vantage points free from natural cover; wood harvesting concept along the Railway
– Ensure that new and converted constructions befit the landscape as well as villages and towns and that they are of high architectural quality, e.g. building heights and sizes adjusted to the overall settlement area, consideration of visual axes
– Careful approach in the construction of technical infrastructure (e.g. transmitters, open-wire lines), avoid disturbances of the appearance of the Railway line and its environment, take visual axes into consideration.
– Maintain, create, mark and label hiking paths and vantage points, place information boards.

Portal railway stations Gloggnitz and Mürzzuschlag
in the buffer zone of the local surrounding area

Positions:
– The railway stations of Gloggnitz and Mürzzuschlag play the roles of portals to the World Heritage site Semmering Railway.
– The railway stations of Gloggnitz and Mürzzuschlag have been repeatedly converted, adapted and/or extended throughout the 150 years of existence of the Semmering Railway according to the relevant requirements. The positioning of the “portal railway stations” in the buffer zones reflects the functional characteristics of these two railway stations.

Objectives:
– In the sense of a sustainable development, the railway stations of Gloggnitz and Mürzzuschlag should be developed into entrance portals to the World Heritage Semmering Railway. To this end, specific measures to increase the attractiveness for users/customers of the railway should be developed and implemented, taking the World Heritage Semmering Railway into appropriate consideration and integrating it into this approach.
– With a sensitive approach to the existing buildings and the conscious and high-quality design of the required new constructions and conversions, the operational and functional requirements for the railway stations at Gloggnitz and Mürzzuschlag should be guaranteed.
Buffer zone of historical landscape for settlement and tourism

- Guarantee that the new constructions and conversions agree with the landscape and village/town architecture and that they are of high architectural quality, e.g. building heights and sizes, architectural advisory board, development of sensitivity criteria for building and landscape design, building consulting, ...

- The architectural “language” typical for this area should be respected/developed in a contemporary way for the new construction and conversion of buildings. Preparation of advisory guidelines for architectural and free area design.

- Maintain the typical architecture of villas and hotels, compile and complete existing inventories. Pay special attention to the visual effects of ensembles and visual axes.

- Develop concepts for unused buildings.

- Raise awareness for the architectural and historical importance of historical village/town ensembles and their importance for tourism, and to use them in connection with railway offers for tourists, e.g. special travel guides, guided tours to villas, packages including railway ride and horse-drawn coaches, ...

Buffer zone of Supplementary area for tourism

- Maintain and cultivate characteristic landscape elements and solitary historical buildings.

- Offer, promote and tag hiking routes to the highlights of the area.

- New partnerships between agriculture, forestry and tourism, linked with railway offers for tourists.

Buffer zone of Supplementary settlement area

- Settlement areas should develop sustainably, according to the local development programs (landscape and settlement concepts) and building development plans.

- Integration of outskirts into the landscape.

- Consideration of trail network and trail indicators in connection with tourist offers, such as the Railway hiking path.

- Offer consultation with an architectural advisory board.
6. ACTION PLAN FOR IMPLEMENTATION

In the action plan, objectives and sets of measures on sectoral topics are listed according to action areas (along the zones of the World Heritage area in the core zone and buffer zones). In this process, the aims for the protection and development of the World Heritage are taken as references (see chapter 5). The mainly responsible partners for implementation and development of specific projects as well as further possible partners for implementation as well as realisation timeframes complete the list.

Some action approaches are described from different angles and options for actions of the relevant responsible partners due to the overall integral approach. This is why there are some overlapping contents of action approaches between the action area topics.

The action areas of the Management Plan:

- Protection, maintenance and development of the Semmering Railway
- Sustainable tourism in connection with the World Heritage
- Cultural landscape, agriculture and forestry
- Sustainable development of residential areas, protection of township appearances and architectural culture
- Sustainable mobility and environmentally sound traffic
- Identity, awareness, PR, educational actions

Within these action areas and along the formulated tasks and goals the partners have to define specific protects for implementation.

About the time horizon for realisation

Many action approaches can be built on existing resources. The main focus is on further development, on preservation and continued maintenance.

<table>
<thead>
<tr>
<th>Horizon</th>
<th>Realisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short-term</td>
<td>Within 1-3 years</td>
</tr>
<tr>
<td>Short to mid-term</td>
<td>Within 3-10 years; precursory work and concepts can be partly started already on short notice</td>
</tr>
<tr>
<td>Long-term</td>
<td>Longer than 10 years</td>
</tr>
<tr>
<td>Continued</td>
<td>Constant further development, preservation and maintenance</td>
</tr>
</tbody>
</table>
6.1 Protection, maintenance and development of the Semmering Railway

Premisses and objectives
The Semmering Railway is an outstanding cultural heritage from the early days of railway development. The construction of this railway line more than 150 years ago broke new ground in terms of technology. The Semmering Railway was the pioneering example for the construction of main railway lines across mountains all over the world.

The railway is an environmentally sound and high-performance means of public transport that provides environmentally friendly mobility and is a contribution to ecologically responsible action. The Semmering Railway is part of a domestic Austrian and trans-European railway line, serving for passenger and goods traffic alike. Therefore, the Railway is an important factor for the development of the region and beyond. The Semmering Railway is a workplace. It also increases the attractiveness of residential areas, workplaces and educational sites for commuters and is a tourist attraction for the region.

With respect to the historical importance of this line, the function of the Semmering Railway should also be ensured sustainably in the future. This means the protection, maintenance and development of the Semmering Railway, while also providing the required economic performance, catering for social requirements and complying with ecological responsibility.

<table>
<thead>
<tr>
<th>Action area: <strong>Core zone</strong></th>
<th>Responsibility</th>
<th>Horizon</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Action</strong></td>
<td><strong>Responsibility</strong></td>
<td><strong>Horizon</strong></td>
</tr>
<tr>
<td></td>
<td>ÖBB-Infrastruktur, ÖBB-Immobilienmanagement</td>
<td>Continued</td>
</tr>
<tr>
<td></td>
<td>Federal Monuments Office</td>
<td></td>
</tr>
<tr>
<td>Technically correct maintenance and renovation measures in compliance with monument protection conditions will guarantee daily and safe railway operations with appropriate transport capacities in the future. The construction project of the Semmering Base Tunnel also contributes to a better load balance and less strain on the mountain railway line.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Operational safety: ÖBB-Infrastruktur, ÖBB-Immobilienmanagement</td>
<td>Continued</td>
</tr>
<tr>
<td></td>
<td>Check of historical state: Federal Monuments Office</td>
<td></td>
</tr>
<tr>
<td>The state of all railway constructions (bridges, tunnels, supporting walls, protective constructions, building constructions, tracks, electronic systems, power lines) is systematically registered and assessed. As regards adjustment and maintenance work, the preservation of the historical assets will be controlled from a monument protection point of view.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ÖBB-Infrastruktur, ÖBB-Immobilienmanagement</td>
<td>Continued</td>
</tr>
<tr>
<td></td>
<td>Federal Monuments Office</td>
<td></td>
</tr>
<tr>
<td>Necessary renovations and adjustments to changing needs such as noise protection measures will be made in a way that the railway with its construction ensemble will not lose any of its original character. Monument protection experts will be consulted.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
− Empty railway stations and other railway buildings such as lineman huts will be preserved and maintained as well as possible.

Responsibility

ÖBB-Immobilienmanagement

Association “Freunde der Semmeringbahn”

Horizon

Continued

− Suitable future uses of empty stations and other railway buildings e.g. for tourist purposes will be made possible and supported actively.

Responsibility

ÖBB-Immobilienmanagement

Local communities, tourist destinations, Association “Freunde der Semmeringbahn”

Horizon

Medium-term

Development of new offers for railway travellers

− The Semmering Railway as public, environmentally sound means of transport is promoted with attractive offers for guests and residents of the area. New tourist offers such as all-year-round scheduled adventure trains will be developed to convey the cultural value of the Semmering Railway.

Responsibility

ÖBB-Personenverkehr

Tourist destinations, cultural institutions, e.g. museums

Horizon

Short to medium-term

Action area: Buffer zone of local surrounding area

Sensitive design and upgrading of the railway stations of Gloggnitz, Payerbach and Mürzzuschlag

− The railway stations of Gloggnitz, Payerbach and Mürzzuschlag will be developed into entrance portals to the World Heritage Semmering Railway. In addition, measures to inform and increase the attractiveness for users/customers of the railway will be elaborated and implemented.

Responsibility

ÖBB-Personenverkehr, RCA (Rail Cargo Austria)
ÖBB-Infrastruktur, ÖBB-Immobilienmanagement

Horizon

Cities of Gloggnitz, Mürzzuschlag, community of Payerbach tourist destinations

Medium-term

− Operational and functional requirements in the railway stations of Gloggnitz and Mürzzuschlag should be guaranteed (also for tourist operation e.g. special steam trains)

Responsibility

ÖBB-Infrastruktur, ÖBB-Immobilienmanagement

Horizon

Continued

− Required new constructions and conversions with awareness of the World Heritage and integration of the constructional township environment should be realised at high quality levels.

Responsibility

ÖBB-Infrastruktur, ÖBB-Immobilienmanagement

Horizon

Cities of Gloggnitz, Mürzzuschlag

Continued

− Historically interesting buildings such as the turntable and spider (power lines) in Mürzzuschlag should be handled with special sensitivity.
6.2 Sustainable tourism in connection with the World Heritage

Premises and objectives
The Semmering Railway is an important pillar for the development of sustainable tourism in this region. The international position and the access to experiencing this World Heritage should be reinforced by way of marketing measures and integrated tourist concepts involving the entire region. One important approach in this context is the project World Heritage Event Area by Destination Wiener Alpen in Lower Austria, which is planned to be implemented in coordination and cooperation with the Hochsteiermark Tourist Association. Local and regional tourist associations, accommodation and gastronomy businesses, agriculture and forestry, the Austrian Federal Railways and regional traffic companies should jointly develop innovative, authentic tourist offers in connection with the World Heritage having close references to nature and culture.

<table>
<thead>
<tr>
<th>Action area: Entire World Heritage Area</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Action</strong></td>
</tr>
<tr>
<td>Reinforce tourist railway aspect of the Semmering Railway</td>
</tr>
<tr>
<td>− The Semmering Railway allows guests to take an environmentally sound trip and provides the basis for mobility offers with a high entertainment factor. The demand for the Semmering Railway as tourist railway should be increased.</td>
</tr>
<tr>
<td>− Realisation of an analysis of potentials (national and international) for tourist offers in connection with the Semmering Railway</td>
</tr>
<tr>
<td>− Implementation of measures from the existing concepts “Ghega railway usage” and “Adventure space design”</td>
</tr>
<tr>
<td>− Developing sustainable tourist products and projects by Lower Austrian and Styrian tourist offices together with the Austrian Federal Railways (ÖBB Personenverkehr) and other partners such as tourist providers, cultural institutions, regional traffic businesses, farmers etc.</td>
</tr>
<tr>
<td>− All-year-round offer of panoramic view wagons and adventure trains for attractive trips and in order to increase the entertainment value of the railway line. Motivation of additional customer groups from the tourist segment of panoramic view trains</td>
</tr>
</tbody>
</table>
**Offer of culture hiking tourism**

In the framework of tourist concepts for the region (Lower Austria, Styria) existing offers should be used (e.g. railway hiking trail) as the basis, and new mobility offers at the Semmering Railway should be used to develop more offers for hiking tourists. The entertainment-oriented production of hiking trails and panoramic view points as well as the networking with other tourist offers (gastronomy, nature, culture) should have special importance.

<table>
<thead>
<tr>
<th>Action</th>
<th>Responsibility Partners</th>
<th>Horizon</th>
</tr>
</thead>
<tbody>
<tr>
<td>− Signposting system with uniform markings</td>
<td>Tourist destinations</td>
<td>Short to medium-term</td>
</tr>
<tr>
<td>− Hiking guides, hiking maps for the entire World Heritage area</td>
<td>Local communities, accommodation and gastronomy businesses</td>
<td></td>
</tr>
<tr>
<td>− Creating further lookout points and resting places</td>
<td>Regional management, local communities</td>
<td>Mean-time</td>
</tr>
<tr>
<td>− Linking the hiking trail network to railway stations, bus stations, cultural monuments, gastronomy businesses etc.</td>
<td>Tourist destinations</td>
<td>Mean-time</td>
</tr>
<tr>
<td>− Extension of the existing hiking busses on the basis of a traffic concept. Networking with other providers of public transport</td>
<td>Regional management, traffic services</td>
<td>Short to medium-term</td>
</tr>
<tr>
<td>− Development of new tourist (combined) offers such as <em>Hiking and Railway Travelling deluxe</em> as a combination of culinary-natural-cultural and mobility in the region</td>
<td>Cultural institutions, local communities, accommodation and gastronomy businesses, traffic services, etc.</td>
<td>Mean-time</td>
</tr>
</tbody>
</table>

**Construction of info-points**

Extension of partly existing information facilities on the project World Heritage Event Area by Destination Wiener Alpen in Lower Austria in coordination and cooperation with the Hochsteiermark Tourist Association

<table>
<thead>
<tr>
<th>Action</th>
<th>Responsibility Partners</th>
<th>Horizon</th>
</tr>
</thead>
<tbody>
<tr>
<td>− Explanation and depiction of the unique value of the World Heritage along hiking trails, lookout points, sights and railway stations</td>
<td>Tourist destinations</td>
<td>Short to medium-term</td>
</tr>
<tr>
<td>− Use of modern technologies for presentation e.g. digital hiking guide, GPS-supported, podcasts, etc.</td>
<td>Local communities</td>
<td>Mean-time</td>
</tr>
</tbody>
</table>
High-quality architecture in the World Heritage

See also action area 6.4. Sustainable residential development, protection of township appearance, architectural culture

The historical hotels and villas are still visible signs of the importance of tourism in the region due to their special architectural form of expression. They create a quality in combination with this living environment that stands out compared to other tourist regions. People should be made aware of this quality. It should be made a core topic of Destination Wiener Alpen and developed in a contemporary manner.

- Contemporary development of architectural traditions with new constructions and conversions for tourists
- Preservation and extension of the commercial accommodation offer, no conversion into secondary residences
- Historical, identity-creating hotel architecture as starting point for the development of a unique selling proposition
- Creating awareness for architectural culture

Regional group of offers „Eco-tourism and eco-mobility“

Development and implementation of a group of offers Eco-tourism with special attention to car-free arrival at the holiday resort and car-free mobility within the entire World Heritage region.

- Mobility management for the Semmering communities
- Special arrival offers in overnight stay tourism and excursion traffic, e.g. combined tickets, packages with gastronomy, shuttle service to train stations
- Creation of a comprehensive travel information system. Combination of information on World Heritage with information on environmentally sound mobility
- Passengers arriving with public transport should be preferred vs. individually travelling tourists with cars, e.g. with special service, own cash desks and access routes to leisure-time facilities, bonus programmes for frequent visitors
### High quality of tourist businesses
- Large tourist businesses on high level as leading examples
- Quality initiative with small and medium-sized tourist businesses Development of incentive and participation models
- Incentives to extend and improve gastronomic offers
- Incentive for investments in animation, support and cooperation offers for accommodation and gastronomy businesses

### Action area: Especially buffer zone “Historical landscape for settlement and tourism”

#### Use potential of historical-tourist residential landscape
- Extension of existing approaches through the Event Space project by Destination Wiener Alpen in Lower Austria in coordination with the Hochsteiermark Tourist Association.
- Using historical, attractive townships in combination with railway offers such as special travel guide, guided tours to villa architecture, package with adventure railway trip, nostalgia bus and horse-carriage, holiday in historical environment, …
6.3 Cultural landscape, agriculture and forestry

Premises and objectives

It should remain possible for traditional agriculture and forestry to preserve nature and continue the sustainable use of a landscape that has been cultivated for centuries and has shaped a typical landscape. This does not refer to any kind of "museum landscape". Soft changes in the process of economic development will still have to be possible.

**Action area: Entire World Heritage Area**

<table>
<thead>
<tr>
<th>Action</th>
<th>Responsibility Partners</th>
<th>Horizon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Protection of the characteristic landscape</td>
<td></td>
<td></td>
</tr>
<tr>
<td>− Permanent changes to the terrain in sensitive areas (e.g. 20-Schilling-note view) must be avoided. Multi-faceted and varied topography must be preserved.</td>
<td>Local communities</td>
<td>Continued</td>
</tr>
<tr>
<td></td>
<td>Special Provincial departments, ÖBB Infrastruktur</td>
<td></td>
</tr>
<tr>
<td>− Particularly careful course of action during the construction of technical infrastructure such as transmission systems, power lines etc. Technical infrastructure to be built in a way that minimises conflicts with the characteristic landscape.</td>
<td>Local communities</td>
<td>Continued</td>
</tr>
<tr>
<td></td>
<td>Special Provincial departments, energy suppliers, telecommunication, ÖBB Infrastruktur</td>
<td></td>
</tr>
<tr>
<td>− New constructions and conversions must fit into the landscape and townships by way of high architectural quality.</td>
<td>Local communities</td>
<td>Continued</td>
</tr>
<tr>
<td></td>
<td>Village and town renovations</td>
<td></td>
</tr>
<tr>
<td>− Reforestation outside traditional forest areas must be regulated. Tree species appropriate for the location must be determined (no fast-growing tree types that do not agree with the local flora).</td>
<td>Local communities</td>
<td>Continued</td>
</tr>
<tr>
<td></td>
<td>Agricultural Chamber, forestry businesses</td>
<td></td>
</tr>
<tr>
<td>− Natural overgrowing of abandoned pastures (with bushes) must be avoided, particularly in front of forests</td>
<td>Local communities</td>
<td>Continued</td>
</tr>
<tr>
<td></td>
<td>Agricultural chamber, farmers</td>
<td></td>
</tr>
<tr>
<td>Typical products of the region and traditional crafts</td>
<td></td>
<td></td>
</tr>
<tr>
<td>− Counselling activities for initiatives to market regional products</td>
<td>Agricultural chamber</td>
<td>Medium-term</td>
</tr>
<tr>
<td></td>
<td>Local communities, regional management, leader management</td>
<td>Continued</td>
</tr>
<tr>
<td>− Tendering of competitions for innovative products</td>
<td></td>
<td></td>
</tr>
<tr>
<td>− Producers to be networked into marketing associations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>− Establish/promote leading businesses to market typical products</td>
<td></td>
<td></td>
</tr>
<tr>
<td>− Develop partnerships between agriculture and tourism e.g. hiking trails with “luncheon points”, regional products in hotel kitchens</td>
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</tr>
</tbody>
</table>
### Action area: Overall World Heritage area, but near area of buffer zones in particular

<table>
<thead>
<tr>
<th>Action</th>
<th>Responsibility Partners</th>
<th>Horizon</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Free view of and from the Semmering Railway</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Visual axes and relations to and from the railway line must be kept open, with the aim of especially attractive views from the railway onto the cultural landscape as well as from hiking trails and outlook points onto the railway and its technical constructions.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>− Concept for carefully designing the setting of the railway line within the landscape. To this end: Wood cutting concept along the railway with implementation project (awareness-raising, talks with owners, incentives and compensation for keeping areas free from trees on a permanent basis)</td>
<td>Local communities, Association “Freunde der Semmeringbahn”</td>
<td>Short-notice start Continued</td>
</tr>
<tr>
<td>− Small wind power plants in near area of buffer zone of the World Heritage. Determination in instruments of local land use planning. Inside entire World Heritage area only with special examination and in regional coordination</td>
<td>Local communities, Regional management, special Provincial departments</td>
<td>Continued</td>
</tr>
</tbody>
</table>

Managementplan Welterbe Semmerinbahn | Diskussionstand November 2008
6.4 Sustainable development of residential areas, protection of township appearances and architectural culture

Premises and objectives

Suitable instruments and measures of land-use development should ensure a moderate extension of residential areas with respect to typical regional, historical settlement structures and the integration and high architectural quality of new constructions and conversions in the landscape and townships. This involves the active use of the instruments of land-use planning, the application of provisions of the Monument Protection Act, landscape conservation and the development of new measures such as the formation of an architectural advisory board, an agreement on common criteria to assess building projects in the different local communities, awareness-raising and motivation for architectural quality.

Action area: Entire World Heritage Area

<table>
<thead>
<tr>
<th>Action</th>
<th>Responsibility</th>
<th>Horizon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Awareness for the World Heritage in plans and concepts</td>
<td>Special Provincial departments, local communities</td>
<td>Short to medium-term</td>
</tr>
<tr>
<td>Mobilise building plots</td>
<td>Local communities, special Provincial departments</td>
<td>Continued</td>
</tr>
<tr>
<td>Preserving the culturally valuable settlement structure</td>
<td>Local communities, special Provincial departments</td>
<td>Continued</td>
</tr>
<tr>
<td>Elaboration of a “checklist” to assess settlement extensions (objective, systematic, simple)</td>
<td>Special Provincial departments</td>
<td>Short to medium-term</td>
</tr>
</tbody>
</table>
Consortium and design consulting

See also action area Tourism 6.2 in the sense of maintaining and promoting high-quality architectural culture as a task of any long-term based tourism destination.

- Instruments for construction and design consulting primarily serve the positive motivation of builder owners to use higher quality in new constructions and conversions and to raise awareness.

- Developing sensitivity criteria and counseling guidelines to design new constructions or conversions and to design free areas (depending on volume and sensitivity of the relevant space). Development along the zones of the World Heritage area

- Establish design advisory boards on local and regional levels: Committees of local community politicians, experts; task: Assessment of quality of filed construction plants, advance information, suggestions for improvement.

Design of entrances to townships – as a visiting card of towns and villages

- Reduction of excessive number of signs, advertising boards etc. along the roads, especially at access roads and around railway stations (“Railway Station Street”).

<table>
<thead>
<tr>
<th>Action</th>
<th>Responsibility Partners</th>
<th>Horizon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction and design consulting</td>
<td>Local communities</td>
<td>Continued</td>
</tr>
<tr>
<td></td>
<td>Special Provincial departments</td>
<td></td>
</tr>
<tr>
<td>Design of entrances to townships – as a visiting card of towns and</td>
<td>Local communities</td>
<td>Continued</td>
</tr>
<tr>
<td>villages</td>
<td>Special Provincial departments, village and city renovations, Federal Monuments Office</td>
<td></td>
</tr>
</tbody>
</table>
**Action area: Especially buffer zone “Historical landscape for settlement and tourism”**

<table>
<thead>
<tr>
<th>Action</th>
<th>Responsibility, Partners</th>
<th>Horizon</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Preservation of valuable town and village layouts</strong></td>
<td>Local communities</td>
<td>Continued</td>
</tr>
<tr>
<td>− Typical architecture of villas and hotels must be preserved and maintained. Ensemble effect and visual axes must be respected.</td>
<td>Special Provincial departments, village and city renovations, Federal Monuments Office</td>
<td></td>
</tr>
<tr>
<td>− Typical landscape elements and solitary historical buildings must be preserved; their characteristics must be maintained.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>− New constructions and conversions must be integrated into the landscape and township layouts and have high architectural quality e.g. regarding building heights, volumes and location.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>− The architectural “language” typical for this area should be taken into consideration/developed in a contemporary way for the new construction and conversion of buildings.</td>
<td></td>
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</tr>
<tr>
<td><strong>Inventories of valuable township layouts and architectural cultural goods</strong></td>
<td>Local communities</td>
<td>Short to medium-term</td>
</tr>
<tr>
<td>− Inventories of valuable township layouts and architectural cultural goods to be prepared for every township e.g. village centres, individual buildings, settlement structures.</td>
<td>Special Provincial departments, village and city renovations, Federal Monuments Office, regional management</td>
<td></td>
</tr>
<tr>
<td>− Priorities and follow-up measures to ensure and improve the state of preservation must be determined.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Raising awareness for valuable town and village layouts</strong></td>
<td>Local communities</td>
<td>Concepts short to medium-term</td>
</tr>
<tr>
<td>The architectural and historical importance of historical township layouts attractive for tourism must be highlighted, e.g.:</td>
<td>Special Provincial departments, village and city renovations, Federal Monuments Office, adult-education institutions, Chamber of Architects</td>
<td>Continued</td>
</tr>
<tr>
<td>− Information and further education (courses) for local decision-makers, private and public builder owners</td>
<td></td>
<td></td>
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<tr>
<td>− Brochures for private and public builder owners</td>
<td></td>
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<tr>
<td>− Information for local residents e.g. presentations and media reports, awarding of good examples, presentations on regional architectural history etc.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Concepts for unused buildings</strong></td>
<td>Local communities</td>
<td>Concepts short to medium-term</td>
</tr>
<tr>
<td>Reinforce existing approaches and initiatives of local communities e.g.</td>
<td>Special Provincial departments (housing construction funding, cultural department, ...); village and city renovations, Federal Monuments Office, regional management, leader management</td>
<td></td>
</tr>
<tr>
<td>− Renting empty buildings; renovation, usage</td>
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<tr>
<td>− Old buildings stock-exchange</td>
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<tr>
<td>− Support and financial incentives to renovate old buildings</td>
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<tr>
<td>− Name good examples and make public</td>
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</tbody>
</table>
6.5 Sustainable mobility and environmentally sound traffic

Premises and objectives
Traffic should serve the use of special future potentials of the region for a sustainable regional development. The Semmering Railway as an environmentally sound, high-performance, safe means of public transport forms the backbone of the public transport network in the region. Providing this means of access is particularly important in this rural area, also for socio-political reasons. Optimised networking of railway, bus, taxis and demand-oriented public means of transport should promote sustainable, environmentally friendly mobility.

Action area: Entire World Heritage Area

<table>
<thead>
<tr>
<th>Action</th>
<th>Responsibility Partners</th>
<th>Horizon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintaining the function of the Semmering Railway as high-performance local means of transport</td>
<td>ÖBB-Personenverkehr, Verkehrsverbund Ostregion (VOR), local communities, Regional management, small-scale region, special Provincial departments, association &quot;Freunde der Semmeringbahn&quot;</td>
<td>Continued</td>
</tr>
<tr>
<td>- Technically correct maintenance and renovation measures in compliance with monument protection conditions will guarantee daily and safe railway operations with appropriate transport capacities in the future.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- The Semmering Railway as public, environmentally sound means of transport is preserved and promoted with attractive offers.</td>
<td></td>
<td>Concepts short to medium-term</td>
</tr>
</tbody>
</table>

Measures for innovative public transport

- Public connection of settlement areas and business premises as well as tourist attractions to regional centres and railway stations

- Develop new mobility services e.g. environmentally-friendly local busses, call-bus, AST, bicycle bus, car sharing etc.

- Build up customised infrastructures: Renovate, design and create railway stations and bus stops; measures to slow down road traffic

- Use / promotion of new technologies: E.g. low-noise, low-emission vehicles, alternative drives and forms of energy etc.

- Schedule coordinated primarily according to business requirements of the region (e.g. leading businesses in Schwarztal).
### Action area: Entire World Heritage Area

<table>
<thead>
<tr>
<th>Action</th>
<th>Responsibility Partners</th>
<th>Horizon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmentally sound chains of ways in everyday-life and leisure-time traffic</td>
<td>Local communities, ÖBB-Personenverkehr, ÖBB-Postbus, Regional management; special Provincial departments</td>
<td>Concepts short to medium-term Continued</td>
</tr>
<tr>
<td>Integrate bicycle, walking in environmentally sound chain of ways, e.g.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Simplify or allow taking bicycles on trains and busses</td>
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<td></td>
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<tr>
<td>- Comfortable bicycle parking and renting systems</td>
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</tr>
<tr>
<td>- Awareness-raising and motivation e.g. in the context of Radland NÖ (Bicycle Lower Austria)</td>
<td></td>
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</tr>
<tr>
<td>- Creation of barrier-free, illuminated walkways and bicycle tracks, especially to stops of public transport</td>
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</tr>
</tbody>
</table>
6.6  Identity, awareness, PR, educational actions

Premises and objectives
The Semmering Railway is part of the collective memory of those living in its vicinity, but it is also known beyond regional and national borders (e.g. 20-Schilling-note as a nation-wide bill; naming of mountain railway lines such as Saxon or Prague Semmering). On the one hand, the Railway is an everyday means of transport, on the other hand it is an outstanding cultural heritage attracting numerous visitors. The cultural value of the pioneering construction work of the Semmering Railway and the beauty of the cultural landscape should be brought to the attention of the population, guests and all interested parties by way of educational and entertainment offers.

**Action area:** Entire World Heritage Area

<table>
<thead>
<tr>
<th>Action</th>
<th>Responsibility Partners</th>
<th>Horizon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rooting in public awareness of the region as our <em>World Cultural Heritage</em></td>
<td>Association “Freunde der Semmeringbahn” in cooperation with: Provincial school authorities, adult education institutions, senior-citizen associations, kindergarten departments in Lower Austria and Styria, local communities, associations, other adult education institutions, …</td>
<td>Concepts short to medium-term Continued supported by tourism destinations: Wiener Alpen in Lower Austria and Hochsteiermark, regional management</td>
</tr>
</tbody>
</table>

By way of permanent internal marketing in cooperation with existing institutions, the topic of the World Heritage should be conveyed on a broad basis.

− Integration of the topic of World Heritage in kindergartens, school lessons and adult education, e.g.
  − Excursion programmes
  − Series of presentations and information campaigns in various media (newspapers, regional TV and radio) in cooperation with existing institutions e.g. Volkshochschule (adult education institution) in Gloggnitz, Mürzzuschlag
  − Information events in local communities
− Joint, topic-related events (e.g. public event in Payerbach) with associations and institutions e.g. from the cultural sector. Annual series of activities: *World Heritage Week* with festivals and events
− Brochures, folders, World Heritage book, homepage
− Hiking days with teachers, also supra-regional
− Mayor hiking days with public
− World Cultural Heritage day for gastronomy and hotel businesses
<table>
<thead>
<tr>
<th>Action</th>
<th>Responsibility</th>
<th>Horizon</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>External (tourist) marketing for the World Cultural Heritage</strong>&lt;br&gt;Inclusion of World Heritage into advertising material and advertising campaigns of tourism destinations. Integration of Österreichwerbung.</td>
<td>Tourist destinations, Local communities, Österreich Werbung</td>
<td>Concepts short to medium-term</td>
</tr>
<tr>
<td><strong>Gates to the World Heritage – visualisation of the World Heritage</strong>&lt;br&gt;<em>see also 3.2 Sustainable tourism in connection with the World Heritage as well as 6.4 Design of entrances to townships</em></td>
<td>Tourism destinations, local communities, Regional artists, leader management</td>
<td>Short to medium-term</td>
</tr>
<tr>
<td>- Reducing the existing abundance of signs so most relevant tourist information has more effect</td>
<td>Tourism destinations, local communities</td>
<td></td>
</tr>
<tr>
<td>- Info points and signs at all train stations, more detailed in portal stations of Gloggnitz and Mürzzuschlag</td>
<td>Tourism destinations, local communities</td>
<td></td>
</tr>
<tr>
<td>- Setting (e.g. LandArt) at particularly interesting points</td>
<td>Tourism destinations, local communities</td>
<td>Medium-term</td>
</tr>
<tr>
<td>- Signs at entrances to towns or villages</td>
<td>Tourism destinations, local communities</td>
<td>Short to medium-term</td>
</tr>
<tr>
<td><strong>World Heritage Museum</strong>&lt;br&gt;see also 3.2 Sustainable tourism in connection with the World Heritage as well as 6.4 Design of entrances to townships</td>
<td>Association “Freunde der Südbahn”, Association “Freunde der Semmeringbahn”</td>
<td>Concepts short to medium-term</td>
</tr>
<tr>
<td>- Extend and support southern Railway Museum at Mürzzuschlag as information centre for World Heritage.</td>
<td>Local communities, tourist destinations</td>
<td>Continued</td>
</tr>
<tr>
<td>- Establish permanent exhibition “Semmering Railway in Cultural Landscape”: “Celebrity railway station” Payerbach, information centre at Semmering railway station</td>
<td>Local communities, tourist destinations</td>
<td>Continued</td>
</tr>
<tr>
<td><strong>National and international cooperations</strong>&lt;br&gt;see also 3.2 Sustainable tourism in connection with the World Heritage as well as 6.4 Design of entrances to townships</td>
<td>Association “Freunde der Semmeringbahn”</td>
<td>Continued</td>
</tr>
<tr>
<td>- Cooperation with national UNESCO World Heritage sites:&lt;br&gt;Knowledge transfer, joint campaigns, joint offers e.g. with Salzburg _Wachau_Vienna _Fertő–Lake Neusiedl_Graz</td>
<td>World Heritage Sites, UNESCO, ICOMOS, Federal Monuments Office, tourism destinations, ÖBB</td>
<td></td>
</tr>
<tr>
<td>- International expert meeting on the topic of railways and World Heritage with representatives from other World Heritage Sites e.g. Rhaetian Railways, Darjeeling Railways in cooperation with UNESCO / ICOMOS</td>
<td>World Heritage Sites, UNESCO, ICOMOS, Federal Monuments Office, tourism destinations, ÖBB</td>
<td></td>
</tr>
</tbody>
</table>
7. MONITORING AND CONTROLLING

7.1 Monitoring and revision of the Plan

Management planning is a dynamic process that does not end with the presentation of a planning document. New framework conditions, findings, changed priorities as well as practical experiences with implementation give rise to adjustments and new developments of the Plan. However, the Plan may be changed due to important reasons only. Any Plan revisions require regular monitoring.

The Management Plan must be subject to a review every five years at the latest, which is to be organised by the association “Freunde der Semmeringbahn”. For the monitoring, vivid, easily available and highly informative indicators should be used.

The Action Plan serves as the basis for constant monitoring of the implementation. Implementation success and any implementation deficits should be brought to the attention of the General Assembly of the World Heritage Associations (on an annual basis) through the Department IV/3 (World Heritage Affairs) at the Federal Ministry for Education, Arts and Culture.

7.2 Database on the actual situation of the World Heritage area

Detailed and updated land-use allocation data as well as maps of protected areas and aerial digital photos are available for the World Heritage area, both in Lower Austria and in Styria. They are constantly updated by the GIS (Geographical Information Systems) established at the Offices of the Provincial governments.

The available database allows to document undesired changes (impairments to the World Heritage), but also successes of sustainable usage to preserve and secure the World Heritage. In addition the integration of the partners for the implementation of the Management Plan mentioned under Chapter 4, excellent ongoing observation of the World Heritage area is available as well as quantitative and qualitative detailed information.

7.3 Public accessibility of the Plan

Original copies of the adopted Management Plan are available for inspection at the following bodies:

- Austrian UNESCO Commission in Vienna
- Office of the association “Freunde der Semmeringbahn”
- Southern Railway Museum in Mürzzuschlag (Styria)

Further copies will be made available to the Offices of the Provincial governments as well as the local communities and partners for the implementation of the Management Plan.

The publication of the Management Plan on the internet is currently being prepared.

Both the preparation of the plan with the active involvement of the regional decision-makers and experts as well as the publication of the Plan are designed to promote understanding for the challenges of a World Heritage Region and the readiness to cooperate in its implementation. The World Heritage title can make regional bodies and local residents proud and instil a sense of responsibility for the World Heritage, which is also visible in everyday-life actions as well as long-term interests to preserve and sustainably develop the World Heritage.
8. DOCUMENTATION

8.1 Inventory, records and archive

National bodies

- Federal Monuments Office,  
  A-1010 Vienna, Hofburg, Säulenstiege  
  Tel.: +43-1-53415-9, Fax: +43-1-53415-252  
  kontakt@bda.at  
  http://www.bda.at/

- Austrian National Library  
  A-1010 Wien, Josefsplatz 1  
  Tel.: +43-1-534-10, Fax: +43-1-534-10-280  
  onb@onb.ac.at  
  http://www.onb.ac.at/

Province of Lower Austria

- Office of the Provincial Government of Lower Austria  
  A-3109 St. Pölten, Landhausplatz 1  
  Tel: +43-2742-9005, Fax: +43-2742-9005-12060  
  post.landnoe@noel.gv.at  
  http://www.noe.gv.at

- District Authority of Neunkirchen  
  A-2620 Neunkirchen, Peischingerstraße 17  
  Tel.: +43-2635-9025-0, Fax: +43-2635-9025-35000  
  post.bhnk@noel.gv.at  
  http://www.noel.gv.at/Bezirke/BH-Neunkirchen.wai.html

- Federal Monuments Office, Provincial Conservatory of Lower Austria  
  A-3500 Krems, Hoher Markt 11, Gozzoburg  
  Tel.: +43-2732-777-88, Fax: +43-2732-777-8810  
  niederoesterreich@bda.at  
  http://www.bda.at/organisation/852/

- Lower Austrian Provincial Museum  
  A-3100 St. Pölten, Franz Schubert Platz 5  
  Tel.: +43-2742-908090-999, Fax: +43-2742-908099  
  http://www.landesmuseum.net

- Lower Austrian Provincial Archives  
  A-3109 St. Pölten, Landhausplatz 1, Haus Kulturbisetz 4  
  http://www.noel.gv.at/Bildung/Landesarchiv-.html

- Semmering Tourist Office, Kurverwaltung  
  A-2680 Semmering, Passhöhe 248  
  Tel.: +43-2664-20025, Fax: +43-2664-20029  
  tourismus@semmering.gv.at  
  http://www.semmering.at

- Information centre at the Semmering railway station  
  Tel.: +43-2664/84520  
  www.semmeringbahn.at
Province of Styria

- Office of the Provincial Government of Styria
  A-8011 Graz-Burg
  Tel.: +43-316-877-0, Fax.: +43-316-877-22 94
  post@stmk.gv.at
  http://www.verwaltung.steiermark.at/

- District Authority of Mürzzuschlag
  A-8680 Mürzzuschlag, DDr.-Schachner-Platz 1
  Tel.: +43-3852-2104-0, Fax: +43-3852-2104-550
  http://www.bh-muerrzzuschlag.steiermark.at

- Federal Monuments Office, Provincial Conservatory of Styria
  A-8010 Graz, Schubertstraße 73
  Tel.: +43-316-3672-56
  Fax: +43-316-3672-5615
  steiermark@bda.at
  http://www.bda.at/organisation/

- Provincial Museum: Universalmuseum Joanneum
  A-8020 Graz, Mariahilferstraße 2-4
  Tel.: +43-316-8017-0, Fax: +43-316-8017-9800
  welcome@museum-joanneum.at
  http://www.museum-joanneum.at/

- Special Department 1D Provincial Archives
  A-8010 Graz, Karmeliterplatz 3
  Tel.: +43-316-877-4028, Fax: +43-316-877-2954
  http://www.verwaltung.steiermark.at

- Southern Railway Museum Mürzzuschlag am Semmering
  A-8680 Mürzzuschlag, Heizhausgasse 2
  Tel. / Fax: +43-3852-2530326, 0664-9108201
  info@suedbahnmuseum.at
  http://www.kulturbahnhof.at/

- Mürzzuschlag Tourist Office
  A-8680 Mürzzuschlag, Wiener Straße 9
  Tel: +43-3852-3399, Fax: +43-3852-3399-30, Mobil: +43-664-2817090
  tourismus@muerrzzuschlag.at
  http://www.muerzzuschlag.at/Tourismusbuero.187.0.html

City Archives

- Archives of the Museum of Local History at Neunkirchen
  A-2620 Neunkirchen, Schulgasse 4
  stadttarchiv@neunkirchen.gv.at
  http://www.neunkirchen.gv.at/

- Gloggnitz City Archives, City Office
  A-2640 Gloggnitz
  Tel.: +43-2662-42401-14, Fax: +43-2662-42401-29
  http://www.gloggnitz.at/
8.2 Literature

The Southern Railway Line


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Kienreichs Semmering-Führer (1914); Graz

Legal bases
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Ortsbildgesetz 1977 idF 2001 (Steiermark)
World Heritage Semmering Railway
Core zone and buffer zone boundaries

<table>
<thead>
<tr>
<th>Situation</th>
<th>Geographical co-ordinates</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Railway-km 75.65 (Gloggnitz) N47°40´39´´ E15°56´13´´</td>
</tr>
<tr>
<td>A2</td>
<td>Railway-km 115.4 (Mürzzuschlag) N47°36´25´´ E15°41´40´´</td>
</tr>
<tr>
<td>A3</td>
<td>Mürzzuschlag railway station N47°36´28´´ E15°41´03´´</td>
</tr>
<tr>
<td>A4</td>
<td>Mürzzuschlag railway station N47°36´30´´ E15°40´47´´</td>
</tr>
</tbody>
</table>

Buffer zone
- Local surrounding area: 3.665,51 ha
- Historical landscape for settlement and tourism: 307,44 ha
- Supplementary area for tourism: 4.058,87 ha
- Supplementary settlement area: 549,39 ha
- Total area of buffer zone: 8.581,21 ha
- Total area of core zone and buffer zone: 8.737,39 ha

Basic references and sources:
- Digitization on the basis of the Austrian Map (Österreichische Karte 1:50,000)
- The Digital Land Register File (Digitale Katastermappe)
- Federal Office of Metrology and Surveying
- Government of the Federal Province Niederösterreich (NÖGIS)
- Government of the Federal Province Steiermark (LBG-GIS)

Co-ordinates and reference system: MGI M34, BMN

Situation Geographical co-ordinates
- A1 Railway-km 75.65 (Gloggnitz) N47°40´39´´ E15°56´13´´
- A2 Railway-km 115.4 (Mürzzuschlag) N47°36´25´´ E15°41´40´´
- A3 Mürzzuschlag railway station N47°36´28´´ E15°41´03´´
- A4 Mürzzuschlag railway station N47°36´30´´ E15°40´47´´

Buffer zone N47°35´49´´ bis N47°42´42´´ E15°57´10´´ bis E15°40´17´´

Status: November 2008
Author: stadtland, on behalf of Verein Freunde der Semmering Bahn