
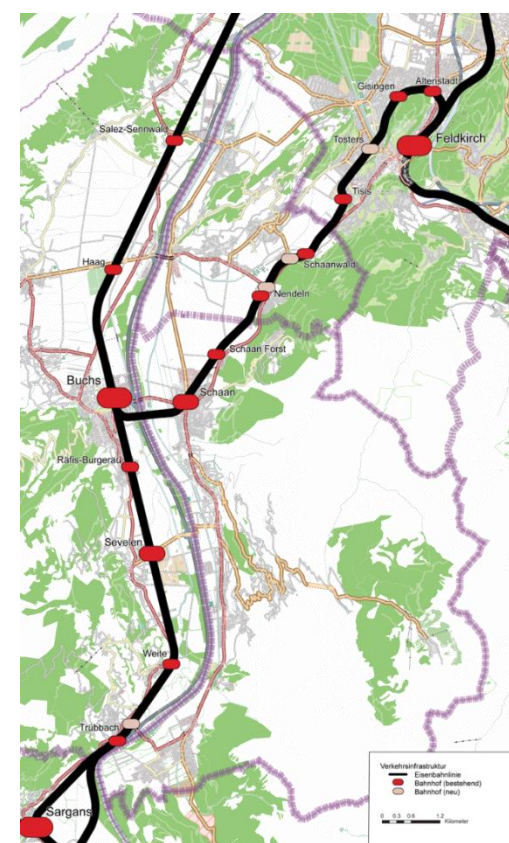


Fact sheet for planning levels

Planning level		Type of plan																																																					
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It also shows existing and planned lines, and a legend for 'Verkehrsinfrastruktur' (Transport Infrastructure) including 'Gleisbahnlinie' (Track line), 'Bahnhof (bestehend)' (Existing station), and 'Bahnhof (neu)' (New station). A scale bar indicates 0, 0.5, 1.0, 1.5 Kilometers.</p>
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Facts: Suburban Railway FLACH - The Ungrateful Power of Direct Democracy

Initial situation and location of the area

Liechtenstein has been connected to the international railway system since 24 October 1872. Because Liechtenstein was closely connected to the Austrian-Hungarian Empire at that time, the railway line is still run by the Austrian Federal Railway Company (*Österreichische Bundesbahnen, ÖBB*). Whilst the railway stations have been updated to some extent, the rail system in Liechtenstein is generally outdated. The stations are old and the country is traversed by only a single railway track, making it vulnerable to delays and thereby also negatively impacting the international railway services.

Since the railway runs only through the northern part of the country and mainly serves big industrial companies, it has not been well regarded by the population in Liechtenstein. However, improvements to the railway, the construction of a second track and of three new stations could potentially encourage a higher percentage of the nearly 15,000 people that commute from Switzerland or Austria to take the train instead of their car. These were the main arguments of the proponents of the expansion of the railway system.

The process

Negotiations about the funding for the international project, which also involved tracks and stations in Austria, were ongoing for nearly a decade. Between 2018 and 2020 negotiations even came to a halt before they were finally concluded in April 2020. Green politicians in the Austrian Ministry of Infrastructure in particular as well as the councillor responsible for mobility in the Austrian federal province of Vorarlberg saw it a landmark event. However, because of the volume of the project the voting population of Liechtenstein still had to give its consent to the expansion of the railway system – which it duly rejected by a majority of 62.3% in August 2020.

Those who mobilised against the project argued that the project costs were far too high and that the railway line did not serve the needs of the people in Liechtenstein. After the rejection of the spatial planning law in 2002, the people of Liechtenstein again rejected a major project that could have improved the spatial development of the principality.

Notes and links

Wikipedia (2022): S-Bahn Liechtenstein. Available at: https://de.wikipedia.org/wiki/S-Bahn_Liechtenstein
(09 April 2023)