



InfraGO

# Rapid expansion of capacity: Small and Medium Measures

Objectives, impact and content

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DB InfraGO AG | Small and Medium Measures | InnoTrans Berlin | 24<sup>th</sup> - 27<sup>th</sup> September 2024

# With a volume of around 4 bn Euro, Small and Medium Measures address existing bottlenecks in the rail network by 2030



## Challenge

- Currently there are **bottlenecks in the German rail network** because of the already realised (and planned future) traffic growth.
- **Particularly on highly frequented corridors**, the rail infrastructure of the existing network does not meet capacity requirements.
- **New construction as well as long-term expansion** measures will only resolve these shortcomings in the **long term**.



## Accelerated implementation of measures realisable in short term

**Rapid expansion of capacity** is possible through the **realisation of Small and Medium Measures**. They ...

- ... **eliminate bottlenecks** and **improve resilience** in the case of disruption **by 2030** (increasing punctuality and residual capacity).
- ... have an effect **on all types of transport** (regional/local, long-distance, freight) in the existing network.
- ... are being implemented **primarily on the highly frequented corridors**.

The accelerated implementation is, amongst others, supported by



*Creation of planning reserves financed by equity*



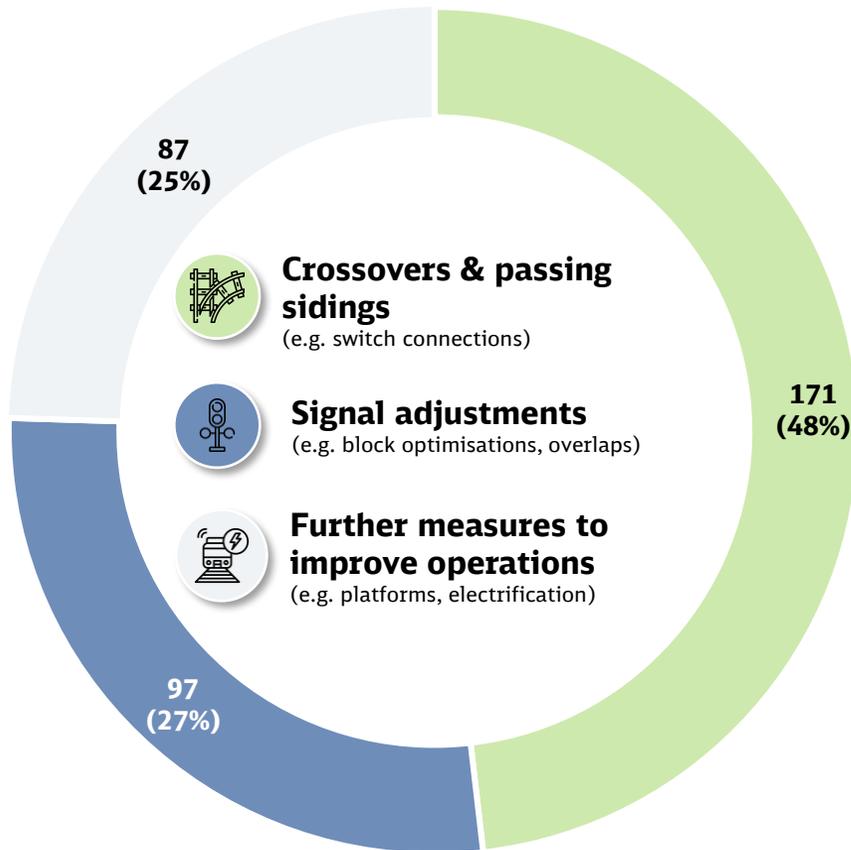
*Parallelisation of planning and construction phases*



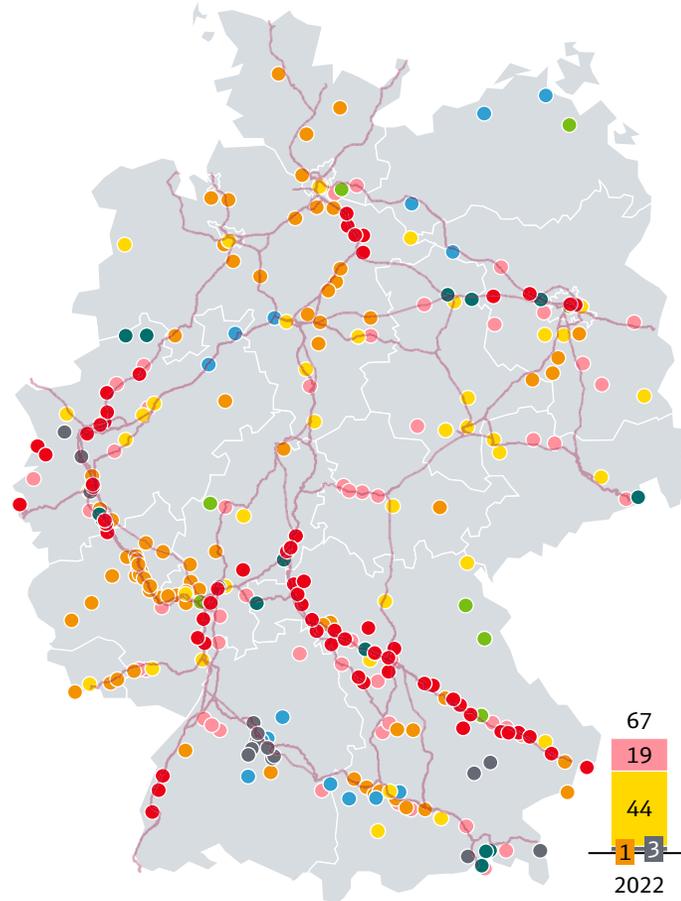
*Integration in anchor measures & bundling of construction operations*

# The 355 Small and Medium Measures quickly take effect on capacity and are based on the customers' needs

## Types of measures<sup>1</sup>



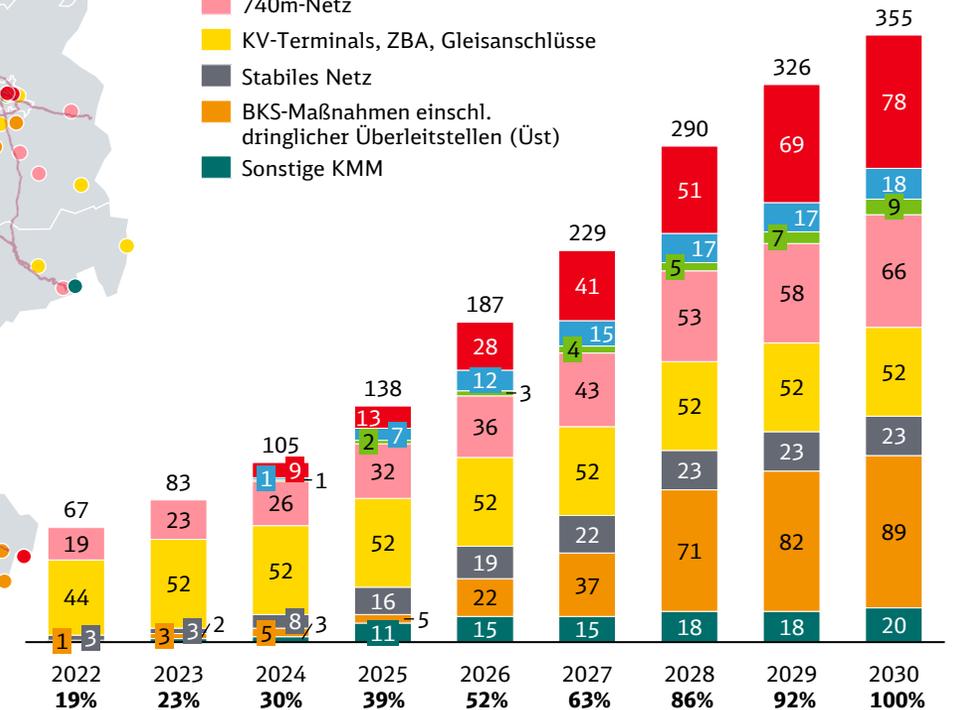
## Overview map<sup>2</sup>



## Realisation by 2030

### Small and Medium Measures sub-programmes

- Überlastete Schienenwege (ÜLS)
- Halbstundentakt (HST)
- Seehafen-Hinterlandverkehr (SHHV III)
- 740m-Netz
- KV-Terminals, ZBA, Gleisanschlüsse
- Stabiles Netz
- BKS-Maßnahmen einschl. dringlicher Überleitstellen (Üst)
- Sonstige KMM



(1) According to principle of predominance

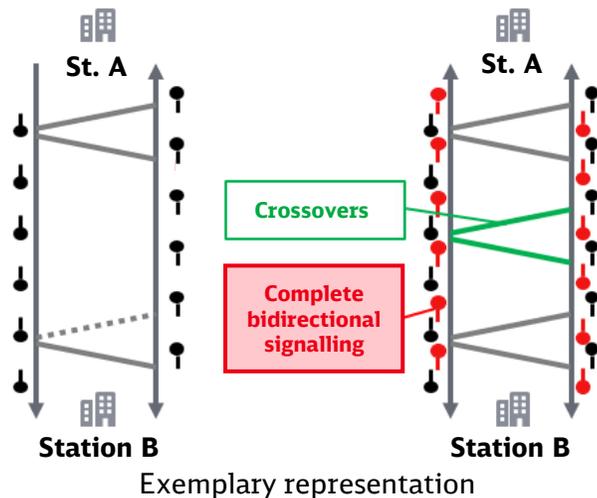
(2) Measures can overlap in a location, so that individual points are located on top of each other

# With crossovers and bidirectional signalling towards equipping the existing infrastructure to meet requirements



## Impact on traffic

- Reduced capacity losses during construction and technical disruptions
- More flexible dispatching and opportunities to overtake in scheduled operations
- Thereby, improving punctuality on routes and in the whole network



Before

## New crossover in Gambach



After

Source: David Vorschneider (RAILING GmbH)

## Feedback customer & operations

“ A crossover on this bottleneck makes it possible to carry out an overtaking whilst in motion.”  
*Benjamin Adam, Train Conductor, DB Cargo AG*



“ Depending on the operational situation, time losses are almost halved in the event of construction and disruptions on one of the main arteries of freight transport in Bavaria because of this crossover.”  
*Constantin Dorn, Dispatcher, DB InfraGO AG*



A wide-angle photograph of a city at dusk. In the foreground, a railway track with multiple parallel rails curves from the bottom left towards the center. A red signal light is visible on the left side of the tracks. The middle ground shows a large, modern building with a glass facade and a curved roof, illuminated from within. To the right, there is a construction site with various materials and structures. In the background, several high-rise buildings are lit up, and the CN Tower stands prominently against the sky. The sky is filled with soft, colorful clouds in shades of orange, yellow, and blue, indicating the time is either sunset or sunrise.

**Thank you.**