



InfraGO

Rapid expansion of capacity: Small and Medium Measures

Objectives, impact and content

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

With a volume of around 4 bn Euro, Small and Medium Measures InfraGO 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



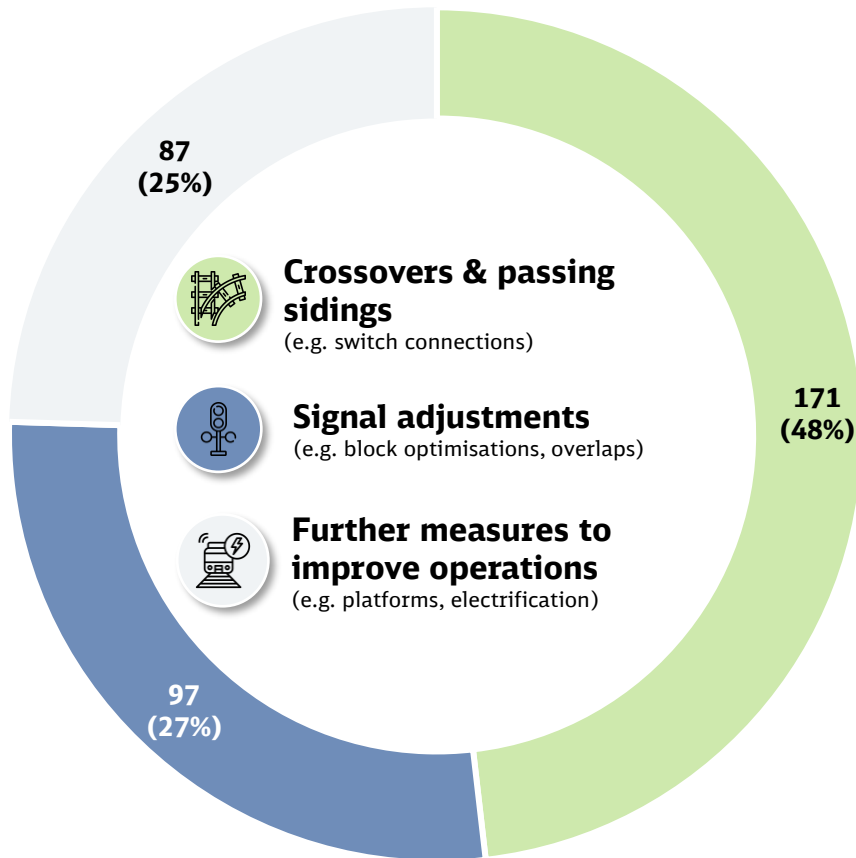
Parallelisation of planning and construction phases



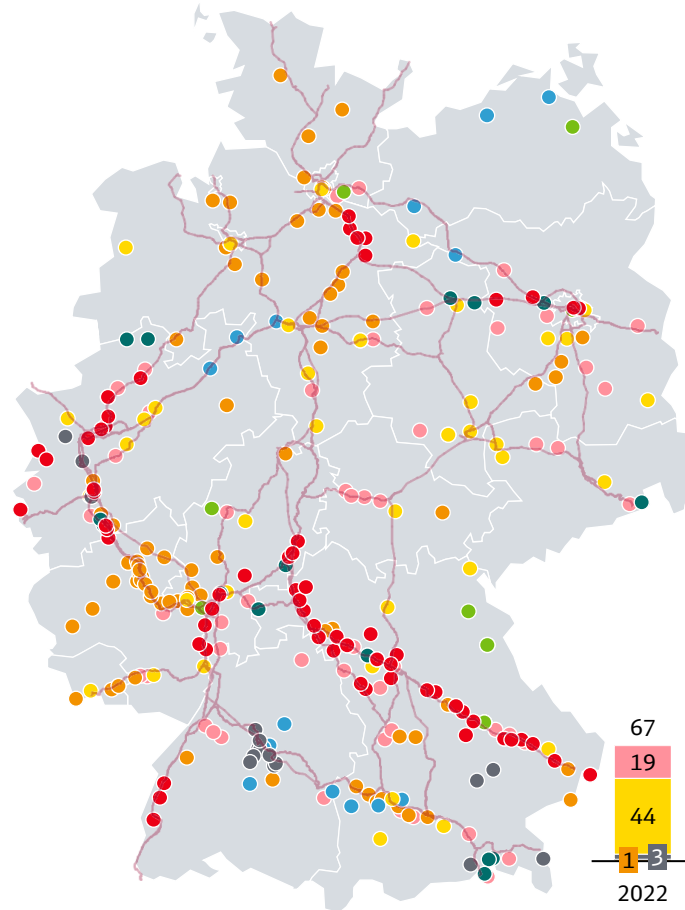
Integration in anchor measures & bundling of construction operations

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

Types of measures¹



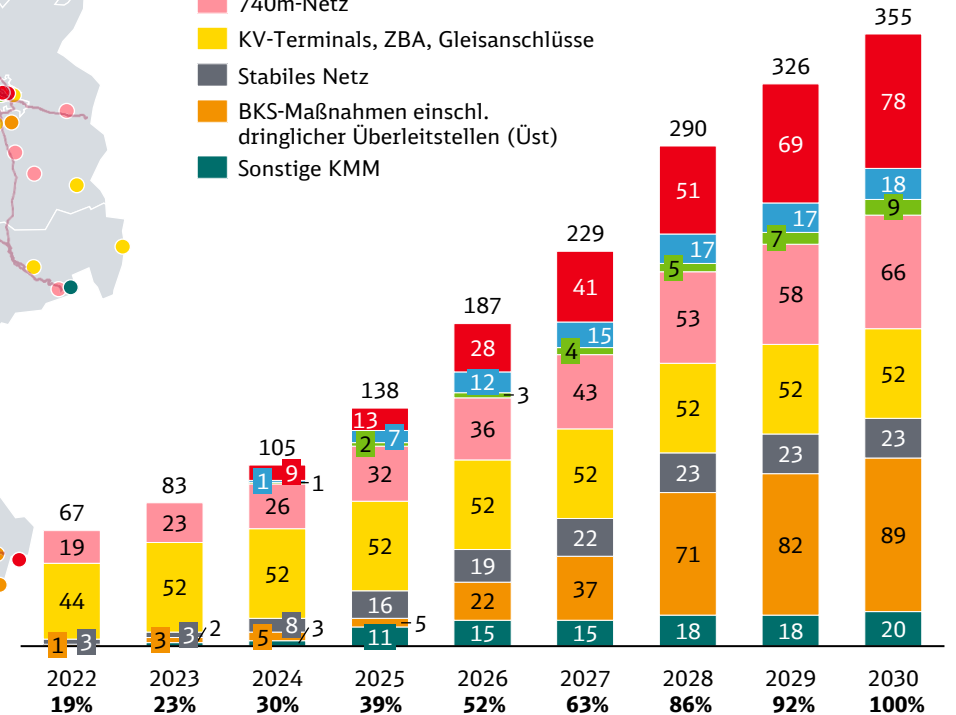
Overview map²



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

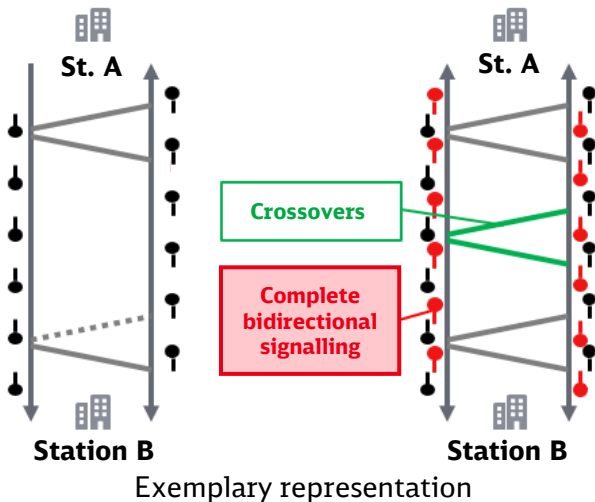
With crossovers and bidirectional signalling towards equipping the existing infrastructure to meet requirements

Practical example



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



New crossover in Gambach



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





Thank you.