



# RAG/TAG Meeting of RFC OEM & RFC RHD

DB InfraGO AG & the  
High Performance Network

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25.04.2024

# I DB InfraGO AG pursues the common good through an integrated co-operation



## DB InfraGO AG



DB InfraGO AG is shaping the future of the German railway infrastructure. As an infrastructure company, we have been creating the basis since 1st January 2024 for the mobility of today and tomorrow.

Our mission: to build up together and from a single source an efficient rail network and attractive railway stations which inspire all along the line.

## Common good goals



The federal government formulates clear political goals for the infrastructure which is orientated towards the common good – i.e. the needs of citizens, the environment and the economy.

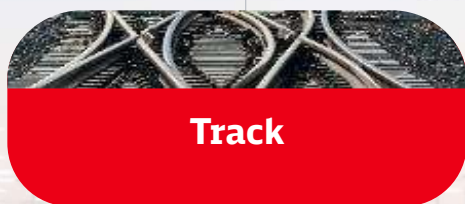
DB InfraGO AG realises these goals with the means at its disposal efficiently as a commercial enterprise and makes this transparent. This common good orientation and economically responsibility go hand in hand.

## Integrated cooperation



For all DB InfraGO AG projects we use an integrated approach, from planning to realisation: our experts for rail infrastructure and railway stations work together and exchange commonly with our interest groups – the railway undertakings, municipalities, public authorities, special-purpose associations and the federal and state governments.

# I DB InfraGO is the largest, highest-capacity rail infrastructure company in Europe and is made up of Track and Stations



- DB InfraGO Track is responsible for the **rail network** and **all the infrastructure necessary for operations**. Track access charges are the most important source of revenue for DB InfraGO Track.
- DB InfraGO Track ensures **non-discriminatory network access** for all authorized rail companies, regional and local passenger transport authorities, and freight forwarders and consignors.
- DB InfraGO Track coordinates **91,000** regular **train path requests** in its **working timetable**, and **roughly 1 million ad hoc requests** from the freight transport sector in particular.
- Its key responsibilities include **preparing timetables** and managing operations, construction and maintenance.
- The focus is on **eliminating bottlenecks and generating additional capacity** for further growth.
- The core business of DB InfraGO Stations is **developing, building and operating stations**. It also offers a variety of mobility-related services for passengers and guests at and near stations, with the goal of making stations **pleasant places to spend time**.
- Stations generate income from their **traffic infrastructure** (station stops and additional services) and from **commercial real estate leasing**. Roughly **70% of total revenues** come from station stops.
- More than **427,000 trains** from some **120 operators** stop at DB InfraGO's stations each day.
- DB InfraGO's station portfolio has a particularly comprehensive geographical coverage. DB InfraGO Stations is also one of Germany's largest landlords for commercial real estate, with roughly 850,000 square meters of **space for rent**.

## II Necessity of a High Performance Network– How to manage growth and re-establish punctuality on highly utilized and worn out core lines



Reasons why we cannot continue as before ...

**Traffic volumes increase**



→ Never before more passengers and goods have been carried on our network

**Investment backlog**



→ Underfunded infrastructure and outdated assets continue to reduce performance and usable capacity of the highly utilized network











**Punctuality at record low**



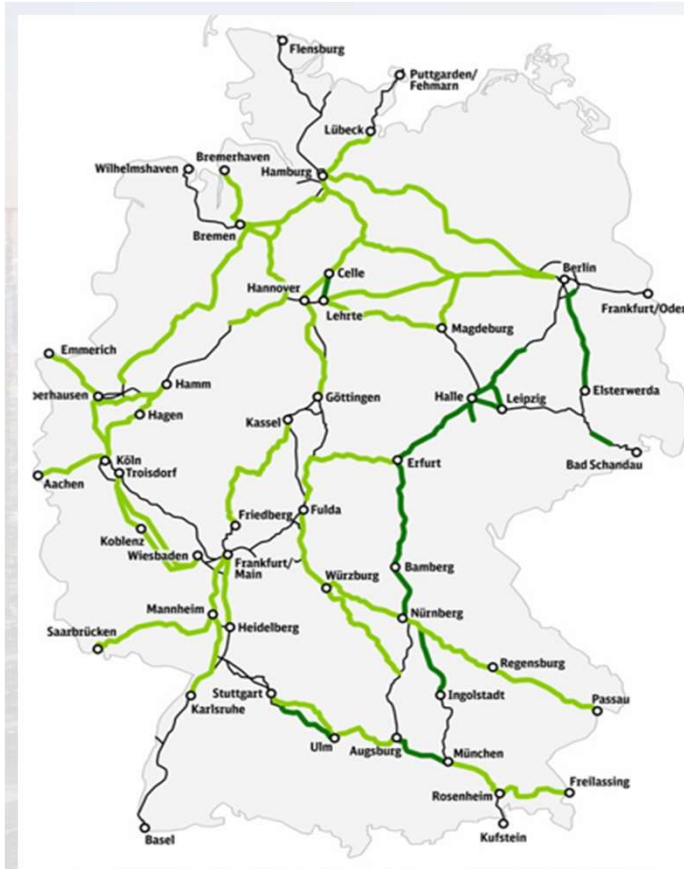
→ Quality problems are already clearly noticeable with punctuality levels around 60%

→ **Driving forward robust transport and replacement concept solutions**

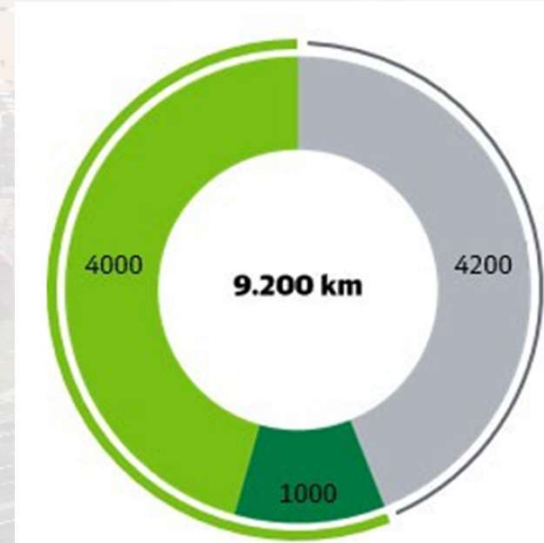
**II To eliminate these deficits, we need a strong and reliable high performance network by means of the **general renovation****

Procedure to date	High Performance Network	How can this be implemented?
 Many short construction sites	 One long construction site	<ul style="list-style-type: none"> <li>▪ <b>Fault-resistant systems</b> ensure a <b>more reliable</b> infrastructure and thus increase punctuality for customers</li> <li>▪ <b>Optimum equipment and layout standards</b> ensure higher train volumes and thus increase the <b>efficiency</b> of the infrastructure</li> <li>▪ Improving the <b>customer experience</b> with <b>attractive, clean and barrier-free stations</b> and <b>well-organized rail replacement services</b></li> <li>▪ <b>Reducing future traffic restrictions</b> to a minimum and thus create more <b>predictability</b> for customers</li> </ul>
 Single – track operation	 No operation; total closure	
 Focus on one asset category	 All asset categories at the same time	
 Renewal: 1:1 replacement	 Improved layout and equipment	
 Timetable and operations often unstable	 Stable on the rails and high-quality replacement transport on the road	

# II General renovation of over 4,000 km by 2030 - the highly congested **DB** InfraGO network becomes the new high performance network



High Performance Network 2030  
[in line km]

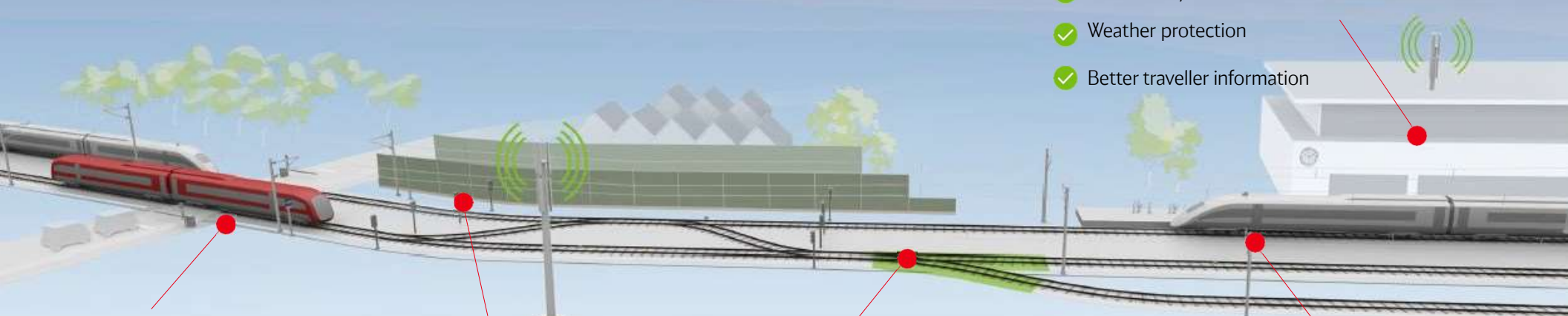


- General renovation
- Condition grade < 2,5
- Maintenance



# During the total closures, a large number of the trades will be completely renovated across the board

What is improving between Nürnberg and Passau?



## Stations

- ✓ Attractive stations and station environments
- ✓ Accessibility
- ✓ Weather protection
- ✓ Better traveller information

## Superstructure

- ✓ Preventive avoidance of speed restrictions
- ✓ Fewer individual measures with high costs and severe operational restrictions in the future

## Control and safety technology

- ✓ Replacement of outdated technology and new construction of the cable systems, equipment with ETCS-ready
- ✓ Robustness/lower susceptibility to faults
- ✓ Consolidation of track switching operations
- ✓ More flexibility/capacity in the operating centers

## Switches and crossovers

- ✓ Higher speed for track changes in alternating track operation
- ✓ Robustness for the timetable planner
- ✓ Flexibility through alternative options
- In the event of faults or construction sites

## Overhead line equipment

- ✓ Replacement of outdated technology
- ✓ Adaptation to increased energy requirements
- ✓ Improved security of supply
- ✓ Assured spare parts supply for new components



# Overview on the renewal on the RFC Rhine - Danube with regard to the high performance corridors



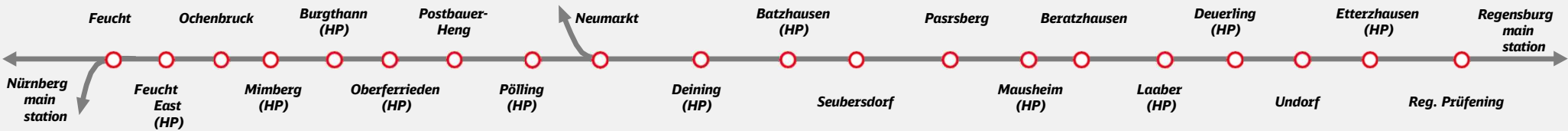




# The construction of the HPC Nürnberg - Regensburg starts in the 1st half of 2026 and comprises several phases



Work status



**Total closure Nürnberg - Regensburg from 06.02.2026 to 10.07.2026 from Nürnberg Reichswald to Regensburg station**



**Approx. 40%** of the track kilometers



**Approx. 33%** of the switches



Renewal of the **axle counting system**



Addition of numerous **crossovers**



**Approx. 28%** of the overhead line



Measures at the **stations**



Measures to **strengthen the Deininger dam and rock restoration**



# The construction of the HPC Obertraubling - Passau corridor starts in the 2nd half of 2026 and comprises several phases



Work status



## Obertraubling - Passau

A new proposal has been developed under the assumption that the construction measures will optimise traffic. In the **2026 timetable year**, this will enable:

- ➔ The general renovation Nürnberg - Passau and Obertraubling - Passau
- ➔ Important ÖBB Infra construction measures, such as between Vienna and Gmünd as well as Innkreis and Südbahn
- ➔ RFI construction measures at Brenner and on the Carnia - Pontebba route



**approx. 45%** of the track kilometers



**approx. 43%** of the switches



**approx. 62%** of the control and safety technology units



**approx. 24%** of the overhead line



Addition of numerous **crossovers**



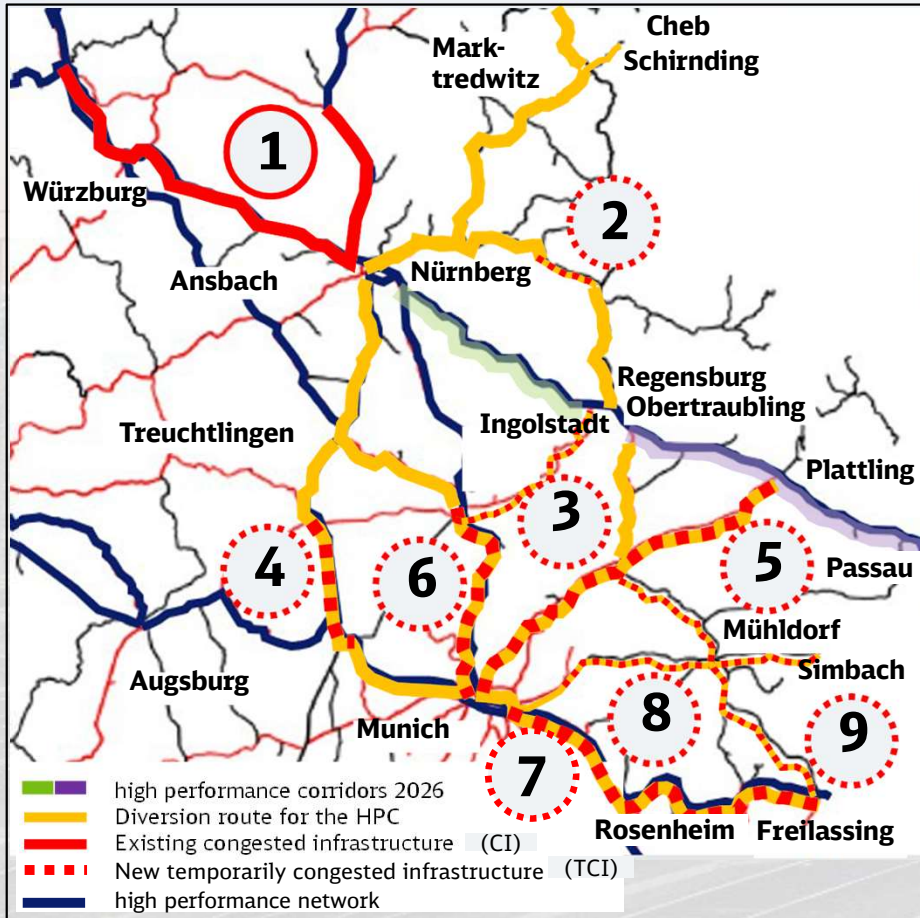
Measures at the **stations**



Measures to **improve the moor area in Osterhofen**



# Necessary rerouting leads to temporary congestion - conditions of use can safeguard traffic concepts



- The **rerouting of the Nürnberg - Regensburg and Obertraubling - Passau services to the detour routes** leads in some cases to **high capacity utilization**, which means **poor operating quality** and must therefore be classified as **temporarily overloaded** (TCI= temporarily congested infrastructure)

## Existing CI and new TCI for HPC<sup>1</sup> Nürnberg - Regensburg and Obertraubling - Passau

- (1) Existing CI Gemünden - Würzburg - Fürth - Bamberg intermodal line
- (2) New CI Amberg - Irrenlohe
- (3) New TCI Ingolstadt - Regensburg
- (4) New TCI Augsburg-Hochzoll - Donauwörth
- (5) New TCI M-Feldmoching - Freising - Landshut - Plattling
- (6) New TCI M-Karlsfeld - Ingolstadt
- (7) New TCI M-Waldtrudering - Freilassing
- (8) New TCI Markt Schwaben - Mühldorf - Simbach
- (9) New TCI Landshut - Mühldorf - Freilassing

- The **declaration of the new TCI** took place in **December 2023**
- Planned **traffic concepts** on the detour routes that have been agreed with the market should be **secured with conditions of use**
- Possible conditions of use are, for example, maximum number of capacities per type of transport (Vmix), specifications on journey times, stopping times, locomotive changeovers, platform turnarounds, priority rules
- **Opportunity to comment** as part of the plan to increase rail infrastructure capacity (PEK) and the INB 2026 (Aug./Sept. 2024)



InfraGO