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How does the rail constructions planning in Germany look like in the coming years?

Managing the balancing act between stable rail capacities and operations as well as increased investment and maintenance measures

November 20, 2025 | ECTA Annual Meeting 2025

DB InfraGO in facts and figures

1.1 billion
train path km produced

~ 5,700
railway stations and transport hubs

~ 33,400
kilometers of rail network

~ 68,200
employees[1]

~ 3,800
signal boxes

2,300
private sidings

761 tunnels

~ 25,800 bridges

18.4
million passengers and visitors in our railway stations daily

[1] measured in full-time equivalents

Sources: Integrated Annual Report DB InfraGO 2024; Infrastructure Condition and Development Report 2024

Despite progress, there is still an urgent need for action to modernize the existing network

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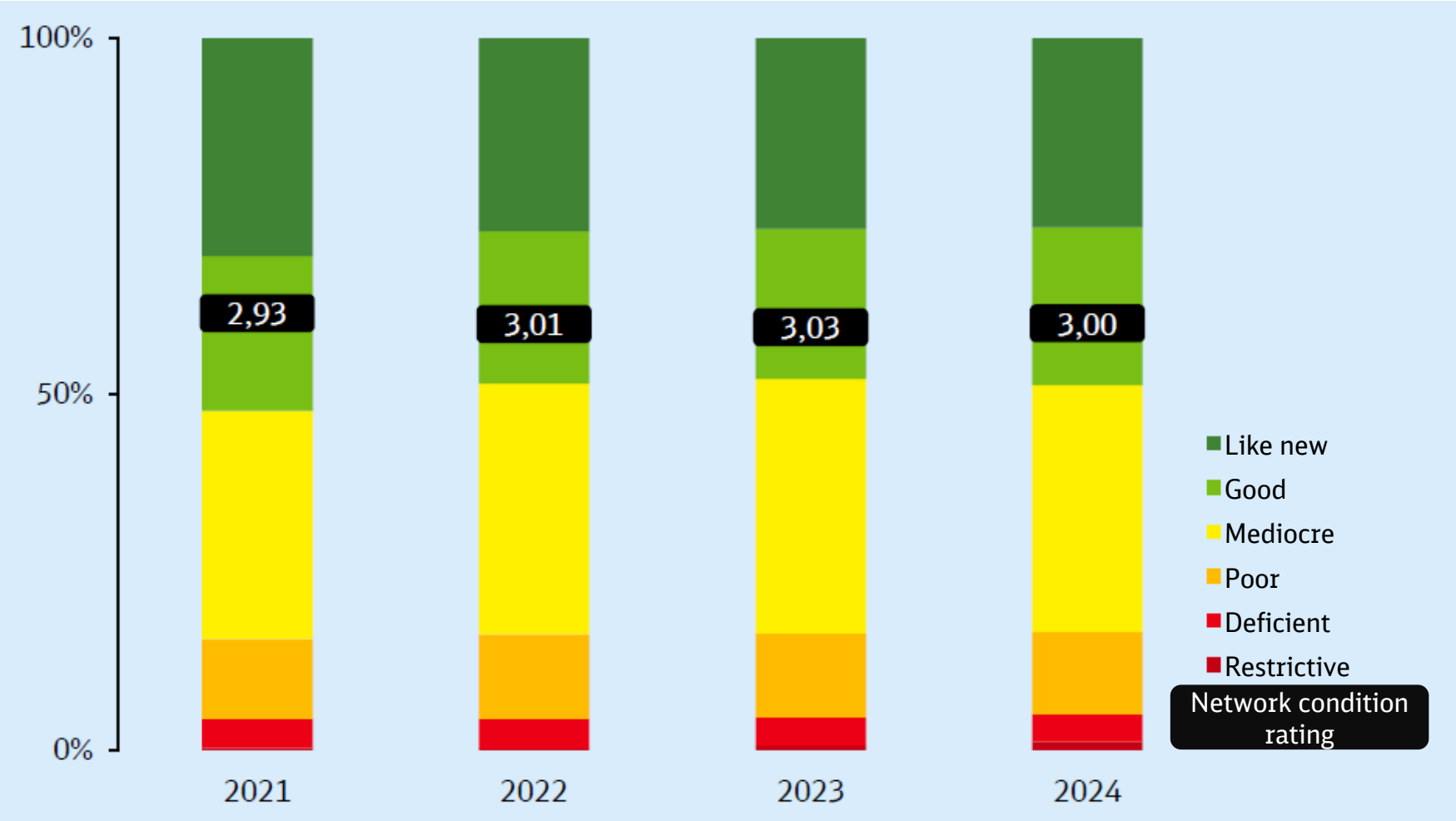
There is no alternative to construction to improve the condition of the network



For noticeable improvements DB InfraGO is now receiving even more money for the renewal of the existing network

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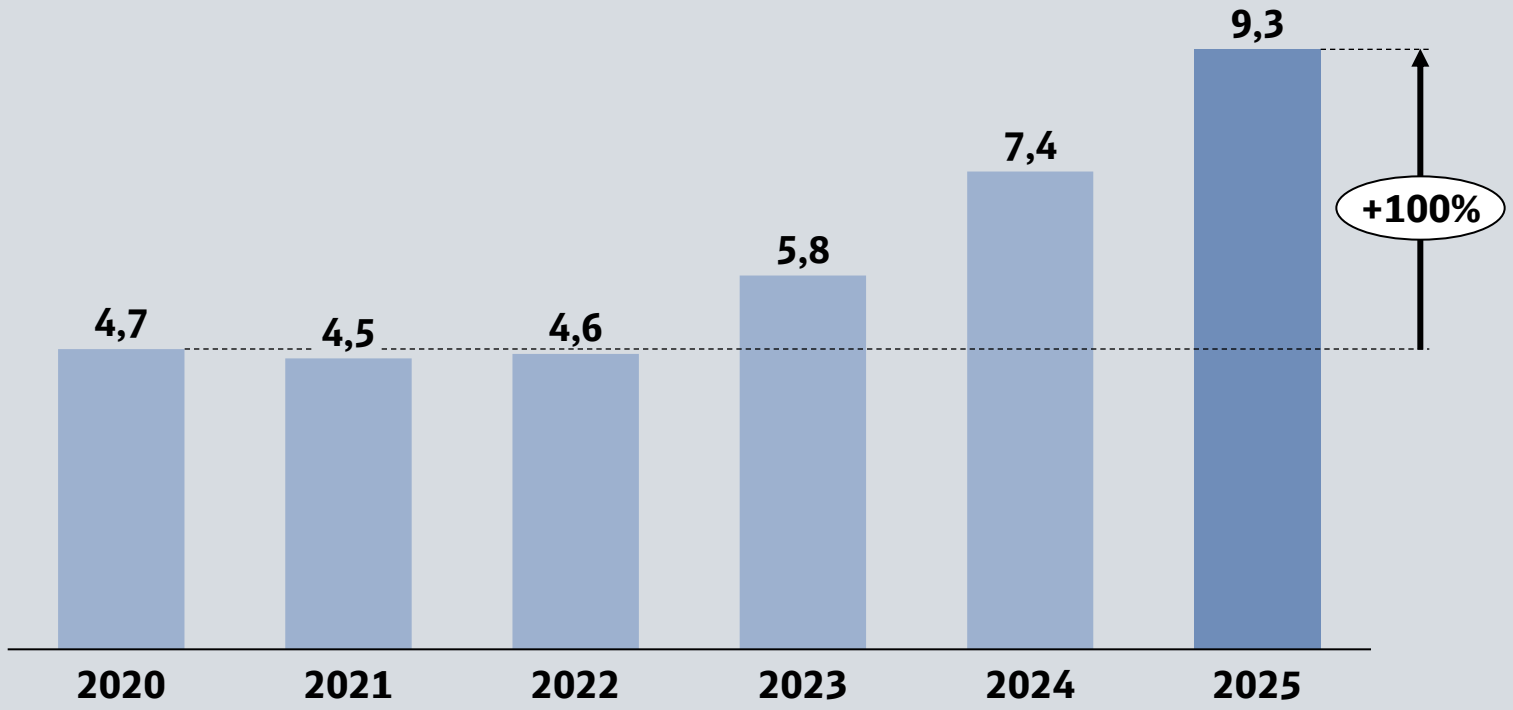
Necessity for renewal recognized by the federal government

Investment funds[1]

[in EUR billion]



[1] refers to Leistungs- und Finanzierungsvereinbarung (LuFV-Invest Geschäftsbereich Fahrweg), Performance and Financing Agreement between the Federal Republic of Germany and Deutsche Bahn

Goal: Standardized construction will enable more stable operation already during the network renewal phase

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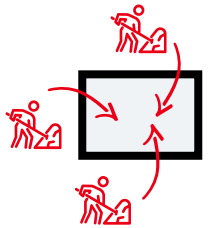
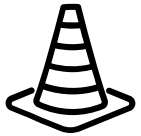


Bundling construction work in containers and general renovations results in **fewer traffic restrictions**

Construction phases determined at an early stage, followed by construction-free periods, create **more predictability** for our customers



Modern facilities ensure a **more reliable infrastructure** and thus increase punctuality for our customers

Stable construction processes

Timely, stable timetables

Stable system

To implement the necessary measures, the consistent application of „synchronized construction” is more important than ever

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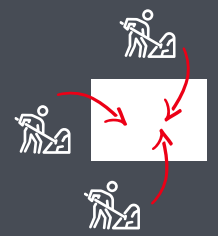
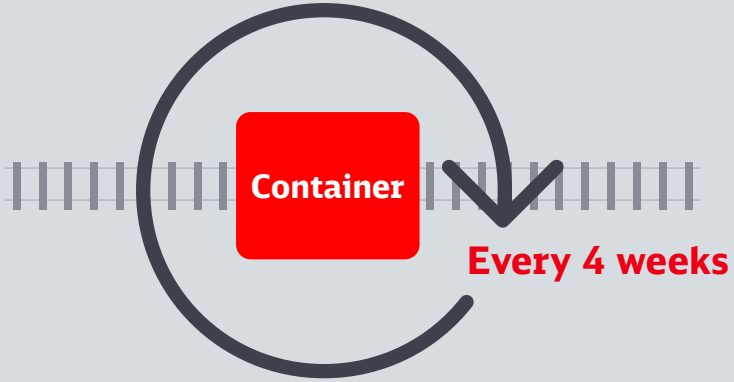


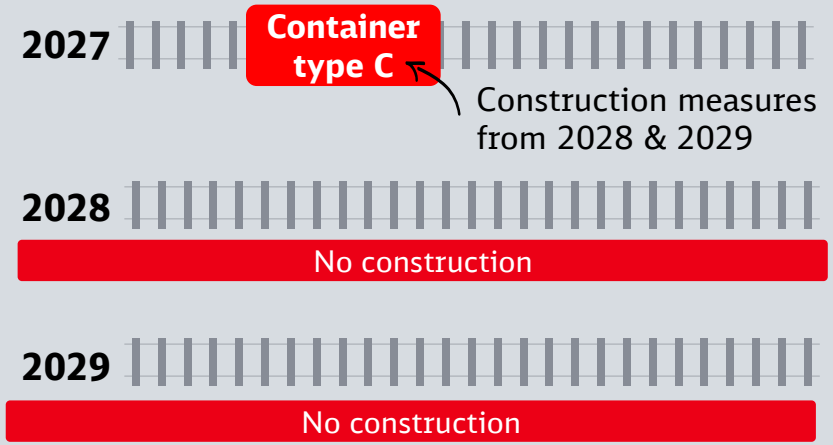
Bundling of construction measures in containers

Maintenance containers on network xy



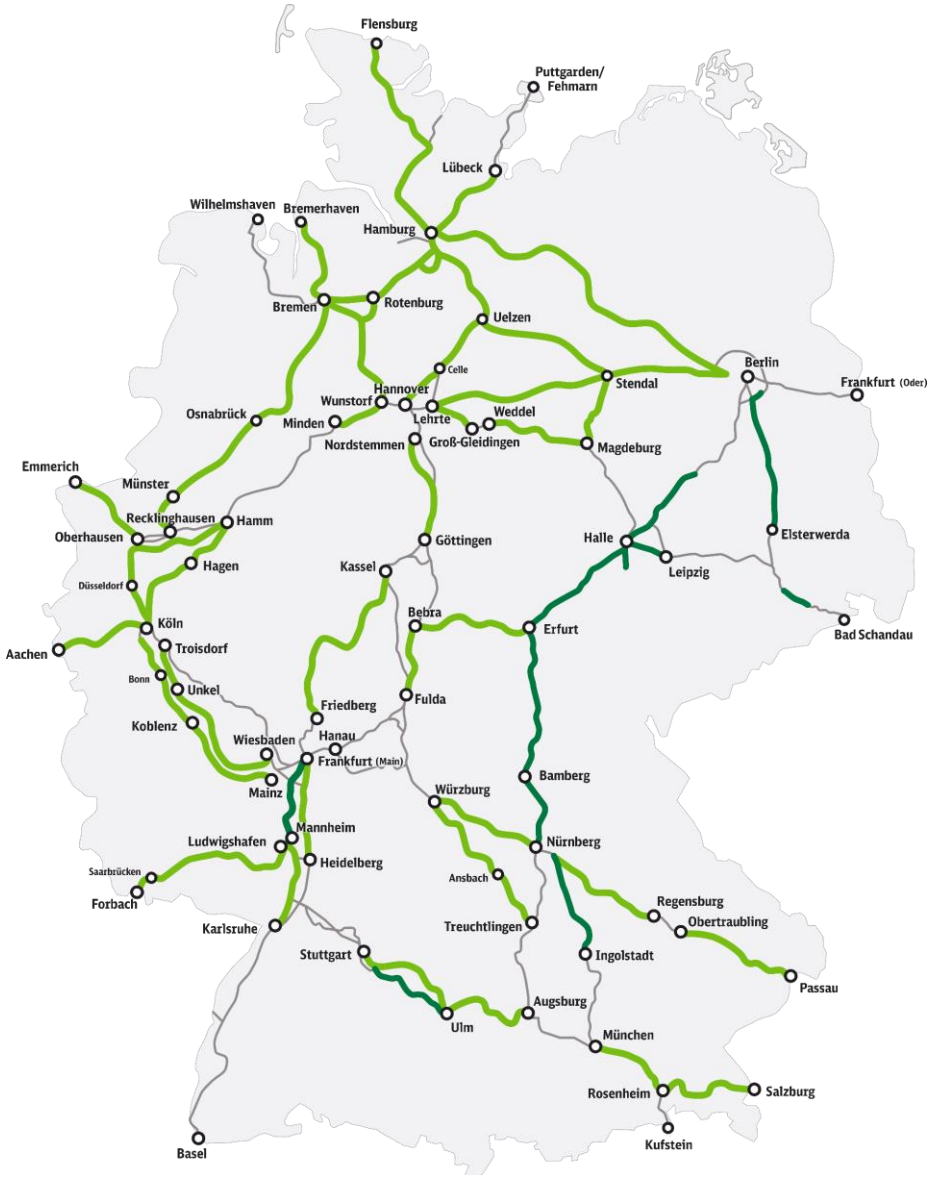
- Driving on one track, maintenance work on the second track
- Scheduled classification -> rhythm
- Can be used at short notice
- Easy to remember

Invest Container on corridor xyz



- Scheduled classification
- Cross-construction trade bundling
- Multi-year bundling
- Subsequent construction-free period

Overview of the general renovations until 2036



General renovation
Good condition
Maintenance

General renovations: exact activities depend on corridor and condition

- Superstructure
- Switches
- Bridges and retaining walls
- Level crossings
- Control and safety technology
- Catenary system
- Noise protection
- Stations

Proof of concept “Frankfurt – Mannheim” achieved in 2024 – 2025 ongoing – traffic concepts 2026 agreed upon

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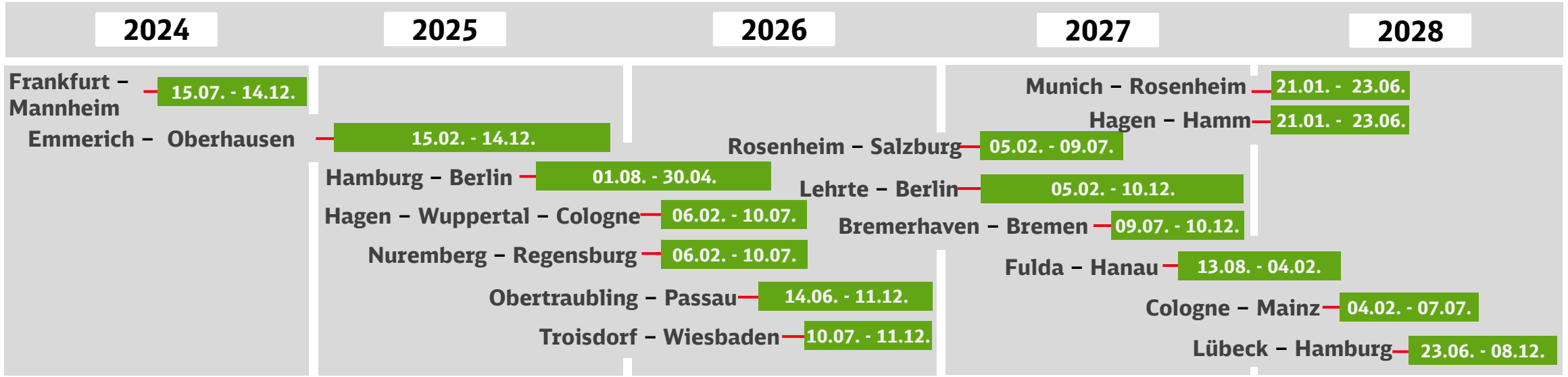

Construction

- Completed
- Under construction
- Main construction contracts awarded
- Traffic concepts developed and agreed on
- Contract awards in conception
- In preparation

Development and coordination of traffic concepts with customers and European neighboring Infrastructure Managers

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1 Definition of detour routes

- Definition of detour network
- Identification of affected border crossings
- Identification of negative construction site interactions with adjustment if necessary

2 Demand and capacity analyses

- Analysis of volumes on the detour routes
- Estimation of divertible and non-divertible traffic
- Identification of necessary/non-divertible traffic
- If necessary, declaration of “TÜLS”

3 Rough concept as a basis for discussion

- Traffic volumes per traffic type on the detour routes
- Examination of capacity optimization
- Rough concept per traffic type as a "starting solution" for market discussion

4 Development of traffic concept

- Coordination
  - of traffic volumes
  - supra-regional and international
  - of systematic traffic
  - of possible individual timetable slots
  - service of private siding
- Train dispatching and concepts in response to accidents added

5 Anchoring in the documents

- Plan to increase rail infrastructure capacity
- Anchoring detailed planning of RRS
- If required: publication of usage specifications and priority criteria to optimize capacity usage

〉 **further details in the following**

TÜLS = temporarily congested infrastructure TC = total closure RRS = rail replacement services

Example 1: international detour traffic concepts for Rosenheim – Salzburg with expected capacity of >90% of freight

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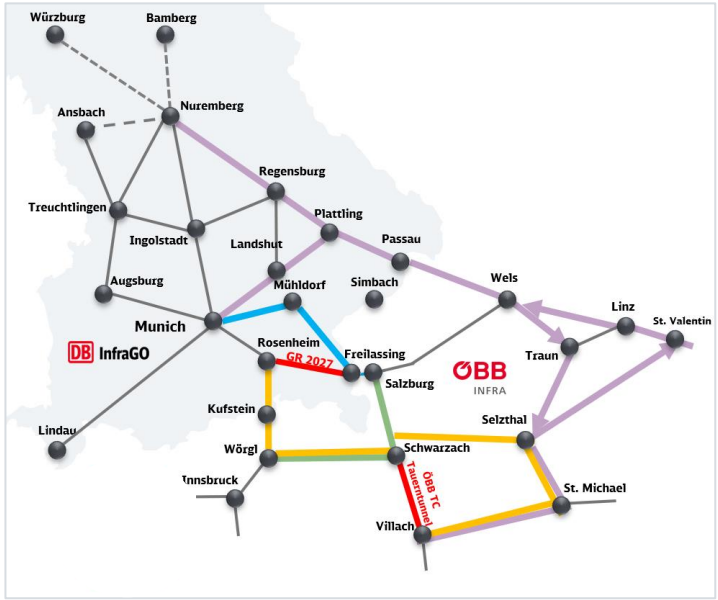
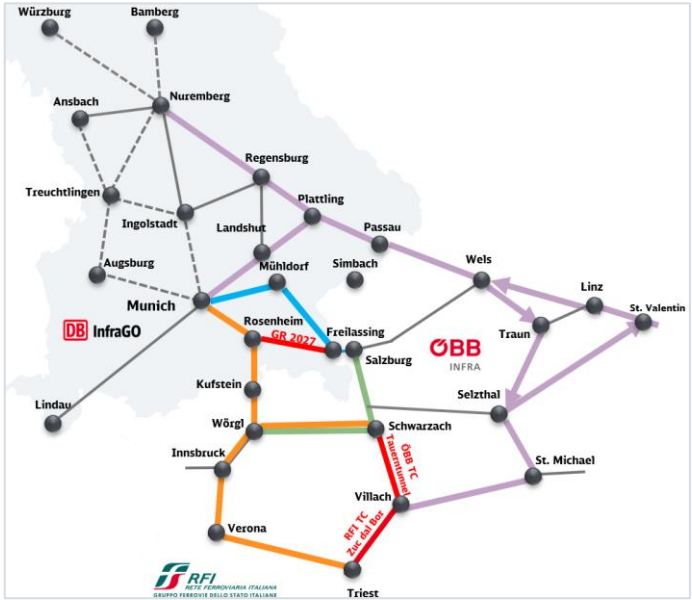
Current status

Example 2027 / Timetable phases	1 February – end of May	2 end of May – July
Cross-infrastructure manager construction situation with **three simultaneous total closures**	Feb. 05 – July 09 general renovation Rosenheim - Salzburg Feb. 05 – July 09 renovation Tauerntunnel	May 26 – July 09 Tauern route
		
Sum of rerouted freight capacities per day	**= 95%**	**= 92%**

Maps are schematic and incomplete GR = general renovation TC = total closure

Example 2: service of private sidings during general renovations at night Obertraubling – Passau in 2026

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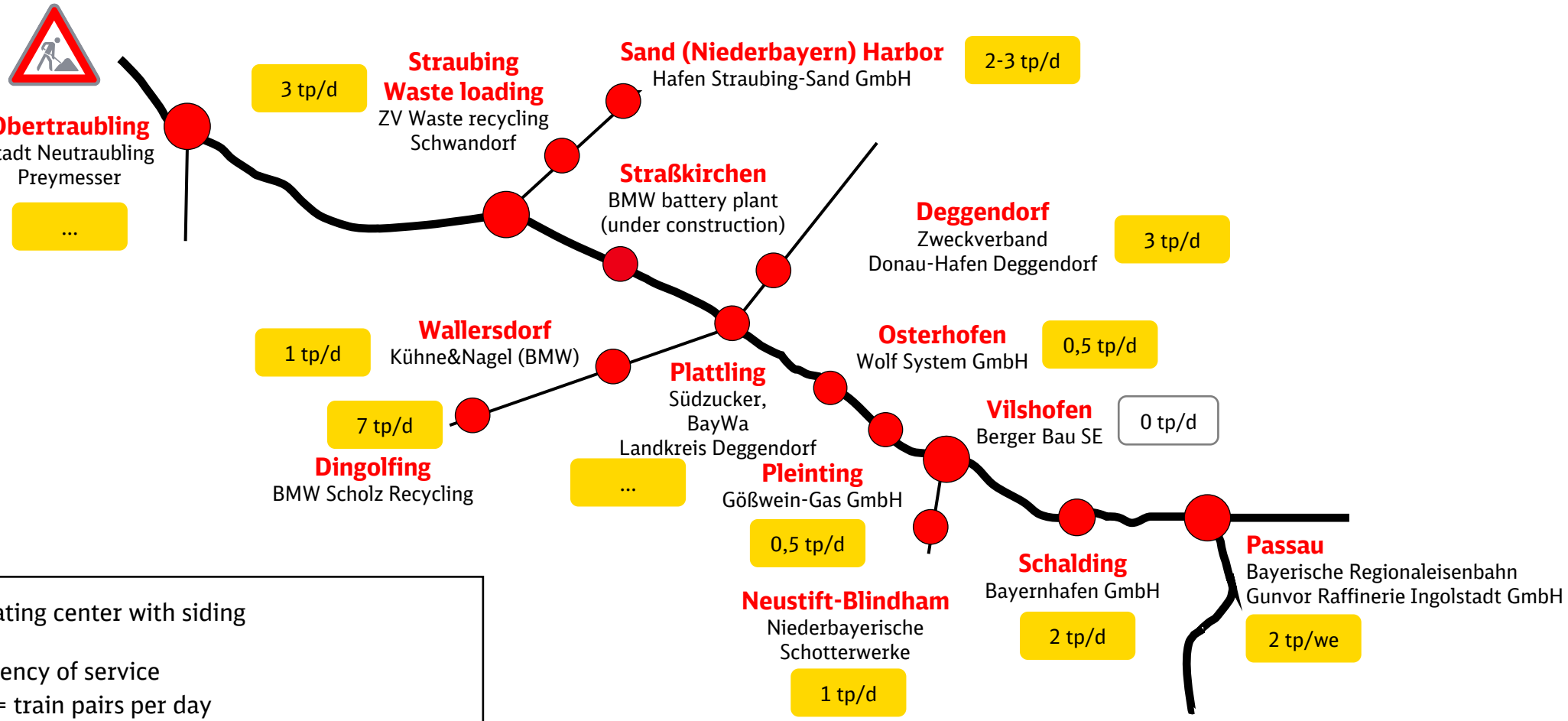
Current status



Operating center with siding

x tp/d

Frequency of service
tp/d = train pairs per day
tp/we = train pairs per week

Secondary private sidings and shippers not shown

Example 3: Preparation of the main detour routes Nuremberg – Regensburg and Obertraubling – Passau increases stability

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- Securing **the substance of the tracks**
- Upgrading **switches** and **level crossings**
- Improving ride **quality**
- Protecting **signal boxes** and **facilities**
- Increasing **responsiveness**

Example 4: Preparation of emergency plans

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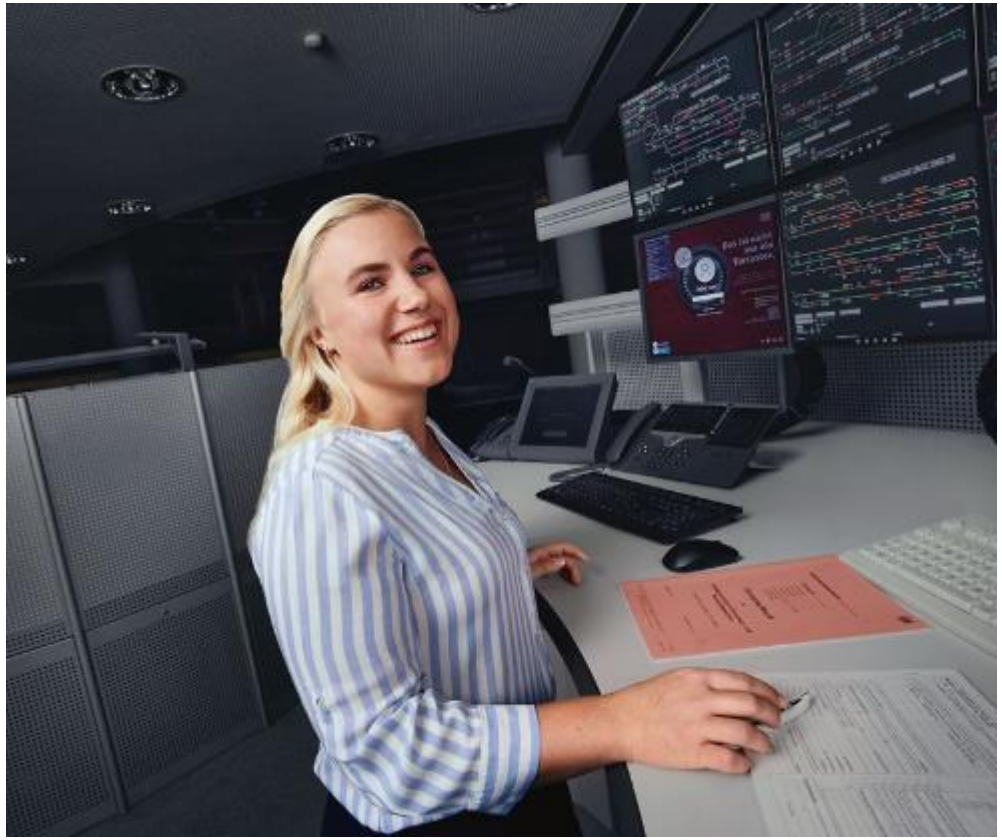
- **Ensuring train dispatching on key detour routes**
- **Regime for monitoring the inflow of trains for connecting services**
- **Construction phase-specific adaptation of the accident response concepts**
- **Communication structure between DB InfraGO Region South, network control center (NLZ), and ÖBB-Infrastruktur**

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Backup

We continue working with this stretched rollout scenario, max. four general renovations per year – status September 9th, 2025

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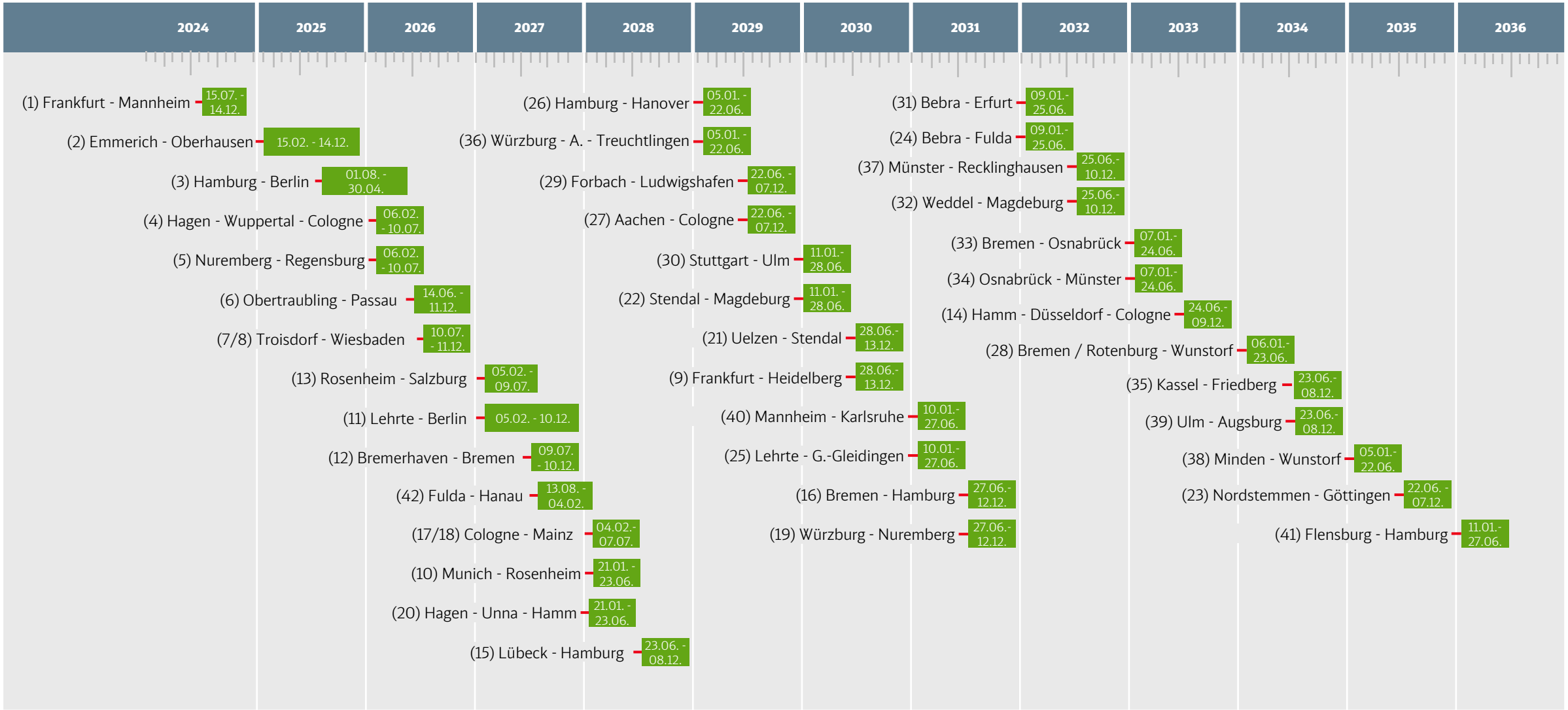
Version 2.5



Numbering according to BSWAG § 11c