How will the German infrastructure master the challenges of hinterland traffic?

Infrastructure - from being a bottle neck to becoming an enabler of intermodal traffic
Agenda

- Market development
  - Future challenges of hinterland traffic
  - Our solutions for tackling these challenges
Growth in rail traffic will continue to be generated mainly through freight transport

German market – current and future transportation performance\(^1\) (bn. ton km.)

1) Source: iTP, Gleitende Mittelfristprognose 2011

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Preservation and development of an efficient hinterland connection is compulsory assumption for this growth

<table>
<thead>
<tr>
<th>Ports</th>
<th>Infrastructure DB</th>
<th>Inland terminals</th>
</tr>
</thead>
<tbody>
<tr>
<td>■ Validation dimensioning of port infrastructure</td>
<td>■ Development of measures to avoid bottlenecks that affect the quality</td>
<td>■ Review of forecast + dimensioning of terminals</td>
</tr>
<tr>
<td>■ Strategic positioning to particular ports</td>
<td>■ Building new and upgrading existing lines</td>
<td>■ Review of the terminal access to routes and marshalling yards</td>
</tr>
<tr>
<td>■ Mutual development of master plans with ports and terminal operators</td>
<td>■ Intensify marketing approach in cooperation with ports and railway undertakings</td>
<td>■ Dimensioning of buffer capacity in terminals and in the front end of them</td>
</tr>
</tbody>
</table>
Agenda

- Market development
- Future challenges of hinterland traffic
- Our solutions for tackling these challenges
The key challenges are to provide capacity building and investment funds - European policy as an additional driver

Greatest challenges from the perspective of DB Netz

**Market development**
- **Overlay of traffic** in main corridors and knots
- **Reurbanization** with increase in transport demand in the knots
- **Strong increase** of railway traffic, but projected market share decline of rail freight due to capacity constraints in routes / knots and assets

**European rail freight policy**
- Routes & terminals connect **major economic regions** within Europe
- **Advisory groups** for RUs & terminals
- **“Corridor OSS”**: Single Point of Contact
- **“Improved” catalogue paths** up from Jan. 2013 – seamless transport for our customers
- Profound market expertise due to regular market studies

**Investment funds**

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>190 Mio. EUR</td>
</tr>
<tr>
<td>2013</td>
<td>300 Mio. EUR</td>
</tr>
</tbody>
</table>

- **Investment** short-term measures seaport hinterland traffic by **2013**: 300 Mio. EUR
- Investment until the end of 2011: 190 Mio. EUR

- Quickly implementable, upward compatible, also funded **interim solutions for freight / long distance / local transport**
- Use **regulation as opportunity** - Develop a common perspective with corridor partners and neighboring IMs
- Use **RNE** as facilitator for transforming methods and tools
- **Available investment funds** must be used optimally
- Develop a **network design with a focus in 2030** required (“Netzkonzeption 2030”)
Agenda

- Market development
- Future challenges of hinterland traffic
- Our solutions for tackling these challenges
The short-term measures seaport hinterland traffic develop quickly highly required capacity

Short-term measures seaport hinterland traffic

Brief description

About 50 measures to incorporate the additional traffic from the seaports and to increase the capacity of the main corridors

Customer benefits

- Creation of adequate track capacity for additional traffic approximately by 2015
- With implementation of these measures we develop goods transport capacity up to 140 bn. ton-kilometers

Picture: aboutpixel.de / Container © chhmz
36 new and upgrading measures ensure the needed capacity until 2019

Examples of new lines
- 1 Nürnberg - Leipzig
- 3 Stuttgart - Ulm

Examples of enhancement existing lines
- 27 (Hamburg- ) Stelle – Lüneburg ( -Hannover)
- 21 Electrification (Leipzig- ) Reichenbach - Hof ( -Regensburg)

Examples of knots-projects
- 20 Berlin: add capacity at Ostkreuz and to new airport BBI
- 15 Frankfurt/Main: add capacity between airport and main station
Release of a development program is required to provide capacity till 2019 according to demand

The Development Program (“Wachstumsprogramm”) …

- Achieves high capacity effects by bundeling on corridors
- Creates promptly capacity gains to the amount of 20m train-path-kilometers
- Enables an increase of traffic volume by 10 bn. ton-kilometers
- Admits a fast realization at reasonable costs
- Is upward compatible and enhances other investment programs by demand
- Creates continuous, alternative traffic corridors
# Sales measures to increase the proportion of Rail in the port hinterland traffic

**Masterplan Program:**

<table>
<thead>
<tr>
<th>Use of strong acceleration vehicles (Rail passenger transport)</th>
<th>Use of residual capacity of the route Hamburg / Hanover</th>
<th>Alternative routing of freight traffic from Lübeck in the direction of Southern Germany (via East-Corridor = Bad Kleinen)</th>
</tr>
</thead>
<tbody>
<tr>
<td>➢ Reduction of minimum headway</td>
<td>➢ Utilizing less used routes in outlying areas</td>
<td>➢ Disburden the knot Hamburg</td>
</tr>
<tr>
<td>➢ Increase of capacity</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Alternative routing on demand of freight traffic from Hamburg in the direction of Southern Germany (utilization of OHE**-routes)</th>
<th>Pricing of time-uncritical freight traffic on secondary lines to increase capacity on the main routes (Discount on alternative routing)</th>
<th>Examples for new measures: Mutual projects with German ports, (e.g. Hamburg 62+. Project-aim: Increasing the share of rail from currently 62% in and out of the state of Bavaria)</th>
</tr>
</thead>
<tbody>
<tr>
<td>➢ Disburden the route Hamburg/ Hannover</td>
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</tbody>
</table>

**OHG: Ost-Hannoversche EisenbahnAG/ East-Hannover Railway AG**

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The gradually increase of the rail network capacity is achieved by different synchronized/coordinated concepts.

### Overview concepts

<table>
<thead>
<tr>
<th>Year</th>
<th>Capacity (Bn. tkm*)</th>
<th>Strategic concept</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td><strong>Short term measures</strong> Sea port hinterland traffic</td>
</tr>
<tr>
<td>2008</td>
<td>120</td>
<td><strong>Economic cycle program</strong></td>
</tr>
<tr>
<td>2013</td>
<td></td>
<td><strong>Development program</strong></td>
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<td></td>
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<tr>
<td>2019</td>
<td>175</td>
<td><strong>Perspective “Bedarfsplan”</strong></td>
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<td></td>
<td></td>
<td><strong>New network approach</strong></td>
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</tbody>
</table>

*tkm = ton-kilometers

**Bedarfsplan = Federal budget for new and upgrading lines**

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