

# Capacity Strategy 2025

DB InfraGO AG



Version 1.0

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## Introduction

TTR expects each Infrastructure Manager (IM) to publish a Capacity Strategy until 3 years prior to timetable-change (X-36). General aim of the Capacity Strategy is to provide indication on key values of capacity planning, i.e., on changes in the availability of the infrastructure, Temporary Capacity Restrictions (TCRs or “negative capacity”) as well as on commercial capacity (“positive capacity”) for a given timetable.

For Timetable 2025, the Capacity Strategy will exceptionally be delivered at the end of June 2022, sixth months later as planned in the above-mentioned target timeline.

The Capacity Strategy is the earliest TTR-planning instrument, based on which the Capacity Model (June 2023 for Timetable 2025) and, for some of the first implementing IMs, the Capacity Supply (January 2024 for Timetable 2025) will be developed.

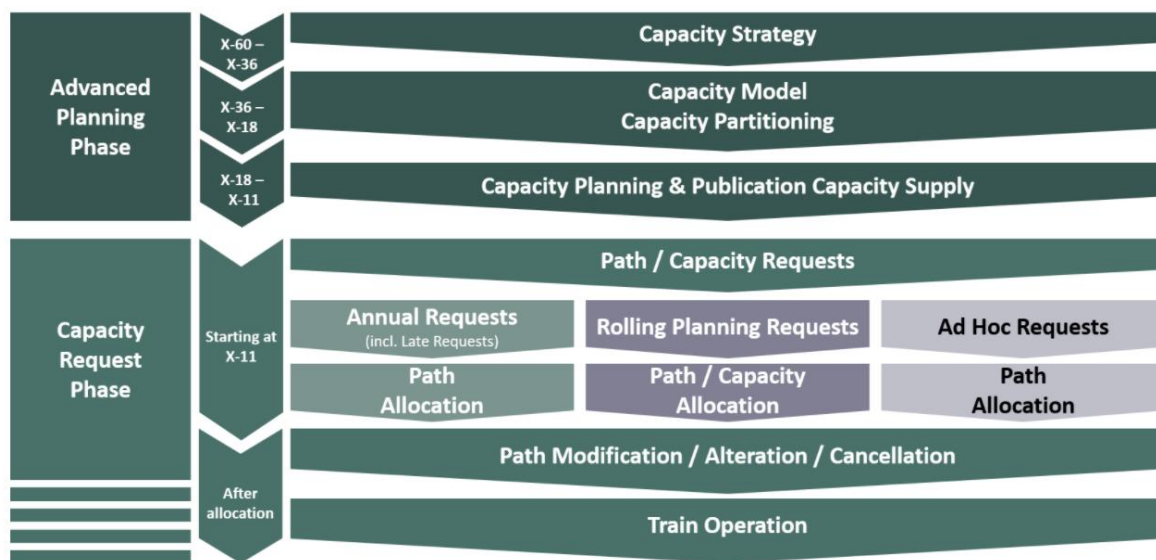


Figure 1: Steps of the TTR process (Source: RNE)

### The present document

- is the Capacity Strategy of DB InfraGO for Timetable 2025
- elaborates on the results from the MVP Capacity Strategy started 2021 among Infrabel, ProRail, ACF, DB InfraGO, SBB Infrastruktur, BLS Netz, ÖBB Infrastruktur and RFI,

- meets the requirements of RNE's Capacity Strategy Handbook, version 1.0<sup>1</sup>,
- focuses for Timetable 2025 on lines of international relevance,
- encloses four main chapters:
  - Description of the geographical scope
  - Expected permanent changes in infrastructure capacity,
  - Expected Temporary Capacity Restrictions (TCRs) with major impact,
  - Expected traffic flows, whereby the values displayed are focused for Timetable 2025 on relevant border points within the geographical scope.

The Capacity Strategy targets applicants as well as their end customers, service facilities and terminals, policy decision makers as well as any other stakeholder to rail capacity planning and allocation.

The present document is non-binding. It applies to Timetable 2025. It will be updated in the second half of 2022 for Timetable 2026. The Capacity Strategy 2026 is expected to be published in its updated version in December 2022.

It is endorsed by the appointed representatives of DB InfraGO.

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<sup>1</sup> [hb\\_capacity\\_strategy\\_1.0\\_2021-12-07\\_0.pdf \(rne.eu\)](#)

## 0. Geographical scope

### 0.1 Relevant border points

The lines of international relevance were selected on basis of experience, starting from border points with the highest volume of international traffic, both passenger and freight. The relevant border points are listed in the following table:

	BDK	ProRail	Infrabel	DB InfraGO	PKP PLK	Správa železnic	SNCF Réseau	SBB Infra	RFI	ACF	ÖBB Infra
<b>BDK</b>				Padborg							
<b>ProRail</b>			Roosendaal- Essen Meer/ Hazeldonk (HSL), Maastricht/ Visé	Venlo, Emmerich, Bad Bentheim							
<b>Infrabel</b>		Roosendaal/ Essen, Meer/ Hazeldonk (HSL), Maastricht/ Visé		Aachen/ Montzen						Aubange/ Rodange, Kleinbettingen/ Sterpenich, Gouvy/ Troisvierges	
<b>DB InfraGO</b>	Padborg	Venlo, Emmerich, Bad Bentheim	Aachen/ Montzen		Slubice, Horka	Bad Schandau, Schrinding, Ceska Kubice	Saarbrücken, Strasbourg, Freiburg	Basel			Kiefersfelden /Kufstein, Freilassing/ Salzburg, Passau/ Schärding
<b>PKP PLK</b>				Slubice, Horka							

<b>Správa železnic</b>		Bad Schandau, Schrinding, Ceska Kubice		
<b>SNCF Réseau</b>		Saarbrücken, Strasbourg, Freiburg		
<b>SBB Infra</b>		Basel	Luino, Domodossola, Chiasso	
<b>RFI</b>			Luino, Domodossola, Chiasso	Brennero, Tarvisio
<b>ACF</b>	Aubange/ Rodange, Kleinbettingen/ Sterpenich, Gouvy/ Troisvierges			
<b>ÖBB Infra</b>		Kiefersfelden/ Kufstein, Freilassing/ Salzburg, Passau/ Schärding	Brennero, Tarvisio	

Table 1: Border crossings with neighboring IMs

## 0.2 Geographic Scope

The above-mentioned border points connect in a network as shown in the following schematic map:

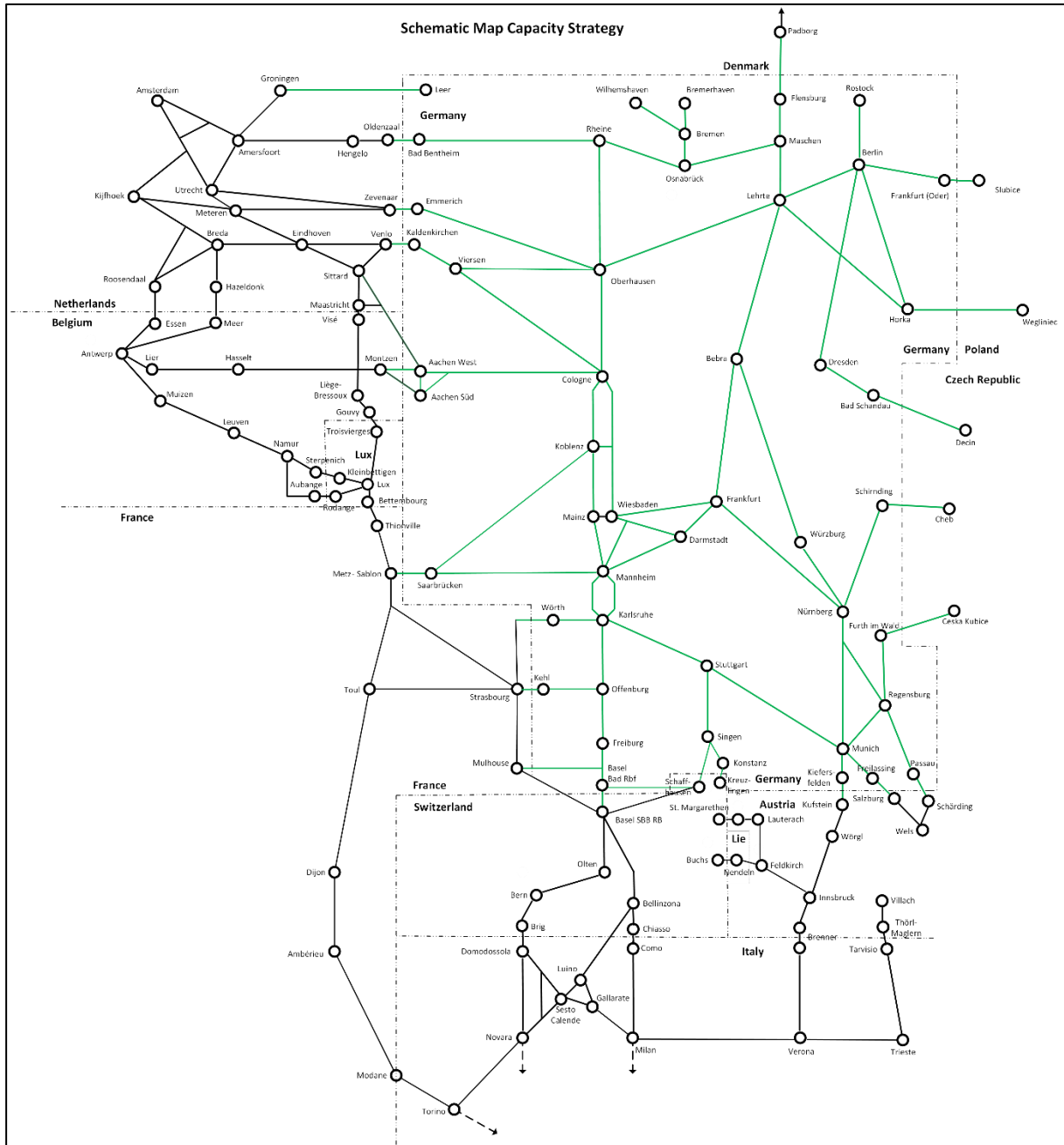


Figure 2: Schematic Map Capacity Strategy

# 1. Expected Capacity of the Infrastructure

## 1.1 General Principles

The present chapter provides an overview of significant positive or negative changes to the available capacity for Timetable 2025.

The projects listed in this chapter fulfill the following criteria:

- Unlike TCRs, the project has a permanent impact on the available capacity (Chapter 2),
- The project unfolds its effect on capacity between Timetable 2022 and Timetable 2025. Subsequent Capacity Strategies will provide annual updates,
- The projects have a significant size and are located on network segments relevant for international traffic, whereby each Infrastructure Manager evaluates the fulfillment of this criteria on its own.



## 1.2 Additional Available Capacity

The following projects fulfill the above listed criteria:

Network Segment	Description	Effect	Impact on capacity as of
<b>2022</b>			
Fürth	Linking the new Fürth Hbf - Fürth-Klinikum S-Bahn tracks, which have already been built parallel to the existing line and are not in operation, with the existing line Fürth - Bamberg by installing 6 points; production of a four-track section Fürth Hbf - Fürth-Klinikum	Increase in line capacity Fürth - Erlangen, consolidation of the S-Bahn Nuremberg - Bamberg to a 20-minute interval in the Nuremberg - Erlangen section	04/2022
Wendlingen - Ulm	New line (incl. minimum connection Ulm) (Project S21)	Travel time reduction approx. 15 minutes. Prerequisite for realization of a half-hourly service on the long-distance North-South corridor and Mannheim - Munich (together with S21 subterranean rail station, IBN 1)	12/2022
Augsburg, Au-Oberhausen - Au main station	Augsburg Hbf station, upgrading of secondary track 170 between Au-Oberhausen station and Au Hbf to the main track for carrying out train movements	6. main track between Au-Oberhausen and Au Hbf enables more flexible planning and operational management in the Augsburg node and secures the necessary path capacities, for the freight lines after densification of the long-distance lines	12/2022
Frankfurt-Höchst	Frankfurt-Höchst node: connection of track 4/6 with extension track Zeilsheim	Ensuring refueling of H2 vehicles	12/2022
<b>2023</b>			

Eltersdorf	Southern connection of the Eltersdorf S-Bahn platform to the double-track existing line; complete integration of the transport station into the S-Bahn/freight train tracks	Regional trains in Eltersdorf no longer stop at the tracks of the future high-speed line (at temporary platforms) but still or already in the area of the four-track system (i.e., the rapid transit line); limit load problem between Erlangen and Fürth will be eliminated; There will then be an alternative route for heavy freight trains to the south (Fürth) not only via the (too steep) flyover of the mainline tracks, but also via the S-Bahn/ freight train tracks.	06/2023
Corridor A: Basel - Kenzingen	ETCS corridor A, Basel - Kenzingen; Elimination of LZB restrictions, no new electronic interlocking (ESTW) required	Capacity increase	07/2023
Gäubahn: Horb - Neckarhausen	Extension on dual track	Capacity increase	12/2023
Horb	Electronic interlocking (ESTW)	Capacity increase	12/2023
Aschaffenburg	Track 505 Usable length for 740m freight trains	Capacity increase	12/2023
Bingen, Darmstadt-Eberstadt	740 m passing loop	Capacity increase	Darmstadt-Ebersadt 12/2023, Bingen 12/2024
<b>2024</b>			
Weil am Rhein/ Basel Bad	Transformation group	Capacity increase	05/2024
Straubing Hafen	Line 5812 Straubing - Bogen new stop Straubing-Hafen	New traffic stop for better connection to public infrastructure	12/2024
Euregiobahn Aachen	Electrification of the Euregiobahn Aachen (only on Deutsche Bahn infrastructure up to the border	Capacity increase	12/2024

	Herzogenrath, Stolberg), stop signal Aachen-Richterich		
Rüsselsheim	Electronic interlocking (ESTW), Replacement of signal box E43	Acceleration of the S-Bahn route	ESTW 12/2024
Area Schleswig-Holstein: Flensburg, Husum, Tönning, Heide, Kiel, Lübeck, Büchen, Bad Oldesloe	Overhead line islands and - supplements	Feasibility of vehicle deployment concept	12/2024
Osnabrück	Electronic interlocking (ESTW)	Quality and capacity gains	12/2024
Riedbahn	Increasing the number of signal blocks (without speed optimization) in the course of construction electronic interlocking (ESTW)	Shorter lead times, production level of operating quality analogous to (at least) status quo, limitation of RE 70 stop failures to 2	ESTW 12/2024, ETCS 12/2024
<b>2025</b>			
Offenburg	Production of the high-capacity block (measure high-capacity block) in the southern station head Offenburg and construction of an additional switch connection (measure switches and overlap)	Additional turnout connection: prevention of track exclusions for regional trains and freight trains; implementation of high-capacity block leads to shorter intervals between trains and capacity increase	04/2025
Offenburg, Appenweier, Bühl, Baden-Baden	Electronic interlocking (ESTW)	Capacity increase	04/2025
Zeithain - Leckwitz (ABS Leipzig - Dresden)	Raising line speeds to 160 km/h, increasing the number of signal blocks, new central 740 m long passing loop in Weißig, track-change operation, electronic interlocking (ESTW)	Capacity increase	07/2025
Bad Schandau Ost	Electronic interlocking (ESTW), target state with 4 passing loops, 2 of which with 740 m useful length	Capacity increase	11/2025

Table 2: List of relevant infrastructure projects with positive capacity effects expected active by TT2025

### **1.3 Reduced Available Capacity**

No reductions in available capacity are planned.

## 2. Expected Temporary Capacity Restrictions with major impact

### 2.1 General principles

DB InfraGO is required to plan TCRs following “Annex VII”<sup>2</sup> and currently revising its planning processes accordingly.

Annex VII sets the frame for TCR-planning, the aim of which is to promote early planning, international coordination among Infrastructure Managers, transparency towards Applicants and planning stability. Ultimately, it pursues the goal of increased performance and competitiveness of rail services.

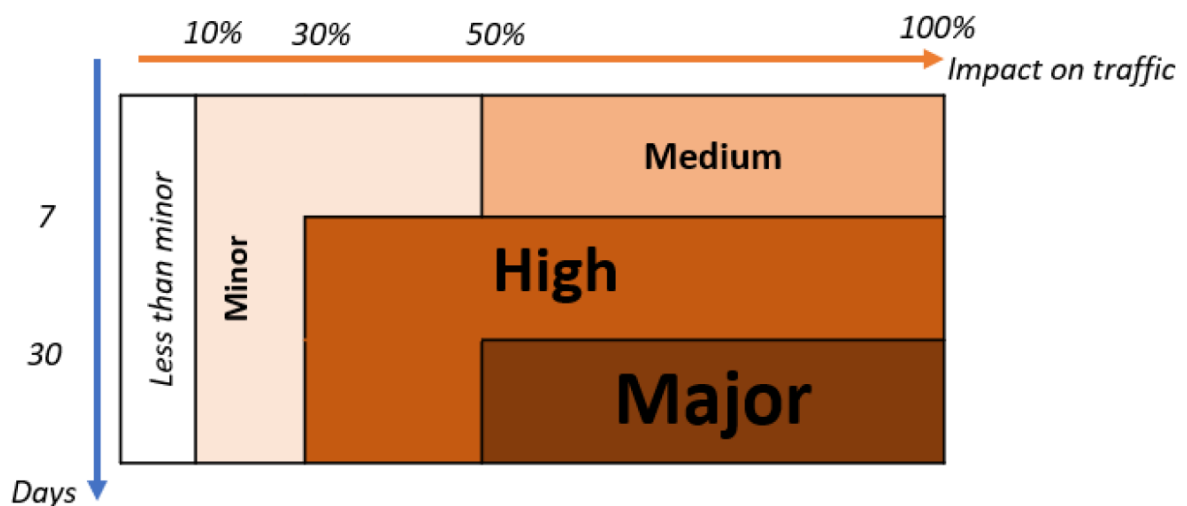


Figure 3: Overview of Annex VII-categories of TCRs (Source: RNE)

A full implementation of Annex VII is expected to be achieved in calendar year 2027 for Timetable 2028. The processes of regular TCR-Planning, consultation and international coordination described in this Chapter are therefore subject to further adjustments that will be duly explained in the following Capacity Strategies.

<sup>2</sup> COMMISSION DELEGATED DECISION (EU) 2017/ 2075 - of 4 September 2017 - replacing Annex VII to Directive 2012/ 34/ EU of the European Parliament and of the Council establishing a single European railway area (europa.eu)

## **Maintenance windows (IPO) principles**

At DB InfraGO, a distinction is made between two instruments for considering maintenance work: maintenance corridors and so-called timetable windows

Maintenance corridors ('longer' closures, e.g., twice a year for one to two weeks at night, normally in track-changing operation) are planned during the medium-term capacity management phase, i.e., five to three years ahead, and processed up to X-26. Planning results are available as of X-26.

Timetable windows (regular - periodic - closures, e.g., one or two days a week for 6 hours for a longer period of up to one year) are planned two years ahead and processed by X-21. Planning results are available as of X-21.

## **Regular TCRs**

DB InfraGO is gradually introducing a TCR-planning process structured in three consultation phases. The first consultation phase aims at the publication of high and major impact TCRs until X-24, whereas the second consultation phase aims at the publication of high and major impact TCRs as well as of medium impact TCRs until X-12. The third consultation phase is dedicated to minor impact TCRs to be published until X-4.

DB InfraGO further detailed the TCR fourfold typology of Annex VII into eight TCR-categories from the lowest impact TCRs in Category 1 (very low time impact, less than 10% impact on traffic volume) to the highest impact TCRs in Category 8 (time impact over 30 days and impact on traffic volume over 50%).

The impact on traffic volume is evaluated following a method that puts nominal capacity in relation with the estimated volume of path allocations in the relevant Annual Timetable.

The first consultation phase concentrates on bundling TCR-windows in space ("TCR-corridors") and time (weekdays, weekends, days and/or nights) considering the extent of the capacity restriction (total or one-track-closure). The objective is to reduce the impact on traffic to the largest extent possible. The first consultation phase starts approximately forty months ahead of timetable change with the first publication of intended TCR-windows, the final draft of which are published X-24.

The second consultation phase focuses on updating the TCR-planning and detailing the effect of a TCR on path concepts following such criteria as total train routing, train routing from the end of the TCR-stretch to its destination, travel time incl. extensions because of TCRs, network effects of a cancellation or a deviation, potential for further delays and operational costs. Depending on the outcome of the evaluation, the TCRs will be taken in the Annual Timetable as capacity not available for commercial use and around which annual path requests will be planned. The second consultation phase may include smaller TCRs, not considered during the first consultation phase.

The third consultation phase addresses non-ATT relevant TCRs.

### **Consultation and coordination**

DB InfraGO consults applicants and service facilities at three levels:

- Regionally, in seven areas corresponding to the regional subdivisions of DB InfraGO (North, East, Southeast, South, Southwest, Center and West), currently in March and October of each year covering multiple time periods.
- Nationally, currently in July of each year, covering multiple time periods as well.

On regional and national levels, DB InfraGO starts this process at X-40. Nonetheless, this consultation process is under revision and will be adapted in the next few months to better match Annex VII-requirements.

- Internationally, in seven areas: from/to Belgium and The Netherlands, Scandinavia, Poland, the Czech Republic, the Brenner Corridor (Austria and Italy) Switzerland as well as France, Luxemburg and the South of Belgium. The mapping considers traffic flows and diversionary options in case of TCRs on a line of international relevance.

Regional and national consultations are organized around two instruments:

- meetings (“*Bau- und Informationsdialog*” or “TCR an Information Dialog”), during which DB InfraGO informs and Applicants may comment
- online observation phases, following which Applicants are given the opportunity to deliver an opinion in written form

International consultations in the Annex VII-target picture are organized in meetings expected to take place in principle in early autumn (approx. X-39, X-27, and X-15) and in early spring (approx. X-31 and X-19). The exact month of consultation depends on how the milestones of all involved IMs can be coordinated to provide applicants with up-to-date information.

DB InfraGO considers the comments received to the extent possible.

DB InfraGO plans to coordinate internationally with neighboring IMs in meetings that precede the consultation of applicants by one or few days. These coordination meetings are planned equally in early autumn and in spring. Aim of the coordination is primarily to ensure bi- or trilaterally coherent bundling of TCRs as well as a coherent estimate of remaining capacity on diversionary lines.

The TCRs listed in this Chapter fulfill the following criteria:

- The TCR falls in the category of major TCRs in Figure 3
- Within this category, the TCR is expected to have a significant impact on international traffic due to its duration, its volume and/or location, whereby each Infrastructure Manager evaluates the fulfillment of this criteria on its own
- The TCR will impact capacity of Timetable 2025, regardless of its start and completion date
- The TCR is financed

## **2.2 International coordination and consultation**

### **Trafikverket - BDK – DB InfraGO**

TCR-coordination among IMs and information to Applicants are conducted within Rail Freight Corridor Scandinavian-Mediterranean. TCR-coordination takes place in several meetings a year. It addresses TCRs two to three years ahead, depending on the TCRs at stake, as well as short term information matters whenever deemed appropriate. The format and the timeline of the Information to Applicants might be slightly adapted as of Autumn 2022.



### **Infrabel – ProRail – DB InfraGO**

Trilateral TCR-planning currently focuses in several meetings a year on the coordination of TCRs among Infrabel, ProRail and DB InfraGO two timetables ahead. As of 2022, two of these meetings, in September and May, will be enlarged to a trilateral exchange of information with applicants.

### **DB InfraGO – SNCF Réseau - ACF/CFL**

The Annex VII-target approach for international coordination and consultation including TCR-bundling, cross-border overview of diversionary lines and estimation of capacity, has been tested between DB InfraGO, SBB Infrastruktur, SNCF Réseau, ACF/CFL, Infrabel, ÖBB Infrastruktur, RFI and applicants ahead of a total closure in the Rhine Valley in the late summer 2024. As of September 2022, coordination among IMs will be increasingly structured with the aim of covering three years ahead. Coordination is planned to be enlarged to an exchange of information with applicants in the first half of 2023.

### **DB InfraGO – PKP-PLK**

Coordination between DB InfraGO and PKP-PLK takes place for short term TCR-planning. DB InfraGO plans to address PKP-PLK to take first steps into structuring coordination in early planning phases as of Autumn 2022.

### **DB InfraGO – SZ**

TCR-coordination and consultation in the Elbtal Group has been established in Autumn 2021 and addresses TCRs three years ahead. It is structured in two meetings, in October and in May, during which a first part (“day 1”) dedicated to coordination with neighbouring IMs is followed by a second part (“day 2”) enlarged to an exchange of information with applicants.

### **DB InfraGO – SBB Infrastruktur**

Bilateral coordination of TCRs has so far taken place as part of the regular TCR-planning processes two to three years ahead, depending on the TCRs at stake. The Annex VII-target approach for international coordination and consultation including TCR-bundling, cross-border overview of diversionary lines and estimation of capacity, Capacity Strategy 2025 – DB InfraGO AG

has been tested between DB InfraGO, SBB Infrastruktur, SNCF Réseau and applicants ahead of a total closure in the Rhine Valley in the late summer 2024. As of 2022, two of these meetings, in September and May, will be enlarged to an exchange of information with applicants into which SNCF Réseau will participate.

### **DB InfraGO – ÖBB Infrastruktur – RFI**

TCR-coordination and consultation on the Brenner corridor has been up and running for over ten years, and addresses TCRs two to three years ahead, depending on the TCRs at stake, as well as short term information matters whenever deemed appropriate. It is structured in two meetings, in June and November, during which a first part (“day 1”) dedicated to coordination with neighbouring IMs is followed by a second part (“day 2”) enlarged to applicants. The timeline of coordination and consultation might be slightly adapted as of Autumn 2022.

## 2.3 Major Impact TCRs

Network Segment	Purpose	Duration	Start (at quarterly level)	Impact (total closure/ single track closure/ speed restrictions)
<b>2023</b>				
Node Köln traction control unit (ASG)	Expansion Gummersbacher Straße (bend)	Whole year (2024-2026)	Q4 2023	Total closures and single-track closures
<b>2024</b>				
Node Frankfurt Stadion	Expansion of the track or long-distance trains	Whole year (2024-2026)	Q1 2024	Total closures and single-track closures
Berlin - Dresden	Berlin-Dresden extension line (ABS), reconstruction of Zossen station, Commissioning ESTW Marienfelde	Whole year (2024) + January 2025	Q1 2024	Total closures and single-track closures
Riedbahn	Equipping the line with ETCS	26 weeks in 2024 (not contiguous), 11 weeks in 2025 (not contiguous)	Q3 2024	Total closures and single-track closures
VDE 9 Zeithain - Leckwitz	ETCS equipment, permanent way	Whole year (2024) + 32 weeks in 2025	Q1 2024	Total closures and single-track closures
Node Magdeburg	Track renewal, Railway overpass, control and command technology	Whole year (2024-2026)	Q1 2024	Total closures and single-track closures

Node Dresden	Bridge Dresden, grade separation structure	Whole year (2024-2026)	Q4 2024	Total closures and single-track closures
Upgraded line (ABS) 46 Emmerich - Oberhausen	Multi-track expansion	80 weeks (2024+2025; 2026 in planning)	Q4 2024	Total closures and single-track closures
<b>2025</b>				
Braunschweig - Helmstedt	Permanent way, bridges, level crossing, overhead line	4 weeks (not contiguous)	Q1 2025	Total closures and single-track closures
Bremen - Osnabrück	Renewal, Repositioning of cables, Renewal of superstructure / Modernization of the Infrastructure	5 weeks in 2025, 5 weeks in 2026	Q4 2025	Total closures and single-track closures

Table 3: List of MVP-relevant Crucial Major Impact TCRs with temporary capacity impacts during TT2025

## 3. Expected Traffic Flows

### 3.1 General Principles

In the TTR-context and ahead of the implementation of the “Deutschlandtakt”, DB InfraGO is working on developing instruments for drivable, network-wide optimized capacity planning.

A first try was published as a pilot 1<sup>st</sup> April 2022 on DB InfraGO’s website. The mKoK<sup>3</sup> (Medium-term concept for optimized capacity utilization) elaborates on previous Deutschlandtakt-planning processes, Timetable 2021 as well as on customer input on planned changes or additional trains compared to Timetable 2021. It applies primarily to Timetable 2024 and will be used in Germany to drive the allocation of framework contracts for Timetables 2024 and 2025. It is furthermore the best available data basis for the present Chapter.

The mKoK delivers the maximum number of thoroughly plannable system capacities - further referred to as sample capacities - for passenger and freight trains in two hour-windows in the timeframe 6 a.m. to 10 p.m. The traffic volumes at border points enclosed in Chapter 3.2 are mKoK-figures. The different categories of system capacities are displayed in the following table:

Category	Name	Parameters
Long distance	Intercity-Express (ICE)	250 km/h - 300 km/h (High Speed Traffic) 230 km/h (Tilting System)
Long distance	Intercity-Express (ICE)	230 km/h
Long distance	InterCity (IC)	160 km/h - 200 km/h
regional	Regional-Express (RE)	Accelerated regional and local transport
regional	Regionalbahn (RB)	Regional and local transport with all stops
regional	S-Bahn / Stadtbahn	Local transport
freight	Sample train 1	E-traction, 1.600 t, 100 km/h

<sup>3</sup> published at <https://fahrweg.dbnetze.com/fahrweg-de/kunden/nutzungsbedingungen/nutzungsbedingungen/rahmenvertrag-1369214>

freight	Sample train 2	E-traction, 1.600 t, 120 km/h
freight	Sample train 4	E-traction, 2.000 t, 100 km/h
freight	Sample train 5	E-traction, very heavy or very slow
freight	Sample train 6	Diesel, 1.600 t, 100 km/h
freight	Sample train 7	Diesel, 2.000 t, 100 km/h

Table 4: Overview of train categories and parameters

The mKoK combines macroscopic and microscopic planning. Macroscopic planning displays planned capacities using network graphics and sample capacity lists. Microscopic planning checks constructability of macroscopic sample capacities into bookable paths in bottleneck sections. Adjustments flow back into macroscopic planning in an iterative process ensuring timetable feasibility from early planning steps on.

mKoK-sample give an indication of the minimum available capacity in the Annual Timetable.

### 3.2 Traffic flows

Border point	passenger train paths per hour		freight train paths per hour
	long distance	regional	
Flensburg Weiche (D) - Padborg (DK)	1,5	0	1,5

Border point	passenger train paths per hour		freight train paths per hour
	long distance	regional	
Aachen West (D) - Montzen (BE)	0	0	3*
Aachen Süd (D) - Hergenrath (BE)	1	1	0

\* Up to five freight train paths per hour may be possible.

Border point	passenger train paths per hour		freight train paths per hour*
	long distance	regional	
Kaldenkirchen (D) - Venlo (NL)	0	1	3
Emmerich (D) - Zevenaar (NL)	1	1	3*
Bad Bentheim (D) - Oldenzaal (NL)	0,5	1	2

\* Up to five freight train paths per hour may be possible.

The figures displayed in this chapter disregard in principle the effect of TCRs on capacity. The duration of ABS Emmerich-Oberhausen (s. Chapter 2.4) justifies publishing adjusted capacity estimates during periods of single track and total closure on the segment Emmerich - Oberhausen. The use of diversionary routes via Aachen-Montzen-Netherlands or Herzogenrath-Heerlen are currently in discussion with the involved stakeholders. Whether these diversionary routes provide for enough capacity depends on various IM parameters, legal regulations in the Netherlands (noise protection) and the exact design of Timetable 2024.

Single track closure Emmerich	passenger train paths per hour per direction *		freight train paths per hour per direction *
	long distance	regional	
Kaldenkirchen (D) - Venlo (NL)	0	1	3
Emmerich (D) - Zevenaar (NL)	0,5	1	1,8
Bad Bentheim (D) - Oldenzaal (NL)	0,5	1	2,5

\* Total capacity (regular traffic + diversion)

Total closure Emmerich	passenger train paths per hour per direction *		freight train paths per hour per direction *
	long distance	regional	
Kaldenkirchen (D) - Venlo (NL)	0,5	0	3,5
Emmerich (D) - Zevenaar (NL)	0	0	0
Bad Bentheim (D) - Oldenzaal (NL)	0,5	1	2,5

\* Total capacity (regular traffic + diversion)

Border point	passenger train paths per hour*		freight train paths per hour*
	long distance	regional	
Frankfurt (Oder) Brücke (D) - Slubice (PL)	1	0	2
Horka (DE) - Wegliniec (PL)	0	0	1

\* Due to PKP-PLK planning to implement TTR at a later stage, the numbers displayed in this table have not been aligned for TT 2025 and are solely endorsed by DB InfraGO.

Border point	passenger train paths per hour*		freight train paths per hour*
	long distance	regional	
Bad Schandau (DE) - Decin (CZ)	1	1	3,5
Schirnding (DE) - Cheb (CZ)	0	1	0
Furth im Wald (DE) - Ceska Kubice (CZ)	0	0,5	0

\* Due to SZ planning to implement TTR at a later stage, the numbers displayed in this table have not been aligned for TT 2025 and are solely endorsed by DB InfraGO.

Border point	passenger train paths per hour		freight train paths per hour
	long distance	regional	
Saarbrücken (DE) - Metz Sablon (FR)	0,5	1	2
Kehl (DE) - Strasbourg (FR)	0,5	2	1,5
Freiburg (DE) - Mulhouse (FR)	0	0,5	0
Wörth (DE) Strasbourg (FR)	0	1	0

Border point	passenger train paths per hour		freight train paths per hour
	long distance	regional	
Basel Bad/ Basel Bad Rbf (D) - Basel SBB / Basel SBB RB (CH)	1,5	2	5*

\* An increase to eight freight train paths per hour will only be possible with four-track strong trailer (not before 2028).

Border point	passenger train paths per hour		freight train paths per hour
	long distance	regional	
Kiefersfelden (D) - Kufstein (AT)	2	2	2,5
Freilassing (D) - Salzburg (AT)	2,5	6	2*
Passau (D) - Schärding (AT)	0,5	1	3,5

\* Up to 4 freight train paths per hour may be possible to Salzburg Lieferung.



## 4. Validation & Publication

The present document has been validated by the Steering Committee of the Project KaZu Novum (Kapazitätsplanung und -Zuweisung der Zukunft). It will be published on the corporate website.

In addition, DB InfraGO contributed to a pilot Common Capacity Strategy together with Infrabel, ProRail, ACF/CFL, SBB Infrastruktur, ÖBB Infrastruktur and RFI. This common document is published by RNE. A link to the document is available on the website of DB InfraGO as well<sup>4</sup>.

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<sup>4</sup> <https://ttr.rne.eu/capacity-strategies/>