

RAIL NODE HAMBURG IN THE TRANS-EUROPEAN TRANSPORT NETWORK



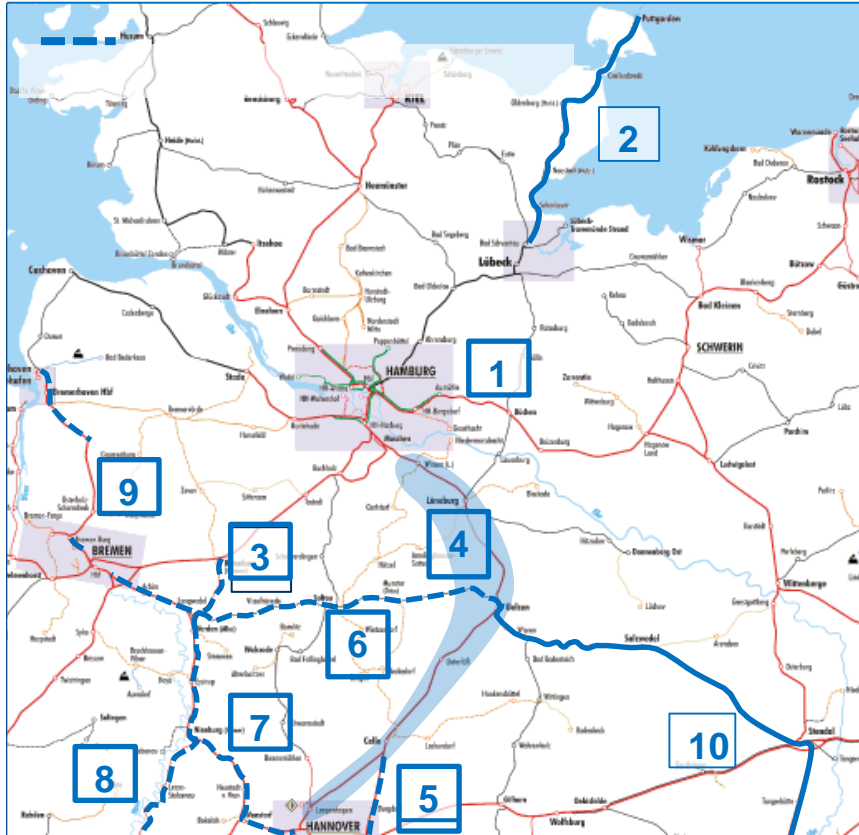
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PORT OF HAMBURG AS A TRANSPORT HUB IN THE TEN-T

- The port of Hamburg as a North and Baltic sea port
 - Third largest container port in Europe and ranks 18th in the list of the world's largest container ports (around 8.5 million standard containers)
 - One of the largest logistics and industrial zones in Germany
 - Wide range of activities: from handling all sorts of goods and logistics services to industrial production
 - Main hinterland: central and eastern Europe
 - At the crossroads of three TEN-T Corridors
 - Scandinavian-Mediterranean Corridor
 - North Sea - Baltic Corridor
 - Orient - East Med Corridor
 - Largest railway port of Europe
 - more than 1300 freight trains a week
- The TEN-T is important for the rail hinterland connection of the port of Hamburg



ACCESS FROM PORT TO HINTERLAND NEEDS TO BE ENSURED BY RAIL



- 1) Rail node Hamburg (see next slide)
- 2) Expansion / new construction Hamburg – Lübeck - Puttgarden (Hinterland connection Fehmarnbelt Fixed Link)

Improvement Hamburg/Bremen - Hanover

- 3) Second track Rotenburg – Verden
- 4) Expansion / new construction Hamburg – Hanover
- 5) Improvement Celle - Lehrte (Signaling technology)
- 6) Improvement/electrification Langwedel - Uelzen
- 7) Improvement Verden – Nienburg – Hanover (Signaling technology)
- 8) Improvement Nienburg – Minden (Signaling technology)
- 9) Improvement Bremerhaven – Bremen – Langwedel

- 10) Second track Uelzen – Stendal – Magdeburg – Halle

► One freight train replaces around 50 trucks

RAILWAY PROJECTS IN THE CITY OF HAMBURG TO RELIEVE ROAD TRAFFIC



Hamburg rail node

- 1) 2. track bypass Maschen East (07/2019)
- 2) 2. track Kornweide to the north (12/2020)

New projects in addition

A: Enhancement of Central Station and the “Verbindungsbahn”-Corridor by adding 2 tracks underground

B: Upgrade of the main-line railway between main station and Harburg from 4 to 6 tracks

-> Results in 2022, partially 2023

-> more capacity in the rail node due to expected increase of traffic (passenger and cargo)

▶ Shifting traffic from road to rail not only increases access to the port, but also improves people’s quality of life in the city

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