



Rail Node Hannover



Wulf Blumenstein

Budapest, 4 April 2019



Niedersachsen. Klar.





Rail Node Hannover

what is at stake?

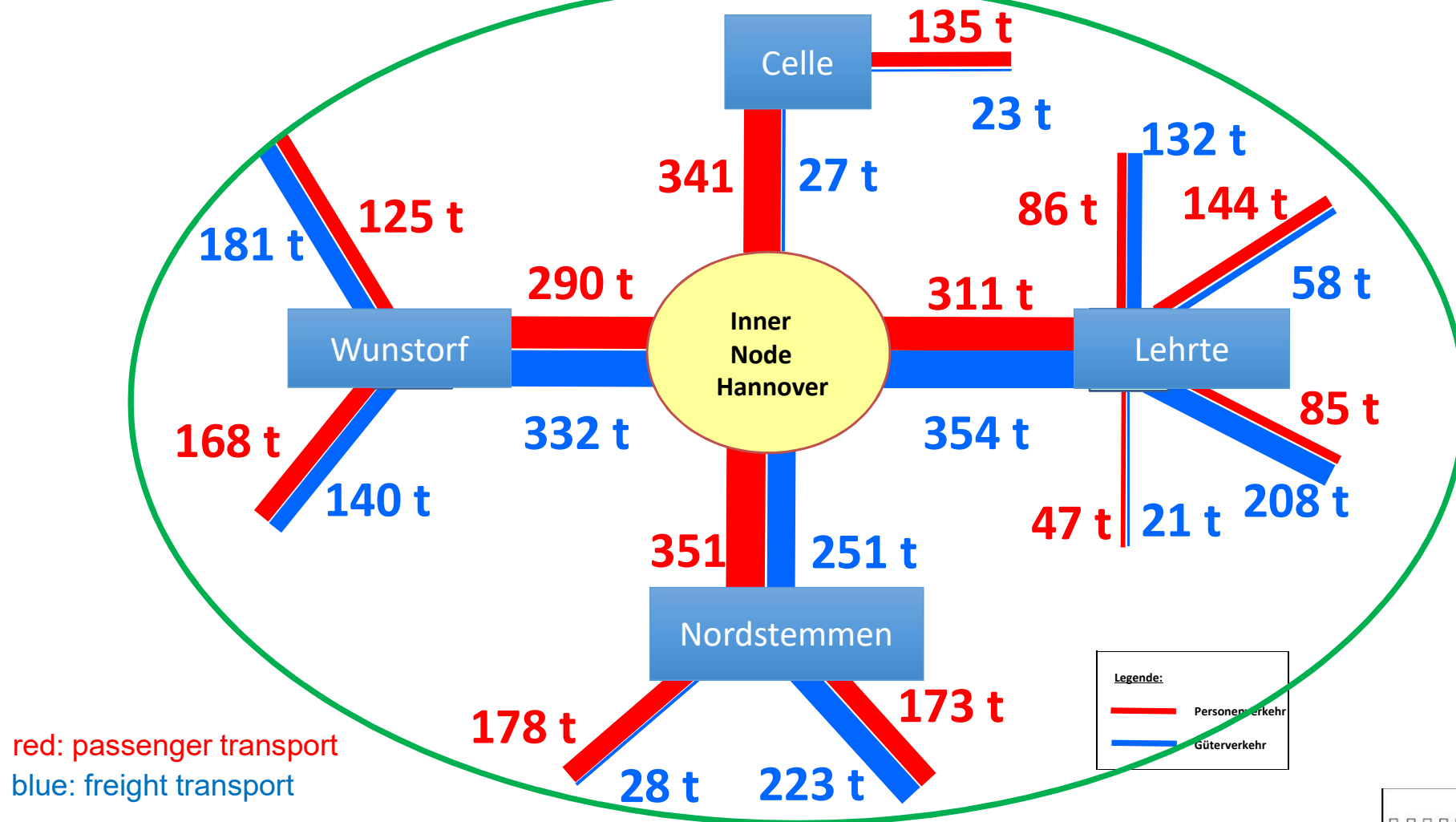


- 750 train stops per day
- 260.000 passenger per day
- 6 platforms, 12 tracks
+ 2 tracks reserved for freight trains





local public transport





Hinterland Traffic

port hinterland traffic volume by 2030

North Sea Germany

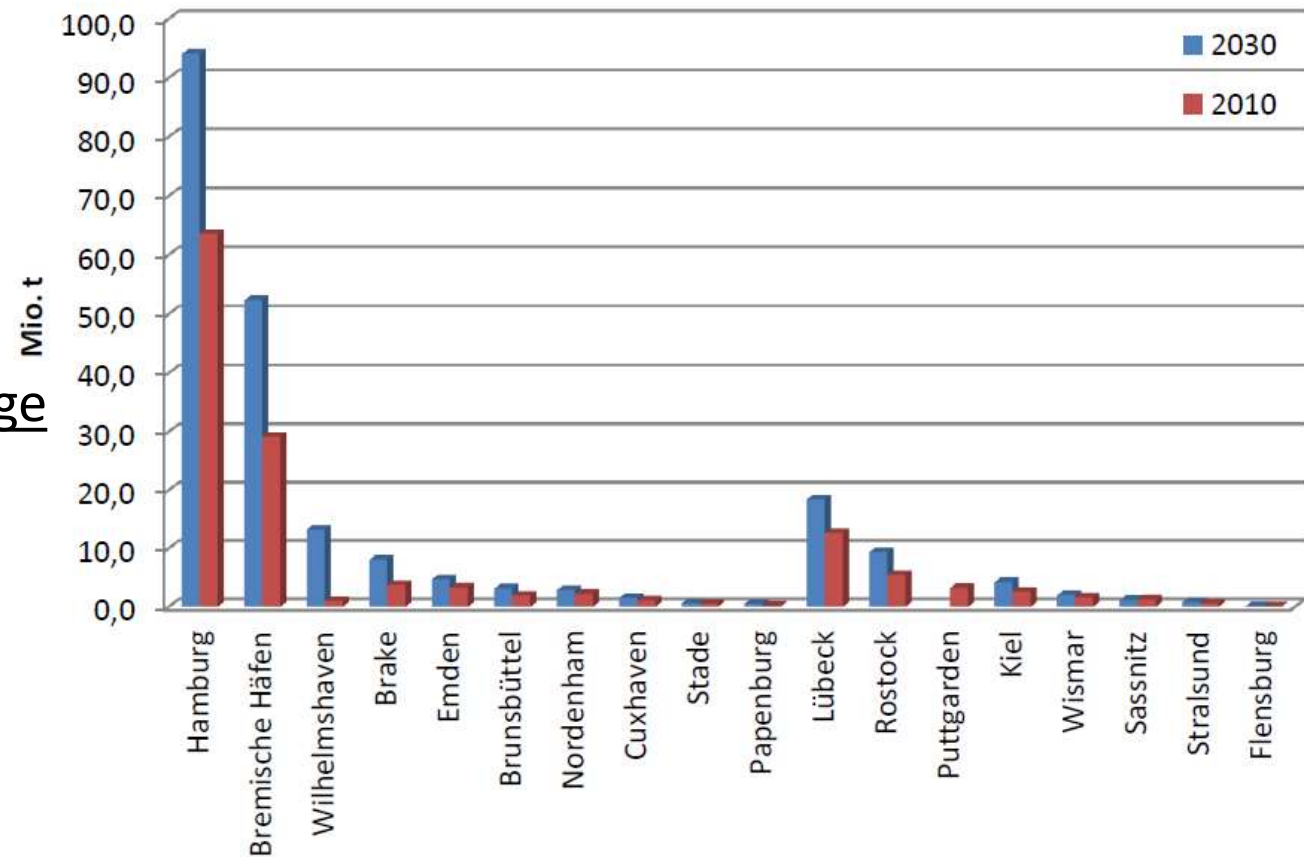
- Hamburg
- Bremen
- Wilhelmshaven
- more small ports

North Sea West Range

- Amsterdam
- Rotterdam
- Antwerpen

Baltic Sea

- Luebeck
- Fehmarn Belt



North Sea

Baltic Sea

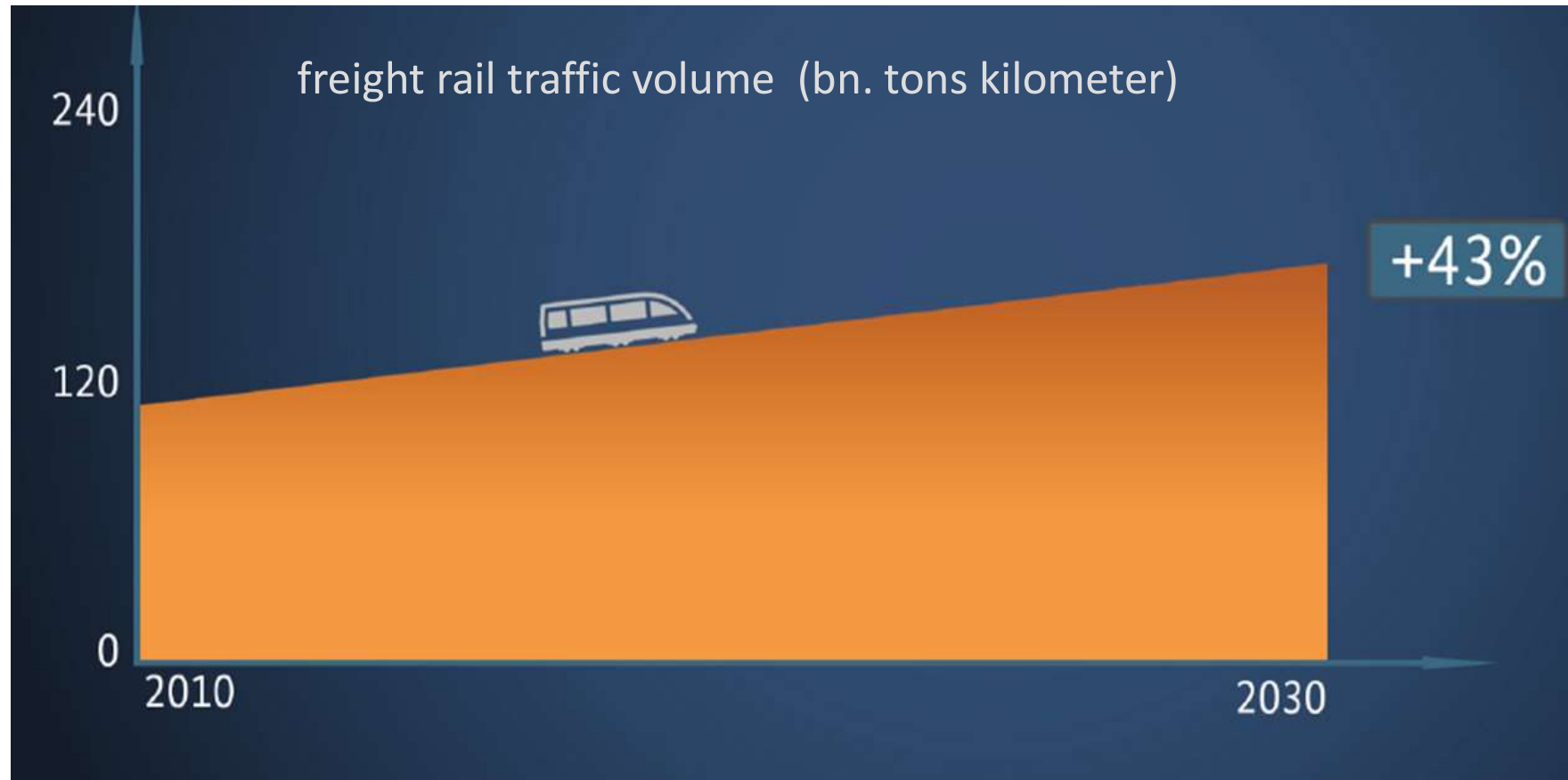


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result: increasing rail traffic volume



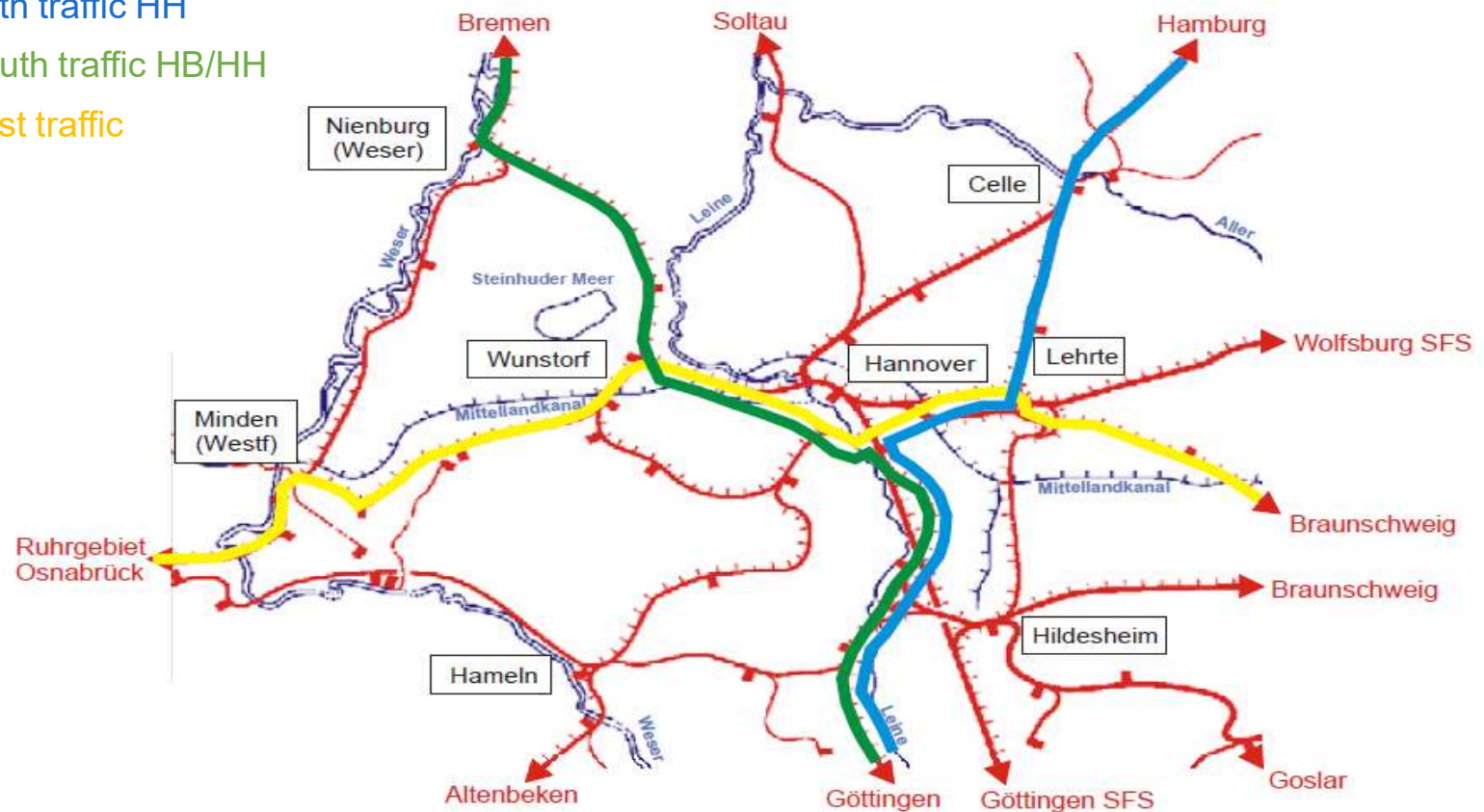


actual flow of freight traffic

blue: north-south traffic HH

green: north-south traffic HB/HH

yellow: east-west traffic



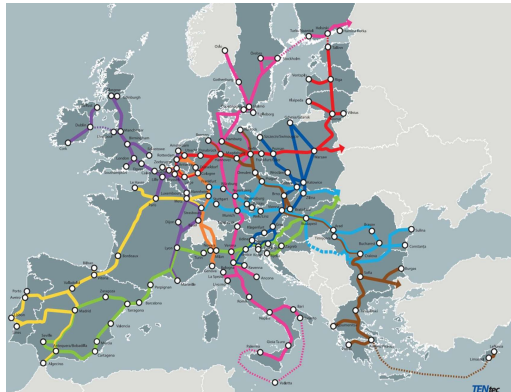
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Trans European Network Transport – TEN structure

- following the traffic flow
- connecting nodes
- comprehensive network – existing and planned EU transport infrastructure – to be completed by 2050
- core network – strategically important part of the comprehensive network – to be completed by 2030
- 10 core net corridors



Niedersächsisches Ministerium für Wirtschaft, Arbeit Verkehr und Digitales



3 corridors

- North Sea Baltic - NSB
- Orient East Med - OEM
- Scandinavian
Mediterranean ScanMed

3 transport modes

- road
- rail
- inland waterway

➤ Hannover



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- through TEN T planning the Hannover railway node became visible
- it moved from a German node to a European node



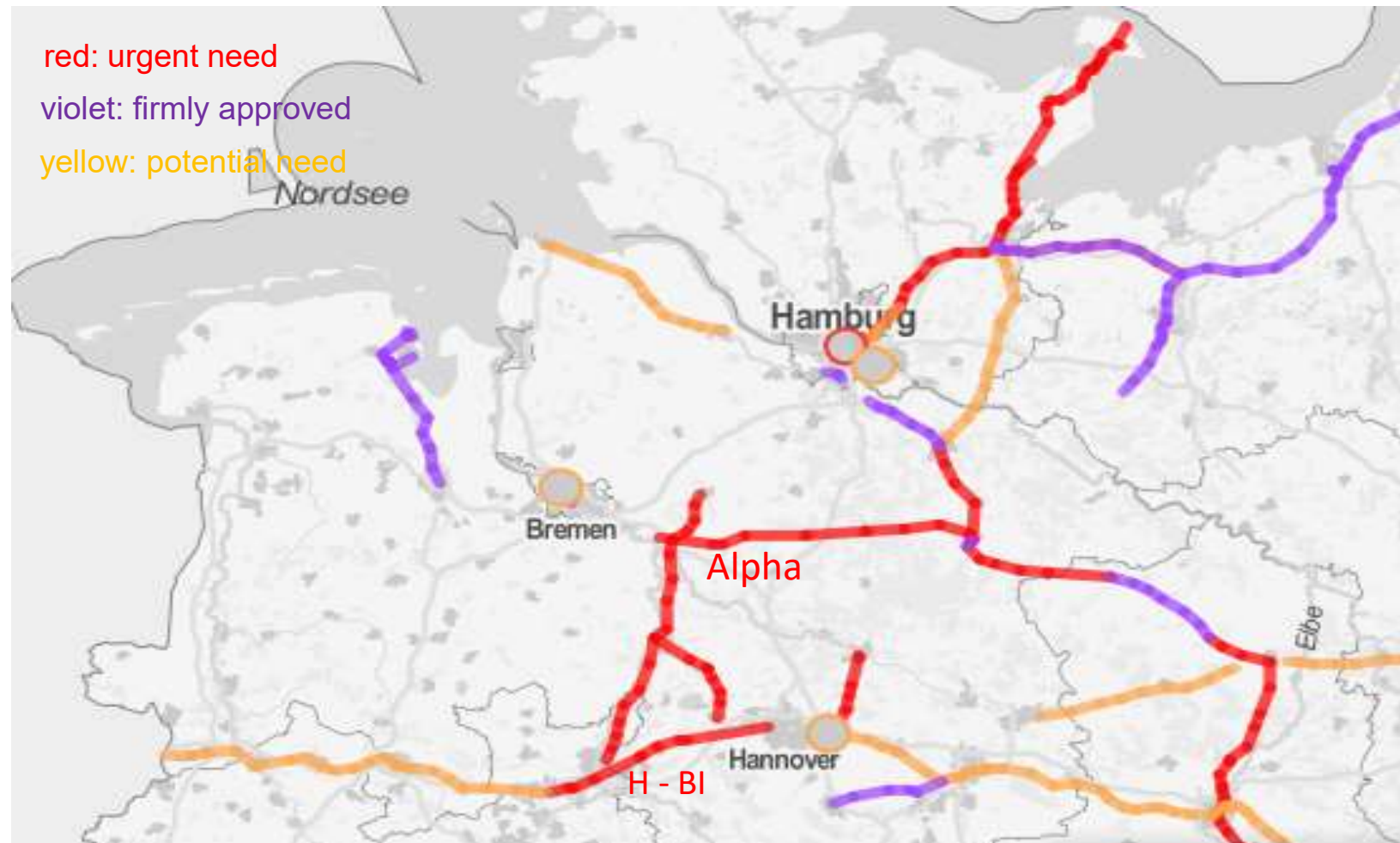


- the Hannover region together with the local government lobbied for technical upgrades
- finally: the Federal Government together with the German Rail acknowledged the need for action





planned extension - rail

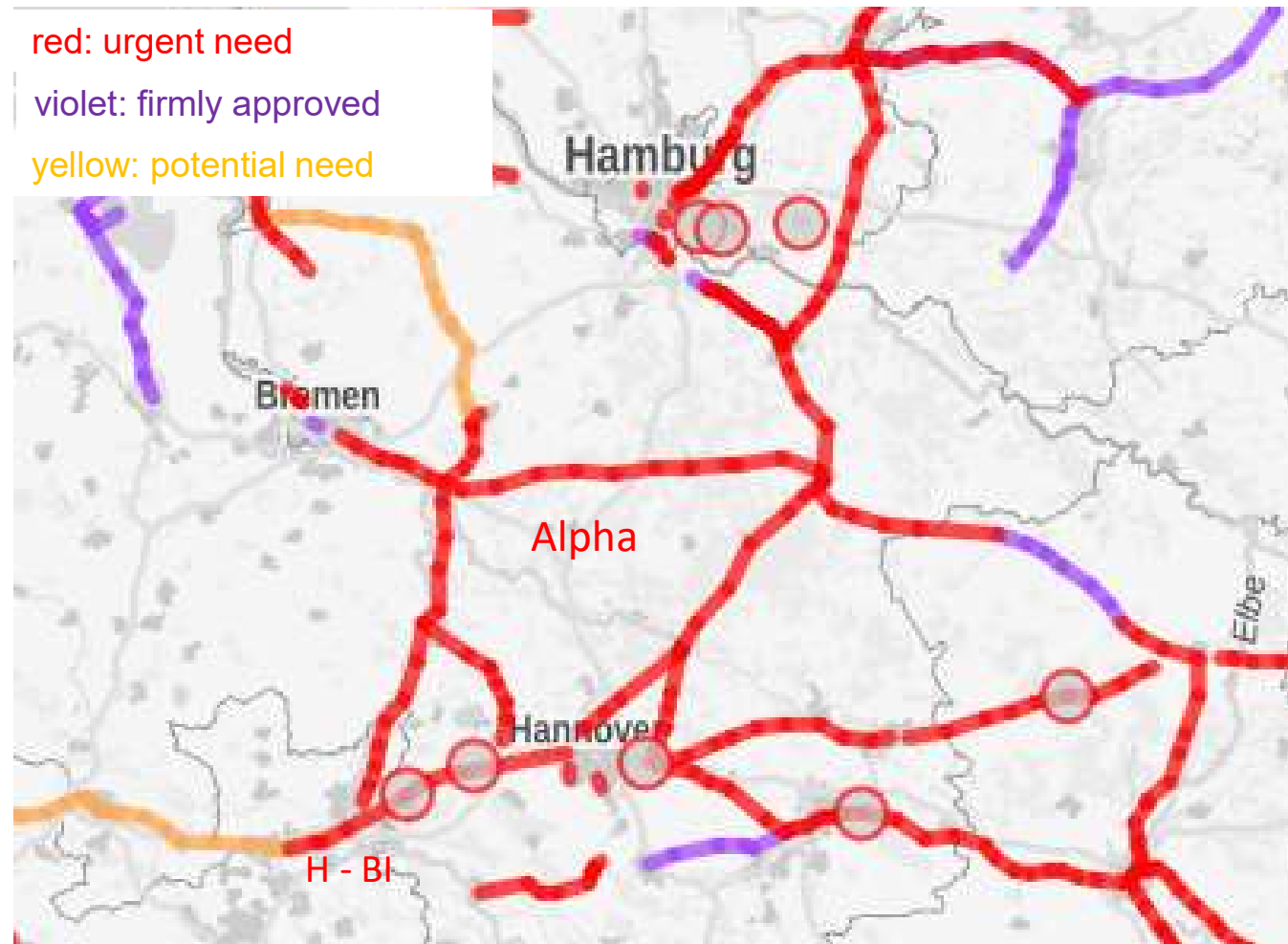


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planned extension - rail



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Which projects were agreed on?

- A study of the local public transport problems was done by the regional stakeholders.
- An analysis of the cost-benefit ratio of infrastructure improvements by the Federal Government followed.
- A package of construction measures were incorporated into the German federal transport infrastructure plan.





planned constructions

- upgrade central railway station
 - ❖ platform extensions (tracks 15+16)
 - ❖ enhanced signalling
- new bridges for track crossings
- new connecting tracks and additional tracks along existing lines
- costs: 610 million €





message to be conveyed

- Well functioning nodes are a necessary requirement to enable smooth traffic flow on the TEN T core network corridors.
- It is not all about money – sometimes European acknowledgement is enough for member state funding.





Thank you for your attention



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