



Fact sheet

Rheintalbahn

The latest facts and figures

Around midday on 12 August, during construction work on the new Rastatt Tunnel (Karlsruhe–Basel upgraded and new-build line) the site was flooded by water and excavated earth. The permanent way subsided and the tracks of the Rheintalbahn above the construction site buckled. This section of the line in the Rhine Valley has been closed since then. Hundreds of Deutsche Bahn employees are currently working round the clock to try and improve the problematic situation resulting from the closure of the Rheintalbahn as soon as possible and find the fastest possible solutions.

The top priority is to restore rail operations on the Rheintalbahn between Rastatt and Baden-Baden. After a thorough analysis of all the possible construction methods to secure the tunnel construction work and repair this section of the line, the Tunnel Rastatt consortium and DB have agreed that rail operations can be restored on the Rheintalbahn on 7 October.

The line closure between Rastatt and Baden-Baden is affecting passengers who have to use rail replacement services and, above all, European freight traffic.

Measures for freight traffic

The closure of the Rheintalbahn poses an enormous challenge, especially for rail freight traffic. The Rheintalbahn is one of the central freight transport routes in Europe. At peak times, the section of the north-south corridor between Karlsruhe and Basel is used by up to 200 freight trains a day. On 25 August, the CEOs of the major European railways agreed to work in close cooperation to keep the effects of the line closure to a minimum for rail freight traffic.

Agreement on costs for railway undertakings

DB is offering short-term measures for all railway undertakings.

Diversions are governed by what is known as the “cheapest train-path” principle, i.e. the railway undertakings pay for the train path which would have been cheapest, even if the diversion that is used is more expensive. No cancellation fees are charged for the train paths or the use of service facilities.

Customers who wish to “change” their train path do not have to pay any fees for the change. No charges will be levied if customers have to use service facilities (stations etc.) on the diversion route.

No charges will be levied for the use of the six diesel tender engines for the Tübingen-Horb freight diversion routes.



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DB Netz AG will bear the costs of the necessary emergency bus services throughout the entire duration of the line closure.

Hundreds of construction sites throughout the rail network have been reviewed in order to reduce additional infrastructure capacity restrictions. Construction work has been shortened or postponed indefinitely in some cases. The following measures have already been implemented:

The construction work on the Gäubahn line between Böblingen and Herrenberg / Eutingen im Gäu will be reduced by one week so that the line can be used again as from 6 September. DB assumes that the Gäubahn will be able to handle roughly one quarter of the rail freight traffic from the Rheintalbahn. This measure means that there will no longer be any need to reduce regional services on the Tübingen – Horb line as from the beginning of September.

The ban on night-time traffic between midnight and 4 am on the POS (Paris-Eastern France-South-West Germany) North freight corridor between Mannheim – Kaiserslautern – Basel has been revoked since 20 August to enable the operation of additional freight transports. A total of six other construction projects will also be postponed.

The planned construction work on the Regensburg – Passau line will be reduced to short-term line closures at the weekends, when the track renewal work will take place. This will avoid the need for a three-hour diversion.

Construction work on bridges and points on the Basel – Schaffhausen line will be postponed until autumn.