

THE RAIL MARKET IN GERMANY - 2014



image: Paul Fishwick

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CONTENTS

1. INTRODUCTION	6
2. GOVERNMENT	7
Ministry of Transport and Digital Infrastructure	7
Political and funding environment	7
Subsidised services	7
Open access and regulation	7
Traffic	8
Federal Transport Infrastructure Plan	9
3. GERMAN RAILWAYS: DB GROUP	10
Deutsche Bahn AG	10
DB Netze Fahrweg	11
DB Bahn Fernverkehr	15
DB Bahn Regio	17
DB Schenker Rail	18
4. LOCAL GOVERNMENT PASSENGER TRANSPORT PROVISION	20
5. OTHER PASSENGER OPERATORS ACTIVE IN GERMANY	22
Abellio	22
Westfalenbahn	22
AKN Eisenbahn	22
NBE Nordbahn	23
Albtal Verkehrs-Gesellschaft	23
BeNEX	23
Agilis Verkehrsgesellschaft	23
Cantus	24
Metronom	24
CFL (Luxembourg Railways)	24
Norddeutsche Eisenbahngesellschaft Niebüll (NEG)	24
Erfurter Bahn	25
Eurobahn	25
Hamburg Köln Express	25
Hessische Landesbahn	26
Regionalbahn Kassel	26
Süd-Thüringen Bahn	26
Vectus Verkehrsgesellschaft	26
Hohenzollerische Landesbahn	27
National Express Rail GmbH	27
Netinera Deutschland	27
Berchtesgadener Land Bahn	27
Ostdeutsche Eisenbahn	27
Osthannoversche Eisenbahn	28
Erixx	28
RBG	28
Vogtlandbahn	29
Niederbarnimer Eisenbahn	29
Press (Eisenbahn-Bau- und Betriebsges. Pressnitztalbahn)	29

Rhenus Veniro	30
Freiberger Eisenbahngesellschaft	30
Rurtalbahn	30
VIAS	30
SBB GmbH	31
Städtebahn Sachsen	31
SWEG Südwestdeutsche Verkehrs-Aktiengesellschaft	31
Breisgau S-Bahn	31
Ortenau S-Bahn	32
Trans Regio	32
Veolia Verkehr	32
Bayerische Oberlandbahn	32
Bayerische Regionalbahn	33
Harz Elbe Express	33
Nord-Ostsee-Bahn	33
NordWestBahn	33
Ostseeland Verkehr	34
Weserwaldbahn	34
Württembergische Eisenbahn Gesellschaft	34

6. OTHER FREIGHT OPERATORS ACTIVE IN GERMANY 35

boxXpress	35
Captrain	35
Bayerische Cargo Bahn	35
Dortmunder Eisenbahn	35
Hansebahn Bremen	35
Hörsetalbahn	35
ITL Eisenbahngesellschaft	35
Regional Bitterfeld Berlin	35
Teutoburger Wald-Eisenbahn	35
CTL Logistics	36
EH Güterverkehr	36
Eisenbahn Bau- und Betriebsgesellschaft Pressnitztalbahn (Press)	36
Eisenbahn und Verkehrsbetriebe Elbe-Weser	36
Eisenbahngesellschaft Potsdam	36
Havelländische Eisenbahn	36
Locon Logistik & Consulting	37
Lokomotion	37
Mitteldeutsche Eisenbahn	37
Mittelweserbahn	37
NBE Rail	37
Niederrheinische Verkehrsbetriebe	37
Osthannoversche Eisenbahn	38
RBH Logistics	38
RheinCargo	38
Rurtalbahn Cargo	38
SBB Cargo Deutschland	38
TX Logistik	39
Verkehrsbetriebe Peine-Salzgitter	39
Westfälische Landes-Eisenbahn	39

7. TRAIN LEASING COMPANIES 40

8. URBAN RAIL SYSTEMS IN GERMANY 41

Augsburg	41
Berlin	41
Bielefeld	41
Bochum-Gelsenkirchen-Herne	41
Bonn	42
Brandenburg	42
Braunschweig	42
Bremen	42
Chemnitz	42
Cottbus	42
Darmstadt	43
Dessau	43
Dortmund	43
Dresden	43
Duisburg	43
Düsseldorf	43
Erfurt	43
Essen	44
Frankfurt am Main	44
Frankfurt (Oder)	44
Freiburg im Breisgau	44
Gera	44
Görlitz	44
Gotha	45
Halberstadt	45
Halle (Saale)	45
Hamburg	45
Hannover	45
Jena	45
Karlsruhe	46
Kassel	46
Köln	46
Krefeld	46
Leipzig	46
Magdeburg	47
Mainz	47
Mannheim/Heidelberg/Ludwigshafen	47
Mülheim/Ruhr	47
München	47
Naumburg	48
Nordhausen	48
Nürnberg	48
Oberhausen	48
Plauen	48
Potsdam	48
Rostock	49
Saarbrücken	49
Schwerin	49
Stuttgart	49
Ulm	49
Wuppertal	49
Würzburg	50
Zwickau	50

LOCAL GOVERNMENT PASSENGER TRANSPORT PROVISION

In 1996 the 16 German states or Länder (plural of Land) were granted significant power over local public transport. Funds are transferred from the Federal government each year for all public transport and the Länder decide how to allocate this money. At the same time the Länder were given powers to tender for the provision of public transport. The degree of tendering is very variable – Schleswig-Holstein has now tendered all of its local services but Saarland has not tendered any as of mid-2014. In general, tendering has raised service frequency and quality at the same time as cutting costs. The savings have usually been re-invested in further service improvements. In almost all cases of tendering, new rolling stock is acquired. In 2012 DB won 52% of train-km put up for tender.

The very large S-Bahn networks in Berlin, Frankfurt, Hamburg, Hannover, München and Stuttgart are considered difficult to tender as they form dense unified networks and because DB owns all the rolling stock. However, after recent severe problems with rolling stock in Berlin, due to alleged neglected maintenance, Berlin transport authority VBB has started to tender certain lines. New trains will be acquired and will be transferable between operators. Stuttgart awarded DB the contract to run its S-Bahn network in March 2009. DB has a contract to operate the Hamburg S-Bahn network until 2033.

The tendering authorities are:

Baden-Württemberg (www.baden-wuerttemberg.de)

Grants operating contracts through subsidiary Nahverkehrsgesellschaft Baden-Württemberg (NVBW) (www.3-loewen-takt.de). Wholly owns minor local operator SWEG and has a majority share in HzL (see Section 4).

Bayern (www.bayern.de)

Bayern (Bavaria) grants operating contracts through its planning and franchising authority Bayerische Eisenbahngesellschaft (BEG) (<http://beg.bahnland-bayern.de/>).

Berlin (www.berlin.de)

Verkehrsverbund Berlin-Brandenburg (www.vbb.de) is Berlin's transport authority with tendering powers.

Brandenburg (www.brandenburg.de)

Bremen (www.bremen.de)

Hamburg (www.hamburg.de)

The city/state of Hamburg part owns **AKN Eisenbahn**, (Section 4).

Hessen (www.hessen.de)

Wholly owns **Hessische Landesbahn (HLB)**, (Section 4).

Mecklenburg-Vorpommern (www.mecklenburg-vorpommern.eu)

Tenders services through its department Verkehrsgesellschaft Mecklenburg-Vorpommern (VMV) (www.vmv-mbh.de).

Niedersachsen (www.niedersachsen.de)

Niedersachsen is atypical in that the State owns the rolling stock used by operating contract holders through the organisation Landesnahverkehrsgesellschaft Niedersachsen (LNVG). (www.lnvg.de).

Rolling stock: 92 Alstom LINT 41 DMUs, plus 28 more on order. In late 2011 LNVG ordered 28 Alstom LINT 54 DMUs for use on Hannover area services from 2014. For further stock see Metronom (Section 4).

Nordrhein-Westfalen (www.nrw.de)

The local tariff union VRR (www.vrr.de) has decided to buy stock and lease it to operators in future.

Rheinland-Pfalz (www.rlp.de)

Tenders services through its department Zweckverband Schienenpersonennahverkehr Rheinland-Pfalz which is divided into north and south divisions (www.spnv-nord.de and www.zspnv-sued.de).

Saarland (www.saarland.de)

Sachsen (www.sachsen.de)

Sachsen-Anhalt (www.sachsen-anhalt.de)

Services are specified by Nahverkehrsservice Sachsen-Anhalt GmbH (www.nasa.de).

Schleswig-Holstein (www.schleswig-holstein.de)

The state tenders local services through its department LVS Schleswig-Holstein Landesweite Verkehrsservicegesellschaft (www.nah.sh) and part owns AKN Eisenbahn, (Section 4).

In early 2015 LVS, through Paribus Capital and DIF, ordered 15 Traxx DE ME diesel locomotives, with an option for five more, to be leased to the selected operator of the Hamburg-Westerland service, currently run by NOB.

Thüringen (www.thueringen.de)

Other recent local rail initiatives include:

Braunschweig

Greater Braunschweig transport authority Zweckverband Grossraum Braunschweig (ZGB) (www.zgb.de), through its subsidiary Regionalbahnfahrzeuge Grossraum Braunschweig (RGB), ordered 20 Class 440 EMUs in early 2013 for use on local services. Trains will be maintained locally by Alstom.

Chemnitz

Chemnitz-based transport authority Verkehrsverbund Mittelsachsen (VMS) (www.vms.de) is to create its own pool of rolling stock for future service contracts and invited tenders for the supply and maintenance of up to 40 EMUs in 2012. In early 2014 VMS ordered 13 3-car and 16 5-car Class 1440 EMUs worth EUR150 million from Alstom. There is an option for 23 more units. They will be deployed on the Mittelsachsen II E-Netz from June 2016.