

Mobility in the growing capital region

Opportunities and challenges in brief



2030

More Tracks for Berlin & Brandenburg



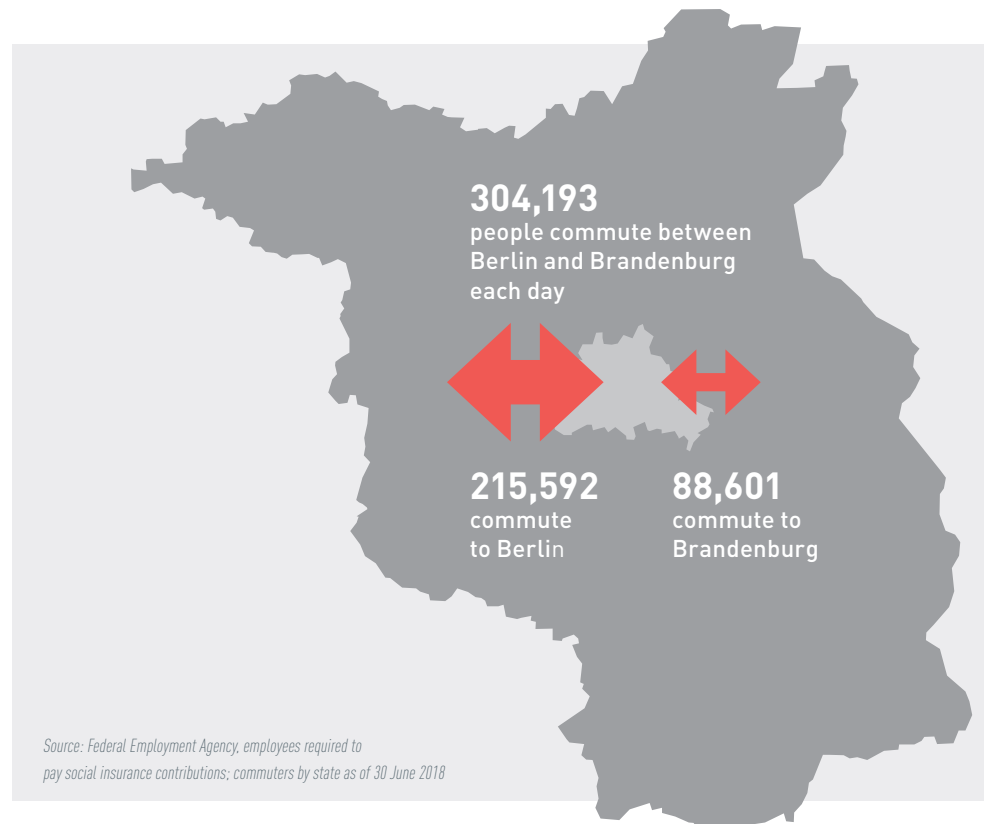
Helping decarbonise the transport sector

Constant mobility is one of the defining features of society today. The transport infrastructure is facing growing challenges from freight transport and the growing number of people who rely on the infrastructure to get around. Mobility in the capital region has needed to be reorganised again and again to ensure that everyone will enjoy a high quality of life as well as flexibility in the future.

Over 300,000 people commute between Berlin and Brandenburg for work each day. And mobility behaviours aren't just changing when it comes to work; they're changing when it comes to leisure as well. Options such as innovative information and sharing services are making this possible. Route planners compare the distance and journey time between two points on different modes of transport and identify the closest station or nearest available scooter, bicycle or car for hire. Choosing a mode of transport is no longer always a choice between flexibility and climate protection. Political

initiatives, such as the employer-subsidised VBB Firmenticket and the VBB AboAzubi trainee ticket for EUR 365 a year, are creating an incentive for more people to take the bus and train.

Rail transport is the solution when it comes to creating fast connections in Berlin and the region in the future. After all, sustainable electric mobility is already a reality for Berlin's suburban railway and regional railways. Every time someone opts to take the train, it's a decision in favour of clean air and climate-friendly mobility. Appealing, innovative and most importantly high-quality services make the switch easier. The German states of Berlin and Brandenburg along with Deutsche Bahn, transport companies and Verkehrsverbund Berlin-Brandenburg (VBB) are making sure that development keeps pace with growing demand and that better services are being planned to anticipate future needs.



Meeting climate targets

The federal states of Berlin and Brandenburg have set out in their climate protection programmes to become climate neutral by 2050.

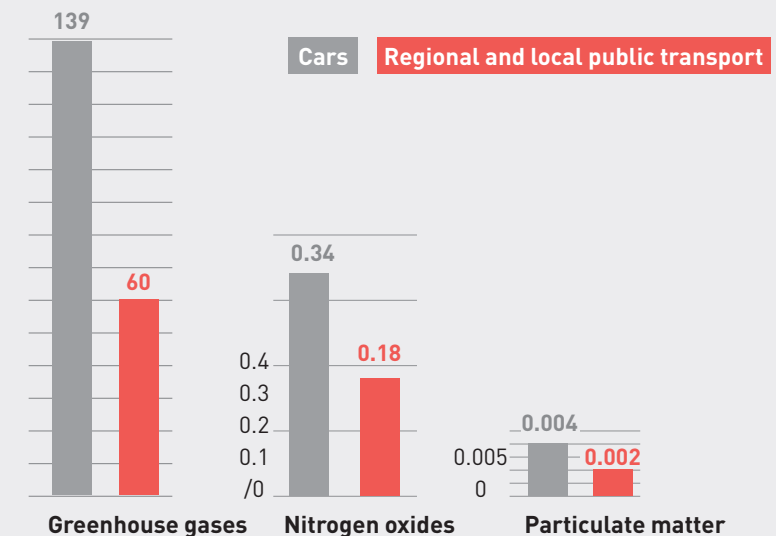
For climate targets to be reached, emissions will need to be cut in all sectors. The transport sector has made little headway in reducing carbon emissions in recent years, in contrast to other sectors that use energy. It will need to cut emissions by 40% of 2018 levels by 2030 in order for the ambitious targets to be reached.

The potential is there. Nearly 95% of carbon emissions in the mobility sector are generated by road traffic. Private motorised transport is also largely responsible for harmful nitrogen oxide and particulate matter pollution as well as traffic noise.

The objective is clear. We must shift more traffic to environmentally friendly rail. The shift has long been happening, as is evidenced by ever increasing passenger numbers in Berlin and Brandenburg. However, the existing rail network is already reaching its limits, despite all of the upgrading, new construction and modernisation that has taken place since the 1990s.

The aim is to encourage more people to make the switch from cars to trains with more frequent services, shorter journey times and longer trains. For this to happen, infrastructure needs to be upgraded quickly in many areas to accommodate needs well into the future.

Average emissions from passenger transport (g/passenger kilometre)



Source: Federal Environment Agency, comparison of passenger modes, 2017

Develop livable residential and working environment

Together, Berlin and Brandenburg create a closely interconnected economic area and population centre. The Integrated State Development Plan for the capital region provides for managed growth in Berlin's traditional areas of settlement, which are largely served by existing main transport corridors and rail corridors. Space for new housing and businesses is being created along these corridors, which will be interspersed with open spaces and cultural landscapes, all under development together.

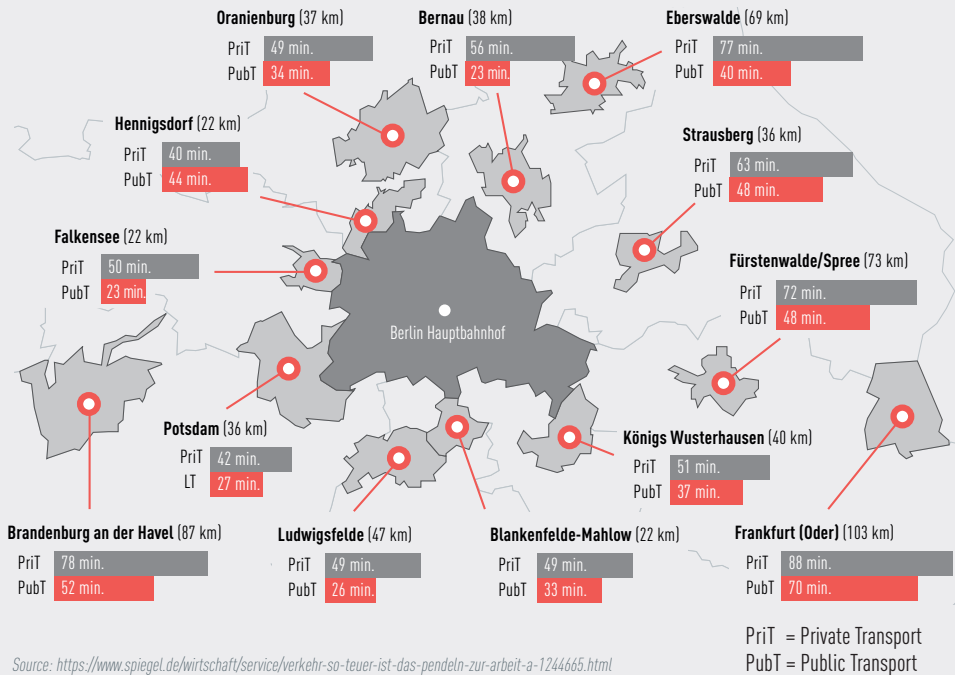
In the focus will come mid-sized towns and regional centres outside of Berlin's suburban areas – places within an hour away from Berlin, such as Brandenburg an der Havel, Eberswalde and Frankfurt (Oder). This will give these towns and communities on the rail corridors important opportunities to be able to meet the challenges of the future; counteract the threat of vacant properties; invest in housing, business and science; and maintain and improve the social infrastructure.

Concentrating on Berlin and neighbouring communities while the area becomes more densely populated would exacerbate the challenges relating to the environment and skyrocketing land prices.

In contrast, towns and communities within a moderate distance of Berlin have relatively affordable housing and an opportunity to benefit from Berlin as a business and scientific centre. At the same time, the quality of life will improve for everyone in the capital region. The states' growth and development plans allow for areas to be left undeveloped to encourage circulation of fresh air and, first and foremost, for nature reserves.

Faster, higher performing and sustainable transport links will be needed if Berlin-Brandenburg is to become an even more attractive region where people want to live, work and spend their free time.

Distance and travel time to and from Berlin



Source: <https://www.spiegel.de/wirtschaft/service/verkehr-so-teuer-ist-das-pendeln-zur-arbeit-a-1244665.html>

Expanding the transport hub and promoting the economic region

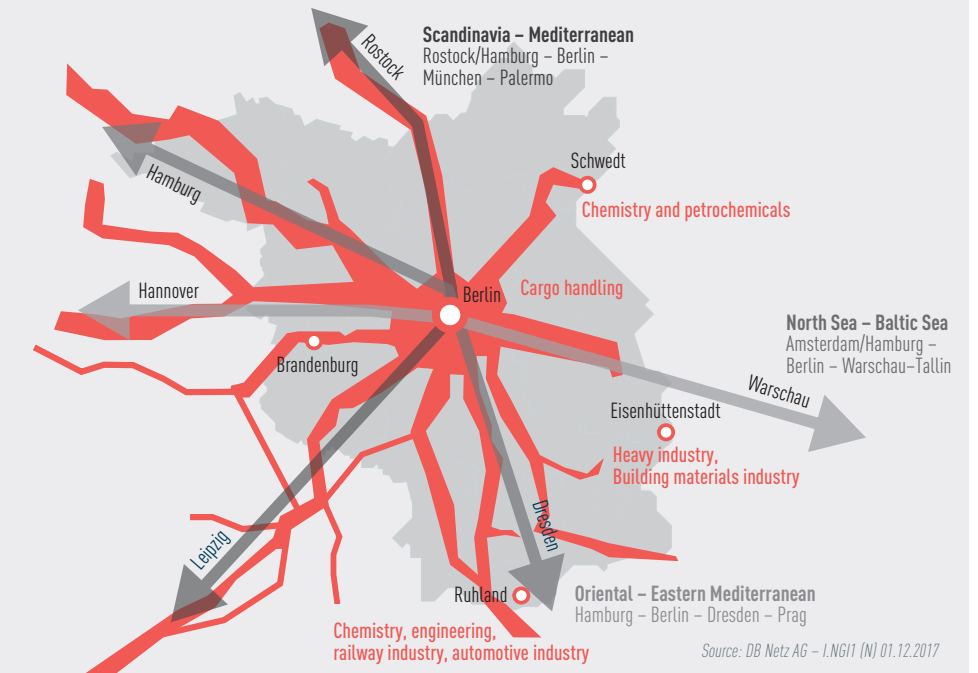
The European Union is planning to connect all 27 member states with a comprehensive and high-performance infrastructure all across Europe to create a shared transport network for one common market. The Berlin region is an important urban node at the crossroads of three of the nine trans-European core network corridors. The hub connects North Sea and Baltic ports to the industrial regions in southern and eastern Europe. This advantageous position creates new opportunities for economic development in the capital region.

The region's economy has been growing for years and growth is set to become even more dynamic thanks to a joint innovation strategy by the states of Berlin and Brandenburg. Potential locations for development with a strong link to science and research in Berlin, dubbed "Zukunftsorte", and regional growth cores in Brandenburg have been pegged as especially important for sustainable, positive growth. These locations thrive on partner-

ships between the scientific community and technology sector and large, mid-size and small companies. The close network and active cooperation will strengthen the region's innovative capacity and ability to compete and will make it attractive to managers and tech companies. Examples such as Siemens, which is creating a new neighbourhood in Berlin as a hub for innovation called "Kiez der Macher"; Tesla, which is building a gigafactory in Grünheide; and BASF, which has established a battery factory at its Schwarzeide location, are showing us where the future is headed.

Good regional and trans-regional transport links are a crucial factor in promoting these important networks involving the scientific community and business. The EU, federal government and state governments will need to dovetail freight, long-distance, and regional and local transport concepts more closely and develop an integrated plan for the future.

Main routes of freight traffic around Berlin and Brandenburg in 2030, Berlin and Brandenburg lie at the intersection of TEN-T Core Network Corridors



Infrastructure upgrades: an answer to current challenges

Upgrading the rail infrastructure will provide solutions to current challenges in the capital region. The i2030 infrastructure project was initiated by the states of Berlin and Brandenburg, Deutsche Bahn and Verkehrsverbund Berlin-Brandenburg to maintain, expand and improve the region's appeal and viability for the future.

Reliable, fast and comfortable travel

More frequent connections, shorter journey times, and roomier and more comfortable trains will help ease the switch to public transport. Time spent on modern trains is productive time.

Space in the city

More rail transport improves quality of life: less congestion, fewer roads and squares full of parked cars, less noise and instead cleaner air, more room for pedestrians and cyclists and more spaces that can be used by everyone.

Meeting climate targets

Decarbonisation of the transport sector will reduce greenhouse gas emissions and play an important role in tackling the climate crisis.

Opportunities outside the big city

Brandenburg and Berlin are becoming closer and closer.

And that strengthens towns and communities, secures the social infrastructure, and provides an attractive combination of living and working outside of Berlin city limits.

Interface in Europe's transport network

Several of the transport corridors that have been prioritised by the EU run through the capital region.

An infrastructure that eliminates bottlenecks in passenger and freight transport will be crucial for creating a tighter network by 2030.

i2030: Infrastructure, innovation and intelligent solutions

The i2030 infrastructure project has designated routes in the capital region's rail network that need upgrading or new construction and is developing solutions for mobility with a long-term perspective.

Rail service planning for the coming years will determine exactly where the potential lies. The transport association in the greater Berlin area, Verkehrsverbund Berlin-Brandenburg (VBB), is

working with the two states to develop future public transport services in the capital region. Bottlenecks and growing needs have been identified in recent years, supported by various studies on opportunities to develop local and regional railway transport in the region. DB Netz AG is providing well-founded design and is managing rail infrastructure upgrades on behalf of the federal and state governments.

i2030 is a project of the German states of Berlin and Brandenburg, Deutsche Bahn and Verkehrsverbund Berlin-Brandenburg.

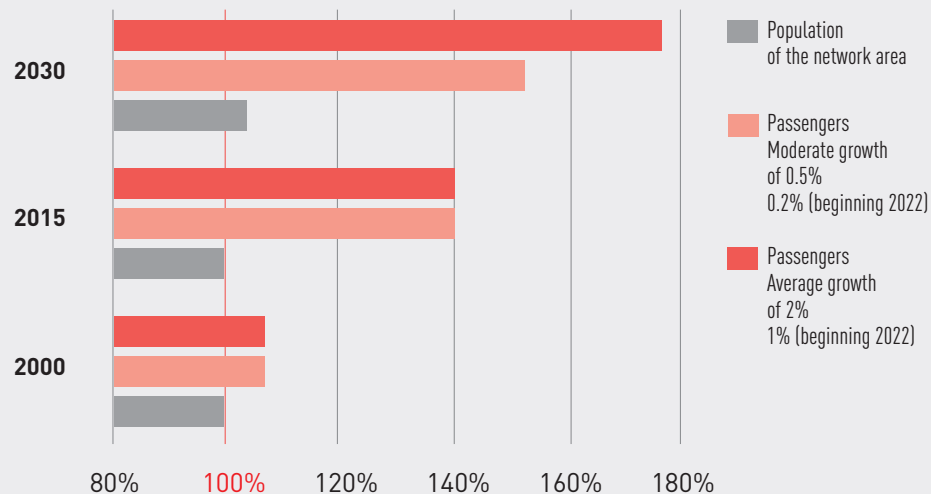
The i2030 partners have identified main transport corridors and projects and have set plans in motion for a better performing rail infrastructure:

West:	Berlin-Spandau – Nauen
North-West:	Prignitz-Express / Velten
North:	Nordbahn / Heidekrautbahn
South-East:	Berlin – Cottbus / Königs Wusterhausen station
South:	Berlin – Dresden / Rangsdorf
South-West:	Berlin – Potsdam section of the Berlin – Magdeburg line
West-East:	RE1 Magdeburg – Berlin – Eisenhüttenstadt
Siemensbahn:	Jungfernheide – Gartenfeld
Berlin S-Bahn:	35 packages of measures

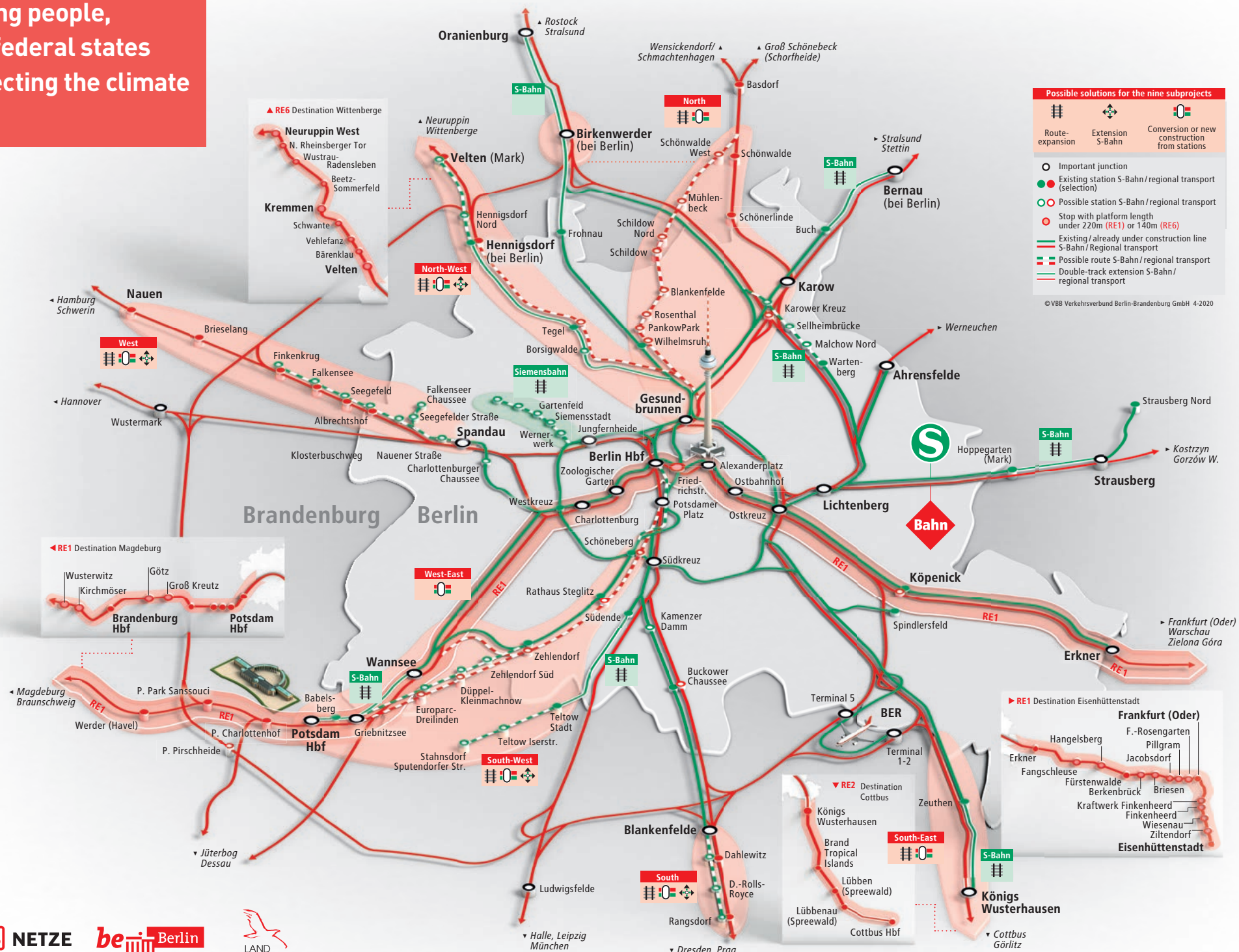
These efforts will improve quality and expand rail service, step by step.

Passenger numbers compared to population growth

Index view (projections)



Connecting people, regions, federal states and protecting the climate



Possible solutions for the nine subprojects

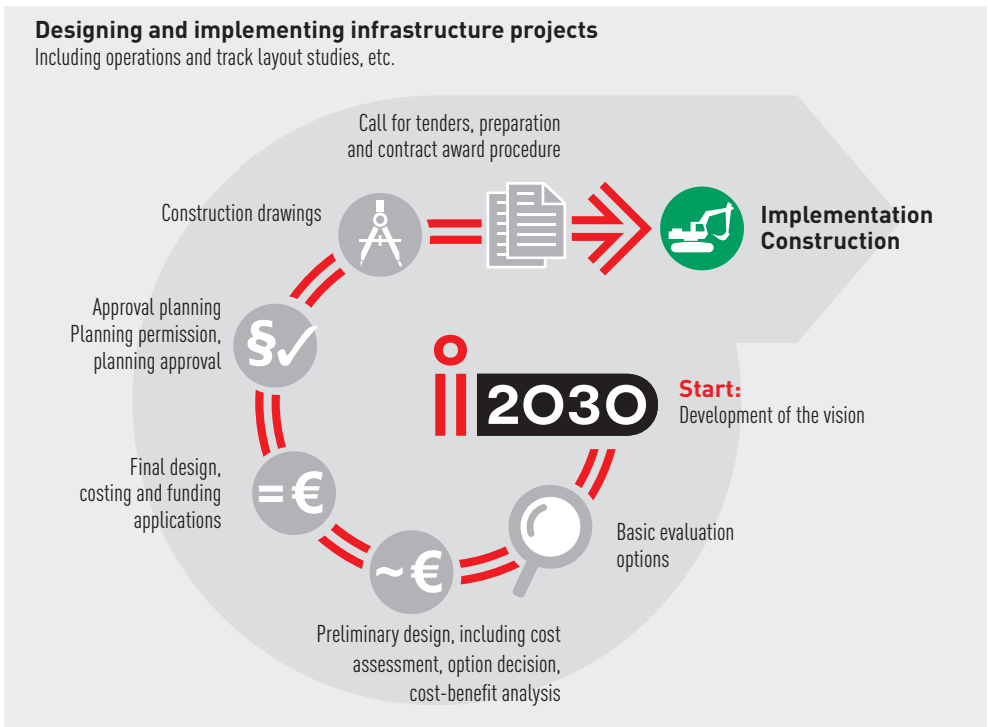
Route-expansion	Extension S-Bahn	Conversion or new construction from stations

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i2030: Driving plans forward

Infrastructure planning and approval processes don't happen overnight. Everything takes time, from the idea and design to implementation and the first journey. Basic evaluation has been completed on nearly all corridors. The states of Berlin and Brandenburg are securing financing for the engineering work. Execution is being managed by Deutsche Bahn and Niederbarnimer Eisenbahn AG (for the Heidekrautbahn).

Work on all design phases is being given top priority. Project teams are providing solid pre-construction information, which will be evaluated promptly by decision makers and approval authorities. Discussions are also already taking place at the national and EU level to secure funding for costly construction in advance. This process will ensure that we increase rail capacity in the capital region as quickly as possible.



More information about i2030 is available on our project website www.i2030.de (only in German).

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