

THE FUTURE ON TRACK.

The i2030 project is keeping
the region moving – and
getting more people on
the rails.



WE WANT EVERYONE ON BOARD!

The i2030 infrastructure project aims to increase the quality of life in the metropolitan region by making mobility in Berlin and Brandenburg easier, more reliable and more climate-friendly. New and reopened rail lines will improve connections, strengthen mobility chains and create access to residential areas and work locations that were not previously connected by rail. Upgrades to existing lines will create additional capacity for more and longer trains. Step by step, a transport network is taking shape that will make everyday life appreciably easier for users. This future project is being funded by the states of Berlin and Brandenburg, the participating rail infrastructure companies and the Verkehrsverbund Berlin-Brandenburg (Berlin-Brandenburg Public Transport Authority). We are working together to deliver expansion projects in eight corridors and implement a comprehensive package of measures to upgrade Berlin's S-Bahn (urban railway) network. The journey is long, the consultations are complex – but the effort will be worth it. A strong rail network is a win for everyone.



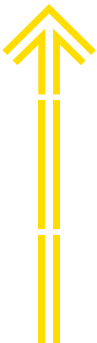
All the facts at a glance:
Find out more details about i2030 here.



Photo: Deutsche Bahn

WE ARE RECONCEIVING SPACES.

The people in the region are mobile and rely on attractive rail transport. At the same time, efficient local public transport benefits Berlin-Brandenburg as a growing location in which to live and work. More railways mean much more environmentally friendly mobility for a better quality of life.

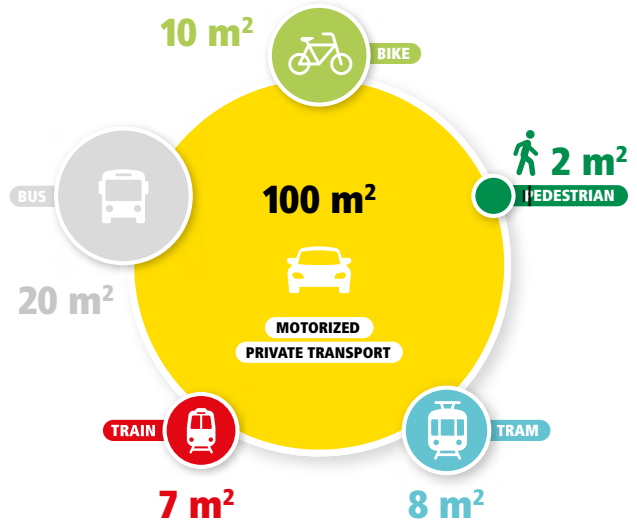




MORE ROOM FOR EVERYONE!

Rail expansion frees up space for us all, as the graphs below clearly show. After all, even eliminating just some of the motorized private transport creates more room in urban spaces, while also improving the air quality.

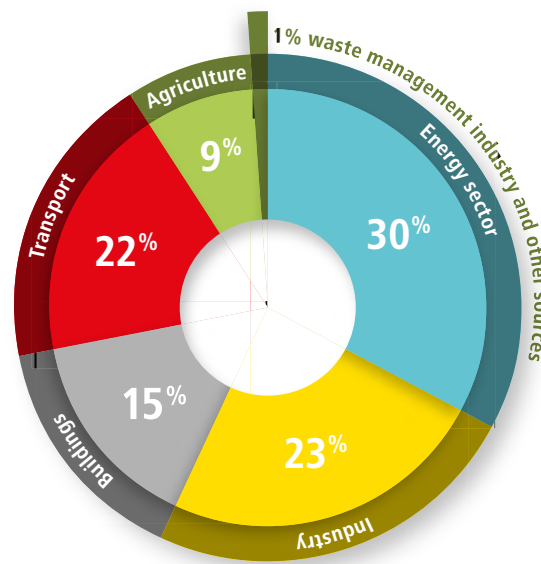
THE SPACE NEEDED BY VARIOUS MEANS OF TRANSPORT



Source: German Environment Agency, as of 11/2020

Land consumption per capita and for each means of transport: The road takes up twelve times more space than rail.

EMISSIONS GENERATED BY TRAFFIC



Source: German Environment Agency, as of 2024

The role played by transport in the generation of greenhouse gas emissions in Germany.



Photo: Shutterstock

MANY HANDS. ONE GOAL.

The journey from the initial idea to the commissioning of new infrastructure is a long one, requiring a coherent approach to planning, financing, approval and communication. The project partners weigh up different options, conduct studies and find compromises with the stakeholders. Construction work can only begin once the planning rights and the financial resources have been secured. This can only be achieved with a shared vision – underpinned by perseverance, cooperation and a clear view of the future.

THE TASK OF BUILDING NEW RAIL INFRASTRUCTURE IS A COMPLEX PROCESS:





THE UPGRADE WILL TAKE COURAGE.

The i2030 project is a joint undertaking that requires support in the metropolitan region. It thrives on clear political decisions, reliable funding at federal and state level, and long-term trust in the planning and implementation processes. Successful projects are built on this basis. Every measure improves mobility and helps to secure the future viability of our region. Political support is indispensable, turning long-term goals into concrete improvements that are visible, effective and sustainable for the people in the region.



ONE PROJECT. MANY FACES.

Our partners, colleagues and ambassadors are showing that i2030 is part of our daily lives: they come from different walks of life, professions and generations – from politics and business to science and society; from the neighbourhood, from associations and everyday life in the region. This diversity highlights how closely the project is intertwined with our own lives. All voices represent the common will to work together to develop mobility in the region – a matter that concerns all of us.

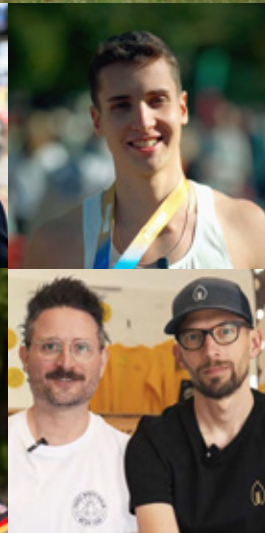
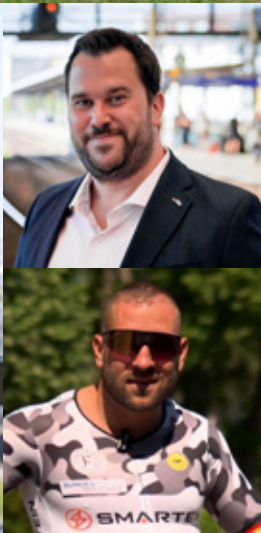
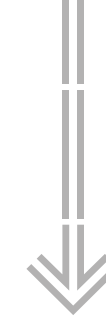




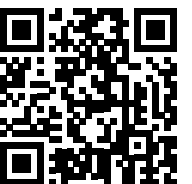
Photo: VBB



HOW MUCH i2030 DO YOU HAVE IN YOU?

Join us in playing an active role – by becoming an i2030 ambassador! As part of our network, you will lend a personal voice to the rail expansion project and help to improve mobility in the region in the long term. You will shine a light on i2030 in your social milieu, explain why the project is so important, and add your perspective to the debate. This may be done in very different ways: you could get involved at local level or take to social media, provide your own personal statement in short videos or interviews, take part in public events or remain in regular contact to stay informed about the latest progress of the plans. However you choose to do it, your commitment will directly help to shape the future of mobility.

Want to be part of it?
Simply scan here and apply!





OUR PROGRESS.

The i2030 project has come a long way since it started. Berlin and Brandenburg have secured the finance for the first planning phases, Deutsche Bahn, HVLE (Havelländische Eisenbahn) and NEB (Niederbarnimer Eisenbahn) have set up planning teams, and the Verkehrsverbund Berlin-Brandenburg is coordinating the various tasks. All projects are now in the advanced planning stages and can be gradually unveiled to the public. The work undertaken in recent years is now starting to pay off, with the first projects now under construction or set to get under way in the near future. The following figures reveal what i2030 can deliver.

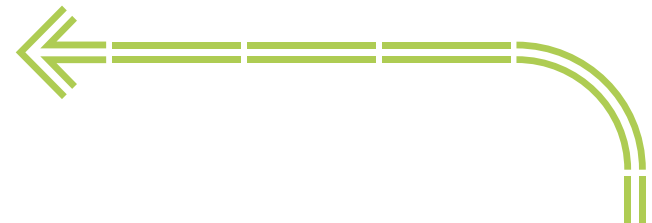




Photo: Deutsche Bahn

FACTS AND FIGURES

-  Up to **200 km of track** being reopened, newly built or upgraded
-  Up to **100 stations** being renovated, newly built or upgraded
-  **8 corridors** being upgraded for regional and S-Bahn trains
-  Up to **35 different measures** in the S-Bahn network
-  Total investment volume of **10.6 billion euros**



Photo: Deutsche Bahn

THE FACTS SPEAK IN OUR FAVOUR.

- Over 450 million euros**
earmarked for plans across Berlin and Brandenburg
- Around 150 employees**
working across projects in the i2030 team
- Plan approval procedures and planning law**, involving upgrades to the Velten–Neuruppin route, the Siemensbahn and the trunk line on the Heidekrautbahn, among others
- Good chances of federal funding**
thanks to positive initial assessments of the economic benefit
- Construction financing secured**
for Königs Wusterhausen station*, the Lübbenau–Cottbus route* and the RE1 platforms
- Inclusion in the federal government’s requirement plan**, Neustadt (Dosse)–Nauen–Berlin, among others, included as a priority requirement

*Construction financing from government funding (Coal Regions Investment Act, InvKG)

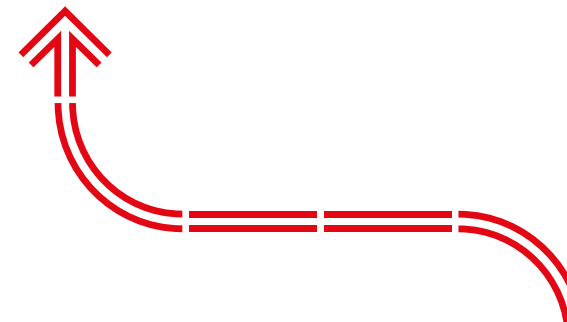




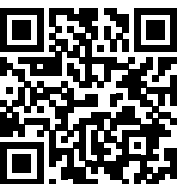
Photo: Deutsche Bahn

WE ARE ON THE RIGHT TRACK.

The eight i2030 expansion corridors and the package of measures for the S-Bahn are based on the targets set out in the local transport plans for the states of Berlin and Brandenburg. Where bottlenecks are currently slowing down rail transport, the infrastructure is being upgraded to create new capacity. Where new residential areas and work locations are emerging, more frequent services and direct connections are being introduced. Where commuters have been stuck in traffic jams, we are building attractive alternatives by rail. All this is happening with i2030, bringing places closer together and enabling passengers in the capital region and rural areas to enjoy even better travel in the future.

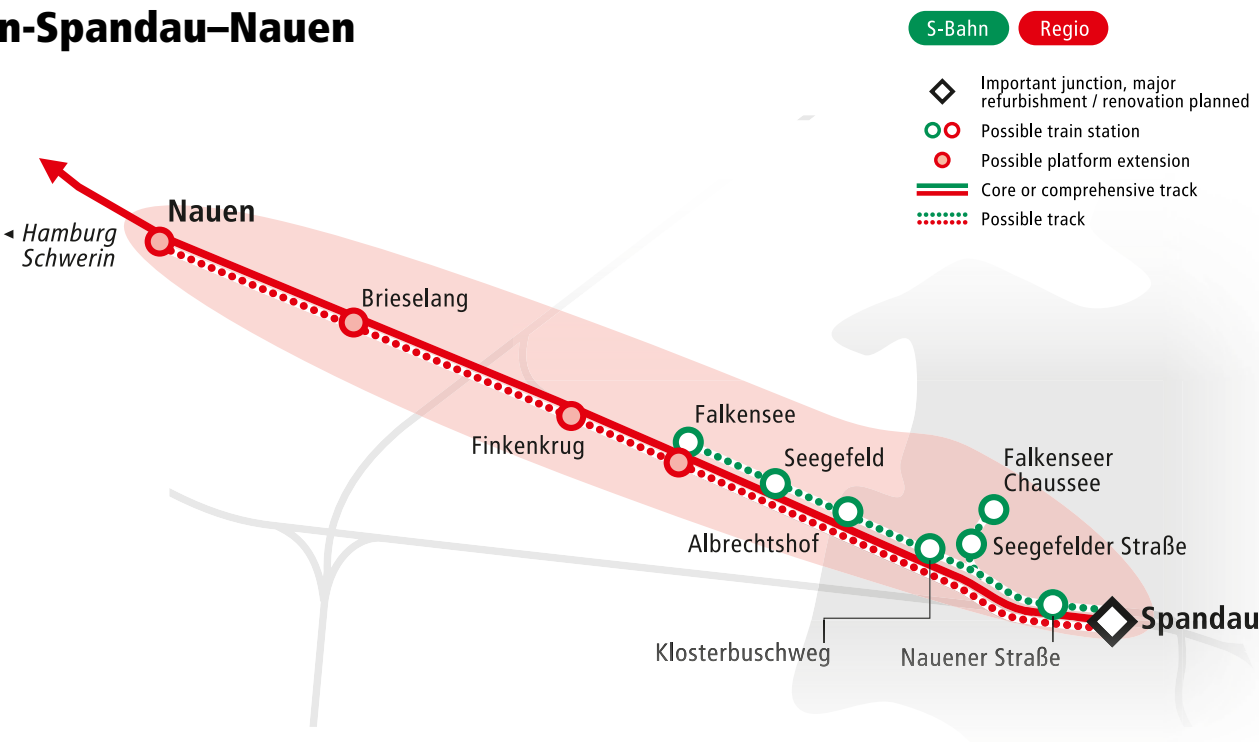


Want to know what's happening and where? Scan here to find out more!



WEST

Berlin-Spandau–Nauen



Berlin-Spandau station is getting two new platform edges

The WEST corridor connects Berlin-Spandau with the growing communities stretching towards Nauen. Additional tracks and upgraded stations will create more capacity for regional and S-Bahn trains. The corridor will improve links to residential areas and work locations in the west while easing congestion on one of the region's important routes.

NORTH-WEST

Prignitz-Express / Velten



The Prignitz-Express at Velten station



The Prignitz-Express stopping in Hennigsdorf

The NORTH-WEST corridor opens up the axis from Berlin towards Velten and Prignitz. The goals are to provide more frequent services in the area around Berlin and towards Neuruppin, eliminate bottlenecks and electrify the line. This will create a reliable connection between rural areas and the city – important for commuter traffic, the economy and regional development.

NORTH

Nordbahn / Heidekrautbahn

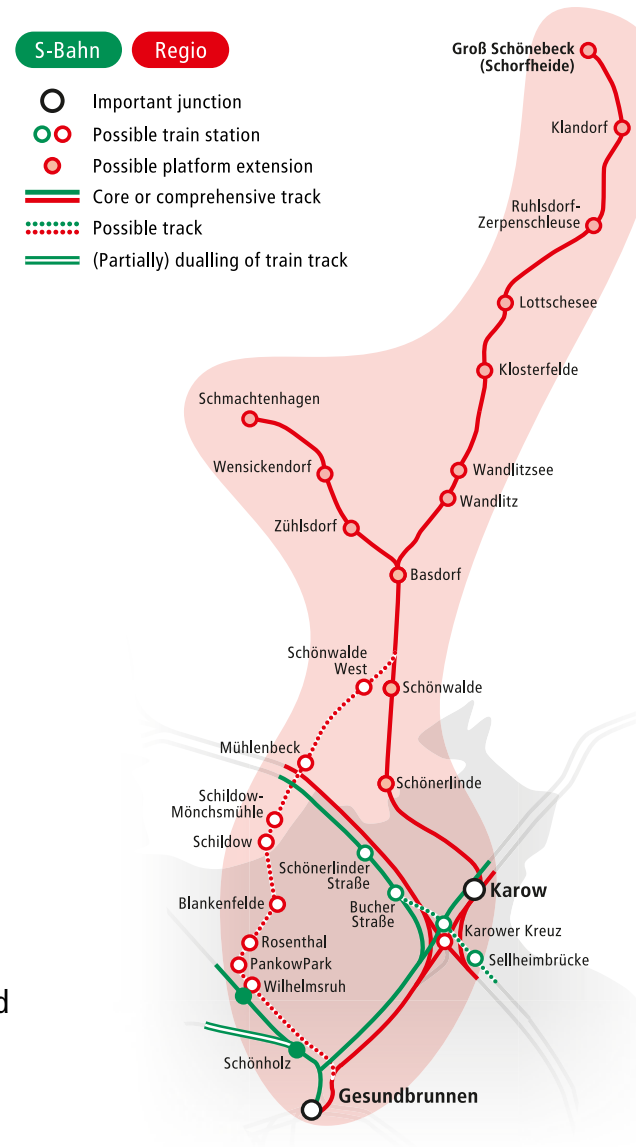


A new platform for regional trains in Berlin-Wilhelmsruh



Hydrogen trains in use on the Heidekrautbahn network

The NORTH corridor connects the north of Berlin with the surrounding region extending to the municipality of Schorfheide. Reopened and upgraded lines will create new direct connections and shorten routes. The corridor will improve accessibility to growing residential areas.



SOUTH-EAST

Berlin-Cottbus / Königs Wusterhausen station

The SOUTH-EAST corridor connects Berlin with the Lusatia region. The work already under way to upgrade Königs Wusterhausen station and the addition of a second track between Lübbenau and Cottbus – a project for which finance has been secured from government funding (InvKG) – will increase capacity for regional transport. Besides benefiting commuters, these measures will also boost structural development and tourism in the region.



A second track will enable trains to run every 30 minutes to and from Cottbus



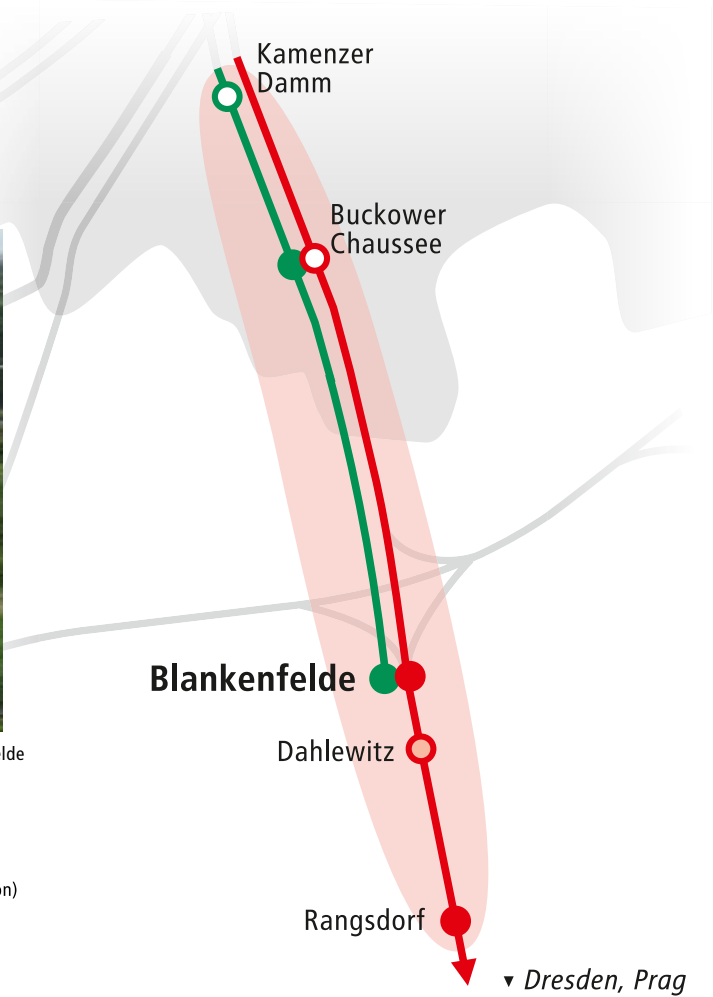
SOUTH

Berlin–Dresden/Rangsdorf

The region benefits from the commissioning of the Dresdner Bahn with more frequent services and direct connections to BER Airport, among other places. In the future, the i2030 project will examine whether it will be possible to make further improvements, such as platform extensions.



Workers completing the Dresdner Bahn section between Berlin-Südkreuz and Blankenfelde

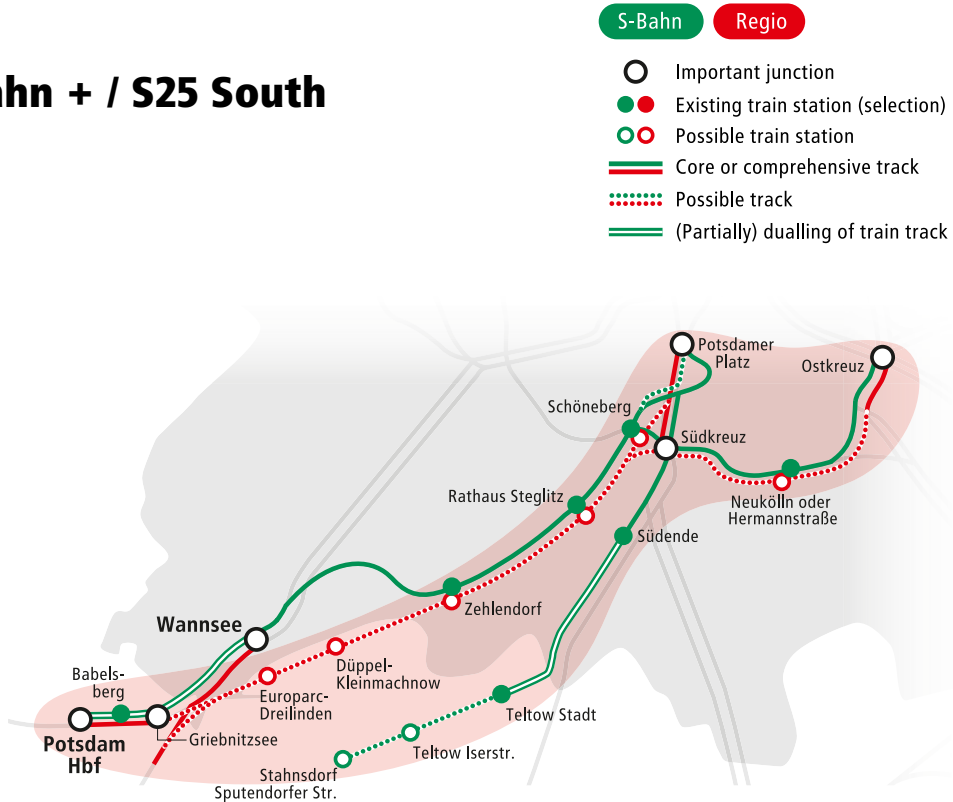


- S-Bahn
- Regio
- Existing train station (selection)
- Possible train station
- Possible platform extension
- Core or comprehensive track

SOUTH-WEST

Potsdamer Stammbahn + / S25 South

In the SOUTH-WEST corridor, an alternative connection with the regional transport between Berlin and Potsdam is set to be built, while the S-Bahn is set to be extended from Teltow to Stahnsdorf. This will give the growing areas between Teltow, Kleinmachnow and Stahnsdorf a rail connection. Numerous new direct connections are being created, helping the capital region to grow closer together.



- S-Bahn
- Regio
- Important junction
- Existing train station (selection)
- Possible train station
- Core or comprehensive track
- Possible track
- (Partially) dualling of train track



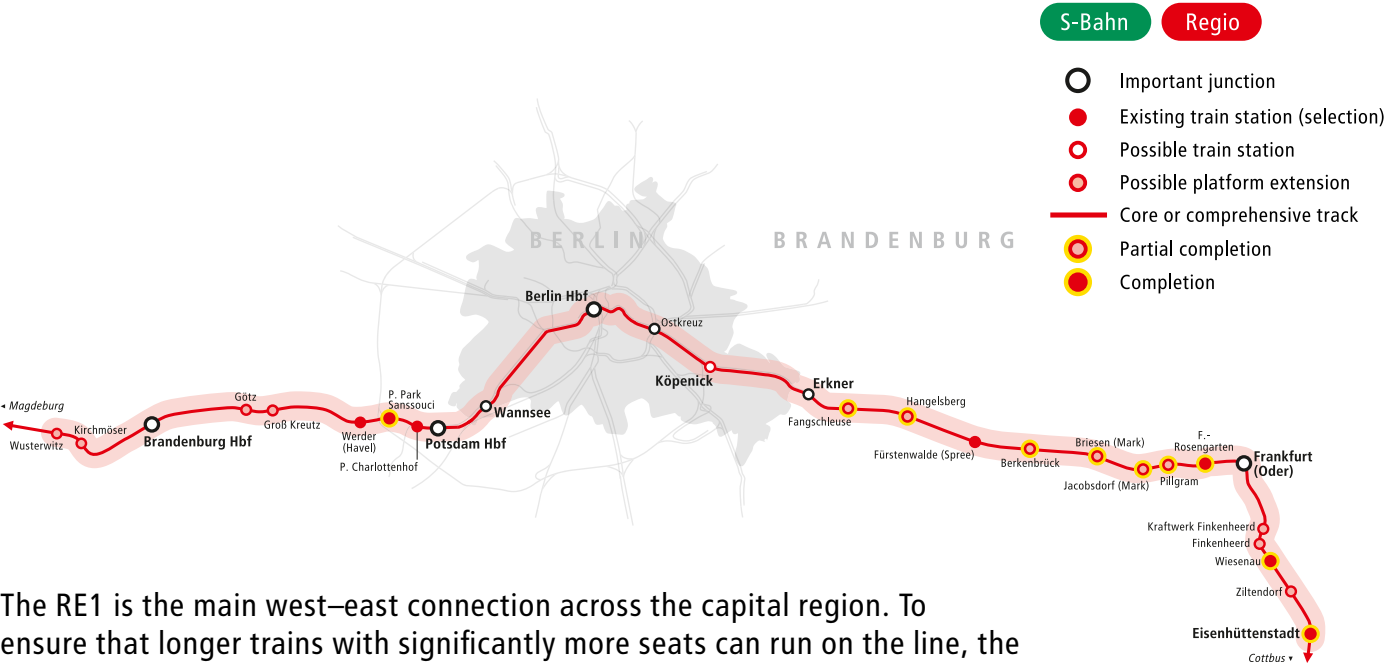
Old tracks on the Potsdamer Stammbahn



The S-Bahn is set to run from Teltow Stadt to Stahnsdorf in the future

WEST-EAST

RE1 Magdeburg–Berlin–Eisenhüttenstadt



The RE1 is the main west–east connection across the capital region. To ensure that longer trains with significantly more seats can run on the line, the platforms will be adapted to cope with the increasing demand in the coming years. Work to extend the platforms is already in full swing, and the eight-carriage trains are gradually appearing on the rails.



Extending the platforms in Park Sanssouci



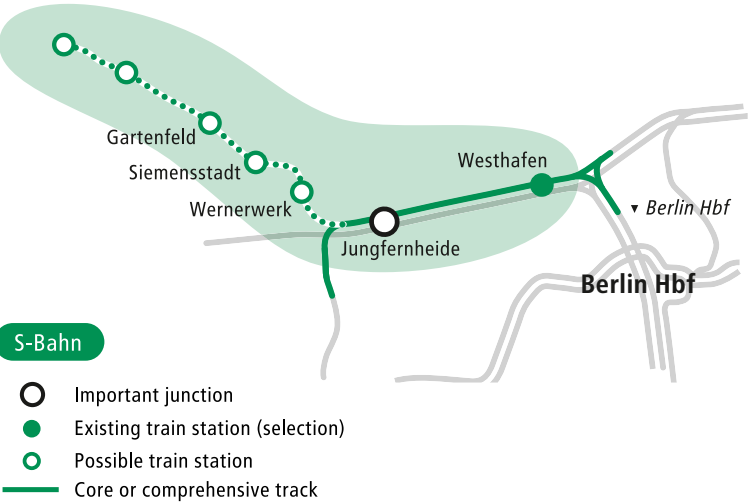
Eight-carriage trains are stopping at this extended platform

SIEMENSBAHN

The Siemensbahn combines industrial history with an urban future. Reopening the line will improve access to Siemensstadt Square, the new residential quarter and centre of innovation, with fast connections to Berlin Central Station and BER Airport.



An artist's impression of Siemensstadt station with the new quarter

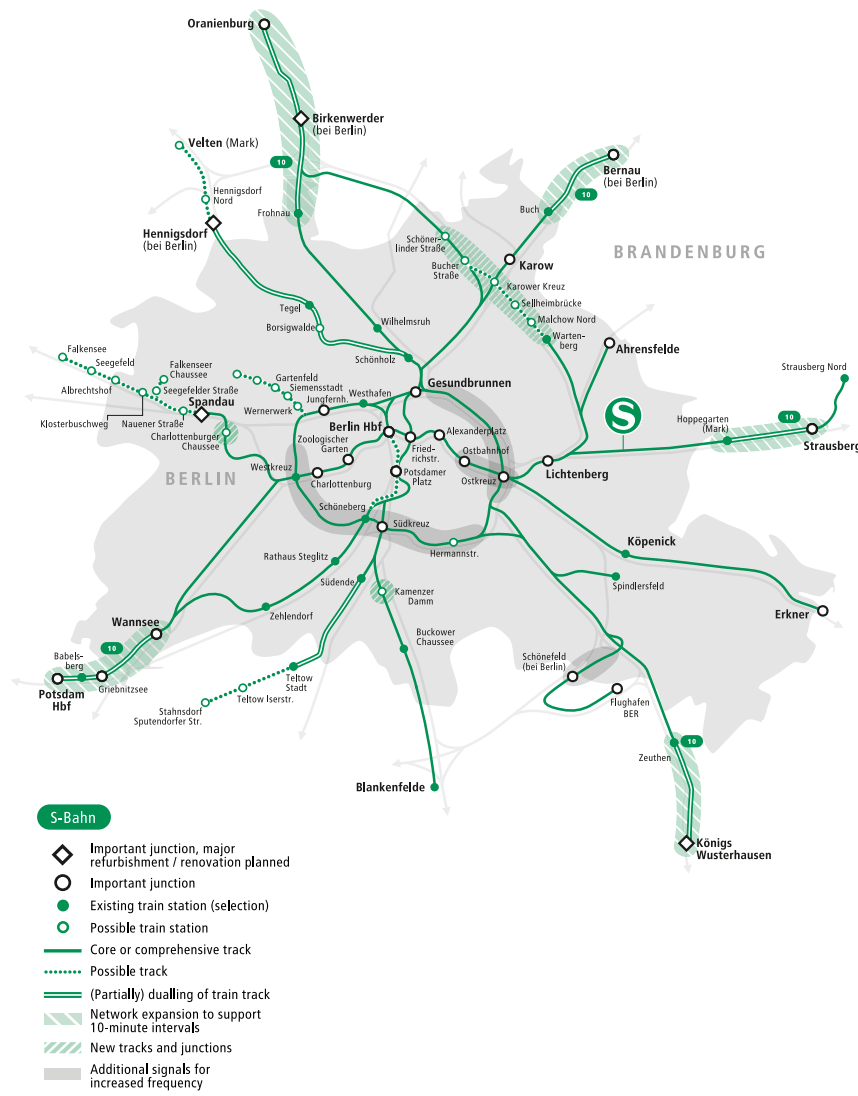


The disused stations are waiting to be reopened

BERLIN S-BAHN

A package of around 35 individual measures

The S-Bahn package of measures comprises around 35 individual projects across the network. The aims include new routes, more frequent services, longer, modern trains and improved reliability. Among other things, this will require upgrades to the energy supply and signalling technology as well as the construction of additional tracks and sidings to make the S-Bahn fit for a growing city and its surrounding regions.



The S-Bahn transports 1.4 million passengers daily



The S-Bahn forms the backbone of Berlin's transport system



Photo: Deutsche Bahn



WE'RE STAYING THE COURSE!

i2030 is about consistently pursuing a goal. Upgrading the rail infrastructure is a marathon. These long-term projects require discipline and continuity. The reward for these efforts is a highly efficient network that is constantly evolving with the growing capital region.

Project partners



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