



IN FOCUS: TOGETHER WE CAN OVERCOME CHALLENGES

How the special fund can really make the railways fit for the future

It is right to put resources from the new special fund for infrastructure and climate neutrality towards repairing the rail infrastructure. However, the urgently needed expansion of the network must not be neglected any longer.



BERNHARD KNIERIM
Transportation Policy and Projects
Officer at the Pro-Rail Alliance

The German railway network is in desperate need of modernisation – that is now undisputed. It was a long struggle to decide how to finance the renovation work. In close cooperation with the previous government, the new federal government has now created a special fund for infra-

structure and climate neutrality. This finally gives hope for the modernisation plans. As the network operator, DB InfraGO AG has launched a programme of 40 general refurbishment projects to try and restore the busiest routes in the network to a good condition by the early 2030s. Although this will cause painful restrictions for travellers and freight transport customers during the construction period, it will help to significantly reduce infrastructure-related disruptions.

CONTINUED ON PAGE 3 —









Dear readers,

Rail freight transport is – once again – facing major challenges, but also crucial opportunities. Our industry is shaped by infrastructure congestion, increasing sustainability and safety requirements and rapid digitalisation.

Politicians are providing important impetus and making billions available for the modernisation of rail infrastructure. These investments will ultimately benefit everyone: they will increase the resilience of the railway network, promote climate protection, and create the basis for high-performance, future-proof logistics in Europe.

At the same time, digitalisation is opening up new possibilities for making processes more efficient, safer and more transparent, thereby further strengthening the competitiveness of rail freight transport.

In this Infoletter, we present innovations that make this change tangible: smart technologies such as the "load monitoring system" ensure greater safety and efficiency, while the "axlebox generator" produces energy directly while a train is moving and facilitates new digital applications. Thanks to the new Tanoos 2.0, developed in association with DB Cargo and K+S, we also explain how collaboration based on partnership leads to technological advances that create real added value in practice.

These examples illustrate that progress is made above all when people work together to find solutions. For us, innovation means looking ahead and recognising challenges as opportunities. Despite all the uncertainties, we remain convinced that the future of the railway is a future of cooperation. Let's shape it together – with courage, vision and trust in the strength of our network. We hope you enjoy reading this issue and find it inspiring,

Markus Vaerst

M. Van Y

Contents

IN FOCUS

- 1 "How the special fund can really make the railways fit for the future"
- 4 "Progress on the German railway network"
- 6 "Private freight railways are perceived as enablers"
- 8 Asset leasing and beyond
 smarter solutions for a
 sustainable future

INTERESTING FACTS

- 10 Optimised, simplified loading with digital monitoring
- 12 Building Europe's security and defence: unleashing the potential of rail!
- 14 An axlebox generator to support automation solutions in rail freight transport

INSIDE WASCOSA

- 16 Innovation in salt and fertiliser transport:K+S opts for Tanoos
- 18 New office in Hamburg strengthens development

NEWS / FOR YOUR FILES



- 19 Calendar of events
- 20 New momentum for electrification in Germany

CONTINUED FROM PAGE 1

107 billion euros for the railways

The new federal government has now announced its intention to invest a total of around 107 billion euros in the railways by 2029 – a large proportion of which will come from the special fund. This would be a massive leap in relation to the previous level of investment, although it will not completely clear the investment backlog.

Further investment required

Another issue that needs to be settled is how to coordinate regular budget funds and resources from the special fund going forward to ensure that further investments in the railway network are actually made on a permanent basis, as agreed in the resolution on the special fund. The second difficulty is to stabilise resources. Once the special fund has been exhausted, the railways would have to revert to the previous level of funding - which, as we know, was not sufficient for the substance requirements. The special fund alone therefore does not give the railway industry any planning security. Companies still face a great deal of uncertainty. The railway infrastructure fund for the railway network announced in the coalition agreement could provide a remedy, but the details have not yet been confirmed. This would finally make long-term planning possible. These investments must then be linked to an Infraplan, which is a tool used to define all the measures in the network on a binding basis for five years at a time.

On its own, the necessary modernisation work will create virtually no new capacity, while the need for new construction and expansion continues to rise. More and more routes are already significantly overloaded, and a further increase is to be expected. As a result, a modal shift to rail is being slowed down and the quality of service is suffering considerably due to congested routes.

Germany in the middle of the field

To date, just over 2 billion euros per year until the end of the decade have been earmarked for new construction and expansion in the federal government's budget. This amount contrasts sharply with the measures adopted under the Federal Railways Expansion Act and categorised as "urgent", which are now awaiting implementation. What is more, many of these projects involve small and medium-sized measures that could be put into effect relatively quickly.

A European comparison shows that many neighbouring countries are continuously investing in their railway networks with much more foresight – which pays off in terms of quality. Even with the record-breaking increase in investment funding, which will largely compensate for the shortcomings of previous years, Germany is still only in the middle of the field by comparison.

Funds as a long-term solution

A total of around 320 billion euros will be needed over the next twelve years to upgrade the railway network in Germany and make it fit for future transport growth. The spe-

More and more congested railways

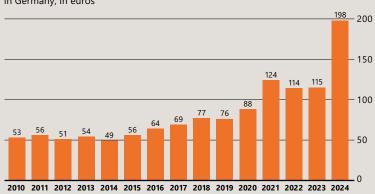
Length of lines identified as congested in km according to the Railway Regulation Act



Source: Allianz pro Schiene | 08/2025 | based on data from DB InfraGO | Total length of the federal railway network 33,440 km (status: 2024)

Investment in Germany's rail infrastructure

Per capita investment in rail infrastructure by the state at federal level, in Germany, in euros



Source: Allianz pro Schiene | 07/2025 | based on data from the Federal Ministry of Transport and Federal Ministry of Finance

cial fund for infrastructure and climate neutrality has established an important basis for investment. However, it must be ensured that these additional resources really are channelled into the railway network on a permanent basis and to a sufficient extent. In addition, the federal government must guarantee adequate long-term funding even after the special fund has run out – by setting up a railway infrastructure fund. Switzerland has been financing its rail infrastructure via funds for many years now. This is crucial for both the maintenance and the implementation of expansion projects. This is the only way to ensure that the railways can truly play their part in climate protection and accommodate more high-quality traffic. •

11 I 25

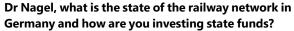


Left: Utilisation of DB InfraGO AG's rail infrastructure by third-party RUs – here in the Haunetal valley.
Photo: DB InfraGO / Volker Emersleben

Below: Dr Philipp Nagl, Chairman of the Management Board of DB InfraGO Photo: Deutsche Bahn / Oliver Lang

"Progress on the German railway network"

DB InfraGO has set its course for the future: the entire network is being modernised, digitalised and expanded under a clear modernisation plan – which also concerns longer freight trains and more efficient operations. The aim is to create a high-performance digital network and ensure reliability, planning ability and attractiveness for freight transport, says Dr Philipp Nagl, CEO of DB InfraGO AG.



Our network is outdated, overloaded and susceptible to faults in many places. Although the current InfraGO status report indicates a slight improvement in the railway infrastructure for the first time in years, it also clearly shows that there is still a considerable need for action. That's why we're making targeted investments in bridges, digital interlocking systems, points and railway stations, for example. The focus is on our existing network. We will carry out a general overhaul of our high-performance corridors and eliminate congestion, especially on high-frequency nodes such as Frankfurt, Hamburg and Cologne. Politicians have taken a major step forward with the special fund for "infrastructure and climate neutrality" and the planned introduction of the Infraplan as a management tool. Long-term financing is crucial for the railway infrastructure - this is the only way that we at DB InfraGO and the construction industry can reliably provide capacities in terms of material, machines and personnel.



How is DB InfraGO supporting the shift to environmentally friendly rail, and what role do funding programmes play?

In 2025, around 20 billion euros from the federal budget have been set aside for the rail infrastructure, around 9 billion euros of which will come from the special fund. There are also other federal and state funding programmes that will help finance the modernisation of the network. Measures have been planned to help freight transport in particular as part of the climate protection package financed by the federal government. Among other things, we are focusing on "small and medium-scale measures". Examples include transfer points, additional signals or track switching operations. This will create more flexibility, capacity and efficiency on the network especially for freight trains of up to 740 metres long, which can transport around 35 container wagons. The funding programme also includes funds for combined transport terminals, marshalling yards and siding infrastructure.

Is progress also being made on electrification?

Yes. The federal and state governments are promoting the expansion of overhead lines to make rail transport more climate friendly. Gaps in electrification are being



Left: Reconstruction of the Ahr Valley Railway – the "Bunte Kuh" steel bridge on 15 July 2025. Photo: Deutsche Bahn AG / Michael Neuhaus

Below: Commissioning of the new Munich East electronic interlocking system in June 2025. Photo: Deutsche Bahn / Thomas Kiewning



closed and alternative routes for freight transport are being electrified. On less frequented routes, where conventional expansion would not be economical, we are working with politicians in support of alternative drive systems such as batteries or hydrogen. Our objective is clear: by 2030, we want to offer a network that is capable of accommodating a quarter of all freight transport in Germany.

DB InfraGO is faced with the task of equipping the railway network with digital interlocking systems and ETCS in order to create more capacity and efficiency. How are you driving this digital transformation of the rail infrastructure?

We are opting for ETCS-capable interlocking systems as an essential basis for digitalisation. When carrying out general refurbishment projects, we either retrofit systems directly or prepare for future ETCS installations, such as on the Berlin–Hamburg corridor. When we plan signal-free ETCS routes, we involve the industry at an early stage to allow enough time to equip the vehicles. The digital future of the network is on its way – and both passenger and freight transport will benefit.

Large numbers of well-trained specialists in driving and construction are required on account of all the upcoming modernisation projects. What strategies are you pursuing to attract and retain enough qualified staff?

The performance of DB InfraGO stands and falls with the people who build, maintain and operate the railway infrastructure. In 2024, we hired 5,500 new employees. The emphasis is on train traffic control as a skilled task for train dispatchers. We are doubling the number of training and lateral entry positions and offering training courses, mentoring programmes or mobility assistance. Clear career paths and modern working conditions ensure loyalty – applications have quadrupled and gaps in the field of interlocking have been significantly reduced.

There is often criticism that driving and maintenance are uncoordinated. How do you counter this

criticism and where do you see potential for reducing restrictions for infrastructure users?

In the past, individual construction sites led to repeated route closures, delays and additional costs for years. On top of this, the lack of financial security meant that plans had to be changed time and again. From now on, we will be focussing on "building in cycles": bundled route closures for a few weeks at a time for investment-related construction measures. This will allow us to carry out all the necessary work in one go. For our business partners, this will ensure predictability and efficiency on the railways because measures will be scheduled in the timetable in the long term – as is the case for the Riedbahn rail line. Due to the long lead times, this measure will be included in the timetable from 2027 onwards. We are already bundling maintenance work to a much greater extent than before according to a predefined cycle.

If we can count on reliable funding, we will be able to work in a much more coordinated way and reduce any disruption caused by maintenance work.

What do you think about the rise in track access charges?

The increases mainly affect freight and long-distance transport, as the costs for local transport are capped by law. Equity injections are also driving up prices. That's why we welcome the federal government's plans to fundamentally reform the track access charge system in order to ensure long-term competitiveness. In the short term, subsidies from the federal budget may cushion the burden. **O**

No 44

11 I 25

"Private freight railways are perceived as enablers"

Private freight railways are experiencing strong development and are regarded by shippers as reliable, flexible and customer-orientated. At the same time, however, they face numerous challenges. Neele Wesseln, Managing Director of DIE GÜTERBAHNEN, explains in an interview how rail freight transport can gain additional market share.



NEELE WESSELN Managing Director of DIE GÜTERBAHNEN

Neele Wesseln, what does DIE GÜTERBAHNEN think of the current situation in rail freight transport particularly with regard to competitiveness compared to road transport?

Our members are experiencing strong development and are continuously gaining market share against DB Cargo, while transport volumes are increasing overall – in the first half of 2025, private companies achieved a market share of almost 70 percent. They are regarded by shippers as reliable, flexible and customer-orientated. This shows the potential of rail for freight transport. However, companies have had to fight hard for this success. The German government's "road first" mentality and the resulting unfair competitive conditions remain one of the biggest challenges. Track access charges for freight transport are rising disproportionately due to a web error in the legally regulated track access charge system, while trucks only pay tolls on six percent of the roads and can offer their customers stable prices that remain constant for years. Another issue that is just as problematic is DB InfraGO's lack of customer orientation and the shortage of capacity on the railway network, which is the result of years of underfunding and poor management by the DB Group.

Where do you currently think that action would be most effective in order to future-proof rail freight transport?

In short: in the political framework and in the role of Deutsche Bahn. If the federal government is serious about the railways, then the Transport Minister's "rail strategy"

must be specified and pursued consistently. This also means ensuring multi-year funding and binding infrastructure expansion targets – a system that has long been successfully established in Switzerland. However, the unbundling of the DB Group is also important for strengthening rail freight transport in order to eliminate conflicts of interest within the Group in the future. The German government must no longer allow the course and pace to be set by a group that has acted in its own interests for too long.

In your association's view, which technological developments will have the greatest impact on rail freight transport in the coming years, and what political decisions are needed to accelerate their widespread introduction?

The German government needs to start by doing the homework it has been putting off for so long. First and foremost, this involves equipping infrastructure and vehicles with ETCS across the board. In Germany, only around two percent of routes are fitted with ETCS, while neighbouring countries are already much further ahead. We need binding commitments from the federal government on how to proceed. Without the certainty that the introduction of ETCS, including support for equipping vehicles, will be consistently implemented politically in the coming years, companies are reluctant to invest. And here's one very practical suggestion: something that could be a real innovation and a real "game changer" in freight transport is a low-cost locomotive!

What strategic measures do you consider necessary to ensure that rail freight transport can fully realise its contribution to climate protection, and what do you expect from politicians in this regard?

Metaphorically speaking, the German government must stop crossing its arms in front of its chest when it comes to climate protection. The previous government abolished the annual sector targets in the German Climate Protection Act in 2024. The new German government hasn't introduced any climate protection measures yet either. The transport sector, and road transport in particular, remains the main source of problems in terms of emissions. Instead of promoting trucks with supposedly "climate-friendly" drive systems, the German government should recognise the environmental benefits of rail and strengthen the railway network by means of specific expansion measures, and above all via targeted electrification.

How is DIE GÜTERBAHNEN tackling the shortage of skilled labour? And what initiatives do you think are needed to increase the attractiveness of the industry as an employer?

According to our members, DB InfraGO's poor construction site planning and inadequate communication with companies are the main challenges at the moment. Freight railway employees are feeling increasingly frustrated which is understandable when you constantly have to put





Something that could be a real innovation and a real "game changer" in freight transport is a low-cost locomotive!

NEELE WESSELN MANAGING DIRECTOR OF **DIE GÜTERBAHNEN**

out fires that you didn't light. This makes it all the more important to draw attention to all the advantages of the industry. After all, anyone who switches to rail freight transport will find themselves working in an industry of the future that is central to the transport turnaround. We offer real "purpose".

How can RUs help to strengthen rail freight transport?

Private freight railways are already making a contribution today: they are pioneers in the use of new technologies - such as modern dual-mode locomotives - and are perceived by shippers as enablers, despite the challenges posed by the German railway network. There is a mentality of solving problems pragmatically instead of automatically saying "That's not possible!". With a political tailwind, we believe that a 35 percent market share for rail freight transport by 2035 is realistic - i.e. an increase of 15 percent. •





One of Alpha Train's powerful EURO6000s in operation for Captrain

Asset leasing and beyond – smarter solutions for a sustainable future

In an ever more demanding industry,
Alpha Trains has had to become more than
just a rail freight asset leasing company.
In a recent interview with Infoletter, Alpha Trains
Group CEO Fernando Pérez explains how
Alpha Trains has taken asset leasing to a
whole new level thanks to cutting-edge
innovational technology.



FERNANDO PEREZCEO, Alpha Trains Group

Mr. Pérez, what is your assessment of the current market situation in Europe?

Alpha Trains has two distinct and complementary business units: one focused on the leasing of passenger trains and the other on locomotives. Although the current rail freight market situation is more challenging than in previous years with lower volumes, we remain very positive about the long-term outlook for rail transport in general and we expect high demand for both locomotive and passenger rolling stock. Both business segments are set to benefit from the increasing passenger and consumer awareness of the benefits of rail transportation in terms of sustainability and efficiency. We expect this to fuel demand for rail freight, which will mean a much bigger modal shift, especially if further supported by political initiatives and investments to improve rail infrastructure and to promote the use of rail transportation.

How does this affect your business – the leasing of rail vehicles – and how are you responding?

As a leading lessor of locomotives and trains, we want to help shape the future of rail. We listen closely to our customers and maintain close partnerships with them in order to understand their individual needs.

We are responding to the growing demand for environmentally friendly and technologically advanced assets by expanding our fleet with state-of-the-art rolling stock and investing in existing assets to make them more sustainable and attractive. Our goal is to offer a tailor-made

leasing solution and the right vehicles to meet every challenge. In this way, we ensure that we deliver not only vehicles, but real added value.

The rail industry is experiencing a technology boom. How is Alpha Trains preparing to integrate the latest digital innovations into its own locomotive fleet?

Digital innovations are indeed a key factor for the future of rail vehicles. At Alpha Trains, we see this as an enormous opportunity that will allow us to increase the performance and efficiency of our fleet even more. For many years, we have been collecting real-time data from our locomotives. This helps us to predict when certain high-value equipment is likely to fail and allows us to warn our customers and intervene in time to prevent expensive component repairs.

Another concrete example of our commitment to innovation in rail and the collaboration with partners is our direct contribution to rail interoperability in Portugal. As part of a consortium comprising Critical Software, Hitachi Rail, MEDWAY and Stadler, we have been very much involved in the development of a new ETCS + STM solution to allow seamless connectivity between the Portuguese CONVEL system and the European ETCS network in Spain and Portugal. The project started in September 2022, and we recently presented the prototype to the Portuguese rail industry. The upcoming upgrade of our Stadler EURO6000 fleet will enable it to effortlessly operate across the Spanish-Portuguese border. This enhanced interoperability will significantly increase competitiveness of rail freight in the Iberian market and contribute meaningfully to Europe's broader sustainability and decarbonisation objectives.

Our commitment remains focused on providing our customers with a technologically advanced, future-proof fleet that meets the evolving demands of modern rail logistics.

As far as digital innovations are concerned, what new requirements do your customers place on you as a vehicle leasing company?

Our customers expect more from us than just leasing. They expect a partner who actively assists them with their digital transformation. Demand is clearly shifting from pure vehicle availability to "intelligent" vehicles. This means that our customers want locomotives and trains that provide valuable data so that they can optimise operations, plan maintenance in advance and increase safety. They are looking for partners who can help them to fully exploit the potential of telematics and data analysis. We see ourselves not only as a leasing company, but also as a knowledge partner. We work closely with our customers so that we can understand their specific digital needs and offer solutions that will make their rail operations even more efficient and sustainable. The focus is always on generating specific benefits for our customers' businesses from data.

Many rail operators want to reduce their carbon footprint. How does this influence Alpha Trains' investment decisions when it comes to new locomotives?

Reducing the carbon footprint is not just a trend for us at Alpha Trains, but a central pillar of our corporate strategy and a promise to our customers. We firmly believe that rail is the most sustainable form of transport. Environmental aspects are therefore a major consideration in every investment decision. We are consistently committed to state-of-the-art, energy-efficient locomotives - both with conventional technologies and with dual-mode drives. Demand for sustainable solutions like these will continue to rise because of the clear competitive advantage offered by environmentally friendly logistics chains. By pioneering sustainable leasing solutions, we are reinforcing the crucial role that rail transport plays in climate-friendly logistics. •

Our customers expect more from us than just leasing. They expect a partner who actively assists them with their digital transformation.

FERNANDO PEREZ **CEO ALPHA TRAINS GROUP**



Dual power, double impact - the Vectron Dual Mode in the Alpha Trains livery.

Optimised, simplified loading with digital monitoring

Smart freight wagons from PJM are revolutionising the loading process. The digital load monitoring system makes loading safer, faster and more efficient. Real-time visualisation during the loading process ensures that the load is evenly distributed and that optimum use is made of capacity.



GÜNTER PETSCHNIGCEO of PJ Monitoring GmbH



CHRISTOPH LORENZUTTI
COO of PJ Monitoring GmbH

Maximum precision is needed when loading freight weighing several tonnes. Asymmetrical or overloaded wagons represent a safety risk and can have expensive consequences. This is where PJM comes in. Its automatic load weight monitoring system measures weight and weight distribution in real time. Signal lamps directly on the wagon indicate when the load weight has been reached or if the load is unevenly distributed. This ensures optimum utilisation of wagon capacity and prevents overloading. This is a great advantage, especially when transporting weather-dependent materials such as gravel or timber, whose weight can vary significantly.

Technical implementation

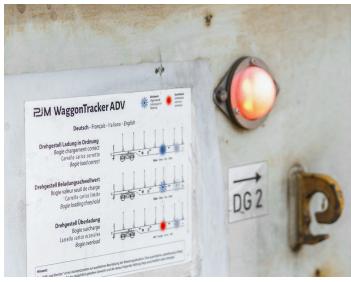
Automatic load monitoring is one of the many digital train functions available. From a technical perspective, it is based on the complete digital WaggonTracker system. It uses a powerful autonomous power supply from a hub generator. Freight wagons are equipped with these two components, as well as with sensors and signal lamps. Results:

- On-site display of information in real time during the loading process so that the person loading the wagon can adjust the freight if necessary
- Real-time transmission of information remotely via web service
- Protection against overloading, correct load distribution (no asymmetrical loading) and the best possible utilisation of transport capacity

- Recording of the total weight and optional bogie/ wheelset/wheel disc load
- Geofence / route class-based parameterisation of the maximum weight
- Calibration and limit value change over the air (OTA)

Benefits:

- Automation of the logistics process
- Lower costs by making the best possible use of loading capacity



Signal lamps on the wagon indicate overloading or incorrect loading. Photo: PJM

PJ Monitoring GmbH

PJ Monitoring GmbH offers a patented Waggon-Tracker system, making the company a technology leader in the automation and digitalisation of rail freight transport. With its automatic brake test, it has successfully automated a 100-year-old safety-critical process for the very first time. Unique digital train functions have also been developed, such as support frame monitoring or brake monitoring while the train is moving, allowing real-time data to be transmitted to the web portal when the train is stationary or in-train communication to take place between the wagon and the train driver.

A Wascosa pilot wagon was equipped with the automatic load monitoring system in Sweden in the summer. Digital load monitoring shortens loading times, reliably determines the load weight and prevents overloading – an important factor when transporting timber.

www.pj-monitoring.com



A timber transport wagon was equipped with automatic load weight monitoring at the beginning of the summer. During loading, the weight is recorded in real time and displayed on site and in the web portal. The person responsible for loading can correct overloading or asymmetrical load distribution on site. Photo: PJM

- Avoidance of overloading, as the maximum weight is no longer exceeded
- Time saving: faster loading and no more additional weighing or lengthy queuing at infrastructure checkpoints as the loading limit is adhered to
- Lower maintenance costs and higher mileage due to less stress on the wheelsets and bogie frame
- Optimised maintenance based on actual mileage and usage
- Control of weighing data provided by the customer
- Efficient process as time-consuming manual weighing is no longer necessary
- Less wheelset damage thanks to optimised brake adjustment in the train set
- Increased safety as individual components are no longer overloaded
- Real-time information on loading progress and shunting times for end customers and freight forwarders
- Creation of digital train lists including the actual individual and total weights
- Higher wagon availability •





Video: Load weight monitoring



The criterion for our digital load monitoring system was to ensure reliability, safety and cost-effectiveness with a digital solution. Our "Load-Monitor" system is of great benefit to everyone involved: loading supervisors can carry out loading more quickly and can be sure of the weight and weight distribution. Wagon keepers and freight forwarders save costs in the short and long term, as the transport volume is utilised as effectively as possible on every journey while protecting critical components such as wheelsets and bogies thanks to even load distribution. Wascosa offers highly innovative solutions that offer clear customer benefits and real added value. Our digital and durable solution, which withstands the harsh weather conditions of everyday freight wagon use and provides immediate benefits, is precisely adapted to Wascosa's high standards.

GÜNTER PETSCHNIG CEO OF PJ MONITORING

11

Building Europe's security and defence: unleashing the potential of rail!

As the EU begins shaping its next seven-year budget and NATO sets new defence investment targets, Europe's rail sector faces a critical opportunity to position itself at the heart of the continent's security strategy. With military mobility and dual-use infrastructure high on the agenda, coordinated planning and funding could enable a transformational shift — if the sector acts in time.



CARLO M. BORGHINIFormer Assistant Secretary General EM. NATO

The European Union has started work on developing its next Multiannual Financial Framework (MFF) for the period 2028–2034, with the European Commission's initial proposal in July 2025 totalling 2 trillion euros for the seven-year term¹, estimated at 1.26% of GNI. Among the six strategic priorities outlined in this new MFF is "Protecting Europe", which involves supporting Military Mobility through the Connecting Europe Facility, with the allocation of 17.7 billion euros to enable dual-use systems.

The effective movement of troops, equipment, supplies and medical assistance across Europe remains a primary concern for EU member states – in particular those which are also NATO members. This priority extends to integrating land transport capabilities for NATO members outside the EU, such as Turkey, the Western Balkan nations and Norway.

Alongside the MFF proposal – which is expected to involve intricate negotiations due to competing priorities – the recent NATO Summit in The Hague established an additional funding avenue. In June 2025, member states agreed to "commit to invest 5% of GDP annually on core defence requirements as well as defence- and security-related spending by 2035 to ensure [our] individual and collective obligations"². As part of this 5%, the NATO allies specifically agreed to "account for up to 1.5% of GDP annually to inter alia protect our critical infrastructure, defend our networks, ensure our civil preparedness and resilience, drive innovation, and strengthen our defence industrial base".

Implications for the Rail Sector

The ongoing conflict in Ukraine has underscored that security and defence demand resilience and preparedness across all sectors of society. The rail sector in particular must adapt to meet dual-use requirements through a coordinated and agile approach, first and foremost meeting civilian requirements, which will create opportunities to match military requirements. European defence, which is based on the NATO military structure, requires transportation systems with integrated physical and cyber resilience. Defence logistics will depend on transport networks that can swiftly mobilise assets across Europe, free from administrative, legal and technical obstructions.

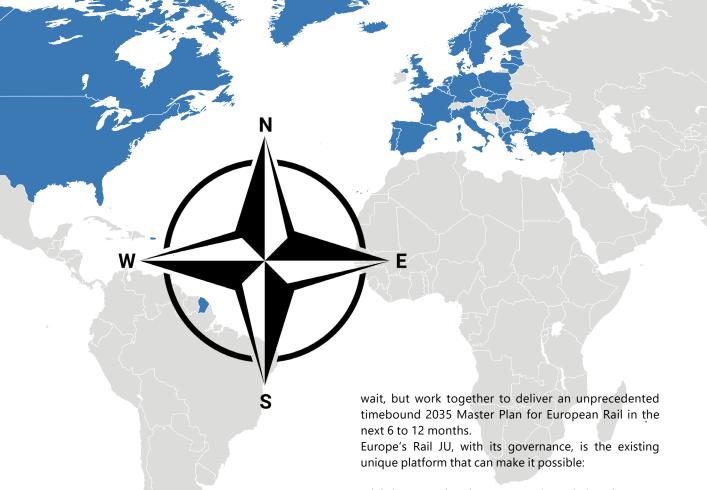
Whilst the politics can be overcome to relax certain legal and administrative barriers during emergencies, technological limitations – such as shortages of rolling stock, inflexible use of civilian systems due to interoperability issues and fragmented infrastructure – pose significant risks to Europe's security objectives. And all of this is well-known!

Current inefficiencies in European rail, stemming from legacy systems, highlight the need for continued innovation and large-scale investments in digitalisation and automation. Implementation will depend on the readiness of member states to commit resources to modernise networks.

Dual-Use Infrastructure and Strategic Transformation

Achieving success in military mobility lies in aligning civil and military requirements to develop rail systems that can be rapidly leveraged for defence purposes. Key priorities include:

- Designing and integrating infrastructure to support the size and weight of defence assets – including tunnels and bridges – without disrupting regular passenger and freight operations.
- Integrating digital and physical rail networks holistically to avoid having to deal with isolated gaps and ensure continuity across the continent.
- Deploying advanced, secure communications ranging from next-generation mobile connectivity and satellite systems to robust local positioning to reduce disruptions from cyber threats.
- Expanding locomotive fleets that can operate using electric, electric/diesel and emerging technologies such as hydrogen fuel cells, and which are equipped for manual, remote or fully autonomous operation.
- Developing dual-use rolling stock, in particular wagons, capable of transporting defence equipment at the required speeds and equipping this stock with digital automatic couplers (DAC).
- Establishing an integrated, EU-level traffic management system for real-time coordination of civilian and military logistics, with strong business continuity and disaster recovery mechanisms; this system should also facilitate integration with other transport modes (land, air, sea and inland waterways) and, de facto, overtake corridors.



 Reengineering contractual relationships – acquisition, leasing, joint ventures, etc. – between actors from the logistic value chain and ministries (interior, defence, etc.) and/or other governmental structures to prepare for the mobilisation of infrastructure, assets, systems, etc. as needed and test their functional ability by means of large-scale exercises, including, for example, high speed rail "medevac" solutions.

While not exhaustive, most of these priorities are already planned in the various European Commission programmes and Europe's Rail Joint Undertaking (JU) activities: they enjoy the political support to allow them to achieve ambitious timelines for preparedness and implementation.

Funding Opportunities and Next Steps

The combination of the proposed MFF appropriations for Military Mobility with the 1.5% of GDP defence commitment set by NATO allies represents a major opportunity. CEF Military Mobility funding could serve as a launching pad for integrated rail infrastructure projects, vehicles and system upgrades, which member states could supplement with national resources that account for NATO 1.5% targets. This approach will maximise, on the one hand, the development of European joint programmes, for which there is a wealth of experience within the European Commission and its agencies and bodies, and, on the other hand, take advantage of the agreed NATO national commitments for security and defence, without an additional burden being placed on national budgets.

This coordinated funding approach may create predictable investment flows to the European industry, including rail stakeholders at all levels, over the next 10 years. To capitalise on this, the rail sector should not

- it brings together the European Commission, the member states in the SRG, the European Union Agency for Railways and all rail stakeholders in the System Pillar

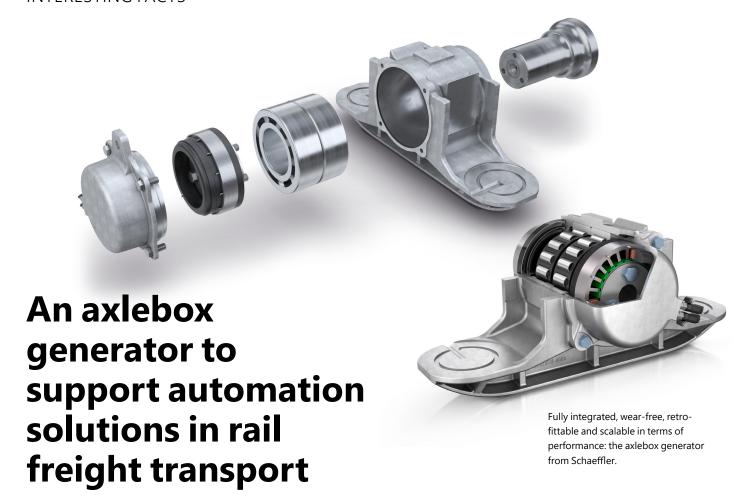
 a tested platform which will be used to engineer, negotiate and develop this new 2035 Master Plan; a key starting point, a new dual-use system-of-systems architecture,
- the Deployment Group can develop concrete implementation planning and test this on new technologies resulting from ongoing research and innovation work.

With under two years remaining before the new MFF comes into effect, the rail industry must prepare and adapt in order to retain its strategic relevance. Europe's Rail JU is already the rail sector platform that integrates the value chain from innovation to deployment as part of the European Union institutional framework; leveraging its strengths will accelerate the ability of the rail sector to act. Inadequate action risks diminishing the sector's value not only to society but, in the worst scenarios, to European defence and security as well.

The European rail sector finds itself at a pivotal moment, poised to seize the critical opportunity to deliver the overdue and existential transformation of the rail system for civilian use. This transformative shift may lay the foundations for resilient military mobility, ensuring the continent's security and stability in the face of evolving global challenges. •

Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL establishing the Connecting Europe Facility for the period 2028-2034, amending Regulation (EU) 2024/1679 and repealing Regulation (EU) 2021/1153 – COM/2025/547 final

The Hague Summit Declaration, 25 June 2025, Press Release 2025 001



Automated processes are becoming increasingly important in every sector, and freight transport is no exception. The loading time and downtime of trains can be reduced thanks to faster loading and unloading by means of automated opening and closing systems, for example. As freight wagons do not usually have an electrical power supply, an axlebox generator is a good alternative for providing a self-sufficient energy supply.



JOHANNA KATZENBERGER Communications, Schaeffler Bearings & Industrial Solutions

The product developed by motion technology company Schaeffler enables existing fleets to be retrofitted without the need to use the energy supply from the locomotive, the DAC or a battery. The axlebox generator designed by Schaeffler is also scalable. This makes it indispensable for innovative functions and new automation systems, including:

- Telematics and sensor systems, such as GPS modules for localisation and route optimisation, sensors for condition monitoring (e.g. wagon temperature, loading, door status, brake wear), impact and motion sensors to protect against theft.
- Electrically operated door and loading systems.
 Power is supplied by combining an axlebox generator, a charge controller and a battery.
- More complex systems for vehicle condition monitoring, wear monitoring and mileage calculation.

"Without a cheap and reliable power supply, new developments for freight transport have no future. With our axlebox generator, we are providing significant support for the further development of automation solutions for rail freight transport," says Frank Steinmetz, Business Development Manager Rail at Schaeffler.

Autonomous, wear-free power generation

The axlebox generator from Schaeffler is integrated directly into the axlebox bearing housing. The permanent magnet rotor is attached to the front side of the wheelset shaft, and the wear-free stator is incorporated into





Video: Wascosa Shimmns TTU 2025

the housing cover. Schaeffler axlebox generators are designed for standardised European bogie configurations and axles in freight transport. There are currently two power ranges available: a low-power version up to 50 W and a high-power version from 100 W. In the high-power version, the generator provides energy for automation systems for the automatic opening and closing of doors and roofs, among other things. The wear-free generator is scalable in terms of performance and can be customised for different applications.

Axlebox generator supplies battery system from Realtronik with energy

The French company Innovaction Technologies, which manufactures automatic tarpaulin systems, has developed an electrically operated, foldable tarpaulin roof for freight wagons. The battery, which is provided by the Slovenian company Realtronik, is powered by a Schaeffler axlebox generator. In the current version, the stored energy is sufficient for about 50 opening and closing processes without the freight wagon having to move.

The generator designed for this particular application supplies alternating current (AC), which is transformed to a stable direct voltage of between 20 and 29 V DC for the battery supply via a downstream charge controller. The battery currently in use has a capacity of 50 Ah. At an average driving speed of around 80 km/h, the battery

can be fully charged within an operating interval of around ten hours in accordance with the current system requirements.

The battery supplies power to local control units of the "Real Control" variety, which are attached directly to the wagon, as well as to a cloud bridge, which transmits recorded condition data and other information to higher-level systems or applications in the cloud via an LTE or 5G connection. There are also plans to integrate and supply additional sensors and actuators. Actuators like those from Schaeffler can be seamlessly integrated into the energy supply concept, for example, allowing the automated operation of functions such as opening and closing. Further sensor and actuator modules can be added at any time, depending on the specific system requirements. O

About Schaeffler

The Schaeffler Group has been driving forward pioneering inventions and developments in the field of motion technology for over 75 years. With innovative technologies, products and services in the fields of electromobility, CO2-efficient drives, chassis solutions and renewable energies, the company is a reliable partner for making transport more efficient, intelligent and sustainable.

With around 115,000 employees at more than 250 locations in 55 countries, Schaeffler is one of the world's largest family-owned companies and one of the most innovative companies in Germany.



Innovation in salt and fertiliser transport: K+S opts for Tanoos

With the modern Tanoos 2.0 bulk freight wagon, DB Cargo, K+S and Wascosa are setting new standards for the transport of salt and fertilisers. The new version of the existing Tanoos wagon is specifically designed to meet new requirements in terms of efficiency, durability and sustainability. What is behind this progress – and what does it mean in practice?



STEFFEN BRILL
Director of Logistics Procurement & Execution,
K+S Minerals and Agriculture GmbH



LUKAS MIGLANZ
Director of Logistics Procurement Rail, Barge, Warehouse and Handling, K+S Minerals and Agriculture GmbH

The availability of rail wagon equipment is a key factor for the smooth transport of large quantities of fertilisers and salt. This is precisely where the new Tanoos 2.0 comes in – a development initiated jointly by K+S, DB Cargo, Wascosa and the manufacturer Greenbrier to tackle the specific challenges of bulk freight transport.



Innovation takes place when expertise in every area is combined and the customer is involved in the development right from the start.

STEFFEN BRILL

What is the Tanoos 2.0 project?

The Tanoos 2.0 is a modern bulk freight wagon that has been specially developed for transporting corrosive goods such as salt and fertilisers. This type of transport places particular demands on material, capacity and service life, as special attention must be paid to corrosion and efficient loading and unloading when transporting salt and fertilisers. The Tanoos 2.0 offers clear added value thanks to its technical innovations. It is currently the most modern bulk freight wagon in Europe.

How did this development come about?

In 2022, experts from K+S and DB Cargo formed a working group to analyse the types of wagons that had been used until then and to identify their weaknesses. The aim was to design a wagon that would be more efficient, more durable and more environmentally friendly than its predecessors. The development led to close cooperation



with Wascosa as the wagon leasing company and Greenbrier as the manufacturer. The project entered the practical phase at the end of 2023, and series production started less than two years later.

Who uses the wagon?

K+S, a global company that extracts and processes salt and mineral fertilisers, is the main user and source of ideas. DB Cargo is responsible for transport, while Wascosa is leasing up to 650 additional wagons to DB Cargo – this represents a major long-term project.

Where will the wagon be used?

The new Tanoos 2.0 will be used on European railway lines wherever large quantities of fertiliser and salt are transported between production sites, interim storage facilities and customers' premises. There is a particularly high demand for the solution in the context of K+S logistics in Germany, especially in seaport transport. The first wagons were successfully supplied in August 2025 and have already proved their practical suitability.

When and why did the replacement come about?

The project was officially launched at the end of 2023; the first wagons are expected to be put into regular service from the third quarter of 2025. The replacement of the wagon fleet is part of a 10-year cooperation project between K+S and DB Cargo. Changes in transport volume



requirements and the need for greater resilience in the K+S transport system were the main reasons for the expansion of the wagon fleet. As well as being robust, the new model offers other convincing advantages: the underframe is 40 cm shorter and the tare weight has been reduced by 1.5 tonnes – this means a higher load volume on the rails, a total loading volume of 78 m³ and a payload of up to 68 tonnes per wagon.

What advantages does the Tanoos 2.0 offer K+S? Key plus points at a glance:

 Protection of the inner wagon coating: stainless steel impact plates on the side walls offer reliable protection for the interior coating. This extends the service life and reduces maintenance costs.

- Greater efficiency: the lower weight and larger volume increase transport capacity and cost-effectiveness.
- Environmental friendliness: each train can carry more freight, so fewer journeys are needed – which reduces rail emissions.
- Better unloading: the design with stainless steel impact plates allows the wagon to withstand impacts at certain points, thus making it easier to unload the goods from the wagon which saves time and reduces the

the wagon which saves time and reduces the cleaning effort.



LUKAS MIGLANZ

the rails.

K+S

K+S is a global company that extracts, produces and sells salt and mineral fertilisers. With production sites in Europe and North America, the company supplies industry, agriculture and consumers with high-quality products and focusses on innovative and sustainable logistics solutions.

kpluss.com

What can be learned for the future?

The cooperation between K+S, DB Cargo, Wascosa and Greenbrier shows that innovation takes place when expertise in every area is combined and the customer is involved in the development right from the start. For future projects, it is clear that practical improvements and openness to new ideas will result in measurable benefits in logistics. The development of the Tanoos 2.0 serves as a model for other industry projects in which individuality is just as important as partnership and quality. •

New office in Hamburg strengthens development

By opening a new joint office in the centre of Hamburg, Wascosa is sending a strong signal in favour of growth, innovation and employee orientation.



MICHAEL BLUNCK
Commercial Director Germany and Site
Manager, WASCOSA Hamburg

The new office premises in the venerable Helmut Schmidt building offer an inspiring environment as well as space for innovation, personal development and collaborative growth. The opening of the new office marks an important step in the further development of the company and underlines the company's clear commitment to a modern, responsible and employee-orientated working environment for a strong brand. "Our new office is more than just a workplace," stresses Michael Blunck, Commercial Direc-







Video: Wascosa image trailer. We the rebels. Movers of change.





tor Germany and Site Manager Wascosa Hamburg. "It is a place for encounters, creativity and collaboration." The central location offers good public transport connections and a wide range of possibilities in the surrounding area, making the location particularly attractive – for retaining the existing team and for attracting new talent.

Focus on sustainability

Great importance was placed on finding environmentally friendly solutions right from the planning stage. The office is equipped with energy-efficient technology, uses resource-saving materials and encourages climate-friendly mobility thanks to bicycle parking spaces and excellent public transport connections. "Sustainability is not just a trend for us, but an integral part of our corporate culture," emphasises Anna Bechen, Head of ESG Wascosa.

A basis for healthy growth

Ultimately, the new location also symbolises Wascosa's continuous growth. "The larger capacities free up space for new colleagues, strengthen our presence in Hamburg as an important freight wagon location, and open up additional opportunities for further growth," says Benjamin Mehran, Managing Director at Wascosa Holding GmbH. The office is not only a place of work, but also demonstrates a visible commitment to the company's objective of long-term, successful and future-orientated growth. •

Visit us at our new location.





Wascosa Holding GmbH Speersort 1 20095 Hamburg



Calendar of events



2025 RRE General Assembly (GA) Vienna & online meeu/calendar fig.org.uk	DATE	EVENT	CITY	WEBSITE
10.12.2025 RFG Xmas Lunch London London, UK rfg.org.uk 2026 1314.1.2026 Neujahrsempfang und 15. VPI-Symposium Hamburg, DE vpihamburg.de/de/veranstaltungen/uebersicht 28.1.2026 RFG Member's Party London, UK rfg.org.uk 34.2.2026 19.BME/DV-Forum Schienengüterverkehr Berlin, DE Berlin, DE bme.de 46.2.2026 Fruit Logistica 35.3.2026 IT-TRANS 2026 Karlsruhe, DE it-trans.org 45.3.2026 RailTech Europe '26 28. Jahresfachtagung der Eisenbahn-Sachverständigen Berlin, DE 528.2026 Schweizer Fachtagung der Eisenbahn-Sachverständigen Berlin, DE 10.5.2026 Schweizer Fachtagung der Eisenbahn-Sachverständigen Berlin, DE 10.5.2026 Schweizer Fachtagung Eisenbahnsicherheit 2026 Basel, CH Bahnverstand.dr/veranstaltungen intermodal Container Terminal Conference (ICTC) 2026 Düsseldorf, DE intermodal Eintermodal Container Terminal Conference (ICTC) 2026 Düsseldorf, DE intermodal Eintermodal Container Terminal Conference (ICTC) 2026 Düsseldorf, DE intermodal Eintermodal Container Terminal Conference (ICTC) 2026 Düsseldorf, DE intermodal Eintermodal Container Terminal Conference (ICTC) 2026 Düsseldorf, DE intermodal Eintermodal Eintermodal Container Terminal Conference (ICTC) 2026 Düsseldorf, DE intermodal Eintermodal E	2025			
2026 1314.12026 Neujahrsempfang und 15. VPI-Symposium Hamburg, DE vpihamburg, de/de/veranstaltungen/uebersicht 28.12026 RFG Member's Party London, UK rfg.org.uk rfg.org.uk 1.4—6.22026 19. BME/VDV-Forum Schienengüterverkehr Berlin, DE bme.de 4.—6.22026 Fruit Logistica Berlin, DE fruitlogistica.com/de/ Tr.TRANS 2026 Tr.TRANS 2026 Karlsvuhe, DE it-trans.org railtech-europe.com 1718.3.2026 RailTech Europe '26 Utrecht, NL railtech-europe.com 1718.3.2026 Schweizer Fachtagung Eisenbahns-Sachverständigen Berlin, DE 3.3.2026 Schweizer Fachtagung Eisenbahns-Sachverständigen Berlin, DE 3.3.2026 Schweizer Fachtagung Eisenbahnsicherheit 2026 Basel, CH bahnverstand.ch/veranstaltungen intermodal Container Terminal Conference (ICTC) 2026 Düsseldorf, DE intermodal Explorationale du Transport et de la Logistique (SITL) Paris, FR sit.leu 1112.23.4.2026 ERTMS Conference 2026 Valenciennes, FR era.europa.eu 11.5.2026 ERTMS Conference 2026 Valenciennes, FR era.europa.eu 11.5.2026 Transport Research Arena (TRA) 2026 Budapest, UGR indone, UK rfg.org.uk 15.5.2026 Transport Research Arena (TRA) 2026 Budapest, UGR indone, UK rfg.org.uk 15.5.2026 Transport Research Arena (TRA) 2026 Budapest, UGR traconference.eu/ 2021.5.2026 Transport Research Arena (TRA) 2026 Budapest, UGR traconference.eu/ 2021.5.2026 Transport Research Arena (TRA) 2026 Budapest, UGR container receival traconference.eu/ 2021.5.2026 Transport Research Arena (TRA) 2026 Budapest, UGR cettragradhr 2729.5.2026 RNE General Assembly (GA) Vienna & online re.eu/calendar real-united and transport Research Arena (TRA) 2026 Budapest, UGR cettragradhr 2729.5.2026 Williamodal Railway Summit London, UK irts.or williamodal Gradhir deurasianal Railway Summit London, UK irts.or Budapest, UGR Williamodal Railway Summit London, UK irts.or Budapest, UGR Williamodal Gradhir Grad	10.12.2025	RNE General Assembly (GA)	Vienna & online	rne.eu/calendar
1314.12026 Neujahrsempfang und 15. VPI-Symposium Hamburg. DE vpihamburg.de/de/veranstaltungen/uebersicht 28.12026 RFG Member's Party London, UK rfg.org.uk rfg.org.uk bme.de bme.de fruit Logistica Berlin, DE bme.de fruit Logistica Berlin, DE fruit Logistica. 353.2026 IT-TRANS 2026 Karlsruhe, DE fit-trans.org railtech-europe.com fit-trans.org railtech-europe.com railtech-europe.com fit-trans.org railtech-europe.com fit-trans.org railtech-europe.com fit-trans.2026 Schweizer Fachtagung Eisenbahns-Sachverständigen Berlin, DE bahnverstand.ch/veranstaltungen intermodal Container Terminal Conference (ICTC) 2026 Düsseldorf, DE intermodal.ptievents.com intermodal.ptievents.com sittleu intermodal.ptievents.com sit	10.12.2025	RFG Xmas Lunch London	London, UK	rfg.org.uk
28.1.2026 RFG Member's Party 34.2.2026 19.BME/VDV-Forum Schienengüterverkehr 46.2.2026 Fruit Logistica 35.3.2026 Fruit Logistica 35.3.2026 IT-TRANS 2026 Karlsruhe, DE it-trans.org 45.3.2026 RailTech Europe '26 1718.3.2026 28. Jahresfachtagung der Eisenbahn-Sachverständigen 8. Berlin, DE rälltech-europe.com 1718.3.2026 28. Jahresfachtagung der Eisenbahn-Sachverständigen 8. Berlin, DE rälltech-europe.com 1718.3.2026 28. Jahresfachtagung Eisenbahns-Sachverständigen 8. Berlin, DE bahnverstand.ch/veranstaltungen 1824.2026 Esmaine Intermationale du Transport et de la Logistique (SITL) 18.3.2026 ERTMS Conference 2026 Valenciennes, FR sittleu 1824.2026 ERTMS Conference 2026 Valenciennes, FR era.europa.eu 18.5.2026 ITF 2026 Summit: Funding Resilient Transport 18.5.2026 VAP Forum Güterverkehr 2. Turch, CH cargorait.ch 1824.5.2026 Transport Research Arena (TRA) 2026 Budapest, UGR traconference.eu/ 1821.5.2026 Transport Research Arena (TRA) 2026 Budapest, UGR traconference.eu/ 2021.5.2026 RNE General Assembly (GA) Vienna & online reneu/calendar 21.5.2026 RNE General Assembly (GA) Vienna & online reneu/calendar 21.5.2026 The Rise of 10T, Al & Data in Rail Cologne, DE iotandbigdatairrait.com 21.5.2026 Railway Supplier Summit 21.5.2026 Vyon Jahrestagung 2026 Karlsruhe, DE vdv.de 30.62.7.2026 With Int. Conference on Road and Rail Infrastructure (CETRA 2026) 30.62.7.2026 Multimodal Birmingham, UK multimodal Logusk 30.62.7.2026 Multimodal Birmingham, UK multimodal Logusk 40.1.2026 Railway Days Summit Bucharest, RO railwaysummit.com 41.1.2026 Scandinavian Rail Optimisation 2026 Stockholm, SWE scandinavianrail.co.uk	2026			
34.2.2026 19. BME/VDV-Forum Schienengüterverkehr Berlin, DE bme.de 46.2.2026 Fruit Logistica Berlin, DE fruitlogistica.com/de/ 35.3.2026 IT-TRANS 2026 Kartsruhe, DE it-trans.org 45.3.2026 RailTech Europe '26 7.718.3.2026 28. Jahresfachtagung der Eisenbahn-Sachverständigen Berlin, DE 63.3.2026 Schweizer Fachtagung Eisenbahns-Sachverständigen Berlin, DE 63.3.2026 Schweizer Fachtagung Eisenbahns-Sachverständigen Berlin, DE 63.3.2026 Schweizer Fachtagung Eisenbahnsichrehet 2026 Basel, CH bahnverstand.ch/veranstaltungen intermodal Container Terminal Conference (ICTC) 2026 Düsseldorf, DE intermodal.ptievents.com 63.32.4.2026 Semaine Internationale du Transport et de la Logistique (SITL) Paris, FR sitl.eu 68.5.2026 ITF 2026 Summit: Funding Resilient Transport Leipzig, DE itf-oecd.org 723.4.2026 VAP Forum Güterverkehr Zurich, CH cargorall.ch 7.5.5.2026 RFG Spring Group Meeting London, UK rfg.org.uk 7.5.2026 RFG Spring Group Meeting London, UK rfg.org.uk 7.728.5.2026 The Rise of IoT, Al & Data in Rail 7.728.5.2026 RNE General Assembly (GA) 7.728.5.2026 RNE General Assembly (GA) 7.729.5.2026 RNE General Assembly (GA) 7.729.5.2026 Philnt. Conference on Road and Rail Infrastructure (CETRA 2026) 7.716.2026 La Linternational Railway Summit London, UK ints.or 7.729.5.2026 UVD Vahrestagung 2026 Karlsund, TR eurasiarail.eu 7.720.5.2026 Multimodal 8. International Railway Summit London, UK ints.or 8. International Railway Summit London, UK ints.or 911.6.2026 WCTR 2026 (World Conference on Transport Research) 7. Toulouse, FR wct2026 fr 1. InnoTrans 2026 Berlin, DE innotrans.de 8. InnoTrans 2026 InnoTrans 2026 Scandinavian Rail Optimisation 2026	1314.1.2026	Neujahrsempfang und 15. VPI-Symposium	Hamburg, DE	vpihamburg.de/de/veranstaltungen/uebersicht
46.2.2026 Fruit Logistica Berlin, DE fruitlogistica com/de/ 35.3.2026 IT-TRANS 2026 Karlsruhe, DE it-trans.org 1718.3.2026 RailTech Europe '26 1718.3.2026 Za. Jahresfachtagung der Eisenbahn-Sachverständigen Berlin, DE 26.3.2026 Schweizer Fachtagung Eisenbahnsicherheit 2026 Basel, CH bahnverstand.ch/veranstaltungen Intermodal Container Terminal Conference (ICTC) 2026 Düsseldorf, DE intermodal.ptievents.com 3132.4.2026 Semaine Internationale du Transport et de la Logistique (SITL) Paris, Stit.eu 2123.4.2026 ERTMS Conference 2026 Valenciennes, FR era.europa.eu 2123.4.2026 ITF 2026 Summit: Funding Resilient Transport Leipzig, DE itf-oecd.org 13.5.2026 VAP Forum Güterverkehr 15.5.2026 R6 Spring Group Meeting London, UK rfg.org.uk 1821.5.2026 Transport Research Arena (TRA) 2026 Budapest, UGR traconference.eu/ 2021.5.2026 The Rise of IoT, Al & Data in Rail 21.5.2026 RNE General Assembly (GA) Vienna & online me.eu/calendar 2728.5.2026 Railway Supplier Summit Lyon, FR railway Supplier Summit Lyon, FR railway Supplier Summit London, UK irits.or 2729.5.2026 9th Intl. Conference on Road and Rail Infrastructure (CETRA 2026) Bol, HR cetra.grad.hr 2729.5.2026 Multimodal 2821.5.2026 Karlsruhe, DE wdv.de 30.62.7.2026 Multimodal 30.62.7.2026 Multimodal 30.62.7.2026 Railway Days Summit Bucharest, RO railway Summit.com 4.11.2026 Scandinavian Rail Optimisation 2026	28.1.2026	RFG Member's Party	London, UK	rfg.org.uk
35.3.2026IT-TRANS 2026Karlsruhe, DEit-trans.org45.3.2026RailTech Europe '26Utrecht, NLrailtech-europe.com1718.3.202628. Jahresfachtagung der Eisenbahn-SachverständigenBerlin, DE263.2026Schweizer Fachtagung Eisenbahnsicherheit 2026Basel, CHbahnverstand.ch/veranstaltungenMarchIntermodal Container Terminal Conference (ICTC) 2026Düsseldorf, DEintermodal.ptievents.com31.32.4.2026Semaine Internationale du Transport et de la Logistique (SITL)Paris, FRsitl.eu2123.4.2026ERTMS Conference 2026Valenciennes, FRera.europa.eu1-8.5.2026ITF 2026 Summit: Funding Resilient TransportLeipzig, DElif-oecd.org13.5.2026VAP Forum GüterverkehrZurich, CHcargorail.ch15.5.2026RFG Spring Group MeetingLondon, UKrfg.org.uk1821.5.2026Transport Research Arena (TRA) 2026Budapest, UGRtraconference.eu/2021.5.2026The Rise of IoT, Al & Data in RailCologne, DEiotandbigdatainrail.com21.5.2026RNE General Assembly (GA)Vienna & onlineme.eu/calendar2728.5.2026Railway Supplier SummitLyon, FRrailwaysuppliersummit.com/2729.5.20269th Intl. Conference on Road and Rail Infrastructure (CETRA 2026)Bo, HRcetra.grad.hrJuni 2026Eurasia RailIstanbul, TRcurasiarail.eu30.62.7.2026MultimodalBirmingham, UKmultimodal.org.uk4010.7.2026WCTR 2026 (World Conference on Transport Research) </td <td>34.2.2026</td> <td>19. BME/VDV-Forum Schienengüterverkehr</td> <td>Berlin, DE</td> <td>bme.de</td>	34.2.2026	19. BME/VDV-Forum Schienengüterverkehr	Berlin, DE	bme.de
45.3.2026 RailTech Europe '26 1718.3.2026 28. Jahresfachtagung der Eisenbahn-Sachverständigen 26.3.2026 Schweizer Fachtagung Eisenbahnsicherheit 2026 Basel, CH bahnverstand.ch/veranstaltungen March Intermodal Container Terminal Conference (ICTC) 2026 Düsseldorf, DE intermodal.ptievents.com 31.324.2026 Semaine Internationale du Transport et de la Logistique (SITL) 2123.4.2026 ERTMS Conference 2026 Valenciennes, FR era.europa.eu 117. 2026 Summit: Funding Resilient Transport Leipzig, DE itf-oecd.org 13.5.2026 VAP Forum Güterverkehr 15.5.2026 RFG Spring Group Meeting 1821.5.2026 Transport Research Arena (TRA) 2026 Budapest, UGR traconference.eu/ 2021.5.2026 The Rise of IoT, AI & Data in Rail 21.5.2026 RNE General Assembly (GA) 2728.5.2026 Railway Supplier Summit 2728.5.2026 Sh Intl. Conference on Road and Rail Infrastructure (CETRA 2026) 2911.6.2026 H. Intl. Conference on Road and Rail Infrastructure (CETRA 2026) 30.627.7.2026 Multimodal 30.627.2026 Multimodal 30.627.2026 Multimodal 30.627.2026 Multimodal 30.627.2026 Railway Days Summit 30.621.0.2026 Berlin, DE innotrans de 30.627.2026 Railway Days Summit 30.621.0.2026 Railway Days Summit 30.621.0.2026 Railway Days Summit 30.621.0.2026 Railway Days Summit 30.621.0.2026 Railway Days Summit 30.627.2026 Railway Days Summit 30.621.0.2026 Railway Days Summit 30.721.0.2026 Railway Days Summ	46.2.2026	Fruit Logistica	Berlin, DE	fruitlogistica.com/de/
1718.3.202628. Jahresfachtagung der Eisenbahn-SachverständigenBerlin, DE26.3.2026Schweizer Fachtagung Eisenbahnsicherheit 2026Basel, CHbahnverstand.ch/veranstaltungenMarchIntermodal Container Terminal Conference (ICTC) 2026Düsseldorf, DEintermodal.ptievents.com31.32.4.2026Semaine Internationale du Transport et de la Logistique (SITL)Paris, FRsitl.eu2123.4.2026ERTMS Conference 2026Valenciennes, FRera.europa.eu68.5.2026ITF 2026 Summit: Funding Resilient TransportLeipzig, DEitf-oecd.org13.5.2026VAP Forum GüterverkehrZurich, CHcargorail.ch15.5.2026RFG Spring Group MeetingLondon, UKrfg.org.uk1821.5.2026Transport Research Arena (TRA) 2026Budapest, UGRtraconference.eu/2021.5.2026The Rise of IoT, Al & Data in RailCologne, DEiotandbigdatainrail.com2728.5.2026RNE General Assembly (GA)Vienna & onlinerme.eu/calendar2728.5.2026Railway Supplier SummitLyon, FRrailwaysuppliersummit.com/2729.5.20269th Intl. Conference on Road and Rail Infrastructure (CETRA 2026)Bol, HRcetra.grad.hr9-11.6.202614. International Railway SummitLondon, UKirits.orJuni 2026Eurasia RailIstanbul, TReurasiarail.eu9-11.6.2026WCTR 2026 (World Conference on Transport Research)Toulouse, FRwctr2026.fr6-10.7.2026WCTR 2026 (World Conference on Transport Research)Toulouse, FRwctr2026.fr1	35.3.2026	IT-TRANS 2026	Karlsruhe, DE	it-trans.org
26.3.2026 Schweizer Fachtagung Eisenbahnsicherheit 2026 Basel, CH bahnverstand.ch/veranstaltungen March Intermodal Container Terminal Conference (ICTC) 2026 Düsseldorf, DE intermodal.ptievents.com 31.32.4.2026 Semaine Internationale du Transport et de la Logistique (SITL) Paris, FR sitl.eu 2123.4.2026 ERTMS Conference 2026 Valenciennes, FR era.europa.eu 68.5.2026 ITF 2026 Summit: Funding Resilient Transport Leipzig, DE itf-oecd.org 13.5.2026 VAP Forum Güterverkehr 2. Zurich, CH cargorail.ch 15.5.2026 REG Spring Group Meeting 1821.5.2026 Transport Research Arena (TRA) 2026 Budapest, UGR traconference.eu/ 2021.5.2026 The Rise of IoT, AI & Data in Rail 2021.5.2026 RNE General Assembly (GA) 2728.5.2026 Railway Supplier Summit 2728.5.2026 Railway Supplier Summit 2911.6.2026 11. International Railway Summit 2911.6.2026 Leurasia Rail 2911.6.2026 VDV Jahrestagung 2026 Karlsruhe, DE vdv.de 30.62.7.2026 Multimodal 30.62.7.2026 Multimodal 30.62.7.2026 Multimodal 30.62.7.2026 Railway Days Summit 30.62.7.2026 Multimodal 30.62.7.2026 Railway Days Summit 30.72.7.2026 Railway Days Summit 30.72.7.2	45.3.2026	RailTech Europe '26	Utrecht, NL	railtech-europe.com
March Intermodal Container Terminal Conference (ICTC) 2026 Düsseldorf, DE intermodal.ptievents.com 31.3.–2.4.2026 Semaine Internationale du Transport et de la Logistique (SITL) Paris, FR sitl.eu 21.–23.4.2026 ERTMS Conference 2026 Valenciennes, FR era.europa.eu 6.–8.5.2026 ITF 2026 Summit: Funding Resilient Transport Leipzig, DE itf-oecd.org 13.5.2026 VAP Forum Güterverkehr Zurich, CH cargorail.ch 15.5.2026 RFG Spring Group Meeting London, UK rfg.org.uk 18.–21.5.2026 Transport Research Arena (TRA) 2026 Budapest, UGR traconference.eu/ 20.–21.5.2026 The Rise of IoT, AI & Data in Rail Cologne, DE iotandbigdatainrail.com 21.5.2026 RNE General Assembly (GA) Vienna & online rne.eu/calendar 27.–28.5.2026 Railway Supplier Summit Lyon, FR railwaysuppliersummit.com/ 27.–29.5.2026 9th Intl. Conference on Road and Rail Infrastructure (CETRA 2026) Bol, HR cetra.grad.hr 9.–11.6.2026 14. International Railway Summit London, UK irits.or Juni 2026 Eurasia Rail Istanbul, TR eurasiarail.eu 9.–11.6.2026 VDV Jahrestagung 2026 Karlsruhe, DE vdv.de 30.6.–2.7.2026 Multimodal Birmingham, UK multimodal.org.uk 6.–10.7.2026 WCTR 2026 (World Conference on Transport Research) Toulouse, FR wctr2026.fr 22.–25.9.2026 Railway Days Summit 8ucharest, RO railwaysummit.com 4.11.2026 Scandinavian Rail Optimisation 2026 Stockholm, SWE scandinavianrail.co.uk	1718.3.2026	28. Jahresfachtagung der Eisenbahn-Sachverständigen	Berlin, DE	
31.32.4.2026 Semaine Internationale du Transport et de la Logistique (SITL) 2123.4.2026 ERTMS Conference 2026 Valenciennes, FR era.europa.eu 13.5.2026 VAP Forum Güterverkehr 15.5.2026 RFG Spring Group Meeting 1821.5.2026 Transport Research Arena (TRA) 2026 Budapest, UGR traconference.eu/ 2021.5.2026 The Rise of IoT, AI & Data in Rail 2122.5.2026 Rilway Supplier Summit 2222.5.2026 Railway Supplier Summit 2322.5.2026 Ph Intl. Conference on Road and Rail Infrastructure (CETRA 2026) Bol, HR cetra-grad.hr 2322.5.2026 Eurasia Rail 2322.7.2026 Ph Intl. Conference on Road and Rail Infrastructure (CETRA 2026) Bol, HR cetra-grad.hr 24. International Railway Summit 2522.5.2026 Ph Intl. Conference on Road and Rail Infrastructure (CETRA 2026) Bol, HR cetra-grad.hr 2627.2026 Ph Intl. Conference on Road and Rail Infrastructure (CETRA 2026) Bol, HR cetra-grad.hr 2728.5.2026 Budapest, UGR traconference.eu/ 2828.5.2026 Ph Intl. Conference on Road and Rail Infrastructure (CETRA 2026) Bol, HR cetra-grad.hr 2911.6.2026 Ph Intl. Conference on Road and Rail Infrastructure (CETRA 2026) Bol, HR cetra-grad.hr 2911.6.2026 Ph Intl. Conference on Road and Rail Infrastructure (CETRA 2026) Bol, HR cetra-grad.hr 2911.6.2026 Ph Intl. Conference on Road and Rail Infrastructure (CETRA 2026) Bol, HR cetra-grad.hr 2911.6.2026 Ph Intl. Conference on Road and Rail Infrastructure (CETRA 2026) Bol, HR cetra-grad.hr 2021.10.2026 Ph Intl. Conference on Transport Research) Intl. Conference on Transport Research Intl. Coulouse, FR wctr2026.fr 2021.10.2026 Railway Days Summit Bucharest, RO railwaysummit.com 21.5026 Scandinavian Rail Optimisation 2026 Scockholm, SWE scandinavian rail.co.uk	26.3.2026	Schweizer Fachtagung Eisenbahnsicherheit 2026	Basel, CH	bahnverstand.ch/veranstaltungen
21.–23.4.2026 ERTMS Conference 2026 Valenciennes, FR era.europa.eu 6.–8.5.2026 ITF 2026 Summit: Funding Resilient Transport Leipzig, DE itf-oecd.org 13.5.2026 VAP Forum Güterverkehr Zurich, CH cargorail.ch 15.5.2026 RFG Spring Group Meeting London, UK rfg.org.uk 18.–21.5.2026 Transport Research Arena (TRA) 2026 Budapest, UGR traconference.eu/ 20.–21.5.2026 The Rise of IoT, Al & Data in Rail Cologne, DE iotandbigdatainrail.com 21.5.2026 RNE General Assembly (GA) Vienna & online rne.eu/calendar 27.–28.5.2026 Railway Supplier Summit Lyon, FR railwaysuppliersummit.com/ 27.–29.5.2026 9th Intl. Conference on Road and Rail Infrastructure (CETRA 2026) Bol, HR cetra.grad.hr 9.–11.6.2026 14. International Railway Summit London, UK irits.or Juni 2026 Eurasia Rail Istanbul, TR eurasiarail.eu 9.–11.6.2026 VDV Jahrestagung 2026 Karlsruhe, DE vdv.de 30.6.–2.7.2026 Multimodal Birmingham, UK multimodal.org.uk 6.–10.7.2026 WCTR 2026 (World Conference on Transport Research) Toulouse, FR wctr2026.fr 22.–25.9.2026 InnoTrans 2026 Railway Days Summit Bucharest, RO railwaysummit.com 4.11.2026 Scandinavian Rail Optimisation 2026 Stockholm, SWE scandinavianrail.co.uk	March	Intermodal Container Terminal Conference (ICTC) 2026	Düsseldorf, DE	intermodal.ptievents.com
ITF 2026 Summit: Funding Resilient Transport Leipzig, DE itf-oecd.org 13.5.2026 VAP Forum Güterverkehr Zurich, CH cargorail.ch 15.5.2026 RFG Spring Group Meeting London, UK rfg.org.uk 1821.5.2026 Transport Research Arena (TRA) 2026 Budapest, UGR traconference.eu/ 2021.5.2026 The Rise of IoT, AI & Data in Rail Cologne, DE iotandbigdatainrail.com 21.5.2026 RNE General Assembly (GA) Vienna & online rne.eu/calendar 2728.5.2026 Railway Supplier Summit Lyon, FR railwaysuppliersummit.com/ 2729.5.2026 9th Intl. Conference on Road and Rail Infrastructure (CETRA 2026) Bol, HR cetra.grad.hr 911.6.2026 It. International Railway Summit London, UK irits.or Juni 2026 Eurasia Rail Istanbul, TR eurasiarail.eu 911.6.2026 VDV Jahrestagung 2026 Karlsruhe, DE vdv.de 30.62.7.2026 Multimodal Birmingham, UK multimodal.org.uk 610.7.2026 WCTR 2026 (World Conference on Transport Research) Toulouse, FR wctr.2026.fr 2225.9.2026 InnoTrans 2026 Railway Days Summit Bucharest, RO railwaysummit.com 4.11.2026 Scandinavian Rail Optimisation 2026 Stockholm, SWE scandinavianrail.co.uk	31.32.4.2026	Semaine Internationale du Transport et de la Logistique (SITL)	Paris, FR	sitl.eu
13.5.2026 VAP Forum Güterverkehr Zurich, CH cargorail.ch 15.5.2026 RFG Spring Group Meeting London, UK rfg.org.uk 1821.5.2026 Transport Research Arena (TRA) 2026 Budapest, UGR traconference.eu/ 2021.5.2026 The Rise of IoT, AI & Data in Rail Cologne, DE iotandbigdatainrail.com 21.5.2026 RNE General Assembly (GA) Vienna & online rne.eu/calendar 2728.5.2026 Railway Supplier Summit Lyon, FR railwaysuppliersummit.com/ 2729.5.2026 9th Intl. Conference on Road and Rail Infrastructure (CETRA 2026) Bol, HR cetra.grad.hr 2729.5.2026 14. International Railway Summit London, UK irits.or Juni 2026 Eurasia Rail Istanbul, TR eurasiarail.eu 911.6.2026 VDV Jahrestagung 2026 Karlsruhe, DE vdv.de 30.62.7.2026 Multimodal Birmingham, UK multimodal.org.uk 610.7.2026 WCTR 2026 (World Conference on Transport Research) Toulouse, FR wctr2026.fr 10.7.2026 Railway Days Summit Bucharest, RO railwaysummit.com 4.11.2026 Scandinavian Rail Optimisation 2026 Stockholm, SWE scandinavianrail.co.uk	2123.4.2026	ERTMS Conference 2026	Valenciennes, FR	era.europa.eu
15.5.2026 RFG Spring Group Meeting London, UK rfg.org.uk 1821.5.2026 Transport Research Arena (TRA) 2026 Budapest, UGR traconference.eu/ 2021.5.2026 The Rise of IoT, AI & Data in Rail Cologne, DE iotandbigdatainrail.com 21.5.2026 RNE General Assembly (GA) Vienna & online rne.eu/calendar 2728.5.2026 Railway Supplier Summit Lyon, FR railwaysuppliersummit.com/ 2729.5.2026 9th Intl. Conference on Road and Rail Infrastructure (CETRA 2026) Bol, HR cetra.grad.hr 911.6.2026 14. International Railway Summit London, UK irits.or Juni 2026 Eurasia Rail Istanbul, TR eurasiarail.eu 911.6.2026 VDV Jahrestagung 2026 Karlsruhe, DE vdv.de 30.62.7.2026 Multimodal Birmingham, UK multimodal.org.uk 610.7.2026 WCTR 2026 (World Conference on Transport Research) Toulouse, FR wctr2026.fr 2225.9.2026 InnoTrans 2026 Railway Days Summit Bucharest, RO railwaysummit.com 4.11.2026 Scandinavian Rail Optimisation 2026 Stockholm, SWE scandinavianrail.co.uk	68.5.2026	ITF 2026 Summit: Funding Resilient Transport	Leipzig, DE	itf-oecd.org
18.–21.5.2026 Transport Research Arena (TRA) 2026 Budapest, UGR traconference.eu/ 20.–21.5.2026 The Rise of IoT, AI & Data in Rail Cologne, DE iotandbigdatainrail.com 21.5.2026 RNE General Assembly (GA) Vienna & online rne.eu/calendar 27.–28.5.2026 Railway Supplier Summit Lyon, FR railwaysuppliersummit.com/ 27.–29.5.2026 9th Intl. Conference on Road and Rail Infrastructure (CETRA 2026) Bol, HR cetra.grad.hr 9.–11.6.2026 14. International Railway Summit London, UK irits.or Juni 2026 Eurasia Rail Istanbul, TR eurasiarail.eu 9.–11.6.2026 VDV Jahrestagung 2026 Karlsruhe, DE vdv.de 30.6.–2.7.2026 Multimodal Birmingham, UK multimodal.org.uk 6.–10.7.2026 WCTR 2026 (World Conference on Transport Research) Toulouse, FR wctr2026.fr 22.–25.9.2026 InnoTrans 2026 Railway Days Summit Bucharest, RO railwaysummit.com 4.11.2026 Scandinavian Rail Optimisation 2026 Stockholm, SWE scandinavianrail.co.uk	13.5.2026	VAP Forum Güterverkehr	Zurich, CH	cargorail.ch
20.–21.5.2026 The Rise of IoT, AI & Data in Rail Cologne, DE iotandbigdatainrail.com 21.5.2026 RNE General Assembly (GA) Vienna & online rne.eu/calendar 27.–28.5.2026 Railway Supplier Summit Lyon, FR railwaysuppliersummit.com/ 27.–29.5.2026 9th Intl. Conference on Road and Rail Infrastructure (CETRA 2026) Bol, HR cetra.grad.hr 9.–11.6.2026 14. International Railway Summit London, UK irits.or Juni 2026 Eurasia Rail Istanbul, TR eurasiarail.eu 9.–11.6.2026 VDV Jahrestagung 2026 Karlsruhe, DE vdv.de 30.6.–2.7.2026 Multimodal Birmingham, UK multimodal.org.uk 6.–10.7.2026 WCTR 2026 (World Conference on Transport Research) Toulouse, FR wctr2026.fr 22.–25.9.2026 InnoTrans 2026 Railway Days Summit Bucharest, RO railwaysummit.com 4.11.2026 Scandinavian Rail Optimisation 2026 Stockholm, SWE scandinavianrail.co.uk	15.5.2026	RFG Spring Group Meeting	London, UK	rfg.org.uk
21.5.2026 RNE General Assembly (GA) 27.–28.5.2026 Railway Supplier Summit 27.–29.5.2026 9th Intl. Conference on Road and Rail Infrastructure (CETRA 2026) 9.–11.6.2026 14. International Railway Summit London, UK irits.or Juni 2026 Eurasia Rail 9.–11.6.2026 VDV Jahrestagung 2026 Karlsruhe, DE vdv.de 30.6.–2.7.2026 Multimodal 6.–10.7.2026 WCTR 2026 (World Conference on Transport Research) DinoTrans 2026 InnoTrans 2026 InnoTrans 2026 Railway Days Summit Bucharest, RO railwaysummit.co.uk Scandinavian Rail Optimisation 2026 Stockholm, SWE scandinavian Rail Course.	1821.5.2026	Transport Research Arena (TRA) 2026	Budapest, UGR	traconference.eu/
27.–28.5.2026 Railway Supplier Summit 27.–29.5.2026 9th Intl. Conference on Road and Rail Infrastructure (CETRA 2026) 9.–11.6.2026 14. International Railway Summit London, UK irits.or Juni 2026 Eurasia Rail 9.–11.6.2026 VDV Jahrestagung 2026 Karlsruhe, DE vdv.de 30.6.–2.7.2026 Multimodal 6.–10.7.2026 WCTR 2026 (World Conference on Transport Research) Eurasia Rail Serlin, DE innotrans.de 1. Innotrans.de 20.–21.10.2026 Railway Days Summit Bucharest, RO railwaysummit.com/ Stockholm, SWE scandinavian rail.co.uk	2021.5.2026	The Rise of IoT, AI & Data in Rail	Cologne, DE	iotandbigdatainrail.com
27.–29.5.2026 9th Intl. Conference on Road and Rail Infrastructure (CETRA 2026) Bol, HR cetra.grad.hr 9.–11.6.2026 14. International Railway Summit London, UK irits.or Juni 2026 Eurasia Rail 9.–11.6.2026 VDV Jahrestagung 2026 Karlsruhe, DE vdv.de 30.6.–2.7.2026 Multimodal Birmingham, UK multimodal.org.uk 6.–10.7.2026 WCTR 2026 (World Conference on Transport Research) Toulouse, FR wctr2026.fr 22.–25.9.2026 InnoTrans 2026 Berlin, DE innotrans.de 20.–21.10.2026 Railway Days Summit Bucharest, RO railwaysummit.com 4.11.2026 Scandinavian Rail Optimisation 2026 Stockholm, SWE scandinavianrail.co.uk	21.5.2026	RNE General Assembly (GA)	Vienna & online	rne.eu/calendar
9.–11.6.2026	2728.5.2026	Railway Supplier Summit	Lyon, FR	railwaysuppliersummit.com/
Juni 2026 Eurasia Rail Istanbul, TR eurasiarail.eu 9.–11.6.2026 VDV Jahrestagung 2026 Karlsruhe, DE vdv.de 30.6.–2.7.2026 Multimodal Birmingham, UK multimodal.org.uk 6.–10.7.2026 WCTR 2026 (World Conference on Transport Research) Toulouse, FR wctr2026.fr 22.–25.9.2026 InnoTrans 2026 Berlin, DE innotrans.de 20.–21.10.2026 Railway Days Summit Bucharest, RO railwaysummit.com 4.11.2026 Scandinavian Rail Optimisation 2026 Stockholm, SWE scandinavianrail.co.uk	2729.5.2026	9th Intl. Conference on Road and Rail Infrastructure (CETRA 2026)	Bol, HR	cetra.grad.hr
9.–11.6.2026 VDV Jahrestagung 2026 Karlsruhe, DE vdv.de 30.6.–2.7.2026 Multimodal Birmingham, UK multimodal.org.uk 6.–10.7.2026 WCTR 2026 (World Conference on Transport Research) Toulouse, FR wctr2026.fr 22.–25.9.2026 InnoTrans 2026 Berlin, DE innotrans.de 20.–21.10.2026 Railway Days Summit Bucharest, RO railwaysummit.com 4.11.2026 Scandinavian Rail Optimisation 2026 Stockholm, SWE scandinavianrail.co.uk	911.6.2026	14. International Railway Summit	London, UK	irits.or
30.62.7.2026 Multimodal 610.7.2026 WCTR 2026 (World Conference on Transport Research) 2225.9.2026 InnoTrans 2026 8 Berlin, DE innotrans.de 2021.10.2026 Railway Days Summit 4.11.2026 Scandinavian Rail Optimisation 2026 Birmingham, UK multimodal.org.uk wctr2026.fr innotrans.de innotrans.de railwaysummit.com Stockholm, SWE scandinavianrail.co.uk	Juni 2026	Eurasia Rail	Istanbul, TR	eurasiarail.eu
610.7.2026 WCTR 2026 (World Conference on Transport Research) Toulouse, FR wctr2026.fr 2225.9.2026 InnoTrans 2026 Berlin, DE innotrans.de 2021.10.2026 Railway Days Summit Bucharest, RO railwaysummit.com 4.11.2026 Scandinavian Rail Optimisation 2026 Stockholm, SWE scandinavianrail.co.uk	911.6.2026	VDV Jahrestagung 2026	Karlsruhe, DE	vdv.de
22.–25.9.2026 InnoTrans 2026 Berlin, DE innotrans.de 20.–21.10.2026 Railway Days Summit Bucharest, RO railwaysummit.com 4.11.2026 Scandinavian Rail Optimisation 2026 Stockholm, SWE scandinavian rail.co.uk	30.62.7.2026	Multimodal	Birmingham, UK	multimodal.org.uk
20.–21.10.2026 Railway Days Summit Bucharest, RO railwaysummit.com 4.11.2026 Scandinavian Rail Optimisation 2026 Stockholm, SWE scandinavianrail.co.uk	610.7.2026	WCTR 2026 (World Conference on Transport Research)	Toulouse, FR	wctr2026.fr
4.11.2026 Scandinavian Rail Optimisation 2026 Stockholm, SWE scandinavian rail.co.uk	2225.9.2026	InnoTrans 2026	Berlin, DE	innotrans.de
	2021.10.2026	Railway Days Summit	Bucharest, RO	railwaysummit.com
5.–6.11.2026 European Commodities Exchange (ECE) Rotterdam, NL ece-rotterdam2026.eu	4.11.2026	Scandinavian Rail Optimisation 2026	Stockholm, SWE	scandinavianrail.co.uk
	56.11.2026	European Commodities Exchange (ECE)	Rotterdam, NL	ece-rotterdam2026.eu

Imprint

PUBLISHER Wascosa AG, Werftestrasse 4, 6005 Lucerne, Switzerland
CONTACT T +41 41 727 67 67, infoletter@wascosa.com
CONCEPT Wascosa AG, Jan Keiser
LAYOUT AND TEXT aformat / huber kommunikation, Lucerne

PRINTING Druckerei Ebikon AG
PRINT RUN 4,500 copies

PUBLICATION 2× annually in German and English
IMAGE SOURCES Where not otherwise stated: Wascosa AG
COPYRIGHT Wascosa AG, www.wascosa.com



New momentum for electrification in Germany

The German government wants to significantly accelerate the expansion of overhead lines in the railway network and simplify procedures. The Pro-Rail Alliance and the Association of German Transport Companies welcome this step and expect expansion to progress much faster in the future.

An average of only around 75 kilometres of overhead lines have been built on the state railway network each

year to date. With the acceleration that has just been announced and additional funding from the Climate and Transformation Fund, the pace of expansion could rise by almost eight times to up to 600 kilometres per year. A degree of electrification of 80 percent could be achieved by 2035.

The illustration shows the projects planned by the federal government and other proposals by the Pro-Rail Alliance.

