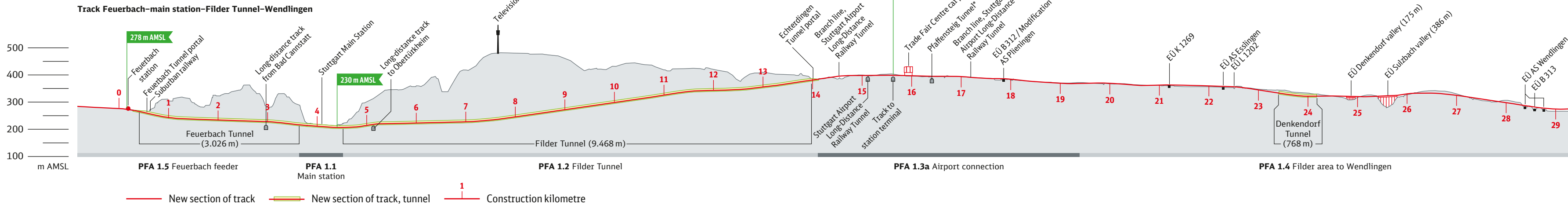
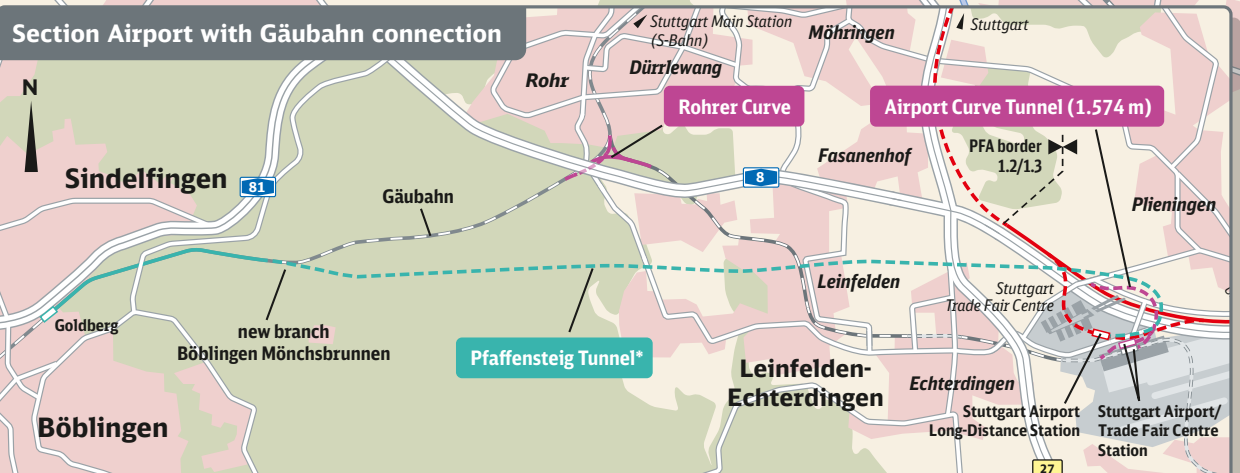
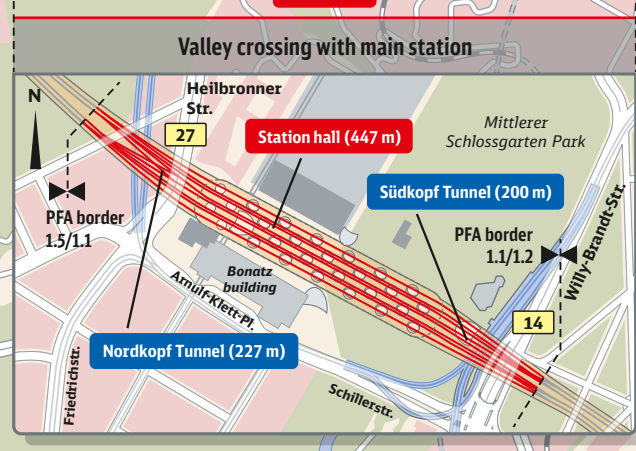
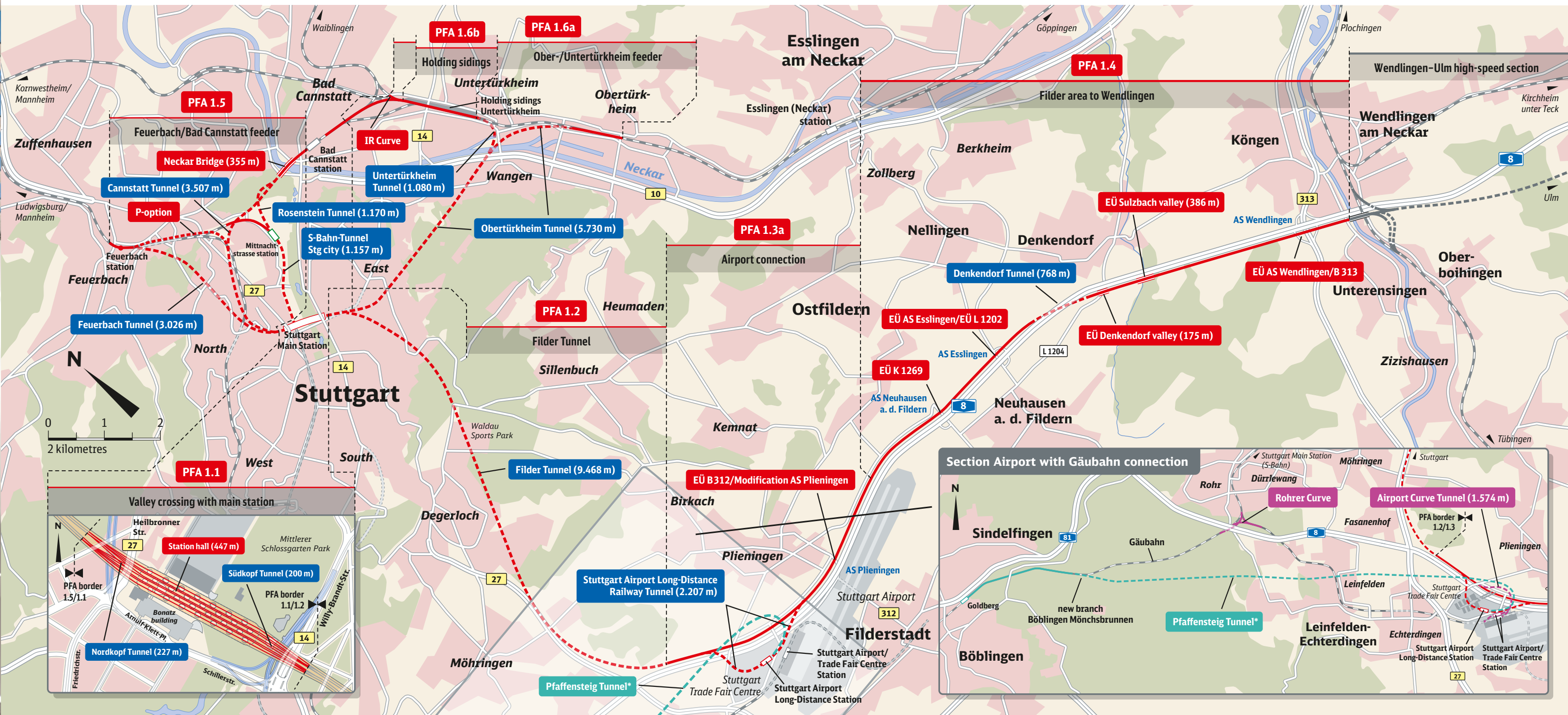
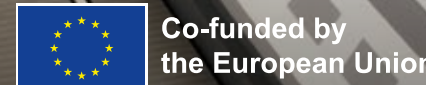




Rearrangement of the Stuttgart rail hub

Stuttgart 21 and the Gäubahn extension

Route map



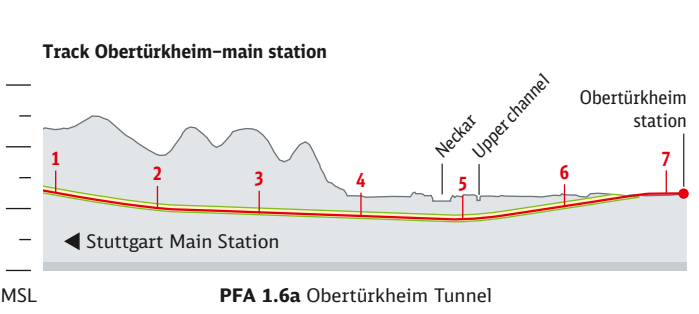
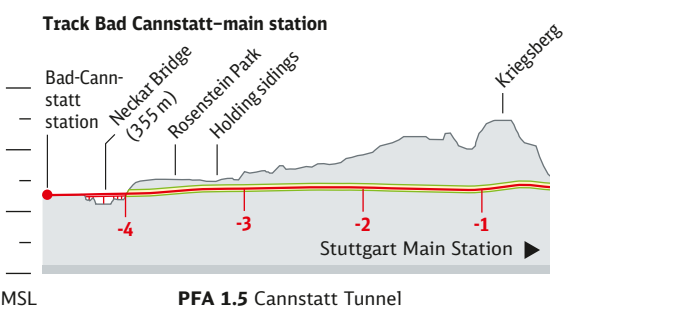
Legend

- New section of track
- New section of track, tunnel
- PFA 1.3b (will be replaced by the Pfaffensteig Tunnel)
- Existing track
- Existing track, tunnel
- Wendlingen-Ulm high-speed section
- Gäubahn, North section expansion project
- Construction of city railway in tunnel
- Long-distance/regional railway station, existing
- Long-distance/regional railway station, new
- Suburban station, new

PFA = Planfeststellungsabschnitt (project approval section)
EÜ = Eisenbahnüberführung (railway viaduct)
SÜ = Straßenüberführung (road viaduct)
AS = Autobahnanschlussstelle (motorway junction)

Cities/municipalities
City districts

* The Pfaffensteig Tunnel is not part of the Stuttgart 21 project. It was planned subsequently (As a fast connection between the airport and Böblingen/Sindelfingen, this tunnel is an expansion project of the German Federal Transport Infrastructure Plan.).



Stuttgart 21 is much more than a railway station. The transport and urban development project includes the construction of around 57 kilometres of new tracks. The existing terminus station will be converted into a through station, which will be flexibly connected in all directions with a railway ring. This means that the airport and trade fair centre will be reached quicker in the future. Shorter journey times, more direct connections and capacity for more trains will make rail travel fit for the future. What's more, the removal of the current tracks will free up around 85 hectares of space for urban development. What's unique about this project is that Deutsche Bahn, the German government, the state, the city and the region are all working on the project together. The European Union and the airport are also involved. Stuttgart 21 is made up of seven planning approval sections (PFA):

- PFA 1.1 (valley crossing with main station):** The new through station will be connected by two double-track lines on each side that split into eight platform tracks. This will create new direct connections. Passengers will benefit from shorter, accessible pedestrian routes around the new platform hall. The historic Bonatz Building will continue to serve as the station building.
- PFA 1.2 (Filder Tunnel):** The 9.5-kilometre-long Filder Tunnel will connect the main station to the Filder Plateau. After climbing 153 metres in elevation, trains will be able to travel at 250 kilometres an hour.
- PFA 1.3a (airport connection):** The high-speed section is located to the north of the A 8 motorway. Long-distance and regional trains will be able to turn off and reach the new station at the airport via the Stuttgart Airport Long-Distance Railway Tunnel. This tunnel will connect the airport and trade fair centre to Stuttgart 21.

- PFA 1.4 (Filder area to Wendlingen):** The high-speed section will initially run along the north side of the A 8 motorway and then from Denkendorf along the south side of the motorway. At Wendlingen, it will connect seamlessly with the Wendlingen-Ulm high-speed section.
- PFA 1.5 (Feuerbach/Bad Cannstatt feeder):** Two tunnels will connect the new main station with the existing lines in Feuerbach and Bad Cannstatt. The P-option connects two additional tracks from Feuerbach directly to the Bad Cannstatt Tunnel. The new Mittnachtstrasse S-Bahn station will be located parallel to Rosensteinstrasse and will be connected to new tracks in all directions.
- PFA 1.6a (Ober-/Untertürkheim feeder):** The Obertürkheim Tunnel will lead from the main station and will divide under the river Neckar into a section towards Obertürkheim and a section towards Untertürkheim. New tracks will also lead along the holding sidings and will create connections to and from Waiblingen via the Interregio Curve (IR Curve). This will allow the main station to be approached from Waiblingen from both sides via the railway ring.

- PFA 1.6b (Untertürkheim holding sidings):** The new Untertürkheim holding sidings will be used to prepare trains for dispatch. The trains will be cleaned on both the inside and outside. Small repairs will also be carried out. The holding sidings will be connected to the main station in a ring system via two lines.
- Pfaffensteig Tunnel (Part of the Gäubahn extension project, North section):** The Pfaffensteig Tunnel will be around 11 kilometres long. It will connect the Gäubahn to Stuttgart Airport and to the new Stuttgart rail hub. The Pfaffensteig Tunnel is not part of the Stuttgart 21 project. It was planned subsequently and replaces PFA 1.3b.*



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