

Today, lines from 8 different directions converge in Mühldorf, making it one of the largest railway hubs without any electrification. **Building on the success of incremental improvements from previous years, DB is now planning to fully upgrade the infrastructure to modern standards with:**



speeds of up to
200 km/h



adding a second track on the main
line Munich–Mühldorf–Freilassing

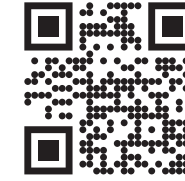


electrification of the main line including
the branches to Burghausen (and to
Simbach-Border D/A at a later stage)

Let's stay in contact

Message us:

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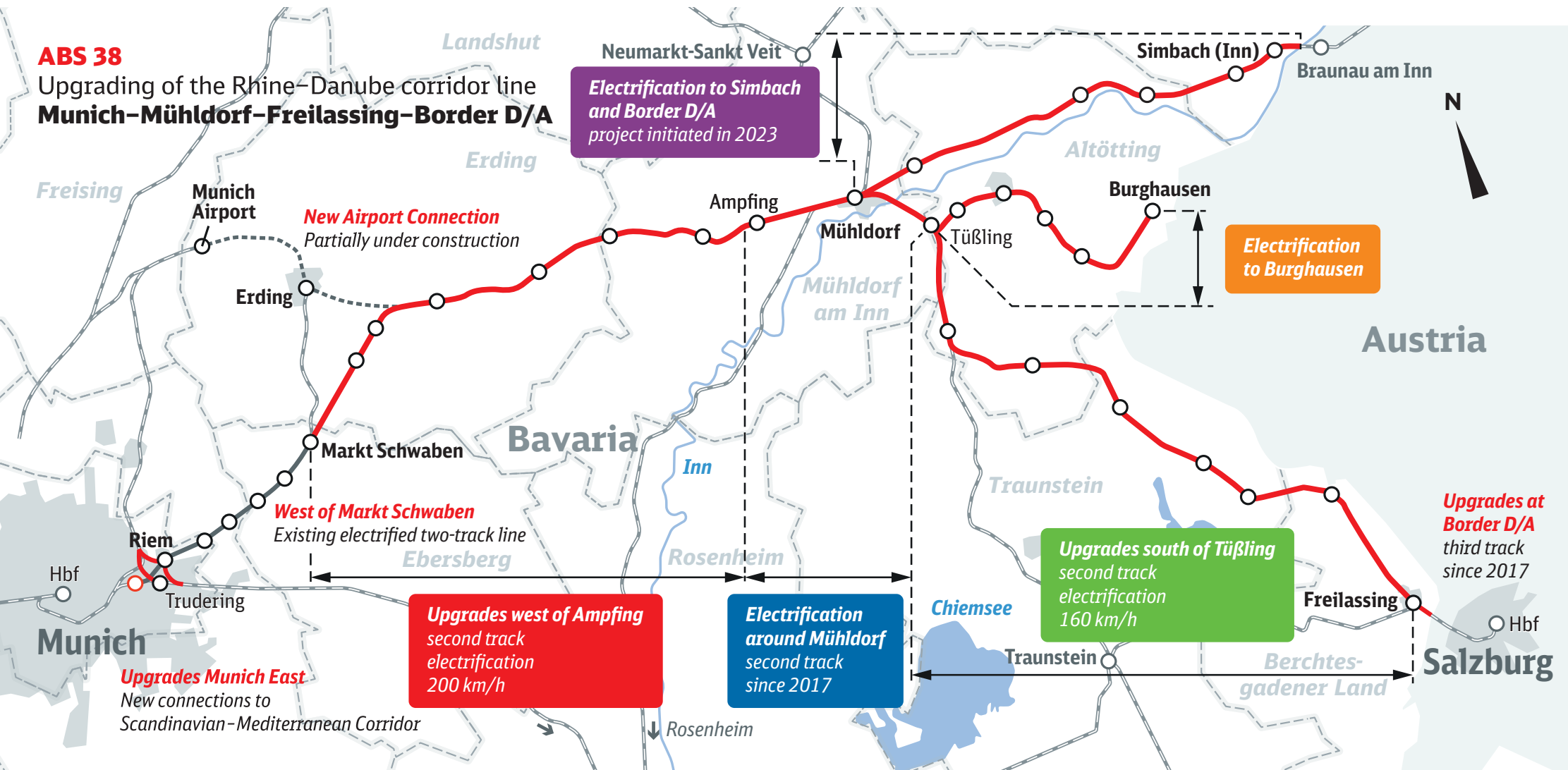
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With **construction starting in 2027**, local residents can expect a **new quality of life** with reduced noise and air pollution by the mid-2030s. Currently, DB is concluding the planning and moving into the approval stage to bring this transformative project to realisation.



Upgrading of the Rhine-Danube corridor line Munich–Mühldorf–Freilassing–Border D/A

Munich to Vienna in 3.5 hours

Travel faster and greener than ever. To bring travel time down to 3 hours and 30 minutes and help meet Europe's decarbonisation goals, Deutsche Bahn (DB) is transforming the rail network of Southeastern Bavaria. Building on a rich railway history, the region will once again be at the heart of a connected Europe in the Rhine-Danube corridor.

Modern Infrastructure

At its core, the project “Munich–Mühldorf–Freilassing” will upgrade the existing 145 km of infrastructure between Munich, Mühldorf and the Austrian border near Salzburg to a fully electrified, double-track line. With speeds of up to 200 km/h and a shorter overall distance than the current congested route via Rosenheim, the upgraded line will be the **backbone of long-distance connections between Southern Germany and Austria.**

New Connections

For Southeastern Bavaria, the upgrades will not only reconnect the **region to international rail services** more than a hundred years after the famous “Orient Express” last passed through Mühldorf. The project is also designed to add much-needed capacity for regional and suburban lines and establish new connections, such as a **direct route from Salzburg to Munich's international airport.**

Green Economy

Home to one of the most important clusters of chemical industry, the project will finally **integrate Southeastern Bavaria into Europe's modern freight rail network.** That is why DB is also electrifying the branch line to the industrial hub of Burghausen. The project is key for the **modal shift from road to rail** and from diesel to electrification just as the EU's economy is **transitioning to carbon-neutrality.**

For Southeast Bavaria.

For the climate.

For the people.



ABS 38: Upgrading of the line
Munich–Mühldorf–Freilassing–
Border D/A

TEN-T Rhine–Danube corridor

For Southeast Bavaria,
For the climate,
For the people.



Co-funded by
the European Union

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