

DAUB is a registered non-profit restricted association with up to 30 individual members; in details up to 10 from owners, up to 10 from scientific institutions and consultants, and up to 10 from contractors and machine producers. The members are personally elected for a period of 3 years. Re-election is possible as long as a member is not retired or is no longer involved in tunnelling business.

D-A-CH-meeting 2012

15 DAUB members took part in the annual traditional D-A-CH-meeting 2012 involving Germany (D), Austria (A) and Switzerland (CH). This year's host was Austria.

The meeting took place in Linz. The ½ day technical seminar dealt with environmentally friendly tunnelling. Main topics were energy consumption and reuse of excavated soil and rock. The additional technical tour led to the Tunnel Götschka.



In the course of the InnoTrans 2012 in Berlin, the leading international trade fair for transport technology, the International Tunnel Forum took place as part of the InnoTrans Convention.

The Forum consisted of a series of compact discussions between international experts and was organized by STUVA in cooperation with DAUB. In 2012 the forum dealt with “Safety for Users – Balancing the Demands of Vehicle and Tunnel Design” and “Infrastructures for Europe – Big Ambitions without big Projects?” The subject matter augmented that of the Tunnel Construction segment of the exhibition.

The following excerpt shows some major tunnelling projects which were running in Germany during 2012:

35 km of double track high speed railway lines (250 to 300 km/h):

between Karlsruhe and Basel; partly upgraded and partly replaced, integrating two major bored tunnel projects of 9 km (Katzenberg Tunnel) and 5 km (Rastatt Tunnel) respectively in length.

Each tunnel consists of two parallel single tubes with about 10.5 m excavation diameter.

The Katzenberg Tunnel was opened after 9 years of construction in December 2012. The Rastatt Tunnel will be tackled as from next year. The 182 km long new and upgraded Karlsruhe-Basel route will improve the traffic connections between Northern and Southern Europe via Lötschberg and Gotthard base tunnels in Switzerland.

35 km double track tunnels on the new/upgraded high-speed line

between Nuremberg and Erfurt and 31 km between Erfurt and Halle/Leipzig. These tunnels – like the majority of the tunnels for the DB highspeed routes – are mainly built by conventional means.

General details on tunnelling in Germany can be seen in the table below according to the latest statistics conducted by STUVA.

Tunnelling in Germany - 2011/2012 [km]

Type of tunnel

Metro

Railway

Road

total

