

- Marshalling yard, consisting of up to 16 tracks
 - bimodal traffic handling installation (suprastructure)¹
2. DB track section 1552 – northern industry branch
 3. DB track section 1540 – between Sande and Esens
 4. DB track section 1522 – between Wilhelmshaven and Oldenburg

The JadeWeserPort sidings will connect to the single-track non-electrified northern industry branch line via an approx. 4 km long line. This approximate 10 kilometre long track section will be for goods traffic only, and will be upgraded by Deutsche Bahn until the start of the port commissioning, to create a high capacity rail link for the JadeWeserPort.

The development concept includes upgrading the industry track using modern control, safety and signal technologies. The ultimate capacity would be for 100 railway slots per day (24 hour period) while current usage comprises a mere eight slots on average per day for trains to the Wilhelmshaven oil refinery. The industry track will ultimately be connected via a branch line to the Sande–Esens line. This line section terminates at Sande station where it connects to Deutsche Bahn track section 1522 (Wilhelmshaven–Oldenburg). The Wilhelmshaven–Oldenburg line is for the most part two-track non-electrified main line. This track section is used to provide regional public transport at an hourly frequency between Wilhelmshaven and Oldenburg as well as local goods traffic. During a 20-hour day, this line currently handles approx. 43 passengers and an average of 8 goods trains per day.

The track sections between Varel, Jaderberg, Hahn and Rastede also include two single-track sections of seven and five kilometres in length, respectively. The upgrading to a full two-track status – for which approvals already exist – and the electrification of this main line are also a new project classified as high priority in the German transport plan 2003. Deutsche Bahn (German Rail) has agreed to complete the engineering work necessary for twin tracks and electrification in a timely fashion prior to the start of operations at JadeWeserPort.

Trains coming from JadeWeserPort are redirected at the Oldenburg junction, travelling on to either Bremen, Lehr/Rheine or the Osnabrück/Ruhr area.

7. Execution of construction works

The actual construction work on the terminal will commence immediately after the higher administrative court in Lüneburg has ruled on the expedited appeals.

The order to build the terminal area and construct the quays (construction phase 1) was granted to a consortium under the management of the Bunte Group, based in Papenburg in Emsland, on 26 September 2007.

Final plans prior to construction are currently being concluded. Works on creating port transport infrastructure connections will start shortly.

The actual construction work for phase 1 is presently scheduled to start in mid 2008. The first areas of the terminal will be ready for hand-over to EUROGATE, the terminal operator, after an approx 18 month construction period such that it can commence with the installation of all necessary suprastructure, such as land surfacing, container bridges, a gatehouse, workshop area and cargo handling equipment for road and rail transports. Container operations are scheduled to commence in 2011 on the southern quay section, planned for completion by that time.

¹ Plans are based on a combined traffic transshipment facility comprising six parallel tracks of suitable length