



Already one of the most popular places for selfies: the "exemplary noisebarrier" with a top-down view of Mühlendorf

– Photo: Johannes Geigenberger

No noise to be heard here

DB presents innovative noise barriers at the train station in Mühlendorf

by Johannes Geigenberger

Mühlendorf. Western Wall, Berlin Wall, Chinese Wall - admittedly: the new "Technology Park" in Mühlendorf am Inn can't compete with those famous tourist sites in terms of attraction (yet). However, even here travelers from all around take out their smartphones for some selfies in front of one of these walls, which have been built up recently at the train station.

Ten different wall segments showcase the modern ways of noise protection - "and that a noise barrier doesn't necessarily have to look like green fish tin" as Tristan Mölter of DB Netz put it, one of the initial creators of the technology park. The park has been opened by high-ranking representatives of DB alongside Klaus-Dieter Josel, Bavarias authorized representantive of the company, on thursday.

Mölter guided journalists through the technology park beforehand. It is, however, not a "park" in the traditional sense and meaning. The area is just several square-meters big and is directly bordering the railway. Concrete and gravel dominate the scenery and only a few trees provide some shade. Right next to it one can find the information center of the ABS 38. The planned double-track between Munich and Freilassing is the main reason why this technology park - first of its kind in Germany - was built in Mühlendorf. The intentions of DB:

The shown noise barriers are supposed to alleviate the worries of local residents and provide first-hand information concerning the project, said Alexander Pawlik, project leader of the ABS 38, who also participated in the guided tour. He particularly pointed out the innovative materials used for the barriers: e.g. aluminum, wood-fiber concrete and glass elements. "Eye-catcher" of the exhibit is the top-down view of Mühlendorf that has been printed onto one of the wall segments.

Who is paying for special wishes concerning the designs?

Looks beautiful - no doubt. But who is paying for special wishes concerning the designs? Looks beautiful - no doubt. But who is paying for special wishes concerning the designs? Looks beautiful - no doubt. But who is paying for special wishes concerning the designs?

The major of Mühlendorf, Michael Hetzl, is convinced that money invested in noise protection is money well-spent in order to raise the acceptance of noise-intense projects such as railways and highways: "You could clearly see the impact noise protection had concerning the construction of the A94." The property for the exhibition was provided by the city for free. Funds by the European Union were also provided - however, without naming a specific amount.

The area, which has been previously used as a parking lot for DB employees, has quite a lot to offer despite the small area: the park showcases a number of innovations concerning railway-construction. Examples would be a bump-less level crossing for pedestrians and cyclists. This is only made possible by rubber mats that fill out the gaps and automatically retract once a train is about to pass. Another big part of the exhibit are man-sized screws that have to be used in order to fortify the noise barriers. Those are manufactured by Krinner in Straßkirchen, a company

specializing in groundscrews. Most of the companies that are showcased in the technology park are regional ones: the best example would be the rail-component manufacturer Kraiburg Strail from Tittmoning.

From idea to completion in just 18 months

All of them have been invited to present themselves at the technology park, which they gladly accepted. That's how the project was able to be finished in a record time of 18 months - the final steps have been completed mere days and hours before the opening ceremony.

A perfect example of what mid-cap companies are truly capable of, as Hans-Jürgen Johannink, the CEO of DVLV, concludes. "Large corporations would have been able to do it that quickly." The "German Association for Noise Protection at Trafficways" (DVLV) channeled the interest of companies in this field that originate in the mid-cap. Johannink therefore proposed to the DB-representatives that mid-cap companies should continue to be the prioritized contractors for big projects - like the ABS 38 - in the future.



High-ranking DB-representatives gathered around Bavarias authorized representative Klaus-Dieter Josel (2nd from the left) opened the technology park at the Mühlendorf train station alongside politicians this week.