



Photo Vidar Nordli-Mathiesen

Towards a better European passenger rail network

RailForum kenniskring, kick-off

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ProRail

European rail infrastructure managers have three motives for a better international passenger rail network in Europe



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Right On Track

EUROLINK



**Better
connectivity**



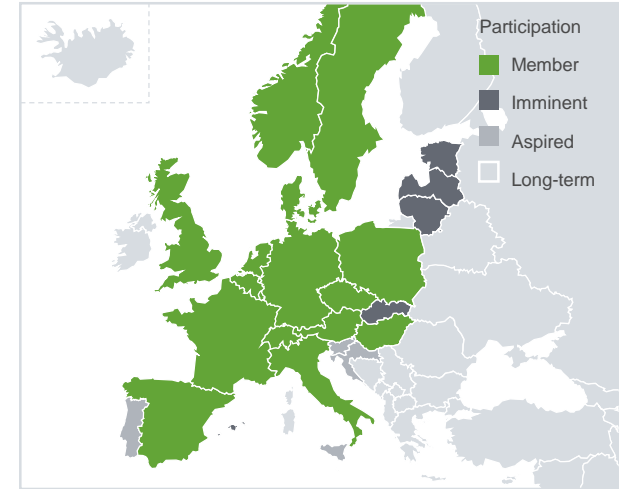
**Sustainable
mobility**



**Optimized use of
infrastructure**

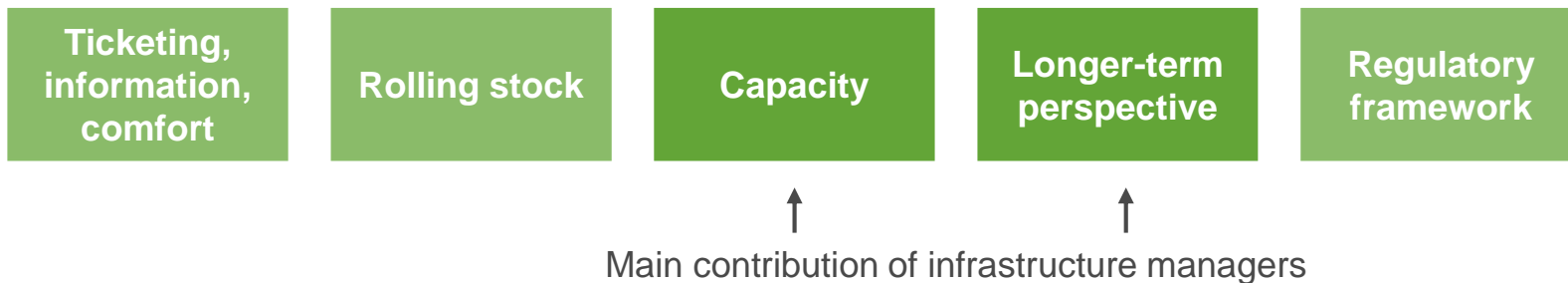
Eurolink forms a growing platform for international network development

- **Our team of experts in network development is growing.**
 - Coreteam of InfraBel, ProRail, ÖBB, SBB and Správa železnic.
 - Eurolink develops timetable concepts 5-10-20 years into the future.
- **Contributions to International Rail Passenger Platform.**
- **Partnership with operators.**
 - Train operators can supply market insight and specifications. With operators and stakeholders we can identify feasible and viable steps forward.
- **Complement the formal capacity allocation process.**
 - 5-year perspective and stability as is being developed by RNE in TimeTable Redesign (TTR).



Passengers may expect improvements throughout the chain

- The international train is an attractive product, but many aspects can be improved.
- For the operator **a succesful train service stems from a combination of ingredients**. This determines, with or without government intervention, a better offer to the passenger.



Our design philosophy for international network development contains different elements

Higher frequencies



- More cross-border connections
- Systematic slots with potential for growth

Shorter travel-times



- More attractive slots
- Needless run time margin to be avoided

Direct connections



- Much more direct connections throughout Europe
- Not just link two countries but three or even more

Optimized transfers



- Attractive transfers
- Pan-European integral clock face timetable

Twofold approach to infrastructure

- Short to medium-term > Optimal use of existing and planned capacity
- Medium to long-term > Smart, adaptive and targeted investments

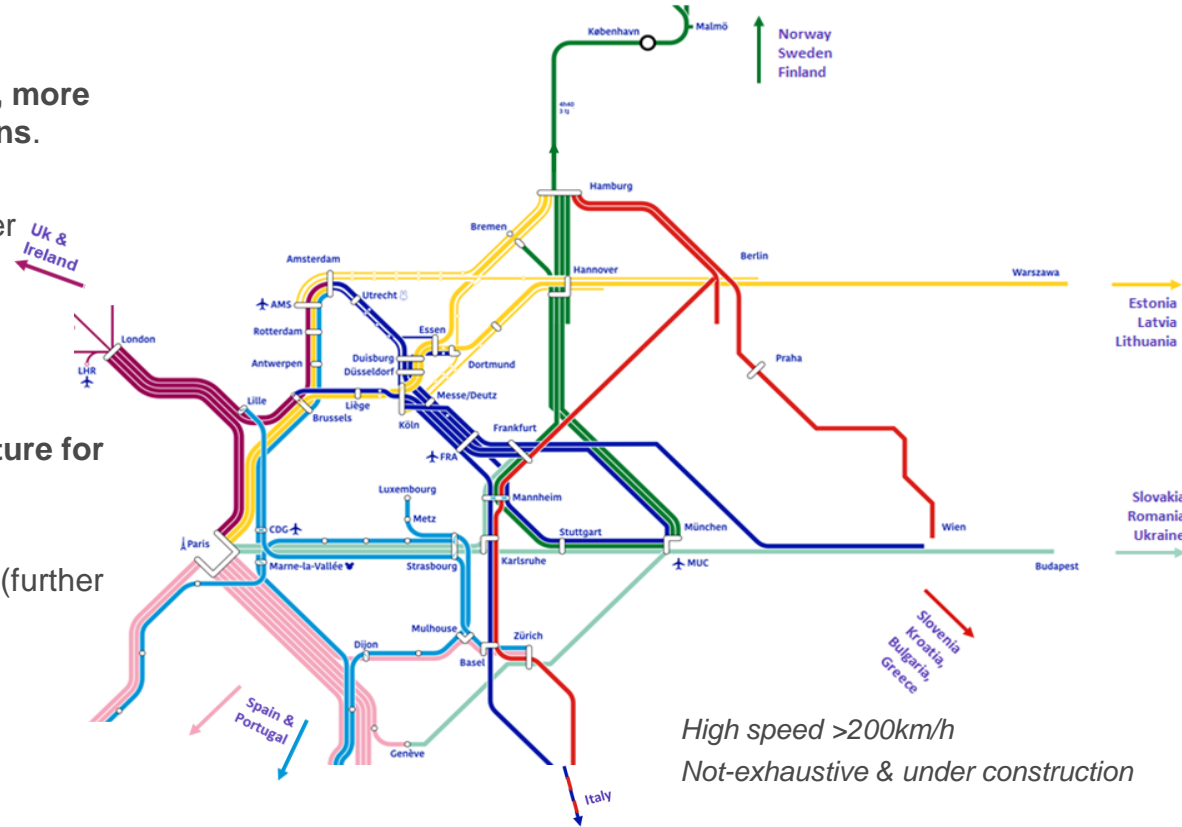


A high-performance international network on expected infrastructure around 2030 could look like this

- High frequency, shorter travel-times, more direct services and better connections.
- Cohesive network of corridors.
- Quality hubs, also to aviation and other modalities.

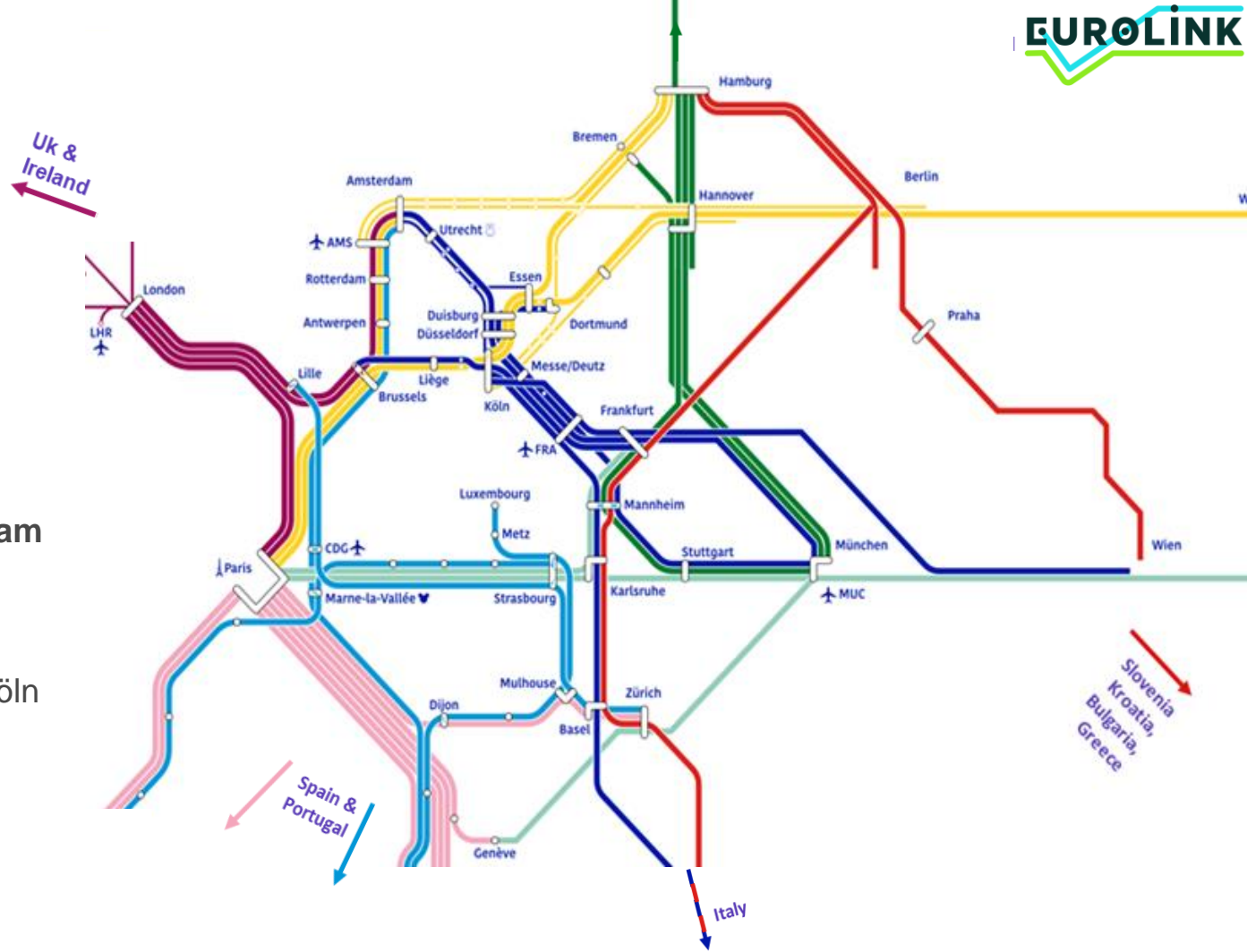


- Cadenced and systematic slot structure for market growth.
- Possible on expected infrastructure (further microscopic study to be done).



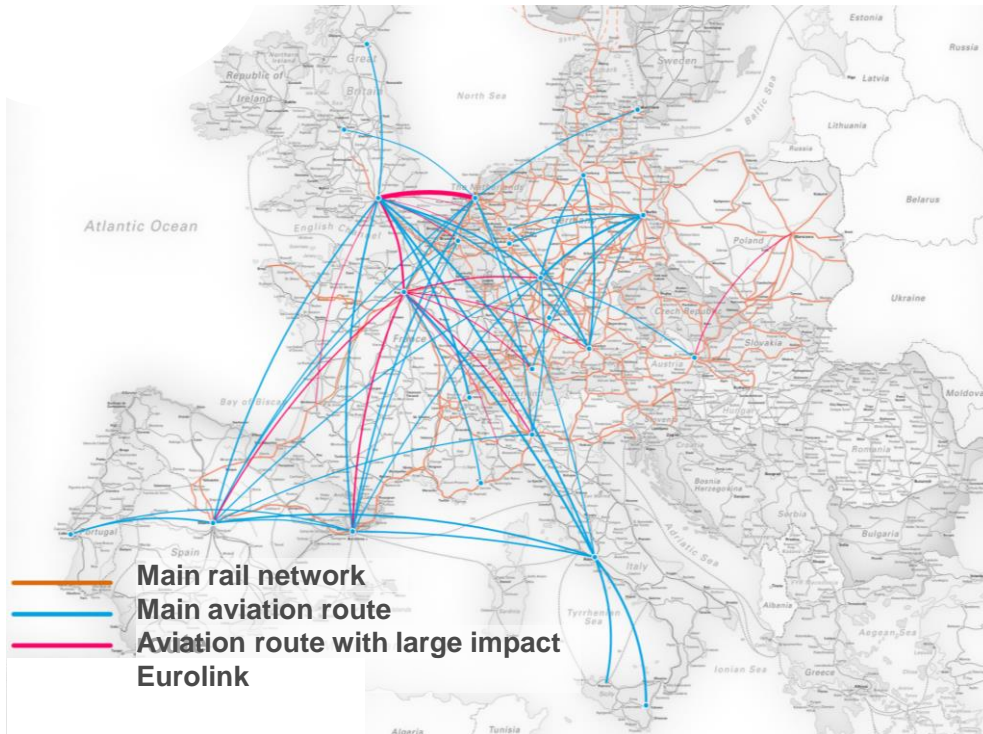
Preliminary results / successful services in the concepts:

- Wien – Venezia
- Paris – Milano
- Paris – Barcelona
- London – **Amsterdam**
- London – Paris
- Paris – Brussel – **Amsterdam**
- Paris – Brussel – Köln
- **Amsterdam** – Köln
- München – Zürich



Preliminary result / International aviation routes most impacted by Eurolink concept. Basis for further study for shift air to rail.

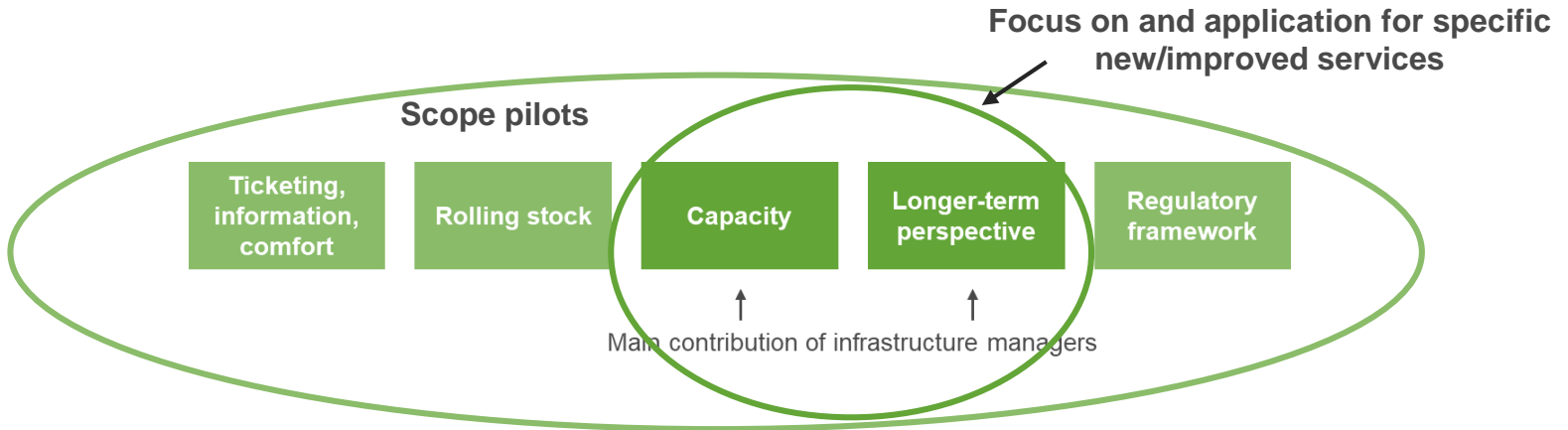
Evaluation is on-going



- Climate effect depends on decrease in actual flights.
- Results are based on current modelling. Will travel and modal choices change?
- Other city-pairs? Opportunities for more modal shift? By optimisation Eurolink concept. Other measures in rail and aviation domains.
- Opportunities for (further) combination air-rail propositions?

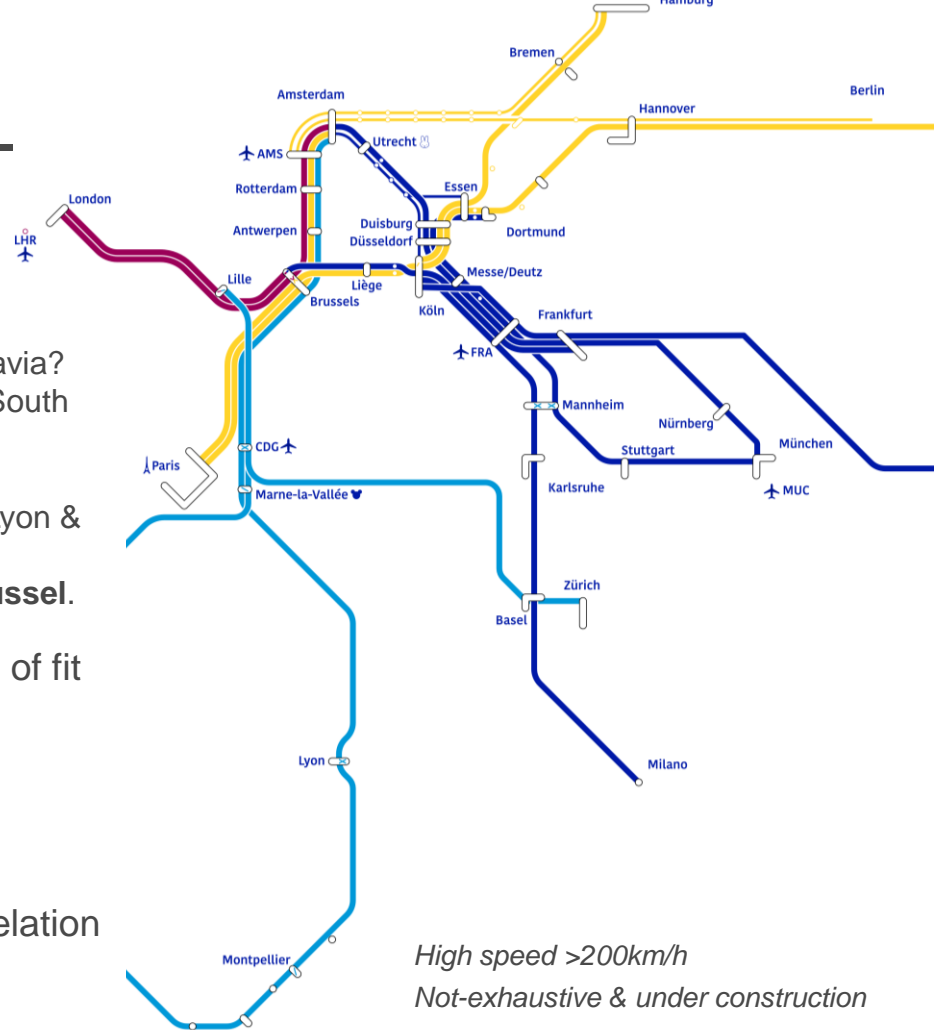
How to implement new or greatly enhanced rail services in market initiatives, EC pilots and TEE 2.0?

- **Apply insights from previous studies**, i.e. Raad voor Leefomgeving, International Rail Platform.
- Test and implement **measures on all relevant aspects**, from ticketing to regulation.
- For first **TEE 2.0 lines: ideas, concepts, suggestions** regarding these connections?
- **How to structure the work** and what would be first steps or questions regarding the implementation of lines?



Eurolink offers ideas for a step-by-step strategy

- From the Dutch perspective:
 - Higher frequency **Berlin and Hamburg** direct. Scandinavia?
 - Higher frequency **Rhein-Ruhr** & further into Germany, South and Central Europe.
 - Fill up slots & faster **London**.
 - New long-distance slot via **Paris CDG** to Strassbourg, Lyon & Mediterranée?
 - *Not in graphic*: faster & higher frequency IC-product **Brussel**.
- For all German border-crossings: analysis in detail of fit with regional and growing freight traffic.
- Enhanced robustness as a pre-condition.
- Input for capacity allocation process in TTR.
- With new infrastructure: iteration and re-design. Relation with long term vision and investments.



High speed >200km/h
Not-exhaustive & under construction

Together we create a better offer to the passenger, starting tomorrow!

- From easier ticketing and better travel experience,
- To more, faster and better connected trains,
- And quality hubs to other trains and modalities.

So rail can contribute more to sustainable mobility.



Photo Bruce Mars

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