



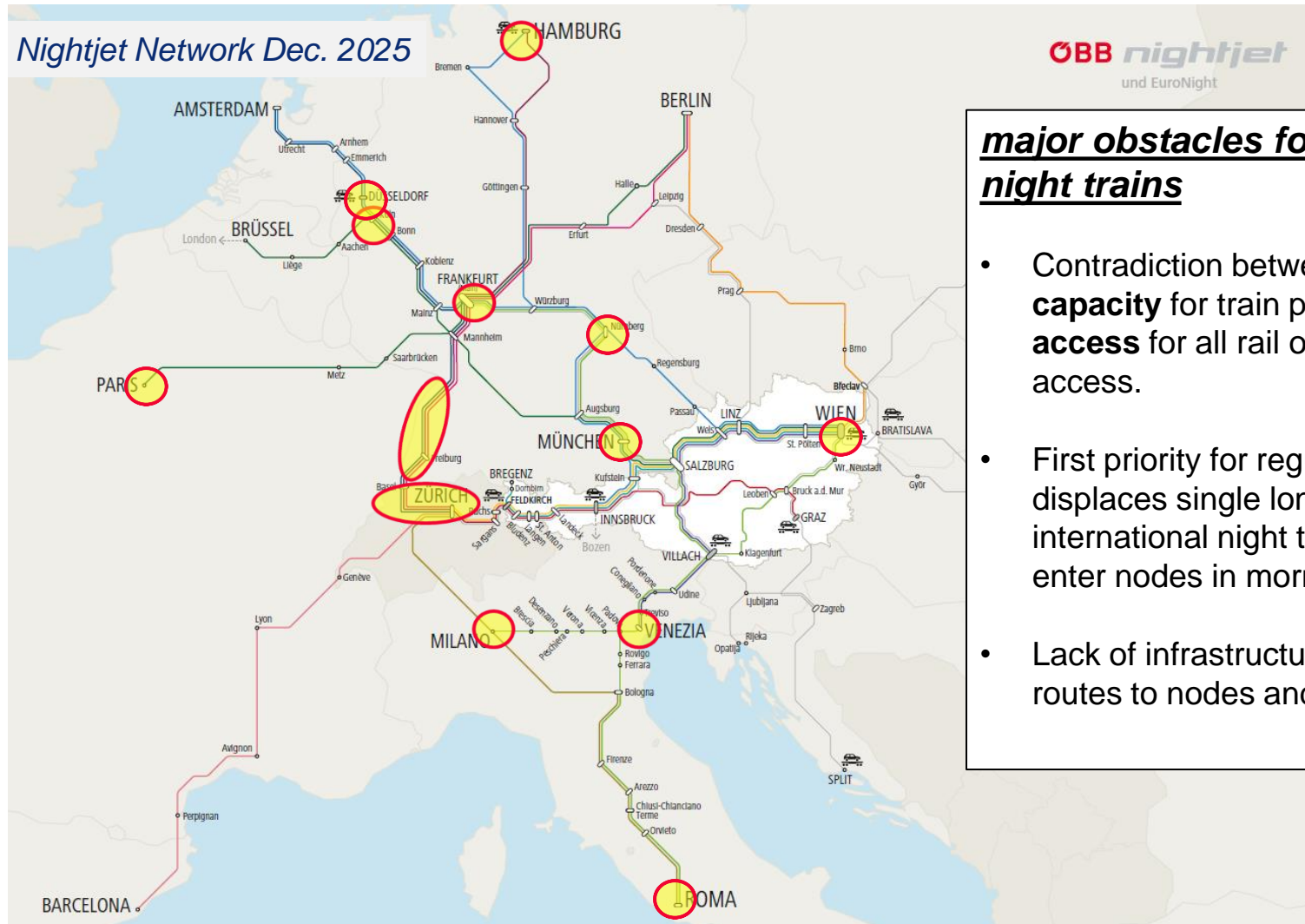
**towards international
passenger corridors for
night trains**

nightjet

Nightjet will be one of the most expanded passenger rail networks in Europe.



Most of the bottlenecks are in nodes.



major obstacles for international night trains

- Contradiction between **unsecured capacity** for train paths and **assured open access** for all rail operators with network access.
- First priority for regular commuter trains displaces single long distance services like international night trains, who need to enter nodes in morning peak hour.
- Lack of infrastructure, like approaching routes to nodes and platforms in stations.



How to improve bottlenecks

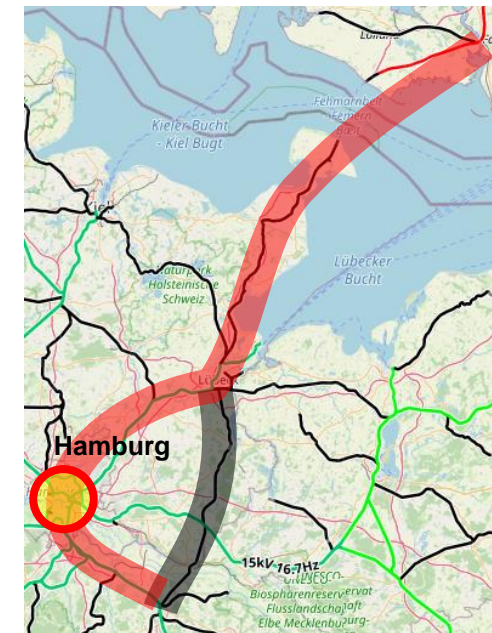
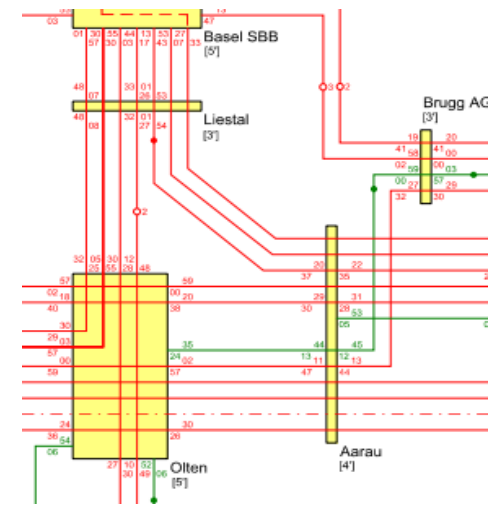


1. organize the existing capacity

- Development of **network usage concepts (NUC)** for cross-border routes throughout Europe to **secure path capacity** in the long term.
- Following the NUC's, development of **network usage plans (NUP)** for international passenger corridors
- The NUP must offer sufficient flexibility and capacity for **inclusion international longdistance traffic**.

2. increase the capacity by invest

- **new routes:** End concentrating more traffic on only few (and always the same) routes. Relief of nodes and highly stressed lines by **creating bypasses** for separating freight and passenger services in big stations and nodes.
- **enlarge stations:** more platforms with adequate usable length to accommodate trains and create appropriate change nodes for passengers with flexible operational performance (not like Stuttgart 21).





- The today existing organisations like RNE and FTE are fully **engaged with administration of capacity lacks**.
- **No more new high speed lines**, suitable only for specially constructed high speed trainsets, are needed. The existing high speed routes in the different countries of Europe are planned and operated without an European perspective. **Smaller but smart infrastructure enlargements in nodes** can generate more effects on network capacity for passenger trains.
- **National Infrastructure Managers and Transport Authorities need support** (and sometimes force) by the European Commission to step forward to a better rail network (and to focus on the capacity of international passenger corridors).
- **Increasing capacity** and network effects for international passenger traffic must be one of the **leading criteria of financing TEN-projects** by European Commission.