International high-speed and overnight rail services to promote climate change mitigation

Revised and enlarged Version – May 2021

Secretariat of the Federal Government Commissioner for Rail Transport
Contents

1. General introduction
2. Development of the Concept
3. Rolling Stock Considerations
4. Conclusion and next steps
5. Blueprint study – Detailed descriptions of the TEE 2.0 lines
Contents

1. General introduction
2. Development of the Concept
3. Rolling Stock Considerations
4. Conclusion and next steps
5. Blueprint study – Detailed descriptions of the TEE 2.0 lines
Societal change in travel behaviour – wider clientele

Changes in travel choices due to effects such as
  • greater awareness of climate change ("flying shame")
  • shorter journey times thanks to growing high-speed networks
  • direct links to and from smaller towns and cities located along the routes of the mainlines

Opportunity for new message from railways – new TEE network
High-speed trains over long distances (passing through 4, but at least 3 countries)
The **TransEuropExpress 2.0**, or **TEE 2.0** for short, is thus a symbol of cohesion and further European integration.

Opportunity presented by the establishment of clock-face timetables
**TEE 2.0** and attractive overnight services can be integrated in the clock-face timetables and will not use any paths at the expense of freight trains.
Clock-face timetabling such as the “Deutschlandtakt” to form the basis of new TEE network

• “More frequent – faster – everywhere”: clock-face timetable will establish a new, transparent principle of infrastructure planning and capacity management.

• For all types of traffic, reserved capacity will be available that ensures good connections in passenger traffic and reliable paths in goods traffic. The basis will be a clock-face system with trains running hourly or half-hourly.

• Infrastructure schemes derived from the timetable will significantly enhance the capacity of the overall network and appreciably increase the nationwide system speed.

• Numerous neighbouring countries are using such planning methods or already have a network of highly frequent long-distance trains.

• The concept TEE 2.0 will interlink the individual optimized systems to form a range of European services designed to reduce international journey times.
Supplementary steps for the blueprint of a Europe overnight train network

Objectives for the blueprint of a Europe overnight train network
- Identify possible rolling stock and production blueprints for the lines identified
- Identify the necessary planning steps for the way forward

Planning bases for overnight train lines
- Maximum speed 160 – 230 km/h (Talgo: 250 km/h)
- Existing overnight trains operating satisfactorily (Austria/Switzerland – Germany) will not be re-addressed. Rather, it will be assumed that they will be evolved and continue to operate

The development of additional overnight trains is to be welcomed, but their economic challenge is not to be underestimated: sleeping berths can only be sold once per journey, whereas on TEE 2.0 trains, it will be possible to market one seat several times for shorter journeys. In addition, the space required per passenger is significantly greater.
Challenges facing internationally connected lines

- Different traction current and train protection systems
- Railway administrations still have a very national focus
- Uniform marketing and pricing poses a challenge because passengers' rights have to be taken into account
- Different requirements regarding compulsory reservations and a guaranteed seat
- Different rules governing concessions, transport contracts and subsidies
- Different languages and operating rules in neighbouring countries
- Different technical subtleties and quality levels
  - Expectations of stopping patterns
  - Commercial open access services vs public service obligations
  - Different forms of operators
More and more active use being made of travel time – Train travel offers many benefits

• Opportunity to **use travel time for pleasant or useful activities** such as eating and working

• Travel time = **more quality time**: given the wide and varied range of digital possibilities (Internet, Wi-Fi, smartphone), the duration of a journey is no longer the crucial criterion influencing travel choice

• **Travel time** when travelling by train can be **used more efficiently** than when flying, because there is less idle time (check-in, security check, baggage)

Rail travel in a Europe that is growing together offers alternative travel options for continental flights and long journeys by car on numerous origin-destination pairs.
Outline of the concept *TEE 2.0*

The concept *TEE 2.0* consists of three components:

- a **network of *TEE 2.0* lines** offering direct connections on longer routes integrating existing national train runs,
- a **network of night train services,**
- intensified bi- and multinational cooperation to coordinate *(clock-face and conventional)* **timetables** for a border-crossing network with more connections between hubs and nodes (“*Europatakt*”).

Infrastructure Managers will substantiate the network with initiatives like EuroLink or TTR.

The Sustainable and Smart Mobility Strategy of the European Commission foresees 15 pilot lines international rail passenger services by 2030.
Proposed typical Characteristics of the TEE 2.0 connections

Route – the TEE 2.0 connects Europe
A TEE 2.0 shall connect at least three states. The focus is on the capital cities and economic centers.

Speed – the TEE 2.0 enables attractive, short journey times
A TEE 2.0 shall reach a speed of at least 160 km/h over a substantial part of the route or an average speed of 100 km/h in relation to the whole route of the train.

Comfort – relaxed travel on the TEE 2.0
A TEE 2.0 offers a higher level of comfort (free WLAN, air conditioning, catering and, if necessary, sleeping and couchette cars or other comfort features on night trains) compared to conventional passenger trains.
Contents

1. General introduction
2. Development of the Concept
3. Rolling Stock Considerations
4. Conclusion and next steps
5. Blueprint study – Detailed descriptions of the TEE 2.0 lines
The concept TEE 2.0 was developed in three steps complemented with a night train network:

**Step 1:** Connecting lines of «Deutschlandtakt» to European destinations

Completed with some tangential lines.

**Step 2:** temporal dimension: Enlarge the network with commissioning of new infrastructure

- Fehmarn Belt Fixed Link
- Stuttgart 21 and the new Stuttgart – Ulm high-speed line
- Brenner Base Tunnel

**Night services:** Complementary network

Added with lines defined by the letter of intent

**Step 3:** Additional lines in Eastern and Southern Europe

Added with lines defined by the letter of intent
Step One of the TEE 2.0 concept:
Routes mostly in Central and Western Europe

TEE 1 / TEE 2
Paris – Berlin – Warsaw/Krakow

TEE 3 / TEE 4
Amsterdam – Basel – Rome

TEE 5 / TEE 6
Berlin – Frankfurt – Lyon – Barcelona – Madrid – Malaga

TEE 7 / TEE 8
Amsterdam – Brussels – Paris – Lyon – Barcelona – Murcia

TEE 9 / TEE 10
Berlin – Munich – Rome

TEE 11 / TEE 12
Paris – Munich – Budapest

TEE 13 / TEE 14
Paris – Brussels – Hamburg – Copenhagen – Stockholm

TEE 15 / TEE 16
Stockholm/Oslo – Copenhagen – Munich

TEE 17 / TEE 18
Munich – Memmingen – Lindau – Bregenz – St. Gallen – Zurich – Lugano – Milan

TEE 19 / TEE 20
Oslo – Goteborg – Malmö – Copenhagen
The evolution of the TEE 2.0 network will use major TEN-T infrastructure projects under construction

**Implementation with commissioning of major infrastructure**

**Links to and from Scandinavia**
Once the fixed Fehmarn Belt Fixed Link between Germany (Puttgarden) and Denmark (Rødbyhavn) has been commissioned, it will be possible to reduce journey times on this route.

**East-West corridor via Southern Germany**
Services between Paris and Budapest will benefit from Stuttgart 21 and the new Stuttgart – Ulm high-speed line because (a) trains will no longer have to reverse and (b) it will be possible to reduce journey times.

**Base tunnel on the Brenner artery**
The Brenner Base Tunnel will likewise make it possible to operate trains between Berlin, Munich and Rome at high speeds on most sections, thereby enhancing attractiveness.
# Overview TEE 2.0 Lines 1 – 20

<table>
<thead>
<tr>
<th>线路</th>
<th>近未来</th>
<th>中期2020年代</th>
<th>末期2020年代</th>
</tr>
</thead>
<tbody>
<tr>
<td>TEE 1/2: Paris – Berlin – Warsaw/Krakow</td>
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<tr>
<td>TEE 11/12: Paris – Munich – Budapest</td>
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<tr>
<td>TEE 13/14: Stockholm – Hamburg – Paris</td>
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<tr>
<td>TEE 15/16: Oslo/Stockholm – Berlin – Munich</td>
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<tr>
<td>TEE 17/18: Munich – Bregenz – Zurich – Milan</td>
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<tr>
<td>TEE 19/20: Oslo – Malmö – Copenhagen</td>
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</tbody>
</table>
Step two of the concept **TEE 2.0**: Routes mostly in Southern and Eastern Europe

**TEE 21 / TEE 22**
Venice – Ljubljana – Graz – Vienna – Prague

**TEE 23 / TEE 24**
Vienna – Ostrava – Warsaw – Gdansk/Brest – Gdynia

**TEE 25 / TEE 26**
Malmö – Copenhagen – Hamburg – Berlin – Prague – Bratislava – Budapest

**TEE 27 / TEE 28**
Venice – Graz – Vienna – Bratislava – Zilina – Kosice

**TEE 29 / TEE 30**
Milan – Venice – Ljubljana – Zagreb – Budapest

**TEE 31 / TEE 32**
Berlin – Dresden – Prague – Vienna – Graz – Zagreb/Ljubljana

**TEE 33 / TEE 34**
Frankfurt – Nuremberg – Munich – Linz – Vienna – Budapest

**TEE 35 / TEE 36**
Barcelona – Montpellier – Nice – Genoa – Milan – Verona – Venice

**TEE 37 / TEE 38**
Brussels – Luxemburg – Strasbourg – Basel – Milan

**TEE 39 / TEE 40**
Prague – Dresden – Frankfurt – Paris
### Overview TEE 2.0 Lines 21 – 40

<table>
<thead>
<tr>
<th>Line</th>
<th>near future</th>
<th>mid-2020s</th>
<th>end-2020s</th>
</tr>
</thead>
<tbody>
<tr>
<td>TEE 21/22: Venice – Ljubljana – Graz – Vienna – Prague</td>
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<td>X</td>
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<tr>
<td>TEE 25/26: (Malmö –) Hamburg – Berlin – Prague – Bratislava – Budapest</td>
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<tr>
<td>TEE 27/28: Venice – Graz – Vienna – Kosice</td>
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<tr>
<td>TEE 29/30: Milan – Zagreb – Budapest</td>
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<tr>
<td>TEE 31/32: Berlin – Prague – Graz – Zagreb</td>
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<tr>
<td>TEE 33/34: Frankfurt – Vienna – Budapest</td>
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<tr>
<td>TEE 35/36: Barcelona – Nice – Venice</td>
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<tr>
<td>TEE 37/38: Brussels – Luxembourg – Berne – Milan</td>
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</tbody>
</table>
Step three of the concept TEE 2.0: Additional Routes (Part of LoI or directly demanded by countries)

**TEE 41 / TEE 42**
Budapest – Bratislava – Ostrava – Warsaw

**TEE 43 / TEE 44**
Tallin – Riga – Kaunas – Warsaw

**TEE 45 / TEE 46**

**TEE 47 / TEE 48**
Hamburg – Frankfurt – Basel – Milan

**TEE 49 / TEE 50**
Copenhagen – Hamburg – Amsterdam

**TEE 51 / TEE 52**
Amsterdam – Cologne – Munich – Vienna

**TEE 53 / TEE 54**
Amsterdam – Hannover – Berlin – Warsaw

**TEE 55 / TEE 56**

**TEE 57 / TEE 58**
Copenhagen – Berlin – Prague

**TEE 59 / TEE 60**
Amsterdam – Brussels – London

**TEE 61 / TEE 62**
Amsterdam – Brussels – Paris
## Overview TEE 2.0 Lines 41 – 62

<table>
<thead>
<tr>
<th>Route</th>
<th>near future</th>
<th>mid-2020s</th>
<th>end-2020s</th>
</tr>
</thead>
<tbody>
<tr>
<td>TEE 41/42: Budapest – Bratislava – Warsaw</td>
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<tr>
<td>TEE 43/44: Tallinn – Riga – Kaunas – Warsaw</td>
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<td>TEE 49/50: Copenhagen – Hamburg – Amsterdam</td>
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<td>TEE 51/52: Amsterdam – Munich – Vienna</td>
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<tr>
<td>TEE 53/54: Amsterdam – Berlin – Warsaw</td>
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<tr>
<td>TEE 57/58: Copenhagen – Berlin – Prague</td>
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<tr>
<td>TEE 59/60: Amsterdam – London</td>
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<tr>
<td>TEE 61/62: Amsterdam – Paris</td>
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</tbody>
</table>
**TEE 2.0 overnight network**

**Short-term implementation**
- 21 / 22: Paris – Brussels – Cologne – Berlin
- 23 / 24: Brussels – Prague/Warsaw
- 25 / 26: Amsterdam – Milan – Venice/Genoa
- 29 / 30: Berlin – Rome/Nice
- 33 / 34: Paris – Brussels/Amsterdam – Hamburg – Stockholm
- 35 / 36: Stockholm – Copenhagen – Berlin – Prague – Vienna/Budapest
- 37 / 38: Zurich – Amsterdan
- 39 / 40: Zurich – Rome
- 41 / 42: Stockholm – Berlin
- 43 / 44: Madrid – Lisboa

**Adaptation with commissioning of major infrastructure**
## Overview TEE 2.0 Night-Lines 21 – 44

<table>
<thead>
<tr>
<th>Route Code</th>
<th>Route Description</th>
<th>Near Future</th>
<th>Mid-2020s</th>
<th>End-2020s</th>
</tr>
</thead>
<tbody>
<tr>
<td>EN 21/22</td>
<td>Paris – Berlin</td>
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<tr>
<td>EN 23/24</td>
<td>Amsterdam/Brussels – Prague/Warsaw</td>
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<tr>
<td>EN 25/26</td>
<td>Amsterdam – Genoa/Venice</td>
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<tr>
<td>EN 27/28</td>
<td>Frankfurt/Zurich – Madrid</td>
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<tr>
<td>EN 29/30</td>
<td>Berlin – Munich – Rom/Nice</td>
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<tr>
<td>EN 31/32</td>
<td>Paris – Budapest/Zagreb</td>
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<tr>
<td>EN 33/34</td>
<td>Stockholm – Paris/Amsterdam</td>
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<td>EN 35/36</td>
<td>Stockholm – Wien/Budapest</td>
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<td>EN 37/38</td>
<td>Zurich – Amsterdam</td>
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<td>EN 39/40</td>
<td>Zurich – Rom</td>
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<td>EN 41/42</td>
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<td>EN 43/44</td>
<td>Madrid – Lisboa</td>
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</tbody>
</table>
Contents

1. General introduction
2. Development of the Concept
3. Rolling Stock Considerations
4. Conclusion and next steps
5. Blueprint study – Detailed descriptions of the TEE 2.0 lines
Requirements to be met by the rolling stock

- Superior level of comfort
- Seats facing the direction of travel
- Catering incl. sophisticated restaurant car
- International operation

Maximum speed of at least 300 km/h

Velaro ESP with rotatable seats

Multi-current traction unit
There is already rolling stock today that can operate in many countries of Europe (Examples 1/2)

<table>
<thead>
<tr>
<th>Designation</th>
<th>Manufacturer</th>
<th>Certified in</th>
<th>Maximum speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>TGV Euroduplex and similar</td>
<td>Alstom</td>
<td>FR</td>
<td>320 km/h</td>
</tr>
<tr>
<td>Velaro and similar</td>
<td>Siemens</td>
<td>DE</td>
<td>350 km/h (Velaro ESP)</td>
</tr>
<tr>
<td>Zefiro 380 and similar</td>
<td>Bombardier / Hitachi Rail</td>
<td>BE</td>
<td>360 km/h</td>
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<tr>
<td>Smile / Giruno</td>
<td>Stadler</td>
<td>DE</td>
<td>250 km/h</td>
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<td>BE</td>
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<tr>
<td>Maximum speed</td>
<td>320 km/h</td>
<td>350 km/h (Velaro ESP)</td>
<td>360 km/h</td>
</tr>
</tbody>
</table>
There is already rolling stock today that can operate in many countries of Europe – (Examples 2/2)

<table>
<thead>
<tr>
<th>Designation</th>
<th>RailJet</th>
<th>Talgo</th>
<th>Avelia Pendolino</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturer</td>
<td>Siemens</td>
<td>Talgo</td>
<td>Alstom</td>
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<tr>
<td>Certified in</td>
<td>FR</td>
<td>(X) (medium to long term)</td>
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<td>DE</td>
<td>X</td>
<td>X (Strizh)</td>
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<td>NL</td>
<td>(X) (medium to long term)</td>
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<td>(X) (medium to long term)</td>
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<td>SWE</td>
<td>(X) (medium to long term)</td>
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<tr>
<td>Maximum speed</td>
<td>230 km/h</td>
<td>330 km/h</td>
<td>250 km/h</td>
</tr>
</tbody>
</table>
Modern rolling stock for overnight train services is available on the market

New overnight trainsets procured by ÖBB

Sleeping cars for Azerbaijan

Manufacturer: Siemens

Source: https://www.nightjet.com/de/komfortkategorien/nightjetzukunft

Manufacturer: Stadler

Source: www.bahnonline.ch
Contents

1. General introduction
2. Development of the Concept
3. Rolling Stock Considerations
4. Conclusion and next steps
5. Blueprint study – Detailed descriptions of the TEE 2.0 lines
Digitalisation is a key enabler for the concept *TEE 2.0*

- **European Rail Traffic Management System (ERTMS)** simplifies the equipment of trains operating across borders and increases the capacity of the existing infrastructure.

- **Digital Capacity Management (DCM)** facilitates the coordination of timetables through automated and digitized train path construction and capacity allocation.

- Digital Booking Platforms as the **Full Service Model (FSM) / Open Sales and Distribution Model (OSDM)** makes it easier for the passenger to discover the advantages of rail transport and to buy tickets for international journeys.
**TEE 2.0 is a joint project for the European integration**

- An attractive range of services could be created using today’s infrastructure and timetables.
- The TEN-T infrastructure projects will be used to reduce travel times.
- For business and leisure travelers, these services could very soon represent a climate-friendly alternative to air travel.
- Since implementation requires coordination between states, infrastructure managers and railway undertakings an implementation in near future would appear conceivable.
- Facilitation by the states appears to be helpful regarding speedy implementation.
- European Ministers of Transport welcomed the concept *TEE 2.0* and signed a Letter-of-Intent to support it.
- The International Rail Passenger Transport (IRP) Platform discusses the necessary framework conditions to realize the network.
Node times of selected major stations served by the TEE 2.0 lines (short term implementation) as Basis for an Europatakt

Basis of the presentation:
- Node times represent approximate times and do not indicate service frequency
- The node times only concern the TEE 2.0 lines and give no indication of other timetable structures
- Only a selection of stops is shown, the TEE 2.0 lines stop at far more stations
- Further elaboration by the stakeholders (States, Infrastructure Managers, Railway Undertakings) is necessary

The network might be used to build up frequent services on subsections of the longer lines as first step of an Europatakt.

Node time display (short term TEE 2.0 Lines)
- Serving on the hour
- Serving at half hour
- Serving at minutes 15 and 45
- By overlaying lines service at minutes 00, 15, 30 and 45
Next Steps and Realisation of the concept

• The concept is based on the current market-oriented framework conditions of the Fourth Railway Package, but it calls for a more active participation of the states and all stakeholders according to their respective role.

• All interested RUs can participate in the network on a commercial base.

• Methodology and lines presented in the blueprint study are a first preliminary proposal.

• States, infrastructure managers and railway undertakings are invited to participate in the further development of the network:
  • Development of route proposals and market analysis
  • Elaboration of the routes
  • Proposal for frequencies stops, and rolling stock
8 December 2020
Joint Statement Night Train Services

Night trains across Europe
New Nightjet routes from 2021

As part of the overall efforts within the European Union to reduce carbon dioxide emissions and support sustainable travel, night trains can form an ideal supplement for cross-border services.

DB, ÖBB, SBB and SNCF have joint forces to support the development of further night train services in Europe.

We believe that:
- Developing night trains helps to reduce CO₂ emissions and supports the Paris Agreement of 2015 on climate protection
- Night trains can become a key element of a sustainable and environmentally friendly mobility and its integration in a global daily European rail network is important
- Cross-border night train services are operationally challenging and require a joint effort and political support

DB, ÖBB, SBB and SNCF have signed a Memorandum of Understanding to set the framework for a future collaboration for night train services.

The parties plan to offer new night trains such as:
- December 2023: Vienna-Munich-Paris and Zurich-Amsterdam
- December 2024: Vienna/Berlin-Rome/Paris
- December 2024: Zürich-Barcelona

Our efforts will be part of a larger scheme to work towards better international services within Europe.

Dr. Richard Litz
CEO DB
Ambroise Mathis
CEO SBB
Vincent Desort
CEO SNCF
Jean-Philippe Adam
CEO ÖBB

www.bmvi.de | 12 May 2021
13 December 2020
Opening new Zurich – Munich service
17 May 2021
MoU Via Vindobona Berlin – Prague – Vienna
Contents

1. General introduction
2. Development of the Concept
3. Rolling Stock Considerations
4. Conclusion and next steps
5. Blueprint study – Detailed descriptions of the TEE 2.0 lines
Detailed descriptions of the lines

Some of the connections mentioned in this annex already exist. Further TEE 2.0 routes might be added by mutual agreement of the connected states.
**TEE 1/2: Paris – Brussels – Cologne – Berlin – Warsaw**

**Only one direction depicted**
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**
The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**
The blueprint for trains TEE 1/2 is based on present-day infrastructure.

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**Prospects in Deutschlandtakt target timetable**
Commissioning of Hamm – Hanover HSL

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**Line speed**
- 300 km/h
- 250 km/h
- Up to 200 km/h
**TEE 1/2: Links to and from France and Belgium**

- **Paris Gare du Nord, 9:00 hrs**
- **Brussels-Midi, 10:30 hrs**
- **Liège-G., 11:15 hrs**
- **Aachen, 11:40 hrs**
- **Cologne, 12:15 hrs**
- **Toulouse, dep. 22:20 hrs** (arr. 06:52 hrs)
- **Briançon, dep. 20:03 hrs** (arr. 06:55 hrs)
  (Change stations in Paris)
- **London, dep. 07:16 hrs** (arr. 10:12 hrs)
- **Rotterdam, dep. 08:58 hrs** (arr. 10:08 hrs)
- **Bruges, dep. 09:10 hrs** (arr. 10:07 hrs)
- **Gent, dep. 09:39 hrs** (arr. 10:07 hrs)
- **10:18 hrs** (arr. 11:09 hrs)

Connection from/to overnight train
**TEE 1/2: Links to and from Poland and Germany**

- **Warsaw, 22:15 hrs**
- **Poznań, 19:30 hrs**
  - **Berlin, 16:45 hrs**
  - **Frankfurt (Oder), 17:45 hrs**
- **Hannover, 15:00 hrs**
- **Hamburg, arr. 16:30 hrs**
- **Dresden, arr. 19:07 hrs**
- **Prague, arr. 21:36 hrs**
- **Wrocław, arr. 22:10 hrs**
- **Gdańsk, arr. 22:56 hrs**
- **Kraków, arr. 00:50 hrs**
- **Zakopane, arr. 05:50 hrs**

Connection from/to overnight train

[Image: Diagram showing train connections between Warsaw, Poznań, Berlin, Frankfurt (Oder), Hannover, Hamburg, Dresden, Prague, Wrocław, Gdańsk, Kraków, and Zakopane.]
TEE 1/2: Further improvement in links to and from France and Belgium in the Deutschlandtakt

- **Aachen**: 11:40 hrs
- **Liège-G., 11:15 hrs**
- **Cologne**: 12:15 hrs
- **Paris Gare du Nord, 9:00 hrs**
- **Brussels-Midi, 10:30 hrs**
- **Namur, 10:18 hrs**
- **Toulouse, dep: 22:20 hrs**
- **Briançon, dep. 20:03 hrs**
- **Bordeaux, dep. 05:45 hrs** (Change stations in Paris)
- **Bordeaux, dep. 07:16 hrs**
- **Rotterdam, dep. 08:58 hrs**
- **Bruges, dep. 09:25 hrs**
- **Gent, dep. 09:55 hrs**

Connection from/to overnight train

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*Note: This image illustrates the improved train connections between Germany and Belgium, as well as connections to other European cities. The schedule includes key stops and departure times for TEE 1/2 services.*
TEE 1/2: Further improvement in links to and from Germany and Poland in the Deutschlandtakt

Hamburg, arr. 15:45 hrs
Magdeburg, arr. 15:55 hrs
Leipzig, arr. 17:15 hrs

Dresden, arr. 17:30 hrs
Szczecin, arr. 17:30 hrs
Prague, arr. 19:00 hrs

Wrocław, arr. 22:10 hrs
Gdańsk, arr. 22:56 hrs

Kraków, arr. 00:50 hrs
Zakopane, arr. 05:50 hrs

Hannover, 14:30 hrs
Berlin, 16:15 hrs
Frankfurt (Oder), 17:15 hrs
Poznań, 19:00 hrs
Warsaw, 21:45 hrs

Connection from/to overnight train
TEE 1/2: A through service from Paris – Warsaw with a journey time of 13:15 h is possible in the short term

Today
- Journey time: 15h31
- No of changes: 2
  - Change in Cologne
  - Change in Berlin

TEE 2.0 network
- Journey time: 13h15
- Through service

TEE 2.0 network (target timetable)
- Journey time: 12h45
- Through service
- Hamm – Hanover and Hanover – Berlin HSL 300 km/h

Free onboard WiFi
Free onboard entertainment system
Restaurant car and at-seat service of light refreshments
Seats facing the direction of travel

Hinweise
Free onboard WiFi
Free onboard entertainment system
Restaurant car and at-seat service of light refreshments
Seats facing the direction of travel

Bahnsteigplan
- Paris Nord an 07:55
- Köln Hbf an 11:16
- Fußweg 9 Min.
- Berlin Hbf ab 17:43
- Warszawa Centralna an 23:26

Bahnhof Plan
- Paris Nord ab 09:00
- Warszawa Centralna an 22:15
- Köln Hbf an 11:48
- Berlin Hbf (ter) ab 16:10

300 km/h

www.bmvi.de | 12 May 2021
Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEE 1/2 is based on present-day infrastructure.
TEE 1/2: Links to and from France and Belgium

- **Paris Gare du Nord**, Departure: 9:00 hrs
- **Brussels-Midi**, Departure: 10:30 hrs
- **Liege-G.**, Departure: 11.15 hrs
- **Aachen**, Departure: 11:40 hrs
- **Cologne**, Departure: 12.15 hrs
- **London**, Departure: 07:16 hrs (arrival: 10:12 hrs)
- **Rotterdam**, Departure: 08:58 hrs (arrival: 10:08 hrs)
- **Brügge**, Departure: 09:10 hrs (arrival: 10:07 hrs)
- **Gent**, Departure: 09:39 hrs (arrival: 10:07 hrs)
- **Namur**, Departure: 10:18 hrs (arrival: 11:09 hrs)
- **Briançon**, Departure: 20:03 hrs (arrival: 06:55 hrs)
  (Transfer in Paris)
- **London**, Departure: 07:16 hrs (arrival: 10:12 hrs)
- **Rotterdam**, Departure: 08:58 hrs (arrival: 10:08 hrs)
- **Brügge**, Departure: 09:10 hrs (arrival: 10:07 hrs)
- **Gent**, Departure: 09:39 hrs (arrival: 10:07 hrs)
- **Namur**: Departure: 10:18 hrs (arrival: 11:09 hrs)

Connection to/from Nighttrain
**TEE 1/2: Links to and from Germany and Poland**

- Hamburg, arrival: 16:30 hrs
- Dresden, arrival: 19:07 hrs
- Prague, arrival: 21:36 hrs
- Katowice, 22:45 hrs
- Wroclaw, 20:45 hrs
- Krakow, 23:45 hrs
- Gdansk: arrival 22:56 hrs
- Hannover, 15:00 hrs
- Berlin, 16:45 hrs
- Frankfurt (Oder), 17:45 hrs
- Poznań, 19:30 hrs
- Warsaw, 22:15 hrs
TEE 1/2: Further improvement in links to and from France and Belgium in the Deutschlandtakt

- **Aachen**, dep. 11:40 hrs
- **Liège-G.,** dep. 11:15 hrs
- **Brussels-Midi,** dep. 10:30 hrs
- **Cologne**, dep. 12:15 hrs
- **Toulouse**, dep. 22:20 hrs
- **Briançon**, dep. 20:03 hrs
- **Bordeaux**, dep. 05:45 hrs (Change stations in Paris)
- **Bordeaux**, dep. 07:16 hrs
- **Rotterdam**, dep. 08:58 hrs
- **Bruges**, dep. 09:25 hrs
- **Gent**, dep. 09:55 hrs
- **Namur**, dep. 10:18 hrs

Connection from/to overnight train
**TEE 1/2: Further improvement in links to and from Germany and Poland in the Deutschlandtakt**

- **Krakow, 23:15 hrs**
- **Warsaw, 21:45 hrs**
- **Wroclaw, 20:15 hrs**
- **Katowice, 22:15 hrs**

**Arrival Times**
- **Hamburg, arr. 15:45 hrs**
- **Magdeburg, arr. 15:55 hrs**
- **Leipzig, arr. 17:15 hrs**
- **Dresden, arr. 17:30 hrs**
- **Szczecin, arr. 17:30 hrs**
- **Prague, arr. 19:00 hrs**
- **Poznań, 19:00 hrs**
- **Berlin, 16:15 hrs**
- **Frankfurt (Oder), 17:15 hrs**
- **Hannover, 14:30 hrs**

**Departure Times**
- **Berlin, 16:15 hrs**
- **Frankfurt (Oder), 17:15 hrs**
- **Hannover, 14:30 hrs**
TEE 1/2: A through service from Paris – Warsaw with a journey time of 13:15 h is possible in the short term

**Today**
- Journey time: 15h31
- No of changes: 2
  - Change in Cologne
  - Change in Berlin

**TEE 2.0 network**
- Journey time: 13h15
- Through service

**TEE 2.0 network (target timetable)**
- Journey time: 12h45
- Through service
- Hamm – Hanover and Hanover – Berlin HSL 300 km/h

### Timetable

<table>
<thead>
<tr>
<th>Bahnhof/Halteorte</th>
<th>Zeit</th>
<th>Gleis</th>
<th>Produkte</th>
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<tr>
<td>Paris Nord</td>
<td>ab 07:55</td>
<td>THA 9413</td>
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<td>an 11:16</td>
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<tr>
<td>Köln Hbf</td>
<td>ab 11:48</td>
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<td>Berlin Hbf</td>
<td>ab 17:43</td>
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</tr>
<tr>
<td>Warszawa Centralna</td>
<td>an 23:26</td>
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</table>
**TEE 3/4: Amsterdam – Cologne – Basel – Milan – Rome**

**Only one direction depicted**
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**
The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**
The blueprint for trains TEE 3/4 is based on the infrastructure as of 2021 (including Ceneri Base Tunnel)

**Prospects in Deutschlandtakt target timetable**
New Frankfurt – Mannheim HSL
Seamless high-speed line between Karlsruhe and Basel

---

**Line speed**
- 300 km/h
- 250 km/h
- Up to 200 km/h

**Not all intermediate stops shown**

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TEE 3/4: Links to and from the Netherlands and Germany

Amsterdam, 08:15 hrs
Cologne Messe/Deutz, 10:45 hrs
Frankfurt Flughafen, 11:45 hrs
Karlsruhe, 13:00 hrs
Basel Bad Bf, 15:00 hrs

Zandvoort, dep. 07:34 hrs (arr. 08:05 hrs)
The Hague, dep. 07:03 hrs (arr. 07:55 hrs)
Brussels-Midi, dep. 08:23 hrs (arr. 10:15 hrs)
Emden, dep. 06:34 hrs (arr. 10:15 hrs)
(Change stations in Cologne)
Nuremberg, dep. 09:42 hrs (arr. 12:53 hrs)
**TEE 3/4: Links to and from Switzerland and Italy**

- **Zürich**, arr. 16:00 hrs
- **Zürich**, dep. 15:40 hrs
- **Luzern**, dep. 15:40 hrs
- **Locarno**, arr. 17:42 hrs
- **Turin**, arr. 20:38 hrs
- **Venice**, arr. 21:55 hrs
  (Change stations in Milan)
- **Naples**, arr. 23:15 hrs
- **Siracusa**, arr. 11:30 hrs
- **Palermo**, arr. 12:00 hrs
- **Rome**, 22:00 hrs
- **Aarau**, 15:30 hrs
- **Arth-Goldau**, 16:15 hrs
- **Bellinzona**, 17:15 hrs
- **Lugano**, 17:30 hrs
- **Milan Lambrate**, 18:45 hrs
- **Bologna**, 19:45 hrs
- **Florence Campo di Marte**, 20:30 hrs
- **Rome**, arr. 22:00 hrs
- **Connection from/to overnight train**
TEE 3/4: Further improvement in links to and from the Netherlands and Germany in the Deutschlandtakt

Amsterdam, 8:30 hrs
Cologne Messe/Deutz, 11:00 hrs
Frankfurt Flughafen, 12:00 hrs
Karlsruhe, 13:00 hrs
Basel Bad Bf, 14:30 hrs

Zandvoort, dep. 07:49 hrs
The Hague, dep. 07:33 hrs
Bruxelles-Midi, dep. 08:23 hrs
Emden, dep. 06:35 hrs
(Change stations in Cologne)
Nuremberg, dep. 09:37 hrs
**TEE 3/4:** Further improvement links to and from Switzerland and Italy in the Deutschlandtakt

- **Zürich, arr. 15:50 hrs**
- **Zürich, dep. 15:10 hrs**
- **Luzern, dep. 15:18 hrs**

- **Locarno, arr. 17:12 hrs**

- **Turin, arr. 20:38 hrs**
- **Venice, arr. 21:55 hrs**
  (Change stations in Milan)

- **Rimini, arr. 21:12 hrs**

- **Napoli, arr. 23:03 hrs**
- **Siracusa, arr. 11:30 hrs**
- **Palermo, arr. 12:00 hrs**

- **Aarau, 15:00 hrs**
- **Arth-Goldau, 15:45 hrs**
- **Bellinzona, 16:45 hrs**
- **Lugano, 17:00 hrs**
- **Milan Lambrate, 18:15 hrs**
- **Bologna, 19:15 hrs**
- **Rimini, arr. 21:12 hrs**
- **Florence Campo di Marte, 20:00 hrs**
- **Rome, 21:30 hrs**

**Connection from/to overnight train**
TEE 3/4: A through service from Amsterdam – Rome with a journey time of 13:45 h is possible in med. term

Today
- Journey time: 16h02
- No of changes: 4

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<th>Prodeste</th>
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<td>7</td>
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<td>ab 19:23</td>
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<th>Prodeste</th>
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<td>7b</td>
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<td>Roma Termini</td>
<td>an 22:00</td>
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TEE 2.0 network
- Journey time: 13h45
- Through service

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<th>Gleis</th>
<th>Prodeste</th>
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<td>Amsterdam Centraal</td>
<td>ab 08:30</td>
<td>7b</td>
<td>TEE 3</td>
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<tr>
<td>Roma Termini</td>
<td>an 21:30</td>
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TEE 2.0 network (target timetable)
- Journey time: 13h00
- Through service
- New Frankfurt – Mannheim HSL
- Completed Karlsruhe – Basel HSL

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<tr>
<td>Roma Termini</td>
<td>an 21:30</td>
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<td></td>
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</table>

Hinweise
- Free onboard WiFi
- Free onboard entertainment system
- Restaurant car and at-seat service of light refreshments
- Seats facing the direction of travel

Free onboard WiFi
Free onboard entertainment system
Restaurant car and at-seat service of light refreshments
Seats facing the direction of travel
**TEE 5/6: Berlin – Frankfurt – Lyon – Barcelona – Madrid – Malaga**

Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEE 5/6 is based on present-day infrastructure.

Prospects in Deutschlandtakt target timetable
Commissioning of Fulda – Frankfurt – Mannheim HSL incl. Frankfurt Low-Level Station

Line speed
- 300 km/h
- 250 km/h
- Up to 200 km/h

Not all intermediate stops shown
TEE 5/6: Starting in Berlin and picking up travellers from Germany and Switzerland

Berlin Hbf, 06.00

Frankfurt Süd, 10.00 hrs

Mannheim, 10:30 hrs

Karlsruhe, 11.00 hrs

Strasbourg/Krimmeri-Meinau, 11:30 hrs

Mulhouse, 12:15 hrs

Erfurt, 07:45 hrs

Dresden, dep. 05:10 hrs (arr. 07:28 hrs)
Leipzig, dep. 06:48 hrs (arr. 07:28 hrs)

Hamburg, dep. 06:07 hrs (arr. 09:28 hrs)
(Change stations in Frankfurt)

Cologne, dep. 08:55 hrs (arr. 10:23 hrs)

Stuttgart, dep. 09:58 hrs (arr. 10:53 hrs)
Munich, dep. 07:28 hrs (Change in Stuttgart)

Luxembourg, dep. 09:24 hrs (additional regular interval train)
(Change stations in Strasbourg)

Basel, dep. 11:30 hrs (arr. 12:09 hrs)
Zürich, dep. 10:30 hrs
Bern, dep. 10:30 hrs (Change in Basel)
TEE 5/6: Distributing travellers in France and Spain

- Paris, arr. 15:30 hrs
- Marseille, arr. 16:30 hrs
- Toulouse, arr. 19:30 hrs
- Valencia, arr. 23:30 hrs
- Mulhouse, 12:15 hrs
- Montpellier, 16:15 hrs
- Lyon St-Exupéry, 14:45 hrs
- Barcelona, 19:15 hrs
- Madrid, 21:45 hrs
- Málaga, 00:15 hrs

Other ferry services to Ibiza and North Africa not yet analysed.
**TEE 5/6: Further improvements between Berlin and Malaga in the Deutschlandtakt**

- Berlin Hbf, 06:15 hrs
- Erfurt, 8:00 hrs
- Frankfurt Hbf (low-level), 9:45 hrs
- Mannheim, 10:15 hrs
- Karlsruhe, 10:45 hrs
- Strasbourg/Krim内部控制, 11:15 hrs
- Mulhouse, 12:00 hrs
- Dresden, dep. 05:34 hrs
- Leipzig, dep. 07:13 hrs
- Hamburg, dep. 06:04 hrs
- Cologne, dep. 08:33 hrs
- Stuttgart, dep. 09:25 hrs
- Munich, dep. 07:41 hrs (Change in Stuttgart)
- Luxembourg, dep. 09:24 hrs (additional regular interval train)
  (Change stations in Strasbourg)
- Basel, dep. 11:30 hrs
- Zürich, dep. 10:30 hrs
- Bern, dep. 10:30 hrs (Change in Basel)
TEE 5/6: Further improvements between Berlin and Malaga in the Deutschlandtakt

- Paris, arr. 15:30 hrs
- Marseille, arr. 16:30 hrs
- Toulouse, arr. 19:30 hrs
- Valencia, arr. 23:30 hrs
- Málaga, 00:00 hrs
- Madrid, 21:30 hrs
- Montpellier, 16:00 hrs
- Lyon St-Exupéry, 14:30 hrs
- Barcelona, 19:00 hrs

Other ferry services to Ibiza and North Africa not yet analysed.
**TEE 5/6:** A through service from Berlin – Malaga with a journey time of 18:15 h is possible in the short term.

**Today**
- Journey time: 31h54
- No of changes: 4

**TEE 2.0 network**
- Journey time: 18h15
- Through service

**TEE 2.0 network (target timetable)**
- Journey time: 17h45
- Through service
- Fulda – Mannheim HSL
- New Frankfurt Long-distance railway tunnel

---

**Table:**

<table>
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<tr>
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<th>Produkt</th>
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<td>Mannheim Hbf</td>
<td>09:27</td>
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</tr>
<tr>
<td>Paris Est</td>
<td>12:52</td>
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</table>

**Pricing:**
- 06:00
- 06:15

**Additional Services:**
- Free onboard WiFi
- Free onboard entertainment system
- Restaurant car and at-seat service of light refreshments
- Seats facing the direction of travel

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**Webpage:**
www.bmvi.de | 12 May 2021

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**Database:**

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<th>Class</th>
<th>Produkt</th>
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<td>Barcelona Sants</td>
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**TEE 7/8: Amsterdam – Brussels – Paris – Lyon – Barcelona – Valencia – Murcia**

**Only one direction depicted**
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**
The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**
The blueprint for trains TEE 7/8 is based in Benelux and France on present-day infrastructure. In Spain the new high-speed rail line from Valencia to Murcia is used.

---

**Netherlands**
- Amsterdam
- Rotterdam
- Antwerp

**Belgium**
- Brussels
- LGV Nord
- LGV Intercorss Est, LGV Sud-Est

**France**
- Lyon Saint-Exupéry TGV
- LGV Mediterranée
- Montpellier
- Narbonne

**Spain**
- Perpignan
- Figueras
- Barcelona
- Valencia
- Murcia

**Line speed**
- 300 km/h
- 250 km/h
- Up to 200 km/h

Not all intermediate stops shown
TEE 7/8: Picking up travellers from the Netherlands and Belgium

Amsterdam, 08:15 hrs
Rotterdam, 09:30 hrs
Antwerpen, 10:00 hrs
Brussels-Midi, 10:45 hrs
Paris Charles de Gaulle Airport, 12:00 hrs

Zandvoort, dep. 07:34 hrs (arr. 08:05 hrs)
The Hague, dep. 07:03 hrs (arr. 07:55 hrs)
Eindhoven, dep. 08:13 hrs
London, dep. 07:16 hrs
Cologne, dep. 08:43 hrs
Bruges, dep. 09:31 hrs
Gent, dep. 10:00 hrs
TEE 7/8: Distributing travellers in France and Spain

- Paris Charles de Gaulle Airport, 12.00 hrs
- Lyon St-Exupéry, 14:00 hrs
- Montpellier, 15:30 hrs
- Lyon St-Exupéry, 14:00 hrs
- Paris Charles de Gaulle Airport, 12.00 hrs
- Marseille, arr. 15:30 hrs
- Toulouse, arr. 18:30 hrs
- Madrid, arr. 21:00 hrs
- Valencia, 21:30 hrs
- Murcia, 23:30 hrs

Travel times in Spain are estimated

Other ferry services to Ibiza and North Africa not yet analysed.
TEE 7/8: A through service between Amsterdam – Murcia with a journey time of 15:15 h will be possible

Today
- Journey time: 27h51
- No of changes: 6

TEE network 2.0 (blueprint and target timetable)
Journey time: 15h15
- Through service

Prospects for line TEE 7/8
Potential for upgrade on Montpellier – Perpignan section
Implementation

Free onboard WiFi
Free onboard entertainment system
Restaurant car and at-seat service of light refreshments
Seats facing the direction of travel
**TEE 9/10: Berlin – Munich – Innsbruck – Bologna – Rome**

Only one direction depicted

The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**

The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**

The blueprint for trains TEE 9/10 is based on the infrastructure as at the end of the 2020s (commissioning of the Brenner Base Tunnel).

Prospects in Deutschlandtakt target timetable

- Completion of upgrade on Erfurt – Munich corridor
- Completion of Brenner northern feeder line in Germany

---

Line speed

- 300 km/h
- 250 km/h
- Up to 200 km/h

Not all intermediate stops shown
**TEE 9/10: Links to and from Germany**

- **Berlin, 07:45 hrs**
- **Erfurt, 09:30 hrs**
- **Halle, 09:00 hrs**
- **Nürnberg, 10:45 hrs**
- **München Ost, 12:00 hrs**
- **Hamburg, dep. 05:27 hrs** (arr. 07:23 hrs)
- **Rostock, dep. 04:34 hrs** (arr. 07:16 hrs)
- **Leipzig, dep. 08:23 hrs** (arr. 08:50 hrs)
- **Dresden, dep. 06:14 hrs** (arr. 08:41 hrs)
- **Kassel, dep. 07:05 hrs** (arr. 09:21 hrs)
- **Frankfurt, dep. 08:22 hrs** (arr. 10:27 hrs)
- **Stuttgart, dep. 09:14 hrs** (arr. 11:44 hrs)
  (Change stations in Munich)
**TEE 9/10: Links to and from Austria and Italy**

- **Rome, 19:00 hrs**
- **Innsbruck, 13:30 hrs**
- **Landeck, arr. 14:31 hrs**
- **Merano, arr. 15:45 hrs**
- **Bolzano, 14:15 hrs**
- **Bologna, 16:45 hrs**
- **Florence Campo di Marte, 17:30 hrs**
- **Rome, 19:00 hrs**
- **Ancona, arr. 18:47 hrs**
- **Milan, arr. 18:12 hrs**
- **Siracusa, arr. 09:36 hrs**
- **Naples, arr. 20:48 hrs**
- **Palermo, arr. 10:08 hrs**

Connection from/to overnight train.
**TEE 9/10: Prospects: through service between Berlin – Rome with a journey time of 10:15 h**

**Today**
- Journey time: 14h40
- No of changes: 2
  - Munich and Verona

**TEE 2.0 network**
- Journey time: 10h15
- Through service
- With Brenner Base Tunnel

**Prospects for line TEE 9/10**
- Reduction in journey time through completion of Brenner northern feeder line in Germany
- Following completion of the upgrade on the Erfurt – Munich line, the journey time will be further reduced by 15 minutes
Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEE 11/12 is based on the infrastructure including Stuttgart 21 and the new Stuttgart—Ulm high-speed line.

Prospects in Deutschlandtakt target timetable
- Ulm – Augsburg HSL
- Upgraded Munich – Mühldorf – Salzburg line

Line speed
- 300 km/h
- 250 km/h
- Up to 200 km/h

Not all intermediate stops shown
TEE 11/12: Links to and from France and Germany

Paris Est, 08:30 hrs
Strasbourg, 10:15 hrs
Karlsruhe, 11:00 hrs
Stuttgart, 11:40 hrs
Ulm, 12:15 hrs
München-Pasing, 13:15 hrs

Toulouse, dep. 22:20 hrs (arr. 06:52* hrs)
Briançon, dep. 20:03 hrs (arr. 06:55* hrs)
Nancy, dep. 08:14 hrs (arr. 09:41 hrs)
Mulhouse, dep. 09:16 hrs (arr. 10:09 hrs)
Basel SBB, dep. 09:06 hrs (arr. 10:49 hrs)
Zürich, dep. 08:37 hrs (arr. 11:25 hrs)
Friedrichshafen, dep. 10:51 hrs (arr. 11:53 hrs)

*Paris Austerlitz
**TEE 11/12: Links to and from Austria and Hungary**

- **Kyiv, arr. 17:21 hrs**
  - Pecs, arr. 22:30 hrs
- **Bratislava-P., arr. 18:45 hrs**
- **Zell am See, arr. 16:45 hrs**
- **St. Pölten, 17:00 hrs**
- **Linz, 16:15 hrs**
- **Salzburg, 15:00 hrs**
- **München-Ost, 13:30 hrs**
- **Wien Hbf, 17:30 hrs**
- **Budapest, 19:15 hrs**

Connection from/to overnight train
TEE 11/12: Prospects: through service from Paris – Budapest with a journey time of 10:55 h

**Today**
- Journey time: 12h39
- No of changes: 3

**TEE 2.0 network**
- Journey time: 10h55
- Through service

---

**Prospects for line TEE 11/12**
- Further acceleration in D-Takt with Ulm – Augsburg HSL by 10 minutes
- Further acceleration through upgraded Munich – Mühldorf – Salzburg line by 15 minutes

---

**Free onboard WiFi**
**Free onboard entertainment system**
Restaurant car and at-seat service of light refreshments
Seats facing the direction of travel

---

Today
- Journey time: 12h39
- No of changes: 3

<table>
<thead>
<tr>
<th>Station</th>
<th>Time</th>
<th>Class</th>
<th>Product</th>
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</thead>
<tbody>
<tr>
<td>Paris Est</td>
<td>06:40</td>
<td></td>
<td>TEE 974</td>
</tr>
<tr>
<td>Stuttgart Hbf</td>
<td>09:49</td>
<td>7</td>
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<tr>
<td>Salzburg Hbf</td>
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<td>Salzburg Hbf</td>
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<td>4</td>
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<tr>
<td>Wien Hbf</td>
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<td>9A-8</td>
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<tr>
<td>Budapest-Keleti</td>
<td>19:19</td>
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</tr>
</tbody>
</table>

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**Website:** [www.bmvi.de](http://www.bmvi.de) | [12 May 2021](http://www.bmvi.de)
**TEE 13/14: Stockholm – Copenhagen – Hamburg – Brussels – Paris**

### Only one direction depicted

The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

### Basis: One daily pair of trains

The basis of the considerations is the assumption of a daily pair of trains for each line.

### Infrastructure basis

The blueprint for trains TEE 13/14 is based on the infrastructure as at the end of the 2020s (commissioning of the Fehmarn Belt Fixed Link).

---

**Line speed**

- **300 km/h**
- Up to **250 km/h**
- Up to **200 km/h**

**Prospects in Deutschlandtakt target timetable**

- Hamm – Hanover HSL
- Hanover – Hamburg HSL

---

*www.bmvi.de | 12 May 2021*
**TEE 13/14: Links to and from Sweden, Denmark and Germany**

- **Copenhagen Airport**, dep. 10:45 hrs  
- **Malmö**, 10:30 hrs  
- **Copenhagen Central**, dep. 10:27 hrs (arr. 10:40 hrs)  
- **Kiel**, dep. 11:27 hrs (arr. 12:55 hrs)  
- **Westerland**, dep. 09:26 hrs (arr. 12:55 hrs)  
- **Goteborg**, dep. 06:40 hrs (arr. 9:51 hrs)  
- **Uppsala**, dep. 04:26 hrs (arr. 5:37 hrs)  
- **Linköping**, 08:30 hrs  
- **Stockholm**, 06:00 hrs  
- **Hamburg-Harburg**, dep. 13:15 hrs

*(Change stations in Hamburg)*
TEE 13/14: Links to and from Germany, Belgium and France

Oldenburg, arr. 14:53 hrs
Amsterdam, arr. 19:00 hrs
Dortmund, arr. 16:45 hrs
Frankfurt, arr. 18:31 hrs
London, arr. 21:33 hrs
Lyon, arr. 22:56 hrs
Bremen Hbf, 14:00 hrs
Osnabrück, 14:45 hrs
Essen Hbf, 16:15 hrs
Cologne Hbf, 17:15 hrs
Brussels, 19:00 hrs
Paris, 20:30 hrs
TEE 13/14: Prospects: through service between Stockholm – Paris with a journey time of 14:25 h

Today
- Journey time: 22h57
- No of changes: 4

TEE 2.0 network
- Journey time: 14h25
- Through service

Prospects for line TEE 11/12
- Operation in the D-Takt via Hanover rather than Bremen is around 40 minutes faster
  - Acceleration with Hamm – Hanover HSL
  - Acceleration with Hamburg – Hanover HSL
**TEE 15/16: Oslo/Stockholm – Copenhagen – Berlin – Munich**

Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**
The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**
The blueprint for trains TEE 15/16 is based on the infrastructure as at the end of the 2020s (commissioning of the Fehmarn Belt Fixed Link and electrification between Lübeck and Bad Kleinen, incl. “Bad Kleinen curve”).

---

**Prospects in Deutschlandtakt target timetable**
Completion of upgrade on Erfurt – Munich corridor

**Line speed**
- 300 km/h
- 250 km/h
- Up to 200 km/h

Not all intermediate stops shown
TEE 15/16: Links from Sweden, Denmark and Germany

- Stockholm, 8:30 hrs
- Linköping, 11:00 hrs
- Malmö, 13:00 hrs
- Copenhagen airport, 13:15 hrs
- Lübeck, 15:15 hrs

- Copenhagen central, departure: 12:56 hrs (arrival: 13:09 hrs)
- Goteborg, 09:30 hrs
- Oslo, 06:00 hrs
- Lulea, departure: 16:59 hrs (arrival: 06:59 hrs)

- Kiel, departure: 13:43 hrs (arrival: 14:52 hrs)
- Connection to/from Nighttrain
TEE 15/16: Links to Germany

- **Munich Hbf, 22:00 hrs**
  - Connection to/from Nighttrain
- **Regensburg, arrival: 22:38 hrs**
- **Leipzig, arrival: 19:38 hrs**
- **Dresden, arrival: 20:41 hrs**
- **Berlin Hbf, 17:45 hrs**
- **Schwerin, 16:15 hrs**
- **Rostock, arrival: 17:50 hrs**
- **Frankfurt, arrival: 21:44 hrs**
- **Nuremberg Hbf, 20:45 hrs**
- **Erfurt Hbf, 19:30 hrs**
- **Halle Hbf, 19:00 hrs**
- **Salzburg, arrival: 01:42 hrs**
- **Budapest, arrival: 09:19 hrs**
- **Venedig, arrival: 08:34 hrs**
- **Erfurt Hbf, 19:30 hrs**
- **Leipzig, arrival: 19:38 hrs**
- **Dresden, arrival: 20:41 hrs**
- **Berlin Hbf, 17:45 hrs**
- **Schwerin, 16:15 hrs**
- **Rostock, arrival: 17:50 hrs**
- **Frankfurt, arrival: 21:44 hrs**
- **Nuremberg Hbf, 20:45 hrs**
- **Erfurt Hbf, 19:30 hrs**
- **Halle Hbf, 19:00 hrs**
- **Salzburg, arrival: 01:42 hrs**
- **Budapest, arrival: 09:19 hrs**
- **Venedig, arrival: 08:34 hrs**
**TEE 15/16: Prospects: through service between Stockholm - Munich with a journey time of 13:30 h**

- **Today**
  - Journey time: 17h17h
  - No of changes: 3

- **TEE 2.0 network**
  - Journey time: 13h30
  - Through service

---

**Prospects for line TEE 15/16**

Following completion of the upgrade on the Erfurt – Munich line, the journey time will be reduced by 15 minutes.
Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEE 17/18 is based on present-day infrastructure.
TEE 17/18: Links from and to Germany and Austria

- Munich, 09:00 hrs
- Buchloe, 09:35 hrs
- Memmingen, 10:00 hrs
- Lindau-R., 10:50 hrs
- Bregenz, 11:00 hrs
- Augsburg, Departure 09:03 hrs (Arrival: 09:30 hrs)
- Ulm, Departure 09:17 hrs (Arrival: 09:55 hrs)
- Kempten, Departure 09:45 hrs (Arrival: 10:46 hrs)
- Bludenz, Arrival: 12:00 hrs, (Departure 11:10 hrs)
TEE 17/18: Links to Switzerland and Italy

- **Chur, Arrival: 12:20 hrs** (Departure 11:15 hrs)
- **Bern, Arrival: 13:28 hrs** (Departure 12:32 hrs)
- **Basel, Arrival: 13:27 hrs** (Departure 12:34 hrs)
- **Locarno, Arrival: 14:45 hrs** (Departure 14:19 hrs)
- **Venice, Arrival: 18:15 hrs** (Departure 15:45 hrs)
- **Rome, Arrival: 19:10 hrs** (Departure 16:00 hrs)
- **Torino, Arrival: 17:10 hrs** (Departure 16:10 hrs)
- **Genua, Arrival: 17:40 hrs** (Departure 16:10 hrs)

St. Margrethen, 11:10 hrs
St. Gallen, 11:30 hrs
Zürich, 12:30 hrs
Arth-Goldau, 13:15 hrs
Bellinzona, 14:15 hrs
Lugano, 14:30 hrs
Milan, 15:30 hrs
**TEE 17/18:** Prospects: through service between Munich – Milan with a journey time of 06:30 h

**Today**
- Journey time: 7h22
- No of changes: 2

**TEE 2.0 network**
- Journey time: 6h30
- Through service
**TEE 19/20: Oslo – Goteborg – Malmö – Copenhagen**

**Only one direction depicted**
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**
The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**
The blueprint for trains TEE 19/20 is based on present-day infrastructure.

---

**Line speed**
- 300 km/h
- 250 km/h
- Up to 200 km/h

Not all intermediate stops shown
TEE 19/20: Links to Norway, Sweden and Denmark

Oslo, 15:00 hrs

Goteborg, 18:30 hrs

Malmö, 22:00 hrs

Copenhagen, 22:30 hrs
TEE 19/20: Prospects: through service between Oslo – Copenhagen with a journey time of 07:30 h

Today
- Currently no connection between Oslo and Copenhagen

TEE 2.0 network
- Journey time: 7h30
- Through service

**Only one direction depicted**
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**
The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**
The blueprint for trains TEE 21/22 is based on present-day infrastructure. Further step: Reduction of travel time after Opening of tunnels „Koralm“ and „Semmering“ late 2020s after completion of high-speed sections in Austria.

**Further Perspective:**
Opening Semmering-Basistunnel

<table>
<thead>
<tr>
<th>Line speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>300 km/h</td>
</tr>
<tr>
<td>250 km/h</td>
</tr>
<tr>
<td>Up to 200 km/h</td>
</tr>
</tbody>
</table>

Not all intermediate stops shown
TEE 21/22: Links from and to Italy and Slovenia

Venice, 07:50 hrs

Villa Opicina, 09:20 hrs

Divaca, 09:45 hrs

Ljubljana, 11:15 hrs

Zidani Most, 12:05 hrs

Maribor, 13:30 hrs

Jesenice: Departure 09:46 hrs (Arrival: 11:01 hrs)

Dobova: Departure 11:07 hrs (Arrival: 11:53 hrs)
**TEE 21/22: Links to Austria and the Czech Republic**

Linz, Arrival: 18:34 hrs (Departure 17:15 hrs)
Nuremberg, Arrival: 21:28 hrs (Departure 17:15 hrs)
Frankfurt, Arrival: 23:39 hrs (Departure 17:15 hrs)
TEE 21/22: Links from Italy and Slovenia with tunnel „Semmering“

- Venice, 07:50 hrs
- Villa Opicina, 09:20 hrs
- Divaca, 09:45 hrs
- Ljubljana, 11:15 hrs
- Zidani Most, 12:05 hrs
- Maribor, 13:30 hrs
- Venice Mestre, Departure: 05:14 hrs (Arrival 08:02 hrs)
- Jesenice: Departure 09:46 hrs (Arrival: 11:01 hrs)
- Dobova: Departure 11:07 hrs (Arrival: 11:53 hrs)
**TEE 21/22:** Links to Austria and the Czech Republic with tunnel „Semmering“

- **Linz, Arrival:** 17:44 hrs (Departure 16:30 hrs)
- **Salzburg, Arrival:** 18:52 hrs (Departure 16:30 hrs)
- **Munich, Arrival:** 20:32 hrs (Departure 16:30 hrs)
  - Change in Vienna Meidling
- **Budapest, Arrival:** 19:19 hrs (Departure 16:42 hrs)
- **Plzen, Arrival:** 22:38 hrs (Departure 21:13 hrs)

**Stations:**
- Graz, 14:30 hrs
- Vienna Hbf, 16:40 hrs
- Breclav, 17:30 hrs
- Brno, 18:10 hrs
- Prague hl. n., 20:45 hrs
TEE 21/22: A through service from Venice to Prague with a journey time of 12:55 h will be possible

**Today**
- Currently no connection

**TEE 2.0 network**
- journey time: 13h25
- through service

**TEE 2.0 network (target timetable)**
- journey time: 12h55
- through service
- with Semmering BT

---

**Bahnhöfe/Haltestellen**

<table>
<thead>
<tr>
<th>Venice</th>
<th>ab 07:50</th>
<th>TEE 21</th>
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<tbody>
<tr>
<td>Praha h.n.</td>
<td>an 21:15</td>
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</tbody>
</table>

**Hinweise**
- Free onboard WiFi
- Free onboard entertainment system
- Restaurant car and al-seat service of light refreshments
- Seats facing the direction of travel

---

**Bahnhöfe/Haltestellen**

<table>
<thead>
<tr>
<th>Venice</th>
<th>ab 07:50</th>
<th>TEE 21</th>
</tr>
</thead>
<tbody>
<tr>
<td>Praha h.n.</td>
<td>an 20:45</td>
<td></td>
</tr>
</tbody>
</table>

**Hinweise**
- Free onboard WiFi
- Free onboard entertainment system
- Restaurant car and al-seat service of light refreshments
- Seats facing the direction of travel

Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEE 23/24 is based on present-day infrastructure.

---

Line speed
- 300 km/h
- 250 km/h
- Up to 200 km/h
TEE 23a/24a: Links from Austria and the Czech Republic

Vienna Hbf, 10:10 hrs

Graz, Departure: 07:26 hrs (Arrival: 10:02 hrs)
Salzburg, Departure: 07:12 hrs (Arrival 10:05 hrs)

Breclav, 11:05 hrs

Budapest, Departure: 07:40 hrs (Arrival: 11:01 hrs)
Bratislava, Departure: 10:10 hrs (Arrival: 11:01 hrs)

Ostrava hl. n., 12:45 hrs

Prague, Departure: 08:23 hrs (Arrival: 11:48 hrs)
Zilina, Departure: 10:21 hrs (Arrival 12:10 hrs)
**TEE 23a/24a: Links from Poland and Belarus**

- **Przemysyl, Arrival: 18:38 hrs** (Departure 15:32 hrs)
- **Lodz, Arrival: 19:53 hrs** (Departure 18:15 hrs)
  - **Lublin, Arrival: 20:15 hrs** (Departure 18:30 hrs)
- **Direct train part to Brest, 20:15 hrs**
- **Hel, Arrival: 22:40 hrs** (Departure 21:23 hrs)
- **Warsaw, 17:45 hrs**
- **Krakow, 15:15 hrs**
- **Gdansk, 20:20 hrs**
- **Sopot, 20:35 hrs**
- **Gdynia, 20:45 hrs**
**TEE 23a/24a:** A through service from Vienna to Gdynia with a journey time of 10:35 h will be possible in the short term

<table>
<thead>
<tr>
<th>Today</th>
<th>TEE 2.0 network</th>
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<tbody>
<tr>
<td>- journey time: 10h52</td>
<td>- journey time: 10h35</td>
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<tr>
<td>- through service</td>
<td>- through service</td>
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### TEE 2.0 network

<table>
<thead>
<tr>
<th>Bahnhof/Haltestelle</th>
<th>Zeit</th>
<th>Gleis</th>
<th>Produkte</th>
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<tbody>
<tr>
<td>Wien Hbf</td>
<td>ab 06:06</td>
<td>12A-B</td>
<td>EC 106, EIC 106</td>
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<tr>
<td>Gdynia Glowna</td>
<td>an 16:58</td>
<td></td>
<td></td>
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<table>
<thead>
<tr>
<th>Bahnhof/Haltestelle</th>
<th>Zeit</th>
<th>Gleis</th>
<th>Produkte</th>
</tr>
</thead>
<tbody>
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<td>ab 10:10</td>
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<td>TEE 23</td>
</tr>
<tr>
<td>Gdynia Glowna</td>
<td>an 20:45</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Free onboard WiFi
- Free onboard entertainment system
- Restaurant car and at-seat service of light refreshments
- Seats facing the direction of travel

**Only one direction depicted**
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**
The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**
The blueprint for trains TEE 23/24 is based on present-day infrastructure.

---

**Line via Katowice is shorter and faster**

---

**Not all intermediate stops shown**
TEE 23b/24b: Links from Austria and the Czech Republic

Vienna Hbf, 14:10 hrs

Breclav, 15:05 hrs

Ostrava hl. n., 16:45 hrs

Graz, Departure: 11:26 hrs (Arrival: 14:02 hrs)
Salzburg, Departure: 11:12 hrs (Arrival 14:05 hrs)

Budapest, Departure: 11:40 hrs (Arrival: 15:01 hrs)
Bratislava, Departure: 14:10 hrs (Arrival: 15:01 hrs)

Prague, Departure: 12:23 hrs (Arrival: 15:48 hrs)
Zilina, Departure: 14:21 hrs (Arrival 16:10 hrs)
**TEE 23b/24b: Links to Poland and Belarus**

- Sopot, 00:05 hrs
- Gdynia, 00:15 hrs
- Gdansk, 23:50 hrs
- Warsaw, 21:15 hrs
- Katowice, 18:45 hrs

**Direct trainpart to Brest, 23:45 hrs**
TEE 23b/24b: A through service from Vienna to Gdynia with a journey time of 10:35 h will be possible in the short term.

**Today**
- journey time: 10h52
- through service

**TEE 2.0 network**
- journey time: 10h35
- through service
**TEE 25/26: Hamburg – Berlin – Prague – Bratislava – Budapest (Variant 1)**

**Only one direction depicted**
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**
The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**
The blueprint for trains TEE 25/26 is based on present-day infrastructure.

Existing service Hungaria

---

Line speed
- 300 km/h
- 250 km/h
- Up to 200 km/h
TEE 25/26: Links from and to Germany and the Czech Republic

Hamburg Hbf, 05:15 hrs

Perspective: shorter travel times after reopening „Dresdner Bahn“

Berlin, 07:15 hrs

Dresden, 09:10 hrs

Prague hl. n., 11:30 hrs

Brno, 14:20 hrs

Breclav, 15:00 hrs

Magdeburg Hbf, Departure: 06:00 hrs (Arrival: 08:34 hrs)

Halle (Saale), Departure: 06:56 hrs (Arrival: 08:34 hrs)

Leipzig Hbf, Departure: 07:30 hrs (Arrival: 08:34 hrs)

Cheb, Departure: 08:33 hrs (Arrival: 11:21 hrs)

Plzen, Departure: 10:00 hrs (Arrival: 11:21 hrs)

Olomouc, Arrival: 13:43 hrs (Departure: 11:40 hrs)

Ostrava, Arrival: 14:44 hrs (Departure: 11:40 hrs)
TEE 25/26: Links to Slovakia and Hungary

Kosice, Arrival: 20:42 hrs (Departure 16:06 hrs)
Zvolen, Arrival: 18:56 hrs (Departure 16:04 hrs)

Bratislava, 15:50 hrs

Nove Zamky, 16:50 hrs

Bucharest, Arrival: 12:33 hrs (Departure 19:10 hrs)
Kiev, Arrival: 17:21 hrs (Departure 19:40 hrs)
Belgrade, Arrival: 06:30 hrs (Departure 22:15 hrs)

Connection to/from Nighttrain
**TEE 25/26:** A through service from Hamburg to Budapest with a journey time of 13:15 h will be possible

**Today**
- journey time: 12h32
- through service

**TEE 2.0 network**
- Journey time: 13h15
- through service

### TEE 2.0 network

<table>
<thead>
<tr>
<th>Bahnhof/Haltestelle</th>
<th>Zeit</th>
<th>Gleis</th>
<th>Produkte</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamburg Hbf</td>
<td>ab 06:48</td>
<td>8</td>
<td>EC 173</td>
</tr>
<tr>
<td>Budapest-Nyugati</td>
<td>an 20:20</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Hinweise**
- Free onboard WiFi
- Free onboard entertainment system
- Restaurant car and at-seat service of light refreshments
- Seats facing the direction of travel

www.bmvi.de | 12 May 2021 105
Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEE 25/26 based on the infrastructure as at the end of the 2020s (commissioning of the Fehmarn Belt Fixed Link).

Line speed
- 300 km/h
- 250 km/h
- Up to 200 km/h

Not all intermediate stops shown
TEE 25/26: Links from and to Germany and the Czech Republic

Malmö, 07:05 hrs

Stockholm, Departure: 23:09 hrs (Arrival: 06:55 hrs)

Copenhagen Airport, 07:20 hrs

Hamburg, 09:50 hrs

Berlin Hbf
11:30 hrs

Dresden
13:10 hrs

Magdeburg, Departure: 10:00 hrs (Arrival: 12:34 hrs)
Leipzig, Departure: 11:30 hrs (Arrival: 12:34 hrs)

Cheb, Departure: 12:33 hrs (Arrival: 13:21 hrs)
Plzen, Departure: 12:00 hrs (Arrival: 13:21 hrs)

Olomouc, Arrival: 17:43 hrs (Departure: 15:40 hrs)
Ostrava, Arrival: 18:44 hrs (Departure: 15:40 hrs)
TEE 25/26: Links to Slovakia and Hungary

Bratislava, 19:50 hrs

Zilina, Arrival: 22:37 hrs (Departure 20:13 hrs)
Zvolen, Arrival: 22:56 hrs (Departure 20:04 hrs)

Nove Zamky, 20:50 hrs

Budapest, 22:30 hrs

Bucharest, Arrival: 16:04 hrs (Departure 23:10 hrs)

Connection to/from Nighttrain
TEE 25/26: Prospects: through service from Malmö to Budapest with a journey time of 15:25 h will be possible

Today
- journey time: 21h46
- number of changes: 3

TEE 2.0 network
- Journey time: 15h25
- through service

**Only one direction depicted**
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**
The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**
The blueprint for trains TEE 27/28 is based on present-day infrastructure.

Further step: concept after Opening of tunnels „Koralm“ and „Semmering”

---

**Perspective:**
Opening of tunnels „Koralm“ and „Semmering“

**Line speed**
- Green: 300 km/h
- Blue: 250 km/h
- Beige: Up to 200 km/h

Not all intermediate stops shown
TEE 27/28: Links from and to Italy and Austria prior to opening of tunnels „Koralm“ and „Semmering“

Venice, 06:55 hrs

Udine, 08:40 hrs

Villach, 10:10 hrs

Leoben, 12:30 hrs

Vienna Hbf, 14:30 hrs

Roma Termini, Departure: 22:35 hrs (Arrival: 05:19 hrs) (change in Venice Mestre)

Trieste, Departure: 06:58 hrs (Arrival: 08:06 hrs)

Salzburg, Arrival: 13:48 hrs (Departure: 11:16 hrs)
Munich, Arrival: 15:41 hrs (Arrival: 11:16 hrs)

Zurich, Departure: 06:40 hrs (Arrival: 14:30 hrs)
Innsbruck, Departure: 10:17 hrs (Arrival: 14:30 hrs)
Salzburg, Departure: 12:08 hrs (Arrival: 14:30 hrs)
Linz, Departure 13:16 hrs (Arrival: 14:30 hrs)

Budapest, Arrival: 17:19 hrs (Departure 14:37 hrs)
Linz, Arrival: 15:44 hrs (Departure 14:37 hrs), change in Vienna Meidling
**TEE 27/28: Links to Slovakia**

**Zvolen, Arrival: 18:56 hrs** (Departure 16:04 hrs)

**Humenne, Arrival: 22:40 hrs**, (Departure 21:01 hrs)

**Kosice, 20:40 hrs**

**Bratislava, 16:00 hrs**

**Zilina, 17:55 hrs**

**Poprad-Tatry, 19:35 hrs**
TEE 27/28: Links from and to Italy and Austria after opening of tunnels „Koralm“ and „Semmering“

**Vienna Hbf, 14:30 hrs**
- **Graz, 12:30 hrs**
  - **Villach, 11:10 hrs**
    - **Udine, 09:40 hrs**
      - **Venice, 07:55 hrs**

**Roma Termini, Departure: 22:35 hrs** (Arrival: 05:19 hrs), change in Venice Mestre

**Trieste, Departure: 06:58 hrs** (Arrival: 08:06 hrs)

**Salzburg, Arrival: 13:48 hrs** (Departure: 11:16 hrs)
- **Munich, Arrival: 15:41 hrs** (Arrival: 11:16 hrs)

**Zurich, Departure: 06:40 hrs** (Arrival: 14:30 hrs)
- **Innsbruck, Departure: 10:17 hrs** (Arrival: 14:30 hrs)
- **Salzburg, Departure: 12:08 hrs** (Arrival: 14:30 hrs)
- **Linz, Departure 13:16 hrs** (Arrival: 14:30 hrs)

**Budapest, Arrival: 17:19 hrs** (Departure 14:37 hrs)
- **Linz, Arrival: 15:44 hrs** (Departure 14:37 hrs), change in Vienna Meidling
TEE 27/28: Links to Slovakia after opening of tunnels „Koralm“ and „Semmering“

Zvolen, Arrival: 18:56 hrs (Departure 16:04 hrs)

Bratislava, 16:00 hrs

Zilina, 17:55 hrs

Poprad-Tatry, 19:35 hrs

Kosice, 20:40 hrs

Connection to/from Nighttrain

Humenne, Arrival: 22:40 hrs, (Departure 21:01 hrs)
**TEE 27/28**: A through service from Venice to Kosice with a journey time of 13:45 h will be possible in the short term

**Today**
- journey time: 18h43
- number of changes: 2
  - change in Vienna
  - change in Ostrava

**TEE 2.0 network**
- journey time: 13h45
- through service

**TEE 2.0 network (target timetable)**
- journey time: 12h45
- through service
- with Koralm and Semmering BT
**Only one direction depicted**
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**
The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**
The blueprint for trains TEE 29a/30a is based on present-day infrastructure. Additional line via Graz – Vienna may be considered to reduce travel time. Further step: concept after Opening of tunnels „Koralm“ and „Semmering“ (TEE 29b/30b).
**TEE 29a/30a: Links from and to Italy and Slovenia**

- **Ljubljana,** **13:30 hrs**
- **Divaca,** **12:00 hrs**
- **Venice M.,** **09:45 hrs**
- **Verona,** **08:40 hrs**
- **Milan Centrale,** **07:30 hrs**
- **Torino, Departure: 05:50 hrs** (Arrival 06:50 hrs)
- **Roma Termini, Departure: 05:35 hrs** (Arrival 09:23 hrs)
- **Bologna, Departure: 08:03 hrs** (Arrival 09:23 hrs)
- **Florence, Departure: 07:20 hrs** (Arrival 09:23 hrs)
- **Maribor, Departure: 12:20 hrs** (Departure 13:52 hrs)
- **Maribor, Arrival: 16:33 hrs** (Departure 14:59 hrs)
**TEE 29a/30a: Links to Croatia and Hungary**

- **Budapest-Deli, 20:30 hrs**
- **Nagykanizsa, 17:30 hrs**
- **Koprivnica, 16:45 hrs**
- **Zagreb, 15:30 hrs**

Links to Croatia and Hungary.
**TEE 29a/30a:** A through service from Milan to Budapest with a journey time of 13:00 h will be possible in the short term

**Today (fastest way)**
- journey time: 18h43
- number of changes: 2
  - change in Vienna
  - change in Ostrava

**Today (via Ljubliana)**
- no practical connection

**TEE 2.0 network**
- journey time: 13h00
- through service

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<table>
<thead>
<tr>
<th>Bahn/Haltestelle</th>
<th>Zeit</th>
<th>Gexs</th>
<th>Produkte</th>
</tr>
</thead>
<tbody>
<tr>
<td>Milano Centrale</td>
<td>ab 06:43</td>
<td>RE 10 (25506)</td>
<td></td>
</tr>
<tr>
<td>Lugano</td>
<td>an 08:00</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Zürich HB</td>
<td>ab 08:30</td>
<td>3</td>
<td>EC 312</td>
</tr>
<tr>
<td></td>
<td>an 10:27</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>Budapest-Keleti</td>
<td>an 21:19</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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**Hinweise**
- Free onboard WiFi
- Free onboard entertainment system
- Restaurant car and at-seat service of light refreshments
- Seats facing the direction of travel
**TEE 29b/30b: Milan – Venice – Villach – Vienna – Budapest**

**Only one direction depicted**
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**
The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**
The blueprint for trains TEE 29a/30a is based on present-day infrastructure. Further step: concept after Opening of tunnels „Koralm“ and „Semmering“ (TEE 29b/30b).

---

**Line speed**
- 300 km/h
- 250 km/h
- Up to 200 km/h

---

[Map of Europe showing train routes and speeds]
**TEE 29b/30b: Links from and to Italy and Austria**

- **Milan Centrale, 11:40 hrs**
- **Verona, 12:45 hrs**
- **Venice Mes., 13:55 hrs**
- **Udine, 15:40 hrs**
- **Villach, 17:10 hrs**
- **Graz, 18:30 hrs**
- **Torino, Departure: 10:10 hrs (Arrival 11:02 hrs)**
- **Bologna, Departure: 12:03 hrs (Arrival 13:23 hrs)**
- **Florence, Departure: 11:20 hrs (Arrival 13:23 hrs)**
- **Salzburg, Arrival: 19:48 hrs (Departure: 17:16 hrs)**
- **Munich, Arrival: 21:41 hrs (Departure: 17:16 hrs)**
- **Zagreb, Arrival: 22:33 hrs (Departure: 18:39 hrs)**
TEE 29b/30b: Links to Austria and Hungary

Linz – Salzburg, Arrival: 22:54 hrs (Departure: 20:30 hrs), change in Vienna Meidling

Vienna Hbf, 20:30 hrs

Győr, 21:55 hrs

Tatabanya, 22:30 hrs

Budapest-Keleti, 23:20 hrs
**TEE 29b/30b:** Prospects: through service from Milan to Budapest with a journey time of 11:40 h will be possible

<table>
<thead>
<tr>
<th>Today (fastest way)</th>
<th>Today (via Ljubliana)</th>
<th>TEE 2.0 network</th>
</tr>
</thead>
<tbody>
<tr>
<td>– journey time: 18h43</td>
<td>– no practical connection</td>
<td>– journey time: 11h40</td>
</tr>
<tr>
<td>– number of changes: 2</td>
<td></td>
<td>– through service</td>
</tr>
<tr>
<td>– change in Vienna</td>
<td></td>
<td></td>
</tr>
<tr>
<td>– change in Ostrava</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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Today (fastest way):
- Journey time: 18h43
- Number of changes: 2
  - Change in Vienna
  - Change in Ostrava

Today (via Ljubliana):
- No practical connection

**TEE 2.0 network**
- Journey time: 11h40
- Through service

<table>
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<td></td>
</tr>
<tr>
<td>Zürich HB</td>
<td>ab 10:27</td>
<td>7</td>
<td></td>
</tr>
</tbody>
</table>

**Zwischenhalte einblenden**

**Hinweise**
- Free onboard WiFi
- Free onboard entertainment system
- Restaurant car and at-seat service of light refreshments
- Seats facing the direction of travel
Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEE 31/32 is based on present-day infrastructure. Vindobona service restarted in June 2020, more frequent in the future, primarily after construction of high-speed infrastructure (e.g. Via Vindobona) and Sprinter connection with 4 hours travel time.

An extension to Zagreb via Maribor may be considered
Further step: concept after opening of tunnels „Koralm“ and „Semmering“

Perspective:
- Reopening of „Dresdner Bahn“
- Opening of tunnels „Koralm“ and „Semmering“

Line speed
- 300 km/h
- 250 km/h
- Up to 200 km/h
**TEE 31/32: Links from Germany and the Czech Republic**

- Berlin Hbf, 06:15 hrs
- Dresden, 08:10 hrs
- Prague hl. n., 10:30 hrs
- Brno, 13:20 hrs
- Breclav, 14:00 hrs

**Perspective:** Reopening of „Dresdner Bahn“

- Leipzig, Departure: 05:54 hrs (Arrival: 07:07 hrs)
- Plzen, Departure: 09:00 hrs (Arrival: 10:21 hrs)
**TEE 31/32: Links to Austria, Slovenia and Croatia**

- **Salzburg, Arrival: 17:48 hrs (Departure: 14:55 hrs)**
- **Direct trainpart to Ljubljana (splitting in Zidani Most), 20:45 hrs**
- **Split, Arrival: 06:49 hrs, (Departure: 22:56 hrs)**
- **Vienna Hbf, 14:50 hrs**
- **Graz, 17:30 hrs**
- **Maribor, 18:30 hrs**
- **Zidani Most, 20:00 hrs**
- **Zagreb, 21:20 hrs**
- **Connection to/from Nighttrain**
**TEE 31/32: Links to Germany and Czech Republic with Tunnel „Semmering“**

- **Berlin Hbf, 06:15 hrs**
- **Dresden, 08:10 hrs**
- **Prague hl. n., 10:30 hrs**
- **Brno, 13:20 hrs**
- **Breclav, 14:00 hrs**
- **Leipzig, Departure: 05:54 hrs (Arrival: 07:07 hrs)**
- **Plzen, Departure: 09:00 hrs (Arrival: 10:21 hrs)**

**Perspective:**
Reopening of „Dresdner Bahn“
TEE 31/32: Links to Austria, Slovenia and Croatia with Tunnel „Semmering“

Salzburg, Arrival: 17:48 hrs (Departure: 14:55 hrs)

Klagenfurt, Arrival: 17:58 hrs (Departure: 17:02 hrs)

Direct trainpart Ljubljana, 20:15 hrs

Split, Arrival: 06:49 hrs, (Departure: 22:56 hrs)

Vienna Hbf, 14:50 hrs
Graz, 17:00 hrs
Maribor, 18:00 hrs
Zidani Most, 19:30 hrs
Zagreb, 20:50 hrs

Connection to/from Nighttrain

www.bmvi.de | 12 May 2021 128
TEE 31/32: A through service from Berlin to Zagreb with a journey time of 15:00 h will be possible in the short term.

Today
- Currently no connection

TEE 2.0 network
- Journey time: 15h00
- Through service

TEE 2.0 network (target timetable)
- Journey time: 14h30
- Through service
- With Semmering BT
**TEE 33a/34a: Frankfurt – Nuremberg – Munich – Salzburg – Linz – Vienna – Budapest**

---

**Only one direction depicted**
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**
The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**
The blueprint for trains TEE 33a/34a is based on present-day infrastructure.
Rerouting via Nuremberg may be considered to reduce travel time (TEE 33b/34b)

---

**Line speed**
- 300 km/h
- 250 km/h
- Up to 200 km/h

---

Not all intermediate stops shown
TEE 33a/34a: Links from Germany and Austria

Dortmund, Departure: 05:22 hrs (Arrival: 07:45 hrs)

Hamburg-Altona, Departure: 04:37 hrs (Arrival: 08:30 hrs)
Hannover Hbf, Departure: 06:26 hrs (Arrival: 08:30 hrs)

Berlin Hbf: Departure 06:30 hrs (Arrival: 09:52 hrs)
Bayreuth Hbf: Departure 09:03 hrs, (Arrival: 09:55 hrs)

Zurich: Departure 07:33 hrs (Arrival: 11:04 hrs)
Stuttgart: Departure 08:54 hrs, (Arrival: 11:12 hrs)

Bregenz: Departure 08:40 hrs (Arrival: 13:02 hrs)

Munich, 11:30 hrs

Salzburg, 13:05 hrs

Frankfurt, 07:55 hrs

Würzburg, 09:00 hrs

Nuremberg Hbf, 10:00 hrs
TEE 33a/34a: Links to Austria and Hungary

Graz, Arrival: 18:33 hrs (Departure: 15:58 hrs)

Bucharest, Arrival: 12:33 hrs (Departure 19:10 hrs)
Kiev, Arrival: 17:21 hrs (Departure 19:40 hrs)
Belgrad, Arrival: 06:30 hrs (Departure 22:15 hrs)

Connection to/from Nighttrain
**TEE 33a/34a:** A through service from Frankfurt to Budapest with a journey time of 10:25 h will be possible via Munich in the short term.
TEE 33b/34b: Frankfurt – Nuremberg – Passau – Linz – Vienna – Budapest

Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEE 33b/34b is based on present-day infrastructure.

Line speed
- 300 km/h
- 250 km/h
- Up to 200 km/h

Not all intermediate stops shown
**TEE 33b/34b: Links from Germany and Austria**

- **Frankfurt, 09:55 hrs**
- **Würzburg, 11:00 hrs**
- **Nuremberg Hbf, 12:00 hrs**
- **Regensburg, 13:00 hrs**
- **Passau, 14:00 hrs**
- **Dortmund, Departure: 07:22 hrs** *(Arrival: 09:45 hrs)*
- **Hamburg-Altona, Departure: 06:37 hrs** *(Arrival: 10:30 hrs)*
- **Hannover Hbf, Departure: 08:26 hrs** *(Arrival: 10:30 hrs)*
- **Berlin Hbf: Departure 08:30 hrs** *(Arrival: 11:52 hrs)*
- **Bayreuth Hbf: Departure 11:03 hrs** *(Arrival: 11:55 hrs)*
TEE 33b/34b: Links to Austria and Hungary

Graz, Arrival: 19:33 hrs (Departure: 16:58 hrs)

Kiev, Arrival: 17:21 hrs (Departure 19:40 hrs)
Belgrad, Arrival: 06:30 hrs (Departure 22:15 hrs)

Budapest, 19:20 hrs
Vienna Hbf, 16:30 hrs
Györ, 17:55 hrs
St. Pölten, 16:00 hrs
Linz, 15:15 hrs

Connection to/from Nighttrain

www.bmvi.de | 12 May 2021 136
TEE 33b/34b: A through service from Frankfurt to Budapest with a journey time of 09:25 h via Passau will be possible in the short term.

Today
- Journey time: 10h25
- Number of changes: 1
  - Change in Munich

TEE 2.0 network
- Journey time: 9h25
- Through service
# TEE 35/36: Barcelona – Montpellier – Nice – Genoa – Milan – Verona – Venice

**Only one direction depicted**
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**
The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**
The blueprint for trains TEE 35/36 is based on present-day infrastructure.

**Line speed**
- Green: 300 km/h
- Blue: 250 km/h
- Beige: Up to 200 km/h

Not all intermediate stops shown.
**TEE 35/36: Links from Spain and France**

- **Barcelona Sants, 8:30 hrs**
- **Montpellier, 11:30 hrs**
- **Marseille, 12:45 hrs**
- **Nice, 15:15 hrs**
- **Tortosa: 06:00 hrs** (Arrival 08:10 hrs)
- **Tarragona: 07:10 hrs** (Arrival 08:10 hrs)
- **Toulouse: 07:18 hrs** (Arrival 10:05 hrs)
- **Lyon: 10:36 hrs** (Arrival: 12:23 hrs)
TEE 35/36: Links to Italy

Vienna, Arrival: 08:53 hrs (Departure 22:58 hrs)

Trieste, Arrival: 23:47 hrs (Departure 21:51 hrs), change in Venice-Mestre

Bologna, Arrival: 21:56 hrs
(Departure 19:33 hrs via Milan Centrale)

Verona, 20:45 hrs

Milan, 19:30 hrs

La Spezia, Arrival: 19:48 hrs
Pisa, Arrival: 20:38 hrs
Rome, Arrival: 22:49 hrs
(Departure: 18:44 hrs)

Genoa, 17:45 hrs

Venice S. Lucia, 21:50 hrs

Connection to/from Nighttrain
TEE 35/36: A through service from Barcelona to Venice with a journey time of 13:20 h will be possible in the short term

Today
- journey time: 22h30
- number of changes: 4
- No connection in Verona to Venice (4 hour waiting time)

TEE 2.0 network
- Journey time: 13h20
- through service

Today – journey time: 22h30
- number of changes: 4
- No connection in Verona to Venice (4 hour waiting time)
**TEE 37a/38a: Brussels – Luxemburg – Strasbourg – Basel – Milan**

**Only one direction depicted**
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**
The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**
The blueprint for trains TEE 37/38 is based on present-day infrastructure.

---

**Belgium**
- Brussels-Midi
- Namur
- Luxembourg
- Metz
- Strasbourg
- Mulhouse-Ville

**France**
- Colmar

**Switzerland**
- Basel SBB
- Aarau
- Arth-Goldau
- Bellinzona
- Lugano

**Italy**
- Como San Giovanni
- Milan Centrale

---

**Line speed**
- 300 km/h
- 250 km/h
- Up to 200 km/h

Not all intermediate stops shown.
TEE 37a/38a: Links from Belgium and France

London: Departure 06:47 hrs (Arrival 10:07 hrs)
Amsterdam: Departure 08:15 hrs (Arrival 10:08 hrs)
Brugge: Departure 09:10 hrs (Arrival 10:07 hrs)

Charleroi: Departure 09:54 hrs (Arrival 10:45 hrs)
Liège-G: Departure 10:23 hrs (Arrival 11:15 hrs)

Troisvierges: Departure 12:05 hrs (Arrival 13:15 hrs)

Nancy: Departure 13:20 hrs (Arrival 13:57 hrs)

Wissembourg: Departure 14:02 hrs (Arrival 14:53 hrs)

Belfort: Departure 15:06 hrs (Arrival 15:39 hrs)
**TEE 37a/38a: Links to Switzerland and Italy**

- **Bern:** Arrival 17:26 hrs (Departure 16:30 hrs)
- **Zurich:** Arrival 17:26 hrs (Departure 16:33 hrs)
- **Locarno:** Arrival 19:13 hrs (Departure 18:48 hrs)
- **Torino:** Arrival: 21:10 hrs (Departure 20:10 hrs)
- **Venice:** Arrival: 23:15 hrs (Departure 20:45 hrs)
- **Siracusa:** Arrival: 15:48 hrs (Departure 20:10 hrs)
- **Palermo:** Arrival: 16:35 hrs (Departure 20:10 hrs)
- **Milan Centrale:** 20:00 hrs

**Connection to/from Nighttrain**
**TEE 37a/38a**: A through service from Brussels to Milan with a journey time of 09:30 h via Gotthard-Line will be possible in the short term.

**Today**
- journey time: 12h17
- number of changes: 3
- Faster connections via Paris

**TEE 2.0 network**
- journey time: 9h30
- through service

Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEE 37/38 is based on present-day infrastructure.
TEE 37b/38b: Links from Belgium and France

Brussels-Midi, 6:45 hrs  
Brugge: Departure 05:40 hrs (Arrival 06:07 hrs)

Namur, 7:55 hrs  
Liège-G: Departure 06:50 hrs (Arrival 07:43 hrs)
Charleroi: Departure 07:19 hrs (Arrival 07:50 hrs)

Luxembourg, 09:20 hrs  
Troisvierges: Departure 8:05 hrs (Arrival 9:15 hrs)

Metz, 10:20 hrs  
Nancy: Departure 9:20 hrs (Arrival 9:57 hrs)

Strasbourg, 11:00 hrs  
Barr: Departure 10:01 hrs (Arrival 10:43 hrs)

Mulhouse, 12:00 hrs  
Belfort: Departure 10:47 hrs (Arrival 11:14 hrs)

Barcelona: Arrival 19:15 hrs (Departure 12:15 hrs)
TEE 37b/38b: Link to Switzerland and Italy

Zurich: Arrival 13:26 hrs (Departure 12:33 hrs)
Luzern: Arrival 13:55 hrs (Departure 13:06 hrs)
Lausanne: Arrival 14:40 hrs (Departure 13:34 hrs)
Sion: Arrival 15:00 hrs (Departure 14:35 hrs)
Zermatt: Arrival 15:51 hrs (Departure 14:41 hrs)
Locarno: Arrival 17:19 hrs (Departure 15:25 hrs)
Venice, Arrival: 19:45 hrs (Departure 17:15 hrs)
Torino, Arrival: 18:10 hrs (Departure 17:10 hrs)
Milan Centrale, 16:40 hrs

Basel, 12:30 hrs
Bern, 13:00 hrs
Olten, 13:00 hrs
Visp, 14:30 hrs
Domodossola, 15:15 hrs

Luzern: Arrival 13:55 hrs (Departure 13:06 hrs)
Lausanne: Arrival 14:40 hrs (Departure 13:34 hrs)
Sion: Arrival 15:00 hrs (Departure 14:35 hrs)
Zermatt: Arrival 15:51 hrs (Departure 14:41 hrs)
Locarno: Arrival 17:19 hrs (Departure 15:25 hrs)
Venice, Arrival: 19:45 hrs (Departure 17:15 hrs)
Torino, Arrival: 18:10 hrs (Departure 17:10 hrs)
Milan Centrale, 16:40 hrs

Basel, 12:30 hrs
Bern, 13:00 hrs
Olten, 13:00 hrs
Visp, 14:30 hrs
Domodossola, 15:15 hrs

Luzern: Arrival 13:55 hrs (Departure 13:06 hrs)
Lausanne: Arrival 14:40 hrs (Departure 13:34 hrs)
Sion: Arrival 15:00 hrs (Departure 14:35 hrs)
Zermatt: Arrival 15:51 hrs (Departure 14:41 hrs)
Locarno: Arrival 17:19 hrs (Departure 15:25 hrs)
Venice, Arrival: 19:45 hrs (Departure 17:15 hrs)
Torino, Arrival: 18:10 hrs (Departure 17:10 hrs)
Milan Centrale, 16:40 hrs
TEE 37b/38b: A through service from Brussels to Milan with a journey time of 09:55 h via Lötschberg-Line will be possible in the short term.

Today
- journey time: 12h17
- number of changes: 3
- Faster connections via Paris

TEE 2.0 network
- journey time: 9h55
- through service
**TEE 39/40: Prague – Dresden – Frankfurt – Paris**

---

**Only one direction depicted**
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**
The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**
The blueprint for trains TEE 39/40 is based on the new high-speed rail line between Prague and Dresden.
Possible first trains in late 2020s, systematic offer on the high-speed rail in the 2030s (e.g. after completion of Via Vindobona between Prague and Dresden)

---

**Line speed**
- 300 km/h
- 250 km/h
- Up to 200 km/h

Not all intermediate stops shown
TEE 39/40: Links from Czech Republic and Germany

- **Ostrava**: Departure 07:15 hrs (Arrival 10:51 hrs)
- **Brno**: Departure 08:09 hrs (Arrival 11:10 hrs)

- **Prague**, 11:15 hrs
- **Dresden**, 12:20 hrs
- **Leipzig**, 13:30 hrs
- **Berlin**: Departure 12:05 hrs (Arrival 13:45 hrs)
- **Erfurt**, 14:15 hrs

www.bmvi.de | 12 May 2021
TEE 39/40: Links to Germany and France

Basel – Zurich: arr. 18:10 hrs (dep. 22:00 hrs)
TEE 39/40: Prospects: through service from Prague to Paris with a journey time of 09:30 h will be possible

**Today**
- journey time: 14h58
- number of changes: 6

**TEE 2.0 network**
- journey time: 9h30
- through service

*Zwischenhalte einblenden*

**Hinweise**
Free onboard WiFi
Free onboard entertainment system
Restaurant car and at-seat service of light refreshments
Seats facing the direction of travel
**Only one direction depicted**
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**
The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**
The blueprint for trains TEE 41/42 is based on present-day infrastructure.
TEE 41/42: Links from Hungary, Slovakia and Czech Republic

Budapest-K., 9:30 hrs

Bratislava, 12:10 hrs

Breclav, 13:05 hrs

Ostrava hl. n., 14:45 hrs

Zvolen, Departure: 09:00 hrs (Arrival: 11:58 hrs)

Bucuresti, Departure: 17:45 hrs (Arrival: 08:50 hrs)

Prague, Departure: 10:23 hrs (Arrival: 13:48 hrs)

Zilina, Departure: 12:21 hrs (Arrival 14:10 hrs)
TEE 41/42: Links to Poland

Gliwice, Departure: 16:12 hrs (Arrival: 16:38 hrs)

Katowice 16:45 hrs

Warsaw, 19:15 hrs

TEE 41/42: A through service from Budapest to Warsaw with a journey time of 09:45 h will be possible in the short term

**Today**
- journey time: 10h23
- through service

**TEE 2.0 network**
- journey time: 9h45
- through service
**TEE 43/44: Tallin – Riga – Kaunas – Warsaw**

**Only one direction depicted**
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**
The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**
The blueprint for trains TEE 43/44 is based on the new high-speed rail line “Rail Baltica”

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**Not all intermediate stops shown**

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**Line speed**
- 300 km/h
- 250 km/h
- Up to 200 km/h
TEE 43/44: Link to Estonia, Latvia, Lithuania and Poland

Travel times are estimated
TEE 45/46: Prospects: through service from Tallin to Warsaw with a journey time of 07:00 h with Rail Baltica

Today
- Currently no connection between Tallin and Warsaw

TEE 2.0 network
- journey time: 7h00
- through service

**Only one direction depicted**
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**
The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**
The blueprint for trains TEE 45/46 is based on present-day infrastructure. Long-term horizon for further reduction of travel time after the completion of the high-speed network. These improvements may lead to many additional TEE links by extension of these lines, e.g. Warsaw – Prague – Munich, Warsaw/Prague – Vienna – Rome.
TEE 45/46: Links from Czech Republic

- Prague, 11:40 hrs
- Olomouc, 14:15 hrs
- Pardubice, 12:35 hrs
- Ostrava hl. n. 14:45 hrs
- Ceske Budejovice, Departure: 08:57 hrs (Arrival: 10:56 hrs)
- Cheb, Departure: 08:33 hrs (Arrival 11:21 hrs)
- Hradec Kralove, Departure: 12:04 hrs (Arrival: 12:26 hrs)
- Ostrava hl. n. Departure: 08:57 hrs (Arrival: 10:56 hrs)
**TEE 45/46: Links to Poland**

- **Przemsyl, Arrival: 20:58 hrs** (Departure 17:59 hrs)
- **Olsztyn, Arrival: 22:29 hrs** (Departure 19:55 hrs)
- **Krakow, 17:15 hrs**
- **Warsaw, 19:45 hrs**
- **Gdansk, 22:20 hrs**
- **Sopot, 22:35 hrs**
- **Gdynia, 22:45 hrs**

Additional notes:
- **Warsaw**
- **Krakow**
- **Gdansk**
- **Sopot**
- **Gdynia**
**TEE 45/46**: A through service from Praha to Gdynia with a journey time of 11:05 h will be possible in the short term.

**Today**
- journey time: 11h46
- number of changes: 2

**TEE 2.0 network**
- journey time: 11h05
- through service

Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEE 47/48 is based on present-day infrastructure.
TEE 47/48: Links from Germany

Hamburg Hbf, 06:30 hrs

Hannover Hbf, 07:40 hrs

Kassel-W., 08:35 hrs

Frankfurt, 10:05 hrs

Mannheim, 10:40 hrs

Karlsruhe, 11:10 hrs

Berlin Hbf: Departure 05:32 hrs (Arrival 07:28 hrs)

Korbach: Departure 06:57 hrs (Arrival 08:23 hrs)

Siegen: Departure 07:54 hrs (Arrival 09:39 hrs)

Cologne: Departure 08:54 hrs (Arrival 10:23 hrs)

Nuremberg: Departure, 07:41 hrs (Arrival 10:53 hrs)
TEE 47/48: Links to and from Switzerland and Italy

- **Zurich:** Arrival 14:00 hrs (Departure 13:07 hrs)
- **Luzern:** Arrival 14:05 hrs (Departure 13:03 hrs)
- **Locarno:** Arrival 15:44 hrs (Departure 15:19 hrs)
- **Torino:** Arrival 18:10 hrs (Departure 17:10 hrs)
- **Venice:** Arrival 19:45 hrs (Departure 17:15 hrs)
- **Luzern:** Departure 13:39 hrs (arrival 14:11 hrs)
- **Basel:** Arrivals 13:00 hrs
- **Aarau:** 13:30 hrs
- **Arth-Goldau:** 14:15 hrs
- **Bellinzona:** 15:15 hrs
- **Lugano:** 15:30 hrs
- **Milan Centrale:** 16:30 hrs
- **Zurich:** Departure 13:39 hrs (arrival 14:11 hrs)
**TEE 47/48:** A through service from Hamburg to Milan with a journey time of 10:00 h will be possible in medium term.

**Today**
- journey time: 10h53
- number of changes: 2

**TEE 2.0 network**
- journey time: 10h
- through service

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**Today**

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<th>Produkte</th>
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**Umsteigezeit 8 Min.**

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**Umsteigezeit 4 Min.**

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<td>RE 80 (25535)</td>
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<tr>
<td>Milano Centrale</td>
<td>an 21:17</td>
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</table>

**Hinweise**
- Free onboard WiFi
- Free onboard entertainment system
- Restaurant car and at-seat service of light refreshments
- Seats facing the direction of travel
Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEE 49/50 is based on present-day infrastructure. A further reduction of travel time is possible after commissioning of the Fehmarn Belt Fixed Link.

Line speed
- 300 km/h
- 250 km/h
- Up to 200 km/h

Not all intermediate stops shown
TEE 49/50: Links from Denmark and Germany

Copenhagen, 09:25 hrs
Kolding, 11:15 hrs
Padborg, 12:00 hrs
Hamburg Hbf, 14:05 hrs
Bremen, 15:05 hrs
Bad Bentheim, 16:45 hrs

Malmö Central, Departure: 08:33 hrs (Arrival: 09:10 hrs)
TEE 49/50: Links to Netherlands

- Amsterdam, 18:50 hrs
  - Hengelo, 17:05 hrs
- Hengelo, 17:05 hrs
  - Enschede, arrival: 17:14 hrs (departure: 17:07 hrs)
  - Rotterdam, arrival: 19:25 hrs (departure: 18:29 hrs)
    - Amersfoort, 18:20 hrs
    - Amsterdam, 18:50 hrs

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**TEE 49/50:** A through service from Copenhagen to Amsterdam with a journey time of 09:25 h will be possible in the short term

**Today**
- journey time: 11h29
- number of changes: 4

**TEE 2.0 network**
- journey time: 9h25
- through service
**TEE 51/52: Amsterdam – Cologne – Munich – Vienna**

**Only one direction depicted**
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**
The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**
The blueprint for trains TEE 51/52 is based on present-day infrastructure.
TEE 51/52: Links from and to Netherlands and Germany

Amsterdam, 10:35 hrs

Utrecht, 11:10 hrs

Arnhem, 11:35 hrs

Dusseldorf, 12:50 hrs

Cologne, 13:15 hrs

Frankfurt, 14:20 hrs

Rotterdam, Departure: 10:20 hrs (Arrival: 10:58 hrs)

Basel, Arrival: 17:44 hrs (Departure: 14:50 hrs)
TEE 51/52: Links to Germany and Austria

Warsaw, Arrival: 09:30 hrs (Departure 22:10 hrs)

Bamberg: Arrival 16:32 hrs (Departure 15:39 hrs)

Cheb: Arrival 18:22 hrs (Departure 16:37 hrs)
Munich: Arrival 18:07 hrs (Departure 16:55 hrs)

Regensburg, 17:30 hrs
Passau, 18:30 hrs
Linz, 19:30 hrs

Vienna, 20:45 hrs
connection to/from Nighttrain

Würzburg, 15:30 hrs
Nuremberg, 16:30 hrs

Bamberg: Arrival 16:32 hrs (Departure 15:39 hrs)

Cheb: Arrival 18:22 hrs (Departure 16:37 hrs)
Munich: Arrival 18:07 hrs (Departure 16:55 hrs)

Regensburg, 17:30 hrs
Passau, 18:30 hrs
Linz, 19:30 hrs

Vienna, 20:45 hrs
connection to/from Nighttrain

Warsaw, Arrival: 09:30 hrs (Departure 22:10 hrs)
TEE 51/52: A through service from Amsterdam to Vienna with a journey time of 10:10 h will be possible in medium term.

Today
- journey time: 10h37
- number of changes: 2

TEE 2.0 network
- journey time: 10h10
- through service
**TEE 53/54: Amsterdam – Hannover – Berlin – Warsaw**

**Only one direction depicted**
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**
The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**
The blueprint for trains TEE 53/54 is based on present-day infrastructure.

---

Prospects in Deutschlandtakt target timetable

Commissioning of Hamm – Hanover HSL

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**Line speed**
- 300 km/h
- 250 km/h
- Up to 200 km/h

Not all intermediate stops shown
**TEE 53/54: Links from Netherlands and Germany**

- **Amsterdam**, Departure: 9:10 hrs
- **Ammersfort**, Departure: 9:40 hrs
- **Hengelo**, Departure: 11:00 hrs
- **Rheine**, Departure: 11:40 hrs
- **Osnabrück**, Departure: 12:00 hrs

**Routes:**
- **Rotterdam**, Departure: 08:35 hrs (Arrival: 09:30 hrs)
- **Enschede**, Departure: 10:46 hrs (Arrival: 10:53 hrs)
TEE 53/54: Links to Poland and Germany

- Warsaw, 20:15 hrs
- Poznań, 17:30 hrs
- Hannover, 13:00 hrs
- Berlin, 14:45 hrs
- Frankfurt (Oder), 15:45 hrs
- Poznań, 17:30 hrs
- Dresden, arr. 17:07 hrs
- Prague, arr. 19:36 hrs
- Hamburg, arr. 14:30 hrs
- Wrocław, arr. 20:10 hrs
- Gdańsk, arr. 20:56 hrs
- Warsaw, 20:15 hrs

www.bmvi.de | 27 November 2020 | 179
TEE 53/54: A through service from Amsterdam to Warsaw with a journey time of 11:05 h will be possible in medium term.

**Today**
- journey time: 11h59
- number of changes: 2

**TEE 2.0 network**
- journey time: 11h05
- through service
**Only one direction depicted**

The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**

The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**

The blueprint for trains TEE 55/56 is based on present-day infrastructure in Germany, Benelux and France.

In Spain the new high-speed rail line San Sebastian – Burgos is assumed. An alternative routing via Frankfurt and Strasbourg may be considered.
**TEE 55/56: Links from Germany and Belgium**

- Liege-G., 10:45 hrs
- Helsinki, dep. 06:10 hrs
- Düsseldorf, 09:20 hrs
- Cologne, 09:45 hrs
- Hamburg, 06:10 hrs
- Brussels-Midi, 11:30 hrs
- Amsterdam, dep. 08:25 hrs (arr. :11:17 hrs)

Connection from/to overnight train
TEE 55/56: Links to France and Spain

Travel times in Spain are estimated
TEE 55/56: A through service from Hamburg to Madrid with a journey time of 15:50 h will be possible

**Today**
- journey time: 23h05
- number of changes: 4

**TEE 2.0 network**
- journey time: 15h50
- through service

Free onboard WiFi
Free onboard entertainment system
Restaurant car and at-seat service of light refreshments
Seats facing the direction of travel
**Only one direction depicted**
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**
The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**
The blueprint for trains TEE 57/58 is based on the infrastructure as at the end of the 2020s (commissioning of the Fehmarn Belt Fixed Link and electrification between Lübeck and Bad Kleinen. incl. “Bad Kleinen” curve)
**TEE 57/58:** Links from Denmark and Germany

- **Copenhagen,** 10:15 hrs
- **Lübeck,** 12:30 hrs
- **Schwerin,** 13:30 hrs
- **Malmö,** dep. 09:15 hrs (arr. 09:50 hrs)
- **Berlin Hbf,** 15:15 hrs

Connection from/to overnight train
**TEE 57/58: Links to Germany and Czech Republic**

- **Ostrava**, arr. 23:50 hrs (dep. 19:50 hrs)
- **Brno – Bratislava**, arr. 23:45 hrs (dep. 19:45 hrs)
- **Dresden**, 17:15 hrs
- **Decin**, 18:00 hrs
- **Usti nad Labem**, 18:15 hrs
- **Prague**, 19:30 hrs
TEE 57/58: A through service from Copenhagen to Prague with a journey time of 09:15 h will be possible

Today
- journey time: 12h12
- number of changes: 1

TEE 2.0 network
- journey time: 9h15
- through service
Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEE 59/60 is based on present-day infrastructure. Existing Service (Eurostar)
**TEE 59/60: Links from and to Netherlands, Belgium and UK**

- **Amsterdam, 12:45 hrs**
- **Rotterdam, 13:30 hrs**
- **Brussels-Midi, 15:05 hrs**
- **Lille-Europe, 15:45 hrs**
- **Utrecht, dep. 12:48 hrs** (arr. 13:25 hrs)
- **Cologne, dep. 12:43 hrs** (arr. 14:35 hrs)
- **Glasgow, arr. 21:44 hrs** (dep. 16:57 hrs)

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**Links from and to Netherlands, Belgium and UK**

- Amsterdam, 12:45 hrs
- Rotterdam, 13:30 hrs
- Brussels-Midi, 15:05 hrs
- Lille-Europe, 15:45 hrs
- Utrecht, dep. 12:48 hrs (arr. 13:25 hrs)
- Cologne, dep. 12:43 hrs (arr. 14:35 hrs)
- Glasgow, arr. 21:44 hrs (dep. 16:57 hrs)
TEE 59/60: A through service from Amsterdam to London with a journey time of 04:22 h is existing

**Today**
- journey time: 4h22
- through service

**TEE 2.0 network**
- journey time: 4h22
- through service

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Free onboard WiFi
Free onboard entertainment system
Restaurant car and at-seat service of light refreshments
Seats facing the direction of travel
**TEE 61/62: Amsterdam – Brussels – Paris**

**Only one direction depicted**
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

**Basis: One daily pair of trains**
The basis of the considerations is the assumption of a daily pair of trains for each line.

**Infrastructure basis**
The blueprint for trains TEE 61/62 is based on present-day infrastructure. Existing Service (Thalys)

---

Not all intermediate stops shown
TEE 61/62: Link to Netherlands, Belgium and France

Amsterdam, 11:15 hrs
Rotterdam, 12:08 hrs
Antwerpen, 12:30 hrs
Brussels-Midi, 13:15 hrs
Paris Nord, 14:35 hrs
TEE 61/62: A through service from Amsterdam to Paris with a journey time of 03:20 h is existing

Today
– journey time: 3h20
– through service

TEE 2.0 network
– journey time: 3h20
– through service

Free onboard WiFi
Free onboard entertainment system
Restaurant car and at-seat service of light refreshments
Seats facing the direction of travel
Paris – Brussels – Cologne – Berlin

Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEEN 21/22 is based on present-day infrastructure.
Paris – Brussels – Cologne – Berlin

Paris Gare du Nord, 21:30 hrs
Brussels-Midi, 23:30 hrs
Liège-G., 00:30 hrs
Aachen, 01:15 hrs
Cologne Hbf, 02:15 hrs
Berlin Hbf, 07:45

Journey time Paris – Berlin: 10 h15 min

* Paris Montparnasse
** Paris Bercy
Amsterdam/Brussels – Cologne – Berlin – Prague/Warsaw

Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEEN 23/24 is based on present-day infrastructure.

Not all intermediate stops shown
Amsterdam/Brussels – Cologne – Berlin – Prague/Warsaw

Journey time Brussels/Amsterdam – Warsaw: 14 h 45 min
Journey time Brussels/Amsterdam – Prague: 14 h
Amsterdam – Cologne – Basel – Milan – Venice/Genoa

Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEEN 25/26 is based on the infrastructure as at the end of 2020 (commissioning of the Ceneri Base Tunnel).
Amsterdam – Cologne – Basel – Milan – Venice/Genoa

Journey time Amsterdam – Venice: 14 h 30 min
Journey time Amsterdam – Genoa: 13 h
Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEEN 27/28 is based on present-day infrastructure.
Frankfurt/Zurich – Lyon – Barcelona – Madrid

Frankfurt 20:00 hrs
Karlsruhe, 21:15 hrs
Strasbourg, 22:00 hrs
Nuremberg, dep. 17:42 hrs
Cologne, 18:55 hrs

Mulhouse, 23:00 hrs
Lyon, 02:30 hrs
Montpellier 05:00 hrs,
Narbonne, 06:00 hrs
Barcelona 08:45 hrs,
Madrid, 12:00 hrs

Berlin, dep. 15:33 hrs
Hamburg, dep. 16:24 hrs
Zürich HB, 21:00 hrs
Biel, dep. 20:49 hrs
Luzern, dep. 20:54 hrs
Basel, 22:15 hrs
Bern, dep. 21:04 hrs

Chur, dep. 19:16 hrs
St. Gallen, dep. 19:37 hrs

Journey time Frankfurt – Madrid: 16 h
Journey time Zürich – Madrid: 15 h
Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEEN 29/30 is based on present-day infrastructure.
Berlin – Munich – Innsbruck – Bologna – Rome/Genoa – Nice

Berlin, 18:40 hrs
Nuremberg, 22:15 hrs
München Hbf, 23:45 hrs
Innsbruck Hbf, 01:15 hrs
Verona PN, 04:30 hrs
Milan, 06:30 hrs
La Spezia, arr. 10:10 hrs
Napoli, arr. 10:00 hrs
Nice, 11:30 hrs

Journey time Berlin – Nice: 16 h 50 min
Journey time Berlin – Rome: 13 h 50 min
Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEEN 31/32 is based on present-day infrastructure.
Paris – Stuttgart – Munich – Vienna – Budapest/Zagreb

- **Paris Est** 20:00 hrs
- **Strasbourg** 22:30 hrs
- **Stuttgart**, 00:00 hrs
- **München Hbf**, 02:30 hrs
- **Salzburg Hbf**, 04:00 hrs
- **Wien Hbf**, 06:30 hrs
- **Villach Hbf**, 06:30 hrs
- **Zagreb**, 10:50 hrs
- **Bratislava-P.**, arr. 7:45 hrs
- **Koper**, arr. 11:15 hrs
- **Belgrade**, arr. 17:30 hrs

**Journey times**
- Paris – Budapest: 13 h 20 min
- Paris – Zagreb: 14 h 50 min

* Paris Montparnasse
Copenhagen – Hamburg – Brussels – Paris/Amsterdam

Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEEN 33A/34A is based on present-day infrastructure.

Not all intermediate stops shown
Copenhagen – Hamburg – Brussels – Paris/Amsterdam

Journey time Copenhagen – Amsterdam 12 h 45 min
Journey time Copenhagen – Paris 14 h 45 min

* Departure from Paris Montparnasse
Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction. The train crosses the train travelling in the opposite direction at 14:00 hrs.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEEN 33B/34B is based on the infrastructure as at the end of the 2020s (commissioning of the Fehmarn Belt Fixed Link)
Stockholm – Copenhagen – Hamburg – Brussels – Paris

Stockholm, 16:30 hrs

Copenhagen Airport, 21:15 hrs

Hamburg Hbf, 00:15 hrs

Hannover Hbf, 02:00 hrs

Cologne, 05:30 hrs

Utrecht, 07:45 hrs

Amsterdam, 08:15 hrs

The Hague, arr. 09:12 hrs

Gent, arr. 08:56 hrs
Bruges, arr. 09:30 hrs

Paris, 10:15 hrs

Bordeaux, arr. 12:56 hrs*

Journey time Stockholm – Amsterdam: 15 h 45 min
Journey time Stockholm – Paris: 17 h 45 min

* Departure from Paris Montparnasse
Only one direction depicted

The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction.

Basis: One daily pair of trains

The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis

The blueprint for trains TEEN 35A/36A is based on present-day infrastructure.
Copenhagen – Berlin – Prague – Vienna/Budapest

Journey time Copenhagen – Budapest: 17 h 10 min
Journey time Copenhagen – Vienna: 14 h 45 min
Stockholm – Copenhagen – Berlin – Prague – Vienna/Budapest

Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEE 35B/36B is based on the infrastructure as at the end of the 2020s (commissioning of the Fehmarn Belt Fixed Link)
Stockholm – Copenhagen – Berlin – Prague – Vienna/Budapest

Stockholm, 14:30 hrs,
Copenhagen Airport, 19:15 hrs
Lübeck Hbf, 21:30 hrs
Berlin Hbf, 00:00 hrs
Prague, 04:15 hrs
Breclav, 07:15 hrs
Bratislava, 08:05 hrs
Budapest Keleti, 10:40 hrs

Journey time Stockholm – Budapest: 20 h 10 min
Journey time Copenhagen – Vienna: 17 h 45 min
Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEEN 37/38 is based on present-day infrastructure.
Zurich – Basel – Cologne – Amsterdam

Journey time Zurich - Amsterdam: 11 h 55 min
Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEEN 39/40 is based on present-day infrastructure.
Zurich – Lugano – Milan – Rome

Journey time Zurich – Rome: 10 h 25 min
Stockholm – Copenhagen – Hamburg – Berlin

Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEEN 41/42 is based on present-day infrastructure.

Not all intermediate stops shown
Stockholm – Copenhagen – Hamburg – Berlin

Stockholm, 18:30 hrs
Malmö, 23:00 hrs
Copenhagen, 00:00 hrs
Kolding, 02:00 hrs
Padborg, 02:45 hrs
Flensburg, 03:30 hrs
Hamburg, 06:00 hrs
Berlin Hbf, 08:30 hrs

Journey time Stockholm – Berlin: 14 h
Only one direction depicted
The following slides describe the blueprint based on a train travelling in one direction. The information also applies to the opposite direction.

Basis: One daily pair of trains
The basis of the considerations is the assumption of a daily pair of trains for each line.

Infrastructure basis
The blueprint for trains TEEN 43/44 is based on present-day infrastructure.
Madrid – Lisboa

Madrid, 22:30 hrs

Caceres, 02:00 hrs

Entroncamento, 06:00 hrs (local time)

Lisboa, 07:30 hrs (local time)

Journey time Madrid – Lisboa: 10 h
Thank You!

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