



Federal Ministry
of Transport and
Digital Infrastructure



Europatakt

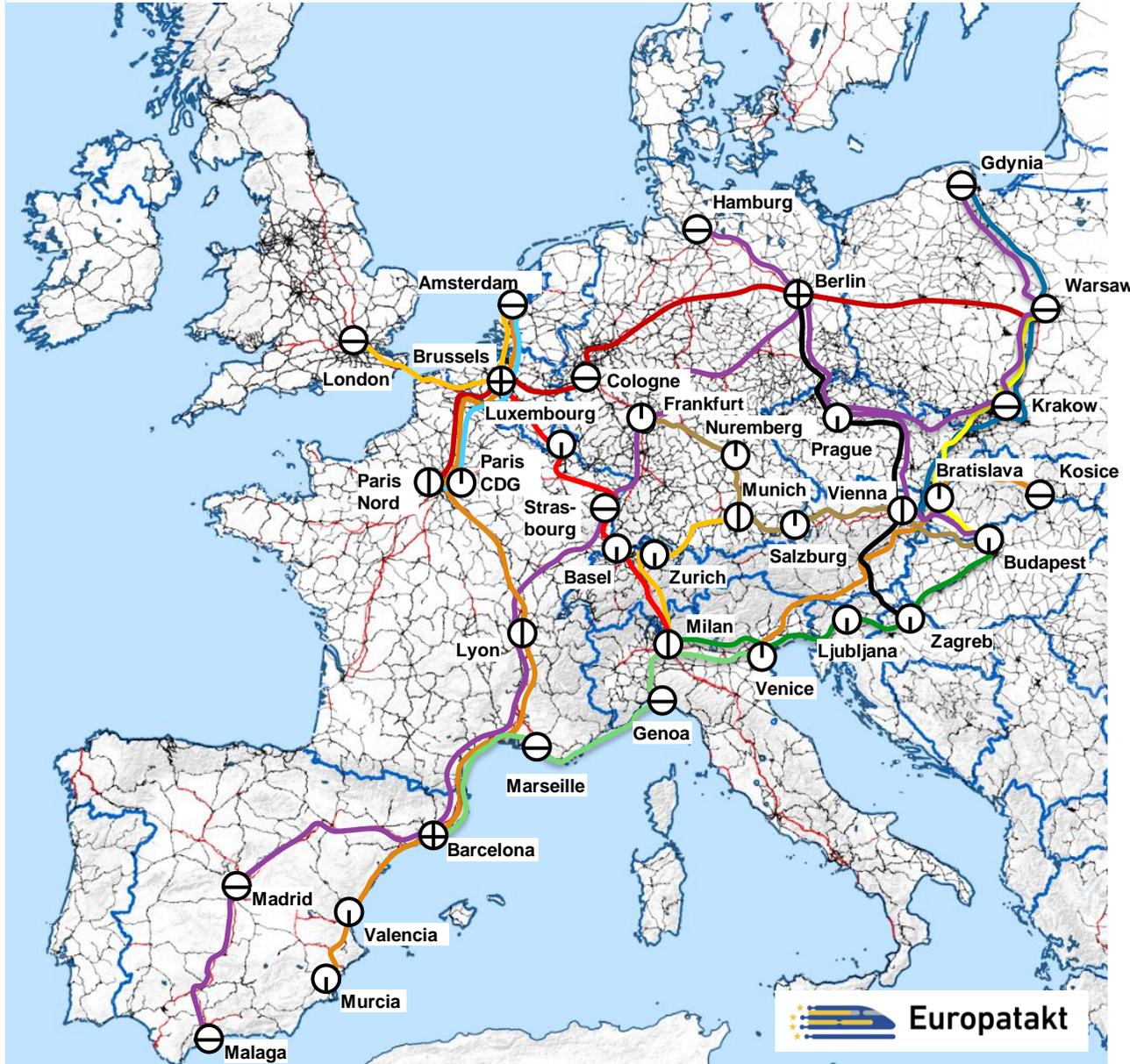
First proposal for an Europatakt

Secretariat of the Federal Government
Commissioner for Rail Transport

Introduction – From TEE 2.0 and Deutschlandtakt to Europatakt

- The concept TEE 2.0 is a strategy for strengthening entrepreneurial international passenger rail services with high-speed and overnight rail services.
- It will interlink the individual optimized clock-face timetables of the European countries to build up a coordinated network of international connections to reduce international journey times.
- An increasing number of European states are establishing clock-face timetables as the Deutschlandtakt in order to ensure attractive offerings with higher-frequencies for the travelling public as well as to optimize the capacity of the infrastructure for all users.
- If the timetables are coordinated between neighboring states, the next step is to have direct trains with a longer itinerary connecting several nodes and hubs in three or more states.
- This approach might be extended to build up a network of international connections (“Europatakt”) by the provision of appropriate framework conditions.

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

Europatakt - An European Integrated Timetable as network of National Integrated Timetables

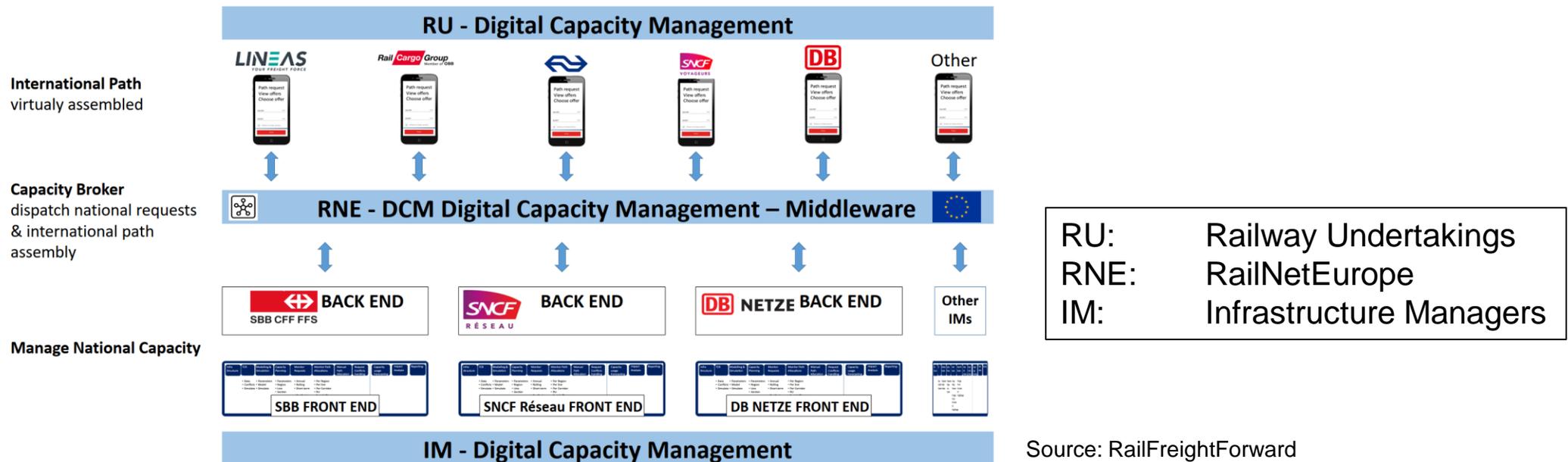
- Rail passenger services are most attractive for journeys linking cities that are 4-5 hours apart by rail for the business traveller and up to about 6-7 hours for climate-conscious and leisure travelers. Longer journeys exceeding these values call for the comfort of direct connections or night trains.
- The network of the multinational *TEE 2.0* connections with its node times might be used to build up more frequent services on subsections of the long lines as first step of an Europatakt.
- As the *TEE 2.0* will interlink the individual optimized national integrated timetables it might be used to be the basis of an European integrated timetable.
- Within an Europatakt short-, medium and long-distance lines should work as a cohesive network, with feeders and outflow to national services in nodes and hubs based on passenger flows in order to offer a wide variety of travel chains and to the national and regional services with attractive and reliable transfer times.

Europatakt - Keys to success

- The planning shall be supply-oriented on the infrastructure level for the identification of suitable train paths (as e. g. within the EuroLink initiative of the infrastructure managers).
- The planning shall be operator-neutral. The legal framework of the assignment of the service to a particular operator should be clarified at a later stage.
- An agile, iterative planning process between the countries is to be initiated, which will lead in several stages to an integral network of lines as a target
- The focus should be to implement as many border-crossing lines and partial lines as quickly as possible.
- The integration of the railway companies (infrastructure and transport) should be non-discriminatory
- An attractive range of services could be created using present-day infrastructure and timetables.

Digital Capacity Management – an enabling technology for an Europtakt

- Digital Capacity Management (DCM) which - once implemented for all planning horizons – opens up the potential of a higher capacity usage of physical infrastructure for the sector and facilitate flexible response to capacity requirements of Railway Undertakings / applicants and forms the basis for the European integrated timetable (Europtakt) as network of national integrated timetables.



Possible next steps to create an Europatakt

- A joint vision should be developed in which the governments might take the lead to draft the network taking account of existing services, discuss the conditions, and develop the flanking policies and supporting mechanisms. For the realization of the network the railway undertakings then need open access and non-discriminatory market conditions.
- Intensified communication with the stakeholders (states, customers, infrastructure managers, railway undertakings, ...): Inquiry of the wishes / concepts
- Market analysis
- Compilation of the wishes to an integral overview / target timetable
- Start Planning with discussed element and prepare blueprint concepts in the required depth (offer - rolling stock - infrastructure)
- Summarize of the results including prioritization proposals and decision-making between the stakeholders

Thank You!



- EUROPEAN YEAR
OF RAIL **2021**

Secretariat of the Federal Government Commissioner for
Rail Transport

Federal Ministry of Transport and Digital Infrastructure
Invalidenstr. 44
D-10115 Berlin
FR Germany

E-Mail: gs-bsv@bmvi.bund.de
Web: <https://www.bmvi.de>