

Nørrebrogade 39, 1. tv  
 2200 København N  
[www.baeredygtigtrafik.dk](http://www.baeredygtigtrafik.dk)  
 18. august 2015

Annex to the letter to the Danish Parliamentary Committee on Transport and Public Works and to the Minister

**What does DSB (Danish State Railways) say about night trains and day trains to Germany? (August 2015)**

**About the proposal from the DB on night trains between Copenhagen and Cologne, from May 2016:**

The following is a selection from DB's time table proposal for next year. A new night trains with City Night Line is suggested from 22.5. - 30.9. except Saturdays:

		6		Druckzeitraum : 13.12.2015 - 10.12.2016	
CNL	430	Hans Christian Andersen			
København H (22:44) - <u>Hamburg-Altona</u> - Köln (10:15) - (Köln Bbf)					
København H - Köln Bbf, N Mo-Fr+So 23.V.-30.IX.					
XDKH	Tfz1:189	Hg140	650t	BrH198	337m EB a; b (WC); )p(
AA	Tfz1:120	Hg200	650t	BrH198	336m EB a
CNL	431	Hans Christian Andersen			
(Köln Bbf) - Köln (20:02) - <u>Hamburg-Altona</u> - København H (07:27)					
Köln Bbf - København H, N Mo-Fr+So 22.V.-30.IX.					
KKB	Tfz1:120	Hg200	650t	BrH198	336m EB a
AA	Tfz1:189	Hg140	650t	BrH198	337m EB a; b (WC); )p(

DB has not received a positive feedback from the DSB. We asked DSB why and here are the slightly different answers, we have got:

(1) No, neither DB nor DSB is running this train. It is an old proposal that is not being implemented. Source: Lars Krogsdam, DSB.

(2) Deutsche Bahn and DSB have after the termination of the old night train scrutinized several scenarios for a possible night train between Denmark and Germany.

There are many considerations to make when an operating model is to be implemented, staff, equipment, economy and space on the rails.

What actually could be implemented was an IC3 solution between Hamburg and Copenhagen, similar to the night IC service which DSB runs between Copenhagen and Jutland every night, also based on IC3. It was established in collaboration and full agreement with DB.

DSB is trying to find solutions that attract customers adequately for a reasonable contribution to the overall transport supply. Thus, we have nothing against night trains as such.

In the new traffic contract, the DSB shall go together with a foreign partner, and our partner is DB, with whom we have an excellent cooperation.

So at the moment there are unfortunately no plans for night train to Cologne.

Source: Vinnie Henriksen, DSB.

(3) We are not presented with an overall operational plan incl. economy from DB, and have hereby not had a real decision basis. DSB has not rejected anything. However, it is clear in the current contract between DSB and the Ministry that night trains will have to run as "free traffic", which requires a positive business case. We are not in the possession of such equipment or will not be able to rent it. That shows the experience from the many years we have been running a night train.

Restoration of night trains requires from Danish side a political decision and authorization, but of course also clarification on the economy of the partner's side (DB).

It should also be mentioned that the night train due to many construction sites at nighttime at both Danish and German territory historically often established many delays, which we do not have reason to believe are going to be different in the future. This is in itself problematic, and may also affect other traffic, which of course must also be considered in case of reinstatement of the night train.

DSB has, however, over the summer run IC3 trains at night between Copenhagen and Hamburg, which seems to have been a success, albeit with passenger numbers far below the level from a true night train with sleeping and couchette cars.

Source: Joachim Bak, DSB.

### **On the situation Copenhagen - Hamburg / Berlin**

Deutsche Bahn is currently running the BR605 trains, known as ICE-TD, on the Eurocity- and Intercity Express route between Germany and Denmark.

It will require large investments if ICE-TD should have a longer lifetime. The trains will have to undergo a major renovation and updated to current environmental requirements in order to continue operating. Because of the substantial investment it is no longer profitable to continue with the train sets. Large parts of the route are also limited by future track works in Denmark, where the train sets will not be able to run. Therefore, Deutsche Bahn decided to scrap the 18 train sets effective in the 2017 time table, 13 of which are included on the routes to / from Denmark.

"Danish State Railways and Deutsche Bahn are working on a new traffic concept based on IC3. An additional challenge is the major track works on the South line (Ringsted – Rødby) from 2017, which also affects the whole traffic concept. We consider this in conjunction with the transition to IC3" says deputy director of DSB Planning Jan Sigurddur Christensen.

There will probably be a reduction in the number of runs between Copenhagen and Hamburg from December 2016, but commuters and train crews on domestic routes will not as such have fewer departures overall.

Source: DSB.

### **On the situation Aarhus - Hamburg**

The new tracks in Southern Jutland means better connections from Aalborg / Jutland to Hamburg from time table K2016 in December 2015, until the situation is changed when the Germans stop cooperation on the BR 605 train sets, which is the core of the EC-trains to / from Jutland and Copenhagen.

Aalborg gets with the new timetable direct connections to and from Hamburg.

Both Aalborg and Aarhus achieve shorter travel times.

There is one more direct summer run 2016 to and from Hamburg.

There are more relevant connections since Danish IC Flensburg trains are run alone in Jutland and no longer from Copenhagen.

Other connections to and from Hamburg will have a short interconnection in Flensburg, and still with shorter travel time than today.

Source: Kurt White, DSB.

Read more about the last item (in German), see page 2-3

<https://www.landtag.ltsh.de/infothek/wahl18/umdrucke/4600/umdruck-18-4622.pdf>