

BACK ON TRACK

» SAVE THE NIGHT TRAINS « EUROPEAN TOUR 2015

19-6 GENÈVE-CORNAVIN 07:00
19-6 MADRID CHAMARTÍN 11:00
19-6 BERLIN HBF 19:30
20-6 WIEN HBF 08:00
20-6 PARIS EST 18:30
20-6 DORTMUND HBF 18:45
20-6 KØBENHAVN H 18:45
20-6 ODENSE 19:00
20-6 BASEL SBB 19:00
20-6 KOBLENZ HBF 22:00
21-6 HAMBURG-ALTONA 09:00
21-6 BERN BAHNHOF 11:00
+ D-BOCHUM, CH-SOLOTHURN,
CH-MOUDON, E-VALENCIA, E-CUENCA



Back on Track

European network to support improved European cross-border passenger train traffic

We see trains as:

- One of the most environment-friendly European long distance ways of travelling.
- An important part of the transport system to come, and not only a part of our history.
- A convenient way of travel to both leisure and business, all the year around.
- International trains as well as night trains and auto-trains as an integrated part of European railway traffic. Neglected night trains are a strong indicator of a dis-integrated and deteriorated rail system.

We think that...

- Subsidies must be allowed, as long as trains suffer from unfair competition for instance compared to airplanes.
- Modern and reliable rail transport should be kept a public responsibility and kept as an integrated entity to the benefit of the passengers and not to shareholders. With good workplaces and with a dedicated staff.
- Railways shall keep a good level of service – easy to buy international tickets, one system for all tickets, not too expensive, with improved trains (night trains are suffering from old stock).
- Good long-distance connections are needed – interconnected night trains and international day trains, with coordinated timetables.
- Night trains should connect a wide range of major cities and countries in Europe.
- Regional cross-border train connections should be developed.

Petition: No more cuts – Develop Europe’s long-distance rail!

Trains can create the best and most environmentally friendly connections across Europe. But a wave of closures of long-distance rail services has swept through our continent. We are facing an important Climate Summit later this year and this is the time to get back-on-track!

This is our message to the railway companies and the politicians:

We demand:

- No more cuts – maintain all long-distance European rail services.
- Develop direct trains between major cities in all European countries, both by day and (!) by night.
- Establish a European rail timetable information and ticket booking system.

PROPOSALS TO ALL EUROPEAN RAIL COMPANIES

- 1) No more cuts – maintain all cross-border long-distance services at least at current levels (regional and long distance services).
- 2) Direct trains shall be established between major cities in all European countries, both by day and by night.
- 3) National rail companies shall cooperate with each other, rather than competing with each other.
- 4) Establishment of a true European rail timetable information and ticket booking system, open for anyone to use for free, and containing data of all trains at least 3 months ahead of departure.

PROPOSALS TO THE EU-COMMISSION AND THE EU PARLIAMENT

- 1) Establishment of a true European rail timetable information and ticket booking system, open for anyone to use for free, and containing data of all trains at least 3 months ahead of departure.
- 2) Guaranteed compensation for delays and obligation to re-establish the travel chain, even if tickets are booked from different operators.
- 3) Complete transparency of track access charges for all trains, of all types and speeds, on all tracks in the EU and accession countries.
- 4) Grant powers to the European Railway Agency to coordinate cross-border timetables, to ensure changing at the border station is possible if no through service is possible.
- 5) Remove rules preventing rolling stock subsidized by EU funds from being used on cross border routes.
- 6) International train tickets should not be more expensive than the sum of the prices for the similar local tickets.
- 7) Introduce an EU-wide core network for both daytime and nighttime cross-border services, and where these services cannot be run on a profit making basis introduce cross-border public service obligations to support the service, between all EU capital cities.

All proposals should be achieved in the EU and accession countries by end of 2018.

HIGH-SPEED DAY TRAINS CANNOT MEET THE WHOLE DEMAND

They may be fast, but ...

- 1) They either have few stops or lose travelling speed
- 2) Very few of them cross more than one border (London-Brussels, Paris-Cologne, Munich-Budapest)
- 3) They normally have few space for luggage, most of them don't allow bicycles
- 4) After 5 or 6 hours in a narrow seat, you leave your »comfort zone«
- 5) What if you have an early or a late appointment?

LONG DISTANCE DAY TRAINS HELP MEET THE DEMAND

- 1) Passengers don't want to break speed records, but want to travel conveniently
- 2) Loco-hauled trains change the engine, so that the passengers do not have to change the train
- 3) They offer more space, they take bicycles

They do not solve issues 4) and 5)

NIGHT TRAINS ARE NEEDED FOR MEETING THE WHOLE DEMAND

»Travel by night and save the day« – night trains offer the solution for 4) and 5)

- 4) 1,500 km railway trip? Hop on, have dinner, sleep, have breakfast, hop off!
- 5) Evening: meeting in Strasbourg, next morning: meeting in Berlin? Take the night train!

Short range (Hamburg-Frankfurt), mid-range (Berlin-Paris) and long range (Stockholm-Narvik)

... and what about London-Madrid, Stockholm-Paris or Berlin-Rome?

DB knows about the advantages of night trains ...

Getting you to your destination refreshed and relaxed

Whether you're travelling for business or pleasure, on your own or with friends or family, City Night Line has lots to offer!

What you get

- You sleep while you travel and wake up at your destination the next morning
- You arrive right in the city centre after a good night's sleep
- You have more time to spend at your destination
- You travel stress-free, no matter the weather
- You save the cost of accommodation and fuel
- Rail is one of the most environmentally-friendly means of transport
- You never have any trouble transporting luggage, bicycles or winter sports equipment

Further information, prices and booking at:

- www.bahn.de/citynightline
- +49 (0) 180 6 99 66 33*
- DB ticket machines
- DB sales outlets

* 20 ct/call from German landlines, 60 ct/call max from German mobile phones.

Having your own car at your disposal on holiday is great, but having it transported there for you is even better. Say goodbye to that long drive to your destination, to stress and busy motorways. Instead, relax and start your holiday the moment you leave home!

Classic Autozug connections

Serving the **Hamburg – Lörrach** and **Hamburg – Munich** routes, DB's well-known Autozug trains not only get you to your destination as you sleep, but they also transport your car, motorcycle and luggage too. Austrian Railways (ÖBB) also operates motorail trains on its **Düsseldorf – Vienna** and **Hamburg – Vienna** routes.

New: Auto+Zug connections

Travellers on our **Berlin – Munich** or **Düsseldorf – Munich** routes can use our Auto+Zug service. Running up to four times a week, you are whisked to your destination overnight by City Night Line train or, if you prefer to travel during day-time, on an ICE/IC/EC train, while your car is transported by lorry. It's the last word in convenience.

- Further information, prices and booking at www.bahn.de/autozug

... then why do they cut the night train network ?



Booking international journeys is a major challenge

Ihre Reisedaten

Hinfahrt von

nach Abfahrt Ankunft

Reisende 1 Reisender (Alter: - Jahre), 2. Klasse

→ Weitere Angaben ändern → Neue Anfrage

Häufige Fragen

- Wo finde ich Sparpreise?
- Wieso wird bei manchen Verbindungen "Preisauskunft nicht möglich" angezeigt?
- **Alle häufig gestellten Fragen**

Wählen Sie eine Verbindung

Ihre Hinfahrtmöglichkeiten - sortiert nach ↕

Druckansicht

| Bahnhof/Haltestelle | Datum | Zeit | Dauer | Umst. | Produkte | Preis für alle Reisenden* <input type="button" value="i"/> | | |
|--|------------------------------|----------------------|-------|-------|---|--|------------------------|--|
| | | ↑ Früher | | | | | Normalpreis | |
| Bremen Hbf Madrid-Puerta de Atocha | Do, 14.01.16 Fr, 15.01.16 | ab 14:44 an 15:45 | 25:01 | 4 | IC, THA, D, TER, AVE <input type="button" value="R"/> | Preisauskunft nicht möglich | → Rückfahrt hinzufügen | |
| Bremen Hbf Madrid-Puerta de Atocha | Do, 14.01.16 Fr, 15.01.16 | ab 17:44 an 21:10 | 27:26 | 4 | IC, RE, TGV, AVE <input type="button" value="R"/> | Unbekannter Auslandstarif → Preisfrage | → Rückfahrt hinzufügen | |
| Bremen Hbf Madrid-Puerta de Atocha | Do, 14.01.16 Fr, 15.01.16 | ab 18:09 an 21:10 | 27:01 | 7 | IC, ICE, RE, RE, TER, TGV, AVE <input type="button" value="R"/> | Unbekannter Auslandstarif → Preisfrage | → Rückfahrt hinzufügen | |
| <input type="button" value="▶"/> Details für alle anzeigen | ↓ Später | | | | | | | |

» **Unknown foreign tariff – no price information available** «



Ihre Fahrtmöglichkeiten

| Bahnhof/Haltestelle | Datum | Zeit | Gleis | Produkte |
|---|--------------|----------|-------|--|
| Bremen Hbf | Do, 14.01.16 | ab 14:44 | | IC 2229 Intercity Richtung: Passau Hbf |
| Köln Hbf | Do, 14.01.16 | an 17:46 | | Fahrradmitnahme reservierungspflichtig , Fahrradmitnahme begrenzt möglich , Bordbistro |
| Umsteigezeit 57 Min. | | | | |
| Köln Hbf | Do, 14.01.16 | ab 18:43 | | THA 9484 Thalys Richtung: Paris Nord |
| Paris Nord | Do, 14.01.16 | an 22:05 | | DB-Fahrscheine gelten nicht , Reservierungspflicht , Globalpreis , Tickets erhältlich unter www.thalys.com: Thalys-Hotline 01807 070707* , (*14 ct/Min. aus dem Festnetz, Tarif bei Mobilfunk max. 42 ct/Min.) , Thalys Store+More in Köln und Aachen |
| Übergang 45 Min. weiter mit Metro 5 in Richtung Place d'Italie | | | | |
| Paris Austerlitz | Do, 14.01.16 | ab 22:52 | | D 3751 Nacht-Schnellzug Richtung: Toulouse-Matabiau |
| Toulouse-Matabiau | Fr, 15.01.16 | an 06:45 | | Reservierungspflicht , Globalpreis , Liegewagen |
| Umsteigezeit 1:30 h | | | | |
| Toulouse-Matabiau | Fr, 15.01.16 | ab 08:15 | | TER70605 Train Express Regional Richtung: Narbonne |
| Narbonne | Fr, 15.01.16 | an 09:57 | | Fahrradmitnahme begrenzt möglich , nur 2. Klasse |
| Umsteigezeit 37 Min. | | | | |
| Narbonne | Fr, 15.01.16 | ab 10:34 | | AVE 9731 AVE Richtung: Madrid-Puerta de Atocha |
| Madrid-Puerta de Atocha | Fr, 15.01.16 | an 15:45 | | Reservierungspflicht , Globalpreis , Imbiss und Getränke erhältlich , Schwerbehindertenabteil |

Dauer: 25:01; fährt nicht täglich, 14. Dez 2015 bis 14. Jan 2016 Mo - Do; nicht 23., 24., 30., 31. Dez 2015

Übg.: Aachen Süd(Gr), unknown

Hinweis: Längerer Aufenthalt

Preisauskunft nicht möglich 1 Reisender (Alter: - Jahre), 2. Klasse

You need four tickets:
one for DB, one for
Thalys, one for SNCF,
one for RENFE.

Some years ago, it
would have been one
ticket.

Some years ago, there
were night trains from
Bremen (Hamburg) to
Paris and from Paris to
Madrid. This gave you
three options:
night/day; day/night;
and night/night with a
day in Paris.

But with the 2015
timetable, it's no
wonder people choose
the low-cost airline
(35 €, by the way).

» Unknown foreign tariff« – SNCF sells 2nd class as 1st class

| [?] BASEL [?] HAMBURG | | [?] 1 Fahrgast [?] | | Betrag: 178.00 € | |
|---|-------------------|--------------------|------|---|--|
| Donnerstag 22 Oktober | | | | | |
| Hinfahrt | 22h13 BASEL | CITY NIGHT LINE | 0478 | 1 e Klasse | |
| | 08h37 HAMBURG HBF | | | | |
| 1 er Fahrgast (26 - 59 Jahre) SPARNIGHT : Fahrkarte ohne Umtausch und ohne Erstattung. INTERNATIONALE STORNOVERSICHERUNG Police Nr.: 310027985 | | | | | |
| | | | | [?] Wagen 288 - Platz 041 - - Unterer Liegeplatz | |
| Sonntag 25 Oktober | | | | | |
| Rückfahrt | 20h25 HAMBURG HBF | CITY NIGHT LINE | 0479 | 1 e Klasse | |
| | 06h47 BASEL | | | | |
| 1 er Fahrgast (26 - 59 Jahre) SPARNIGHT : Fahrkarte ohne Umtausch und ohne Erstattung. INTERNATIONALE STORNOVERSICHERUNG Police Nr.: 310027986 | | | | | |
| | | | | [?] Wagen 288 - Platz 012 - - Unterer Liegeplatz | |

... and DB says: »that's not our business, blame it to SNCF«

In 2020, there will be a mass event across 12 countries



Will railway transfer between matches be possible?

Climate Summit: DB runs a show train to Paris (VIPs only)



TRAIN
to Paris 2015

Unsere Botschaft für Paris:
Mehr Schienenverkehr für mehr Klimaschutz

Unsere Züge entlasten Europas Straßen jährlich um 1,5 Milliarden Auto- und 13 Millionen Lkw-Fahrten und damit unsere Atmosphäre um 16 Millionen Tonnen CO₂. Unsere Forderung für die UN-Klimakonferenz ist daher, mehr Verkehr auf die umweltfreundliche Schiene zu

verlagern. Mit dem „Train to Paris“ bringen wir diese Botschaft und die deutsche Regierungsdelegation CO₂-frei nach Paris. Mehr Informationen unter www.deutschebahn.com/traintoparis.
Für Menschen. Für Märkte. Für morgen.

**We want trains to Paris for everybody. Every night and day.
(... and to Bilbao, Copenhagen, Rome, Warsaw, Athens ...)**