

# CLIMATE SHOCK !

About one year ago, on his trip to the Climate Summit in Paris, Deutsche Bahn board member Ronald Pofalla declared that night trains have a high demand but are not profitable.



DB announced that they would shut down all night train services (with about 500 employees) by December 2016 and replace them with overnight ICE trains with only seating places!

The night trains are full – even at the end of 2016. Sleeping car beds are normally „sold out“, and figures show that DB’s night trains have between 2,2 and 2,6 million night train passengers per year.

It is to be expected that many passengers will move away from railway travel to plane, car and bus travel. Not being able to make a 2,000+ km trip like Stockholm-Paris or Amsterdam-Rome in one or two day trains and one night train, but having to spend the nights in hotels, means a throwback to the 18th century.



# BACK ON TRACK !

A lot of customers, organisations and staff members have established a lot of actions which have been supported by several politicians. We had demonstrations in Berlin in September 2014 and March 2015, our petition is now standing at 36,800 signatures, and we had several activities like sleep-ins on railway platforms, sticker campaigns (“I want my train back”) and so on.

In May of 2016, we launched the LunaLiner concept <http://www.lunalinier.eu> to trigger the discussion about the extension and the quality of a night train network. Of course DB cannot do this alone. Railway companies have to cooperate, and especially state-owned companies should face their responsibility for an environmental friendly, customer-friendly (and employees-friendly) railway system covering Europe.

During this last weekend of DB’s “City Night Line“ trains, we plan several activities:

**Friday 9th: evening in Cologne (last train to Berlin, last train to Switzerland)**

**Saturday 10th: morning in Cologne (last train from Berlin, last train from Switzerland)**

**Saturday 10th: morning in Hamburg (last DB train from Switzerland and Munich) and evening in Berlin (last train to Switzerland)**

**Sunday 11th: morning in Basel and Berlin**

**Sunday 11th: evening in Zurich**

**More activities are planned for Munich and other cities.**

<http://www.nachtzug-bleibt.eu>

<http://www.autoreisezuege-haben-zukunft.de>

<http://back-on-track.eu>

<http://www.umverkehr.ch>

# THE DB NIGHTMARE

Deutsche Bahn (DB) had stopped the night trains to Paris (from Hamburg, Berlin and Munich) in December 2014 and the trains to Copenhagen (from Amsterdam, Basel and Prague) in November 2014.

Berlin-Munich was stopped in December 2015.

Now, on the weekend 8 to 11 December 2016, DB will stop all remaining night trains:

- 1) Hamburg-Zurich via Hanover
- 2) Hamburg-Munich
- 3) Amsterdam-Munich
- 4) Amsterdam-Zurich
- 5) Cologne-Warsaw
- 6) Cologne-Prague
- 7) Berlin-Zurich
- 8) Prague-Zurich via Dresden
- 9) Munich-Rome via Innsbruck-Verona
- 10) Munich-Milan via Innsbruck-Verona
- 11) Munich-Venice via Villach-Tarvisio

Totally lost will be lines 4 (Amsterdam-Zurich), 5 (Cologne-Warsaw) and 6 (Cologne-Prague).

This, and cutting the Amsterdam end of line 3 by starting the train in Düsseldorf means a heavy blow to important overnight connections which are extremely important for cross-border traffic.



# THE ÖBB SUNRISE ?

On October 7th, ÖBB and DB presented the „enhanced night train network“.

This consists of ÖBB running 6 of the 11 lines mentioned above and DB augmenting their overnight IC lines (no ICE).



ÖBB will combine lines 1) and 7) and have a night train line from Hamburg to Zurich via Berlin and Erfurt. Passenger capacity (3 sleepers, 4 or 5 couchette cars) is remarkably lower than for the two current trains (2 sleepers and 3 couchette from Hamburg, 2 sleepers and 4 couchette from Berlin), the same goes for the bicycle transportation capacity (6 instead of 8 + 20).

ÖBB will extend 2) to Hamburg-Innsbruck and will shift 3) to Düsseldorf-Innsbruck and combine these lines with their current trains Hamburg-Vienna and Düsseldorf-Vienna to build an X-shaped network from Hamburg and Düsseldorf to Vienna and Innsbruck with exchange of car groups in Nuremberg. All four branches of this train network will take cars and bikes.

ÖBB will take over lines 9) and 10) but not via Brenner but via Villach and Venezia-Mestre.

ÖBB will take over line 11 in its current shape and timetable.

ÖBB will offer a connection between Switzerland and Prague with cars attached to their Zurich-Vienna train; thus, line 8 would lose all internal German connections.

**BACK ON TRACK** is a European Network promoting night train and cross-border railway traffic.

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