

»The condemned live longer«

Recent developments favour the night train

Special focus: Germany

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Global News

8 October 2018: Three years after the COP21 climate summit in Paris: IPCC (Intergovernmental Panel on Climate Change) wants stronger CO₂ reduction to limit temperature rise to 1.5 °C: strong measures are necessary

8 October 2018: Nobel Memorial Prize in Economics 2018 awarded to scientist who has looked into the costs of environmental damage and calls for a higher tax on CO₂ emissions

By now, 17 countries have announced restrictions on cars with internal combustion engines, among others:

2025: Norway

2030: India, Netherlands

2040: Great Britain, France

European level (1)

26 June 2018: European Court of Auditors criticizes high-speed railway in Europe for being an »ineffective patchwork« and far too expensive (cost of up to € 369 million per minute saved)

The report considers HGV per se to be environmentally friendly, sees only the car as a feeder and makes no mention of night trains

3 October 2018: EU Parliament votes for 40% reduction in CO₂ emissions from car engines by 2030

10 October 2018: EU environment ministers agree to 35% reduction in CO₂ emissions from car engines by 2030

Final decision by EU Council of Ministers and EU Parliament: November 2018

European level (2)

3/4 October 2018: EU holds »European Aviation Summit« in Vienna:

»Stay Grounded« activists enter the press conference
and call for reduction of air traffic

9 October 2018: Transport Committee of the EU Parliament decides:

Passenger rights will be strengthened

(guarantee / compensation also for journeys with several railway companies);

all trains must be able to take bicycles with them

News from Germany (1)

Until 2016 (decision to close the DB night trains), government and parliament claimed that the stock corporation law would forbid that the owner – the state – interferes in DB's business policy, and that night trains were »nostalgic«

Development since 2016:

22 July 2016: Transport Minister Dobrindt tells Bahn CEO Grube that »reliable and stable rail transport, not profit maximization« must be DB's priority;
as a result, Bahn CEO Grube quits his job in January 2017

15 February 2017: 2nd night train hearing in the Transport Committee of the Bundestag: ÖBB informs about running profitable night trains in Germany

News from Germany (2)

22 June 2017: Bundestag debates three motions to strengthen night trains; the successful motion by CDU/CSU and SPD (government parties) recognizes the importance of night trains and calls on the government to influence DB management to expand night trains; it also calls for cooperation on ticketing

24 March 2018: When concerns arise about ticketing for combined travel on ÖBB night trains and DB day trains, the Federal Minister of Justice and Consumer Protection calls for customer-friendly cooperation to be maintained

22 August 2018: Successful lawsuit of Hamburg NGO »Prellbock« against relocation and downsizing of Altona railway station: Administrative Court rules that motorail (night) trains are of vital importance

News from Germany (3)

7 September 2018: DB's new CEO Lutz writes an »emergency letter« to DB management drawing attention to DB's major financial and structural problems (maximum debt allowed: € 20.4 billion; current debt: € 19.7 billion); activists call for a halt to the € 10 billion »Stuttgart 21« station project

15 September 2018: Federal government secretary criticizes DB management and DB's pricing system (high normal tariffs, very low »Sparpreise«)

October 2018: DB resumes and expands ticket sales for Thalys and Eurostar trains to Belgium, France and UK

News from Germany (4)

5 October 2018: German »Aviation Summit«; the Federal Government wants to replace some short-haul flights with train journeys

6 October 2018: Federal Court of Audit criticizes DB's wrong priorities and misappropriation of state subsidies; demands stronger control by government

9 October 2018: Ministry of Transport submits plans for a clock-face railway schedule covering the whole of Germany (»Deutschland-Takt«); for many years, rail experts and environmental associations have been calling for such a schedule based on the Swiss example

Conclusions

**Long-standing dogmas are called into question
while air and car traffic face huge problems**

**Expanding the railway system is crucial for meeting the climate targets:
»trains, not planes« and »more trains, less cars«**

**The signs are for cooperation between the railway companies;
we should use this momentum to promote night trains and other
cross-border trains – they can turn the »high speed patchwork«
into a real European train network**

Night trains save more time than high speed trains

Conclusions

Not only Vienna-Hamburg or Vienna-Rome, but also connections like Frankfurt-Barcelona, Vienna-Paris and Copenhagen-Zurich are perfect distances for night trains!

Politicians are talking about promoting »electro-mobility«?

Then we should tell them:

Railways provide electro-mobility since 1883

Motorail trains would be perfect range extenders for electric cars

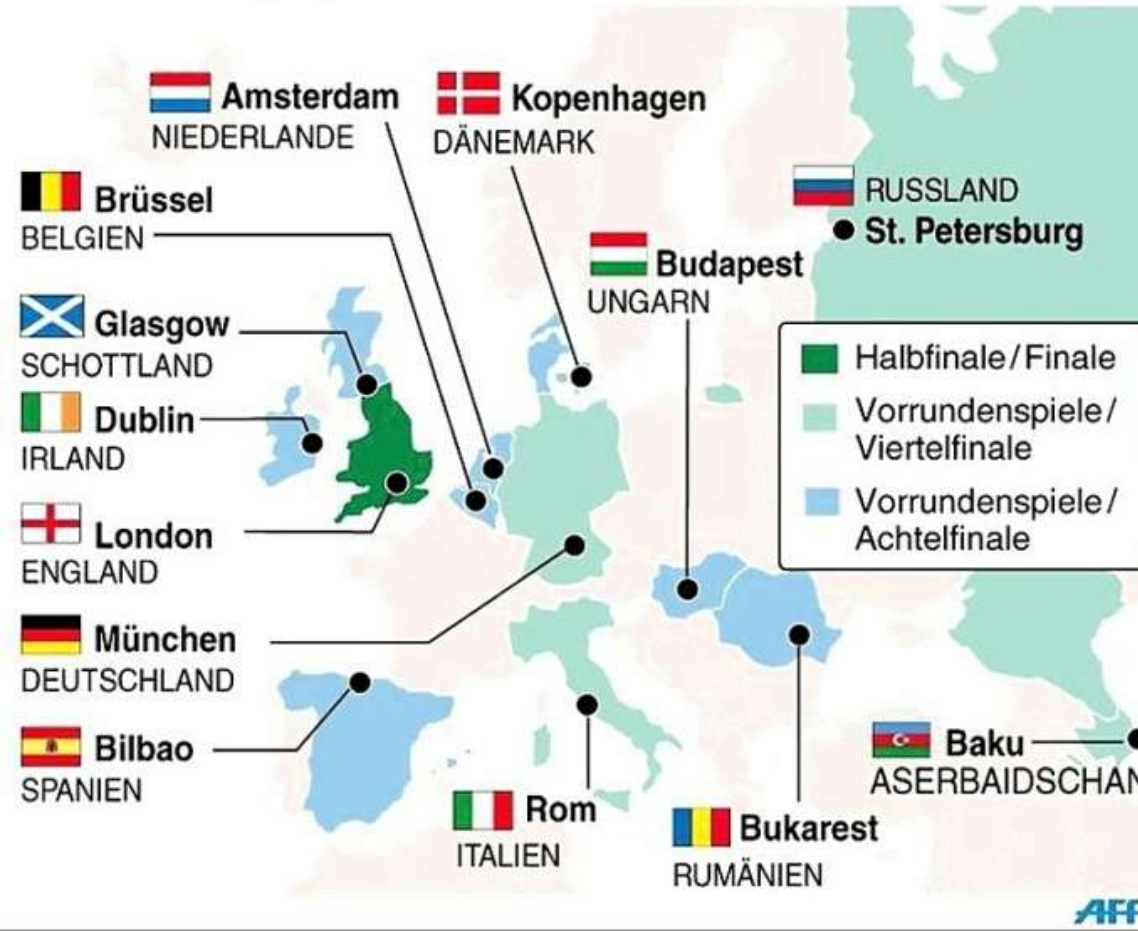
Don't pay subsidies for battery cars – pay subsidies for electric railway lines

Build tracks, buy trains, make train travel easier and cheaper

Train travel must get more attractive and cooler than taking a plane or an SUV

Die EURO 2020

Die 13 Austragungsorte der Fußball-Europameisterschaft



13 countries – an imposition on fans who have to commute constantly?

No, Platini said. »There are cheap airlines after all.« (www.blick.ch; 11.8.2016)