

Van: Frank Menger

Onderwerp: BO-MIRT + TEN-T Lelylijn verbinding is noodzakelijk en sluit Noord-Nederland eindelijk in het hoogwaardig internationale spoor.

Datum: zondag 16 juli 2023 10:19:51

Bijlagen: Deutsche Bahn trekt Lelylijn naar Hamburg op Duitse spoorkaart - Dagblad van het Noorden.pdf
ICE-trein brengt snellere verbinding naar Amsterdam en Berlijn, maar zorgen over spoorlijn naar Münster _ Enschede _ destentor.nl.pdf
Study-EU-HGV_MK-data.pdf
Bild_Metropolitan-Network-data.pdf
Bahn schlägt Hochgeschwindigkeits-Strecke nach Kiel und Flensburg vor _ Der Nordschleswiger.pdf
Bahn schlägt Hochgeschwindigkeits-Strecken nach Kiel und Flensburg vor _ Der Nordschleswiger.pdf
FM 11 juli DVHN-20230711-DO01026001.pdf
FM 14 juli stelling DVHN-20230714-DO01012007.pdf
Keine Bewegung bei Nachtzug-Halt in Schleswig-Holstein _ Der Nordschleswiger.pdf

Geachte leden van de Staten en gemeenteraden,

Op 13 juli 2023 stond het volgende artikel in het Dagblad:
<https://dvhn.nl/groningen/Lelylijn-naar-Hamburg-op-Duitse-spoorkaart-28535161.html>

De bron van het artikel is het persbericht van de Deutsche Bahn van 8 juli 2023 waar zij de studie publiek bekend maakte:

- https://www.deutschebahn.com/de/presse/pressestart_zentrales_uebersicht/DB-legt-Studie-zum-Ausbau-des-Hochgeschwindigkeitsverkehrs-in-Europa-vor-10878404#

Deze studie bewijst dan inmiddels dat de Deutsche Bahn het doorheeft dat zij Noord-Nederland niet meer negeren kan voor de verbindingen tussen Berlijn, Hamburg, Bremen naar Amsterdam. Dat de andere routes ook als daar een hogesnelheidslijn aangelegd wordt compleet vol zitten. Iets wat feitelijk nu al jaren het geval is met de route via Hengelo naar Berlijn.

Uit de 'Stelling van de dag' waarvan de uitslag 14 juli gepubliceerd is blijkt dat een groot deel best bereid is om met de trein te reizen. Maar dan moet het aanbod wel kloppen en de reis moet zeer dichtbij beginnen. Dus vanaf Groningen of Leeuwarden niet eerst naar Utrecht of een andere grote stad ver onder Zwolle. Maar Groningen HS of Leeuwarden. Zie ook artikel van 11 juli 2023 over de dienstregelingen en aanbod op het spoor. Ook voor het reizen met de trein geldt dat ook een nachttrein via Noord-Nederland moet kunnen rijden naar Duitsland of vanuit Duitsland naar Noord-Nederland komen.

Tot op heden wordt politiek bij de spoorprojecten niet nagedacht over het aanbod op het spoor bij de lopende spoorprojecten in onze regio. U bestelt privé toch ook een nieuwe keuken of badkamer met een lijst aan wensen en specificaties erbij. Maar bij politiek opdrachtgeverschap aan de colleges van gedeputeerde staten of Burgemeester en Wethouders laat u zo iets achterwege. Dan krijg je effecten zoals bij de Wunderline. Waar een motie uit 2012 niet op de juiste wijze uitgevoerd wordt, omdat uw voorgangers het 'Programma van Eisen' vergeten te benoemen naast de reistijd eis van 1 uur 23 minuten.

Hoop dat u dit meeneemt als u het BO-MIRT na het reces plenair bespreken gaat.

Met vriendelijke groet,

Frank Menger

Deutsche Bahn trekt Lelylijn naar Hamburg op Duitse spoorkaart

Frits Poelman · Vandaag, 06:06 · Groningen

Deel dit artikel



Michael Peterson (rechts) van Deutsche Bahn vindt dat de aanleg van nieuwe, grensoverschrijdende infrastructuur tot dusver veel te langzaam verloopt.. Foto: EPA/Clemens Bilan

De Duitse spoorwegen, Deutsche Bahn, hebben een Europees plan voor hogesnelheidsvervoer gepresenteerd waarin de Lelylijn wordt doorgetrokken naar Hamburg.

In het voorstel voor een Europees netwerk van hogesnelheidslijnen (*Metropolitan Network*) verbindt de Lelylijn de Randstad elk uur met Hamburg, Kopenhagen, Stockholm en Oslo. Er staat ook een aftakking op de kaart van Heerenveen naar Leeuwarden.

Onderzoek

Deutsche Bahn deed samen met andere spoorwegmaatschappijen uit negen Europese landen, waaronder NS, onderzoek naar hogesnelheidsvervoer per trein.

Daaruit blijkt dat de huidige en beperkte aantal geplande corridors de doelstelling voor 2030 (verdubbeling van het vervoer ten opzichte van 2015) niet halen. Het zal op driekwart van de prognose blijven steken. Daarmee zijn de Europese klimaatdoelstellingen ook niet haalbaar.

Het hsl-plan is bedoeld om Europa dichter bij elkaar te brengen en de mobiliteit te verduurzamen: hogesnelheidsreizigers veroorzaken 75 procent minder CO₂-uitstoot dan wegverkeer en 80 procent minder dan luchtvaart.

(Lees verder onder de illustratie)



Plannen voor nieuwe hogesnelheidslijnen in Europa. Illustratie: Infographics DVHN

300 km/uur

Michael Peterson, lid van de raad van bestuur van Deutsche Bahn, is ervan overtuigd dat Europa de voor 2050 geplande verdrievoudiging wél kan halen.

Hij riep bij de presentatie van het onderzoek op om het (Ten-T) netwerk beduidend uit te

Dat

We zijn er voor jou, elke dag met een digitale krant! Vanaf €2,75 p.w.

[Bekijk de actie >](#)

leidt volgens onze berekeningen en simulaties tot snellere reistijden op geheel nieuwe corridors en via nieuwe knooppunten.”

Voor de benodigde budgetten zijn in heel Europa nieuwe financieringsprocedures nodig. Volgens Peterson verloopt de aanleg van nieuwe, grensoverschrijdende infrastructuur tot dusver veel te langzaam. „De plannen slaan te veel regio’s over. Daardoor blijft een deel van de potentie van het netwerk onbenut.”

230 regio’s

Volgens de onderzoekers moeten alle 230 stedelijke regio’s van minimaal 250.000 inwoners, zoals de regio Groningen-Assen, en alle grote steden een hogesnelheidsverbinding krijgen. Daar wonen ruim 250 miljoen inwoners, 60 procent van het inwonertal van de Europese Unie.

In Nederland staan, behalve de Lelylijn, ook internationale routes via Zwolle/ Hengelo, Utrecht/ Arnhem en Eindhoven/ Venlo op de kaart. In totaal zou er in heel Europa circa 21.000 kilometer spoor bij moeten komen. Er ligt nu ruim 11.000 kilometer. Zo’n uitbreiding is volgens de onderzoekers in 27 jaar prima te doen. „Uitstekend vergelijkbaar met de 20.000 kilometer autosnelweg die tussen 2000 en 2020 in Europa zijn aangelegd.”

Toenmalig president-directeur Marjan Rintel van NS liet zich in 2020 in deze krant voor het eerst enthousiast uit over de Lelylijn. De NS gaf de voorkeur aan nieuw spoor omdat de versnelling 12.000 nieuwe reizigers zou opleveren: bijna vier keer zoveel als verbetering van bestaand spoor. Ze sprak toen ook al over het doortrekken van de Lelylijn naar Bremen en Hamburg, en verder naar Scandinavië.

Marktaandeel

De spoorbedrijven verwacht dat het marktaandeel van de hogesnelheidstrein op afstanden tussen 500 en 1000 kilometer kan groeien van 13 tot 27 procent. Het marktaandeel van de gewone trein blijft gelijk (5 procent) en van de luchtvaart daalt van 16 naar 14 procent. De auto zakt van 61 naar 61 procent. Voor het onderzoek werkte Deutsche Bahn samen met NS en bedrijven uit België (SNCF-B), Frankrijk (SNCF), Italië (Trenitalia), Polen (PKP), Spanje (Renfe), Tsjechië (CD), Oostenrijk (OBB) en Zwitserland (SBB).

Lees meer over

[GRONINGEN](#)[OPENBAAR VERVOER](#)

NET BINNEN

07:18 [OORLOG OEKRAÏNE](#)

LIVE | Hoe verloopt de oorlog in Oekraïne? Kiev opnieuw geteisterd door Russische drone-aanvallen

07:00 [DRENTHE](#)

Schrijver Chris Canter woont in Spanje en publiceert in het Drents en Engels: 'De vraag of streektaal toekomst hef, is misleidend. Ze hef al haost gien he

06:50 [MENINGEN](#)

De collega verzucht: 'Je kunt beter drie zoons hebben dan één dochter' | column Herman Sandman

06:06 [OPENBAAR VERVOER](#)

Deutsche Bahn trekt Lelylijn naar Hamburg op Duitse spoorkaart

05:15 [COMMENTAAR](#)

Na aanslag Herestraat niet te snel over naar de orde van de dag | DVHN commentaar

DVHN WEBSHOP

Denver SW-173 Smartwatch

- ✓ Hartslag, bloeddruk- en zuurstofmeter
- ✓ Ontvang berichten, oproepen en notificaties
- ✓ Batterijduur tot wel 15 dagen
- ✓ Verkrijgbaar in 4 kleuren

€ 29.99 ~~€ 99.99~~

Cappuccino Overhemd Basic Korte Mouw

€ 19.99 ~~€ 39.99~~

400-Delige Wolfgang Gereedschapstrolley

€ 99.99 ~~€ 310.94~~

Inventum Mobiele Airco AC902B - 9.000 BTU

€ 279.99 ~~€ 399.99~~

We zijn er voor jou, elke dag met een digitale krant! Vanaf €2,75 p.w.

[Bekijk de actie >](#)

[Wijzig Enschede](#)
[▶ Net Binnen 112 nieuws](#)
[Van de lezer](#)
[Uit-tips](#)
[Eten en drinken](#)
[Regiosport](#)
[Aanbiedingen](#)


▲ De nieuwe ICE L mist de kenmerkende 'spitse neus' van hogesnelheidstreinen. © Talgo

SPECIALAAL VOOR **ds** ABONNEES

Neem nu een tijdschrift naar keuze met 40% korting



NET BINNEN

08:20 PREMIUM Coalitieakkoord Overijssel: Over een 'vlees noch vis-akkoord' dat voortborduurde op bestaand beleid, valt slecht ...

08:12 PREMIUM Yvonne (30) uit Markelo: 'Toen hij dát zei, heb ik hem onder de koude douche gezet'

07:30 Zit je erboven of eronder? Zoveel bolletjes ijs eten Enschedeërs gemiddeld

05:50 PREMIUM Steeds meer Twentenaren doen een Hazesje, maar boetes dreigen als je je kind eerder meeneemt op vakantie

05:31 Geregeld zon, maar ook enkele wolken in Enschede vandaag

[BEKIJK ALLE ARTIKELEN](#)

ICE-trein brengt snellere verbinding naar Amsterdam en Berlijn, maar zorgen over spoorlijn naar Münster

Vanaf oktober volgend jaar rijdt de Duitse hogesnelheidstrein ICE door Twente, op weg naar Amsterdam. Of naar Berlijn, voor wie dat wil. Het scheelt een half uur in tijd. Zorgen zijn er daarentegen over de spoorverbinding van Zwolle via Twente naar Münster.

Leo van Raaij 24-05-23, 09:00 Laatste update: 24-05-23, 09:57

De snellere treinverbinding tussen Amsterdam en Berlijn is vooral te danken aan het feit dat deze ICE in Duitsland 230 kilometer per uur rijdt. Daarmee wordt de reistijd naar Berlijn 20 minuten verkort. In Nederland komt de trein aan niet meer dan de 140 kilometer per uur die nu ook al wordt gereden.



Dat heeft volgens wethouder Hanneke Steen van Hengelo naast technische redenen ook te maken met het feit dat de dienstregeling zó vol zit, dat sneller rijden elders op het spoor tot problemen leidt. Dat is ook de reden dat ze zich minder zorgen maakt over een alternatief traject via Arnhem voor de verbinding met Berlijn, dat in het verleden weleens is gesuggereerd. „Dat heeft geen hoge prioriteit en ook daar zit het spoor gewoon vol”, aldus Steen.

Stoppen in Bentheim

Voordeel van de nieuwe treinstellen is dat in Bentheim niet meer van locomotief gewisseld hoeft te worden, wat ook tijd scheelt. Overigens stopt de ICE daar nog steeds. Dat doet hij niet meer in Almelo. In Twente gebeurt dat alleen nog in Hengelo. Alles bij elkaar wordt daarmee de reistijd tussen Amsterdam en Berlijn met een half uur verkort.

VERWACHTE JACKPOT VOLGEND 14 JUL

48

2 Dagen 10 Uur 35 Min. 23 Sec.

KLIK HIER

MEEST GELEZEN



Stelling | Ik had precies hetzelfde gedaan als de Drentse boer die zijn schapen wilde beschermen

1



Stelling: het is een briljant idee om geld na een plofkraak meteen te besmeuren met inkt

2



Verbod zonnevelden op landbouwgrond in Overijssel stuift op kritiek

3



Omtzigt: 'Binnen enkele weken beslissing over eigen toekomst', maar megawinst ligt voor het grijpen

4



Kunststudenten beschuldigen Artez-directeur Enschede van plagiaat: 'Dit moesten wij eens doen!'

5

WEBWINKEL



WEEKDEAL: Elektrische fiets Minerva middenmotor - heren

Van €2395,00 voor €1395,00



WEEKDEAL: QLT Draagbare Luchtcompressor met powerbank functie

Van €79,95 voor €49,95



WEEKDEAL: Elektrische fiets Minerva middenmotor - dames

Van €2395,00 voor €1395,00

Wil je elke week Het beste van de Stentor (Premium) nieuwsbrief ontvangen via e-mail?

Verstuur

Het bijzondere van de nieuwe treinstellen van Deutsche Bahn - het type 'ICE L', wat staat voor low floor - is verder dat passagiers er 'traploos' in en uit kunnen stappen. Oorspronkelijk wilde Deutsche Bahn de nieuwste treinstellen inzetten vanaf december dit jaar, maar het wordt oktober 2024, vanwege leveringsproblemen bij de Spaanse producent Talgo.

Minder soepel

Bij een andere grensoverschrijdende spoorverbinding, die tussen Zwolle en Münster via Twente, verloopt alles minder soepel. Hoewel er al afspraken waren met minister Harbers van Infrastructuur en Waterstaat over een investering van in totaal 100 miljoen euro, blijkt dit tot ongenoegen van Steen nu weer ter discussie te staan.

„De ene week was de minister in Twente en stond nota bene op dat spoor. De andere week kwam er een Kamerbrief, waarin de investering werd uitgesteld. Ik dacht: dat kan niet waar zijn”, zegt Steen. „We hebben daar gewoon afspraken over gemaakt, die ook zijn bevestigd. Daar hebben we dus ook tegen geageerd.”

Bok op haverkist

Dat zette in zoverre zoden aan de dijk, dat de door Harbers uitgestelde uitgaven nu vooralsnog alleen betrekking hebben op wegprojecten. „Volgend jaar wordt bekeken wat dit betekent voor spoorprojecten”, aldus Steen. „Maar ik zit als een bok op de haverkist.”

Gelopen koers is het allerminst. Spoorbeheerder ProRail heeft volgens haar al gesuggereerd dat vanwege andere projecten wellicht niet het volledige budget in stand kan blijven. Er is geld



Onbeperkt boeken luisteren met 50% korting

Van €9,99 voor €4,99



DuckTypen | Typecursus

Van €99,95 voor €74,96

BEZOEK DE WEBWINKEL



MEEST GEDEELD



Uniek geheim commandocentrum uit Koude Oorlog wordt monument: geen sloop, wel andere mogelijkheden



Omtzigt: 'Binnen enkele weken beslissing over eigen toekomst', maar megawinst ligt voor het grijpen



PREMIUM Deze 5 Twentse vrienden én vijanden reageren op vertrek Rutte: 'Hij was hier gewoon Mark'



Tientallen jaren lag deze kavel bij de UT braak, eindelijk zijn er bouwvakkers aan het werk



PREMIUM Haaksbergen wil stuk grond terugkopen om schadeclaim te voorkomen


IN HERINNERING

nodig voor spooraanpassingen, zoals de elektrificatie van het tracé tussen Enschede en Duitsland en aanpassingen bij het station in Enschede.

Advertentie



Specialist in hulpmiddelen en braces

Podobrace biedt altijd de juiste steun. Snel en gratis advies in braces, inlegzolen en hulpmiddelen voor alle soorten klachten?
Gesponsord door:  **BESTEL NU!**

LEES MEER



Alie van Beek - Jansen
12-07-2023



Linda Vloedveld - Monteiro
12-07-2023



Jan Hutten
11-07-2023

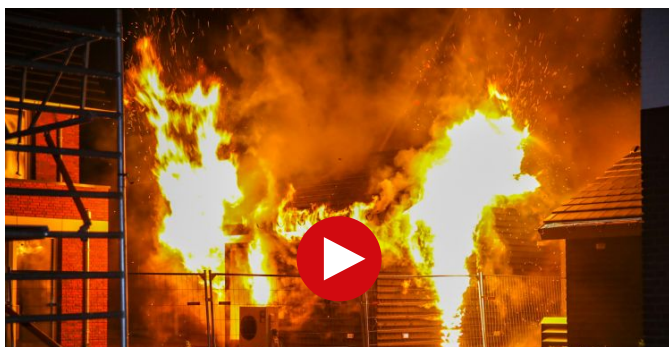


Sieger Duursma
08-05-2023
Staphorst



Tonny Roering-van Gemst
18-04-2023
Schalkhaar

ALLE HERINNERINGEN



Drie schuren branden volledig uit in Apeldoorn



Wauw!
Regenboog
wolk...



Waterlei-
ding in
Schalkh...



Meld je aan voor de nieuwsbrief

Wil je elke dag de Dagelijkse nieuwsbrief van De Stentor ontvangen via e-mail?

frmengergrunn9@gmail.com

Aanmelden



Wij zijn altijd op zoek naar het laatste nieuws.

Tip de redactie »

Algemeen

Colofon

Auteursrecht

Abonnementsvoorwaarden

Gebruiksvoorwaarden

Privacy statement

Cookie statement

Vacatures

Privacy instellingen

Service

Klantenservice

Bezorgklacht indienen

Bezorging pauzeren of tijdelijk wijzigen

Bezorgadres wijzigen

Adverteren

Losse verkoop

Mijn omgeving

Mijn account

Mijn abonnement(en)

Meer de Stentor

Abonnee worden

Digitale krant

Nieuwsbrieven

Webwinkel

RSS

Apps

Tip de redactie



Algemeen



Service



Mijn omgeving



Meer de Stentor



Volg ons ook op



Apps



Nieuwsmedia





**Metropolitan Network:
A strong European railway
for an ever closer union**

Publishing author



Deutsche Bahn
GERMANY

Commissioned company



Contributing partners



České dráhy
CZECH REPUBLIC



Nederlandse Spoorwegen
NETHERLANDS



Österreichischen Bundesbahnen
AUSTRIA



Polskie Koleje Państwowe
POLAND



Renfe-Operadora
SPAIN



Schweizerische Bundesbahnen SBB
SWITZERLAND



**Société nationale des
chemins de fer belges**
BELGIUM



**Société nationale des
chemins de fer français**
FRANCE



Trenitalia
ITALY

DISCLAIMER: This report is based in part on information and discussions with ČD, NS, ÖBB, PKP Intercity, Renfe, SBB, SNCB, SNCF and Trenitalia and was prepared by Deutsche Bahn AG in cooperation with PTV Planung Transport Verkehr GmbH. The information and views presented in this report are those of the author(s) and do not necessarily reflect the official opinion of the partners involved.

Neither Deutsche Bahn AG, nor PTV Planung Transport Verkehr GmbH, nor the railway partners involved, nor any person acting on their behalf may be held responsible for the use which third parties may make of the information contained therein.

Key Facts

21,000 km
of high-speed lines to be added
between 2030 and 2050

60%
of EU citizens connected
by HSR network

**Frequent
connections**
between metropolitan regions

Increase to
317%
in HSR traffic
by 2050 relative to 2015

Total Rail market share expected
to increase from 11% in 2015 to
19%
by 2050

HSR market share 2050 for
distances between 500 – 1,000 km
27%
compared to 13% in 2019



Rail connects people to build an ever closer union

Rail connects people. For an ever closer union, we need more rail. It is of vital importance for the mobility of millions of European citizens that high performing international rail passenger transport be further developed and expanded. And beyond that, this expansion directly supports the most overarching objectives of the European Union.

Rail transport is climate protection

The development of a powerful high-speed rail (HSR) network to connect European cities and citizens is first and foremost crucial to fighting climate change. After all, rail passenger transport emits 80 per cent less carbon dioxide than air travel and 75 per cent less than car travel. The clear and ambitious climate targets set out in the European Green Deal and the Commission's Sustainable and Smart Mobility Strategy therefore rightly include provisions regarding the expansion of rail.

Rail drives industrial development

Efficient European train connections also form the backbone of mobility in Europe. Economic and industrial development and the functioning of the internal market require the ability to move quickly and reliably between European metropolitan regions. According to the Commission's Industrial Strategy for Europe, a particular focus should be placed on sustainable and smart mobility industries, including rail, as it is only these industries that have the potential to drive the twin transitions, support Europe's industrial competitiveness, and improve connectivity.

Rail ties Europe together

Connecting people, regions, and countries in Europe through efficient international rail services also makes a significant contribution to reaching the objectives of European Regional Policy – an investment policy that promotes job creation, competitiveness, economic growth, improved quality of life, and sustainable development. One of the priorities of this policy is to ensure a more connected Europe by enhancing mobility. Consequently, many of the major projects supported by the EU's cohesion policy funding concern rail.

Rail supports international aid and solidarity

The current war in Ukraine has very clearly shown that high-performance rail connections, especially connecting central and eastern European countries, are vital for crisis intervention. Trains played a pivotal role in ensuring the prompt and secure arrival of numerous Ukrainian refugees seeking safety in European countries at the onset of the crisis. Rail continues to play a key role in enabling those seeking refuge from war to flee. Even more and better connections make Europe better equipped for crisis situations.

Rail strengthens European identity

Finally, a well-functioning network of high-speed rail connections in Europe enables people to get to know each other's countries, to engage in fruitful exchanges, and to further unite Europe. This is particularly important for young people – for example using the Interrail pass – to lay a solid foundation for European unity for the future.

The Commission has set the right course to foster European high-speed rail connections. The Action Plan to boost passenger rail comprises tailored measures to unleash the potential of cross-border rail transport. The proposed revision of the TEN-T Regulation sets the framework for a further development of the core, extended core, and comprehensive network in Europe, taking intermodality and the connection of urban nodes into account.

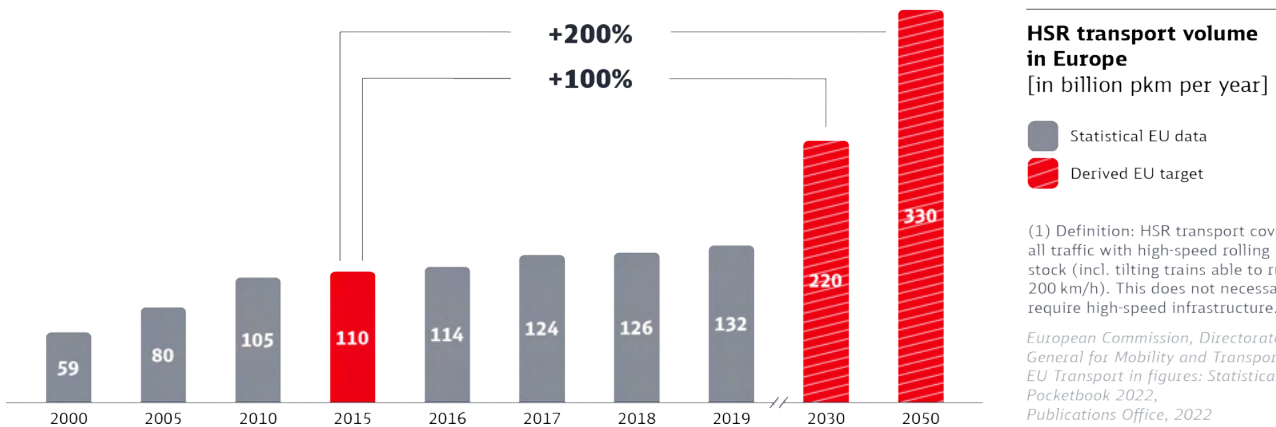
Against this background and fully in line with the framework set by the Commission, we present this analysis to show the need for a long-term development of a European high-speed network based on market considerations.

Reducing carbon emissions

With the Green Deal and its Sustainable and Smart Mobility Strategy, the EU has set itself the target of reducing transport-related carbon emissions by 90 per cent by 2050 and making the transport system sustainable.¹ To achieve the objectives of sustainable, smart, and resilient mobility, two milestones, among various other things, were set out:

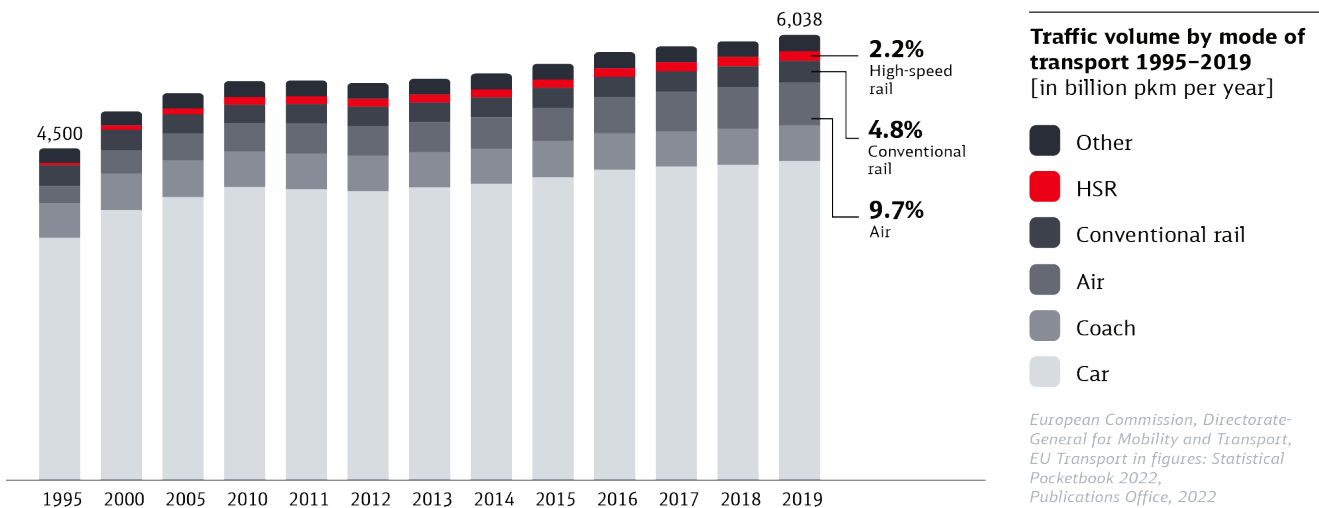
- double the volume of European high-speed rail traffic by 2030, and
- triple the volume by 2050

compared to the base year 2015.²



Ambitious EU target

Despite the rising demand for mobility, rail transport's market share in Europe was merely 7.0 per cent in 2019 and has grown only slightly since 2000, while the market share of air transport increased from 6.1 per cent to 9.7 per cent.³



In a discussion paper published in May 2022, Deutsche Bahn AG (DB) estimated that only around 75 per cent of the necessary traffic growth by 2030 can be achieved on the high-speed rail infrastructure that is currently in place or planned for construction.

¹ European Commission, Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions, 2020. *Sustainable and Smart Mobility Strategy – putting European transport on track for the future* (SWD (2020) 331 final), EUR-Lex - 52020DC0789 - EN - EUR-Lex (europa.eu)

² European Commission, Directorate-General for Mobility and Transport, EU Transport in figures: Statistical Pocketbook 2022, Publications Office, 2022, <https://data.europa.eu/doi/10.2832/216553>

³ European Commission, Directorate-General for Mobility and Transport, EU Transport in figures: Statistical Pocketbook 2022, Publications Office, 2022, <https://data.europa.eu/doi/10.2832/216553>

A substantial expansion of HSR infrastructure is necessary to achieve the ambitious EU growth targets. However, investment in the expansion of existing infrastructure or the construction of new cross-border infrastructure has been very slow-moving. Current efforts to expand existing high-speed rail infrastructure leave many metropolitan regions unconnected to European high-speed rail and thereby much potential for HSR traffic growth untapped.

Background and approach of the study

The Green Deal and the Sustainable and Smart Mobility Strategy set out an ambitious target to reduce transport-related carbon emissions by 90 per cent by 2050. This will require unconditional commitment and willingness to adapt by governments, institutions, transport companies, and European citizens along with a sustained search for smart solutions.

As rail operators, we want to actively contribute to achieve the doubling and tripling in high-speed rail transport by 2030 and 2050, respectively. Based on their experience with high-speed lines already in service, we expect that the infrastructure that is planned or currently under construction will not be sufficient to meet the targets that have been set out. For instance, several countries, especially in the eastern regions of Europe, are inadequately connected or not connected at all by high-speed lines, which leaves much of the potential for traffic growth untapped. From a demand-driven perspective, it appears that a broader network is required to effectively connect all the metropolitan regions in the European Union.⁴ These regions are home to more than 250 million citizens or approximately 60 per cent of the European Union's population and thus presumably experience the highest transportation demand. A significantly larger HSR network could enable modal shift to HSR and additionally would set a coherent standard in transport quality all over Europe.

To obtain a well-founded and independent view on this vision, DB commissioned PTV Planung Transport Verkehr GmbH to carry out a study to simulate the effect on the achievability of the EU's targets for 2030 and 2050. In a joint effort with a significant number of railway operators in Europe, a travel demand model was developed which is able to predict natural growth of transport demand caused by changes in population and prosperity and the impact of reduced travel times within a better connected HSR network. To determine the multi-modal effects within the entire transport market, the model includes high-speed and conventional rail as well as private car, coach, and air transport. Travel demand and socio-economic data in the model use the NUTS 3 zonal system. Traffic flow simulation uses transportation networks of all modes in a high resolution. The level of service of high-speed rail in 2030 and 2050 is computed assuming hourly service between metropolitan regions and an average commercial speed of 210 km/h on the new HSR lines in 2050. Price, travel time, and service quality of the competing modes (car, coach, air) are assumed to remain unchanged. No additional shocks or disruptive changes are assumed.

To include the most recent statistics, the study is based on data from 2019, as the last year before long distance travel demand was disrupted by the COVID pandemic. The baseline and comparison year for the study results is therefore 2019. In the base year, the study uses empirical demand data for air and rail and synthetic demand for the other two transport modes (coach and car).

A validation of the model to the base year of the EU targets, 2015, was made. As the definition of HSR demand used by Eurostat covers all traffic with dedicated HSR rolling

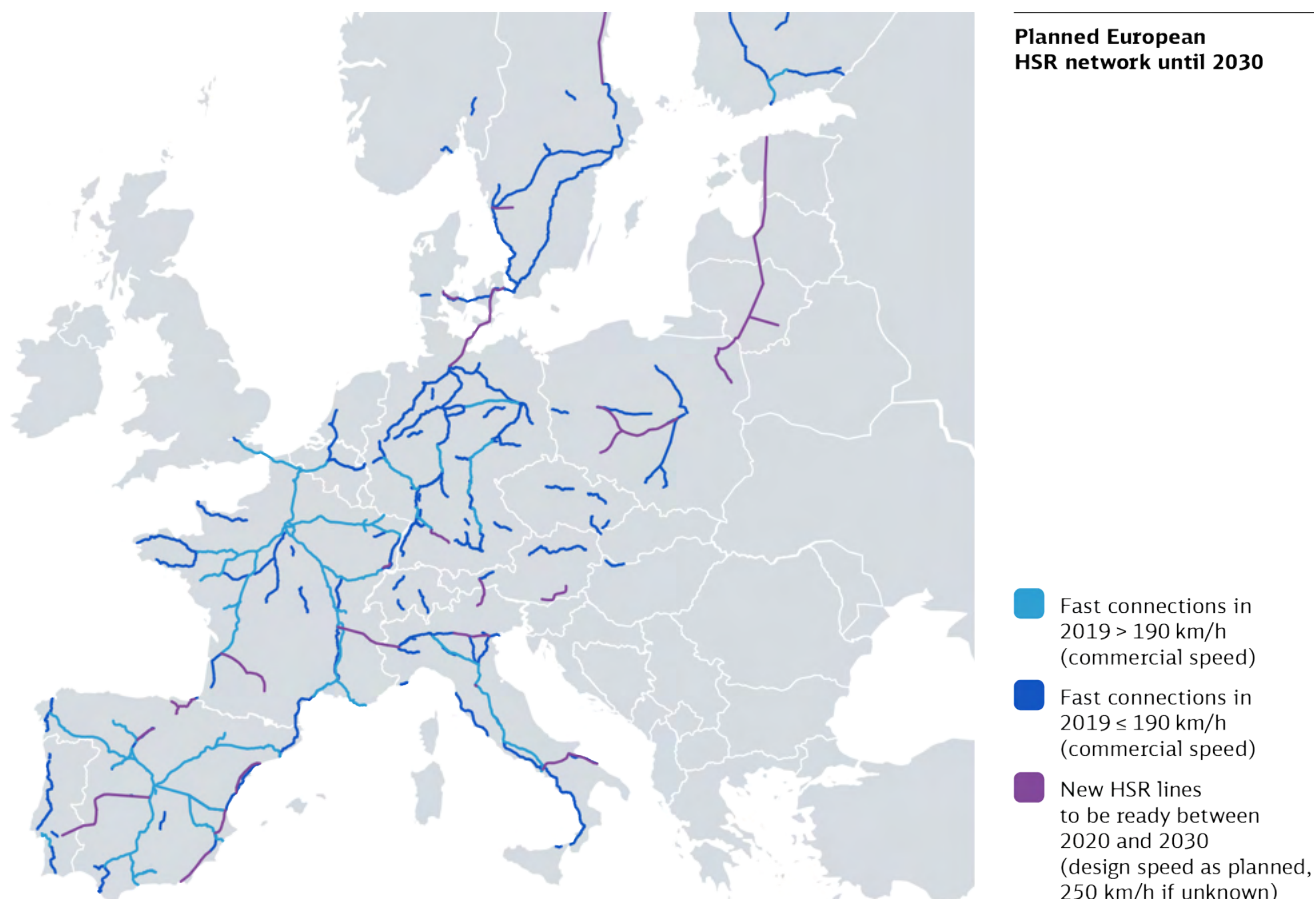
⁴ The metropolitan typology is applied at the level of NUTS level 3 regions and identifies metropolitan regions in the European Union (EU). These regions are defined as urban agglomerations (NUTS level 3 regions or groups of NUTS level 3 regions) where at least 50% of the population lives inside a functional urban area (FUA) that is composed of at least 250,000 inhabitants.
Eurostat. *Methodological manual on territorial typologies* | 2018 edition, <https://ec.europa.eu/eurostat/web/products-manuals-and-guidelines/-/ks-gq-18-008>

stock, the model includes services on conventional lines, where such trains are in use. According to Eurostat data, the baseline number of passenger kilometres (pkm) in 2015 was 110 billion pkm.⁵ As part of this study, PTV validated and completed its model with support from DB, ČD, NS, ÖBB, PKP Intercity, Renfe, SBB, SNCB, SNCF, and Trenitalia. This resulted in a slightly higher value of 113 billion pkm for the total HSR demand within the EU in 2015 and in a more complete and consistent origin-destination matrix of rail demand in Europe. For consistency reasons, in the following the EU base value of 110 billion pkm for 2015 is shown.

Current network and plans up to 2030

Currently, European high-speed lines still form a patchwork of separated networks focused on national traffic and characterised by different technical standards and operational models. High-speed traffic has traditionally been strong between specific major cities, especially in western European countries where dedicated high-speed lines exist. Many other metropolitan regions, especially but not exclusively in the eastern part of Europe, remain unconnected by high-speed lines. Although a limited number of high-speed lines cross borders and additional ones are planned within the revised TEN-T program, the national networks do not merge into a cohesive European high-speed rail network.

Overall, European rail infrastructure is characterised by a concentration on national lines and lacks cross-border interconnectivity, leaving much potential for growth unexploited.



⁵ European Commission, Directorate-General for Mobility and Transport, EU Transport in figures: Statistical Pocketbook 2022, Publications Office, 2022, <https://data.europa.eu/doi/10.2832/216553>

To assess the EU’s first milestone of doubling traffic volumes by 2030, the analysis examined the existing network together with the infrastructure expected to be built by 2030 (based on publicly available sources). The analysis shows that the planned infrastructure measures are not sufficient to achieve a doubling of HSR traffic by 2030. High-speed rail traffic in Europe will only grow by about 60 per cent of the envisaged growth (resulting in 175 billion pkm of the 220 billion pkm set out in the target).



Building an ever closer union with a European Metropolitan Network: connecting all European metropolitan regions with high-speed lines to achieve the 2050 target

The current and planned infrastructure leaves many metropolitan regions in Europe unconnected, and the 2030 targets will likely not be achieved. Therefore, this initiative is to build on and go far beyond the current plans of the TEN-T network or the infrastructure to be opened by 2030.

A new network linking all metropolitan regions by high-speed rail – the Metropolitan Network – would be sufficient to achieve the necessary traffic growth by 2050. It would be necessary to build new lines and expand existing ones to cover around 21,000 additional kilometres. Along with the new lines expected to be in service by 2030, the entire network would more than triple the length of the 2019 HSR infrastructure in the EU27 (which, according to Eurostat 2019, amounts to 11,336 km).⁶ The geographical scope of the proposed Metropolitan Network covers EU countries and connects some relevant nodes in the EU candidate countries as well as other EU neighbouring countries (e.g. Chişinău, Lviv, Belgrade, Oslo, Skopje). However, further domestic traffic of such countries has not been included in the Metropolitan Network and the model at this stage. In view of the ongoing accession negotiations, these countries should be included in potential subsequent studies for long-term infrastructure plans.

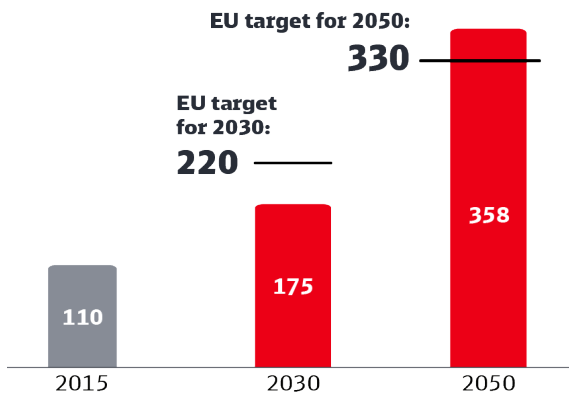
Approximately a third of the new lines needed to link all European metropolitan regions by high-speed rail are already included in the 2022 negotiating mandate (“general approach”) for a revised TEN-T network⁷. To complete a Europe-wide network, an extensive number of additional lines would need to be added to the program.

While the passenger kilometres based on the current plans for 2030 are unlikely to meet the Green Deal targets, the implementation of the Metropolitan Network could enable a threefold increase in HSR traffic by 2050. Thus, the 2050 target cannot be achieved if the future HSR network in Europe was considerably smaller than the proposed Metropolitan Network.

⁶ European Commission, Directorate-General for Mobility and Transport, EU Transport in figures: Statistical Pocketbook 2022, Publications Office, 2022, <https://data.europa.eu/doi/10.2832/216553>

⁷ European Commission, Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on Union guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013, <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52021PC0812>

HSR passenger kilometres – target and simulation of the Metropolitan Network 2050
[in billion pkm per year]



■ HSR

Building an additional 21,000 km of rail infrastructure over the next 27 years is an ambitious target. However, considering that approximately 20,000 km of motorway was built in the EU27 between 2000 and 2020, it is clear that infrastructure of comparable size and complexity can be built in an even shorter time.⁸ An extensive additional investment would be needed to build and further develop a HSR network in Europe. Furthermore, an emphasis on capacity enhancement in the nodes has to be considered, as this could enable frequent (e.g., hourly) connections between the metropolitan regions which are vital to generate additional traffic in Europe.

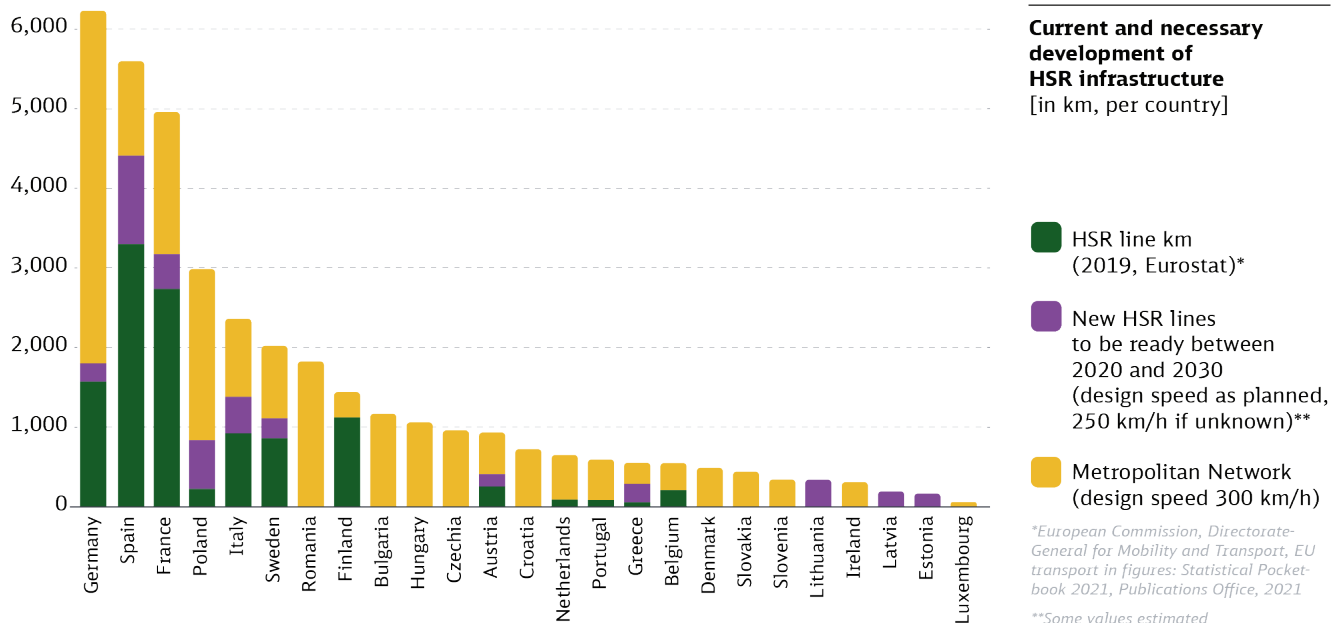
Vision 2050: European Metropolitan Network



- Fast connections in 2019 > 190 km/h (commercial speed)
- Fast connections in 2019 ≤ 190 km/h (commercial speed)
- New HSR lines to be ready between 2020 and 2030 (design speed as planned, 250 km/h if unknown)
- Metropolitan Network (design speed 300 km/h)

⁸ Eurostat, Data Browser, *Length of motorways and e-roads*, accessed on 17.04.2023, https://ec.europa.eu/eurostat/databrowser/view/ROAD_IF_MOTORWA_custom_5808423/default/table

Based on this European Metropolitan Network, Germany, Poland, Romania, France, and Spain would have the highest absolute growth in terms of HSR network length compared to 2019. Germany would have the highest absolute expansion potential, as there is currently (base year 2019) less dedicated HSR infrastructure⁹ in Germany (1,571 km) than for example in Spain (3,297 km) or France (2,734 km) and the number of metropolitan regions to be connected is relatively high due to the spatial structure.



By expanding the infrastructure in the proposed Metropolitan Network (including the lines under construction or planned, shown in purple), Germany would almost quadruple its HSR infrastructure (+296%/+4,649 km), while Poland would increase its HSR network (currently 224 km) more than tenfold (+1,233%/+2,762 km) compared to 2019.

Results

This study clearly shows the need for a European Metropolitan Network to achieve the ambitious goals of the Green Deal and the Sustainable and Smart Mobility Strategy as well as the benefits thereof.

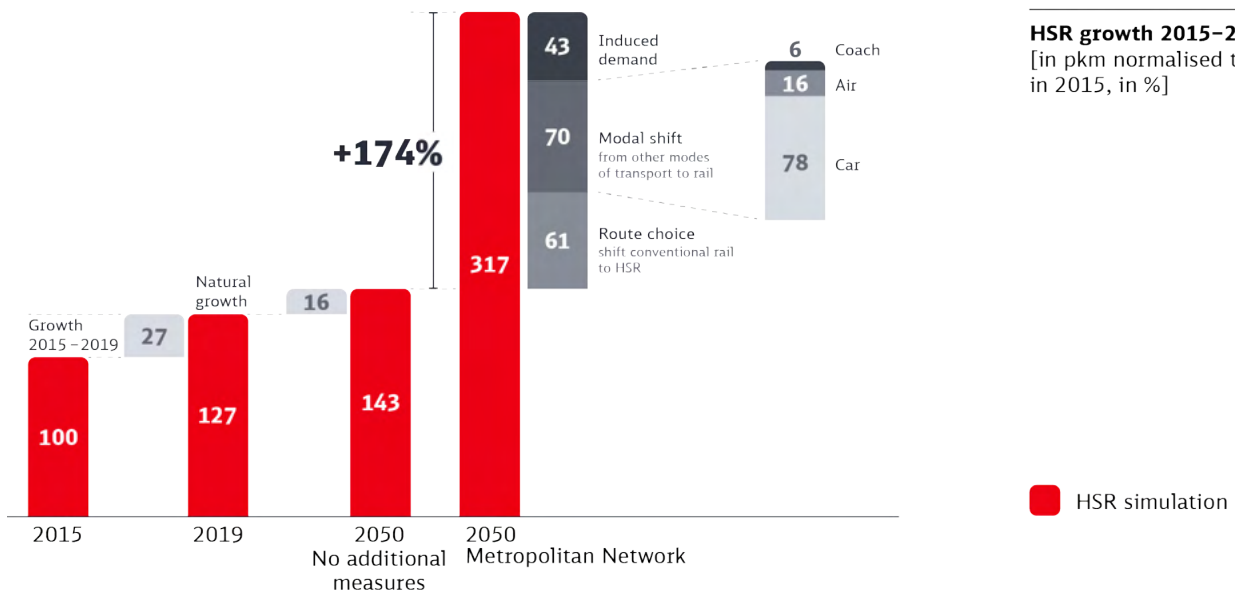
a) A European Network unlocks the potential needed to achieve the climate target by tripling HSR demand

The results of the demand simulation show that the proposed Metropolitan Network would achieve the tripling of HSR traffic by 2050 by connecting metropolitan regions across Europe.

From 2015 to 2019, a growth of 27 percentage points was achieved through important infrastructure and service extensions in the core HSR markets. Through 2050, natural growth (population and economy) is estimated to be only a minor driver of rail demand (+16 percentage points) and would not lead to achieving the targets without additional measures. In contrast, a substantial expansion of HSR infrastructure and services, and the resulting travel time reductions would have a major impact on travel demand. The European Metropolitan Network would be able to bring an additional growth of 174 percentage points to achieve the tripling of HSR demand by 2050.

⁹ Definition according to European Commission, Directorate-General for Mobility and Transport, EU Transport in figures: Statistical Pocketbook 2021, Publications Office, 2021, <https://data.europa.eu/doi/10.2832/27610>: High speed lines include principal railway lines allowing traffic at speeds on the main segments equal to or greater than 200 km/h on upgraded lines and 250 km/h on especially built lines. Dedicated high-speed railway line is a line specially built to allow traffic at speeds equal to or greater than 250 km/h for the main segments.

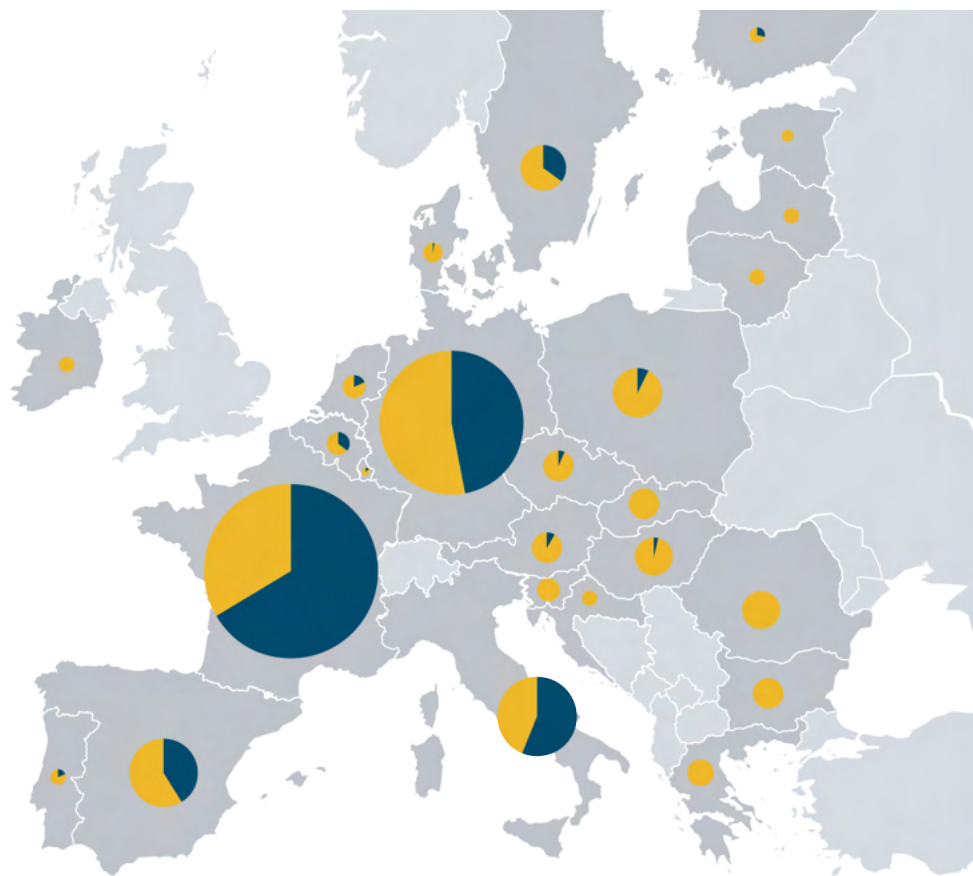
HSR growth 2015–2050
[in pkm normalised to 100% in 2015, in %]



This growth is assumed to stem from the following three sources:

- Around 61 percentage points of the growth would be generated through a shift from conventional rail to HSR. At the same time, conventional rail would benefit as a feeder for HSR. Overall, conventional rail transport would remain stable. The railway system as a whole would benefit.
- As the largest contribution, modal shift would yield 70 percentage points of additional HSR traffic growth. Most of the volume shifted to rail would replace car trips. Only some would replace air trips as long distances cannot be served competitively even with a fast HSR network, and little would replace coach trips. Markets with currently well-developed conventional rail infrastructure would have particularly high shifts from conventional rail to HSR. Markets with currently less developed rail infrastructure, i.e., especially in eastern Europe, would have particularly high shifts from other modes to HSR.
- Finally, the European Metropolitan Network would create 43 percentage points of induced demand that would not have been realised without the network effects – a clear sign of connecting regions and people, which would not have been connected otherwise.

High-speed traffic in large existing HSR markets would increase significantly and markets would emerge that previously did not exist or existed to a very limited extent. These newly connected markets would provide around 12 per cent of the traffic needed to achieve the tripling of high-speed traffic, of which Romania would have the highest growth potential in terms of traffic volume. These markets would additionally provide important network effects for demand in the established HSR markets and would be important links for the future connection of EU candidate and neighbouring countries to the European Union.



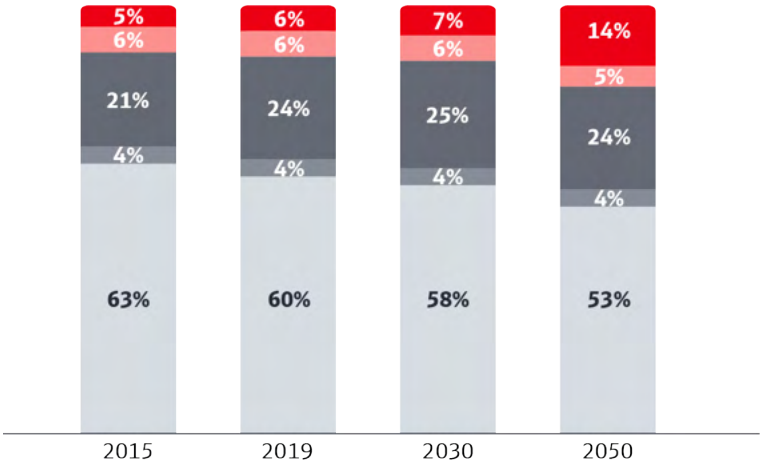
HSR growth in the Metropolitan Network
 [in billion pkm, per country, 2019 vs. 2050]



Germany (approx. 78 bn pkm per year), Italy (approx. 39 bn pkm per year), and Spain (approx. 36 bn pkm per year) are already among the largest four HSR markets but are expected to continue to have high growth rates. While Spain (+142%) and Germany (+112%) would more than double their HSR traffic, Italy (+78%) and France (+50%) would also still grow substantially. France (approx. 92 bn pkm per year) would remain the largest HSR market in the EU27 but would have a lower growth rate as there already is a well-developed HSR network.

b) With the Metropolitan Network, the market share of rail increases

It becomes evident that HSR will not substantially gain market share by 2030. Air travel, on the other hand, gains three percentage points in market share from 2015 to 2019 and basically remains static in the following years. The slightly declining market share of motorised private transport thus seems to be in favour of air travel rather than HSR. Only a significant expansion of the infrastructure will enable substantial modal shift in favour of rail.



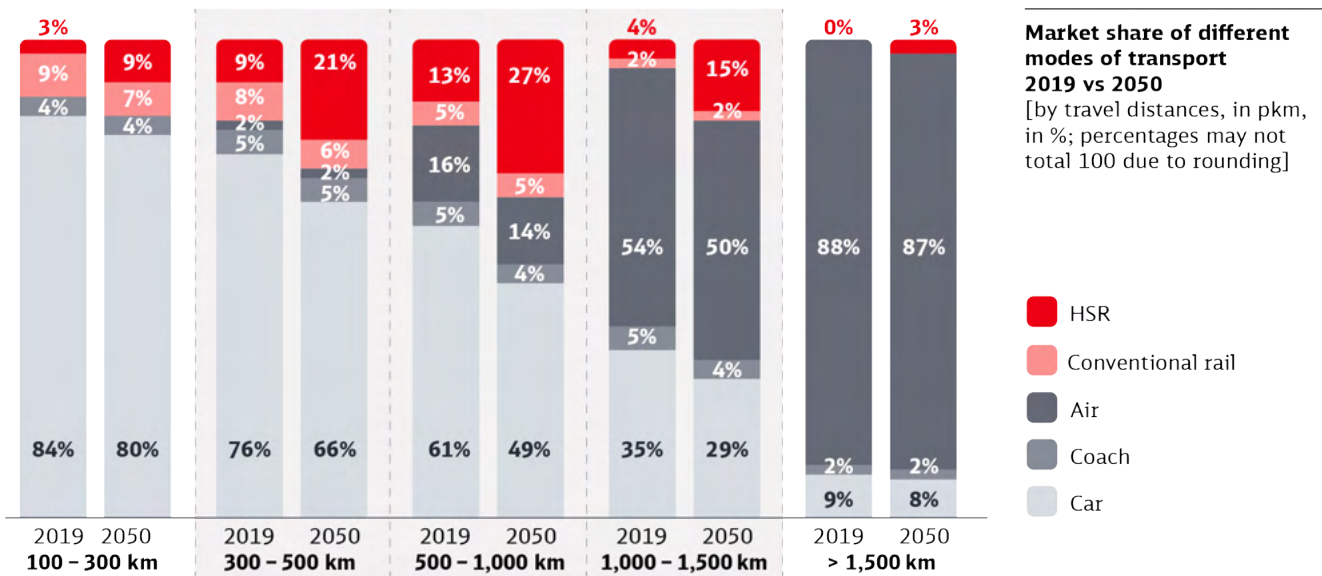
Market share of different modes of transport 2015-2050

[long-distance ≥ 100 km, in pkm, in %; percentages may not total 100 due to rounding]



If the proposed Metropolitan Network is implemented, the market share of HSR would nearly triple and increase from 5 per cent in 2015 to over 14 per cent market share in 2050. The share of conventional rail would approximately remain stable, as, among other things, feeder and shuttle services to and from the HSR network would benefit from this. The proposed HSR network would make capacity available for conventional passenger rail services and freight services so that previously unmet demand could be served. The entire railway sector benefits from the increased infrastructure capacity. Private motorised transport would lose market share, going from 63 per cent in 2015 to 53 per cent in 2050, while the market share of air travel would reach its peak at 25 per cent by 2030 and experience a slight decline to 24 per cent by 2050. The main reason for the stable air traffic demand is structural: a large share of volume in European air traffic is due to distances that cannot be served competitively even with a fast HSR network.

If implemented, the Metropolitan Network would significantly increase rail demand for distances between 300 and 1,500 km with market share growth of over 10 percentage points by 2050, while private motorised transport would lose significant market share. Therefore, these distance classes would be a highly relevant market for high-speed transport. Air travel remains the preferred mode of transport for journeys over 1,500 km. Car travel remains the second most important alternative in long range distance classes.

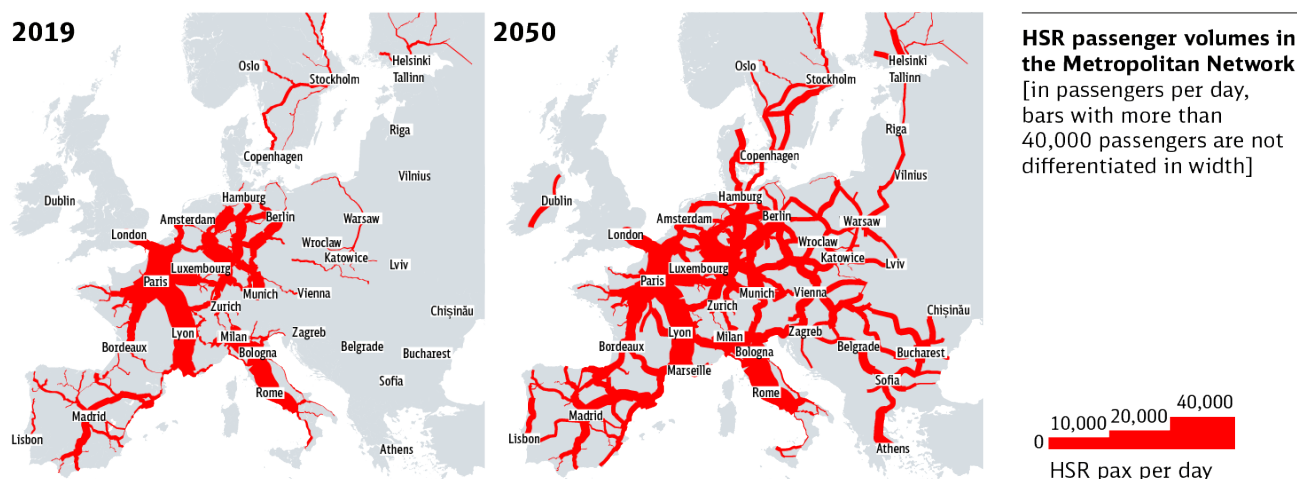


A further increase in the market share of HSR until 2050 could be promoted by additional regulatory measures, if these are designed to make the use of rail even more attractive, e.g., financially through lower taxation. The present study does not take such additional shocks into account.

c) With growing national and international demand, the Metropolitan Network would ensure an economic basis for operating trains with high frequencies

Almost the entire proposed Metropolitan HSR-network in the EU27 shows sufficient demand to ensure a solid economic basis for HSR operation with high frequencies (exceptions to this are mostly branch lines).

From a market perspective, it is evident that significant demand exists outside the existing HSR network which is currently not being met. The expansion of HSR infrastructure makes it possible to tap into this potential, especially in eastern European countries. Better connectivity significantly increases cross-border demand which in turn also increases the volume of traffic on the existing HSR corridors.



The highest passenger volumes in the whole network are currently observed on successful HSR infrastructure such as Paris-Lyon or Rome-Bologna and this will continue if the Metropolitan Network is implemented. New HSR corridors with particularly high demand would be e.g., Thessaloniki-Athens as well as connections between France and Spain or between Vienna, Prague, and Berlin.

d) The European Metropolitan Network fosters convergence and the integration of European countries and brings EU citizens closer together

All metropolitan regions would benefit substantially from the 2050 European Metropolitan Network. Shorter travel times enable much better connectivity and accessibility, and thereby increase the appeal of rail travel between European regions.

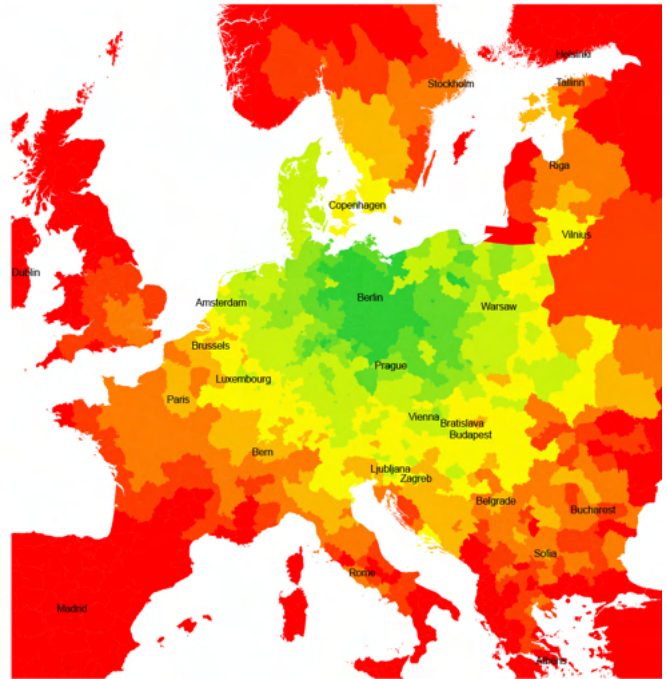
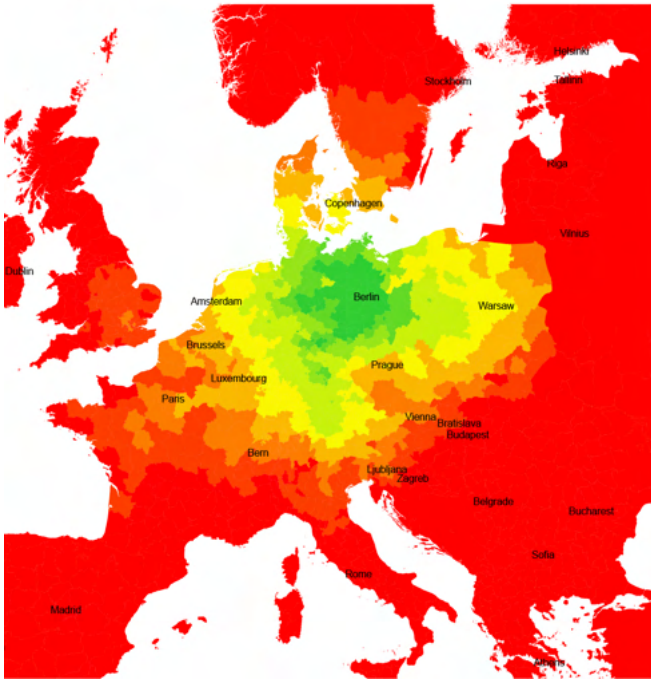
This will be especially evident in areas that currently have little or no HSR infrastructure. The proposed HSR network thus aligns the accessibility of European metropolitan regions irrespective of their size or function and fosters convergence and the integration of countries, particularly in eastern Europe.

The diagrams below impressively illustrate how the Metropolitan Network could lead to greater integration in Europe. The substantial expansion of the network would make more destinations accessible to European citizens at a reasonable travel time. The Metropolitan Network has the potential to bring Europeans across the Union closer together.

Perceived travel time of Berlin

2019

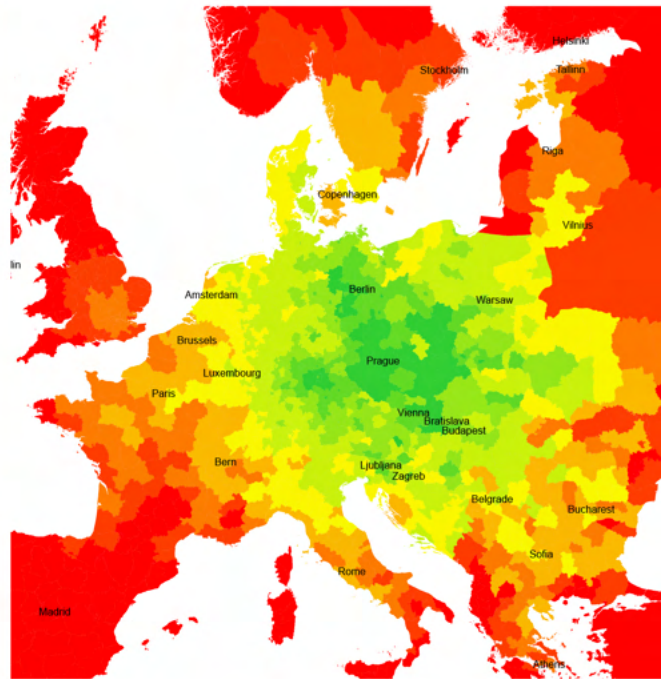
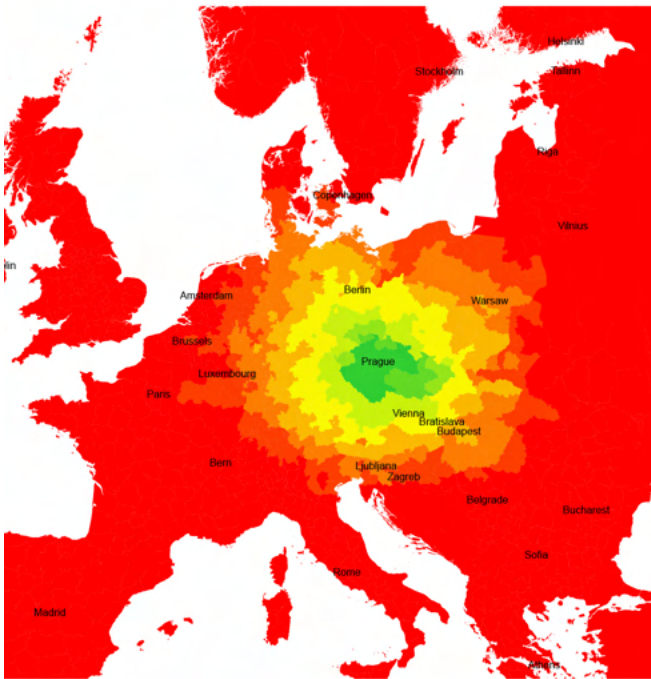
2050



Perceived travel time of Prague

2019

2050



Perceived travel time
 low... medium... high travel time

Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

The way forward

- **Connect all metropolitan regions with high-speed rail**

Key success factors for the modal shift in passenger services are travel time and frequency. If all of Europe's metropolitan regions (agglomerations of over 250,000 inhabitants) were linked by a high-speed rail network at intervals with high frequency, the volume of high-speed rail traffic could be tripled.

- **Implement a Europe-wide effort**

Considerable action and financial investments in infrastructure needs to be taken in nearly all European countries, which will probably exceed the scope of the current funding mechanisms. To unlock the needed budgets, new tailor-made financing procedures should be implemented Europe-wide.

- **Go further than the TEN-T network**

TEN-T plans are the foundation to enable the modal shift towards green mobility. However, the current plans do not go far enough. It is clear that a network should be developed that goes far beyond the current plans for the TEN-T network. To complete a Europe-wide network, a significant extension of current infrastructure should be discussed and added to the program.

- **Create capacities both for freight and conventional rail**

Expanding high-speed infrastructure will create new capacity on existing lines for conventional passenger services and freight services in Europe. Using this new infrastructure efficiently would maximise the capacity gain. This would enhance connectivity and reduce congestion.

- **Bring Europeans closer together**

Implementation of the Metropolitan Network is based on high-speed lines, within countries and especially across borders. It would not only reach the Green Deal targets of the European Commission but furthermore also connect people regardless of borders and of which country they live in. It fosters convergence and integration of the European countries and will allow every European citizen to experience the free movement of people, goods, and services – the foundation on which Europe is built.

List of Abbreviations

HSR	high-speed rail
pkm	passenger kilometre
TEN-T	Trans-European Transport Network

List of Figures

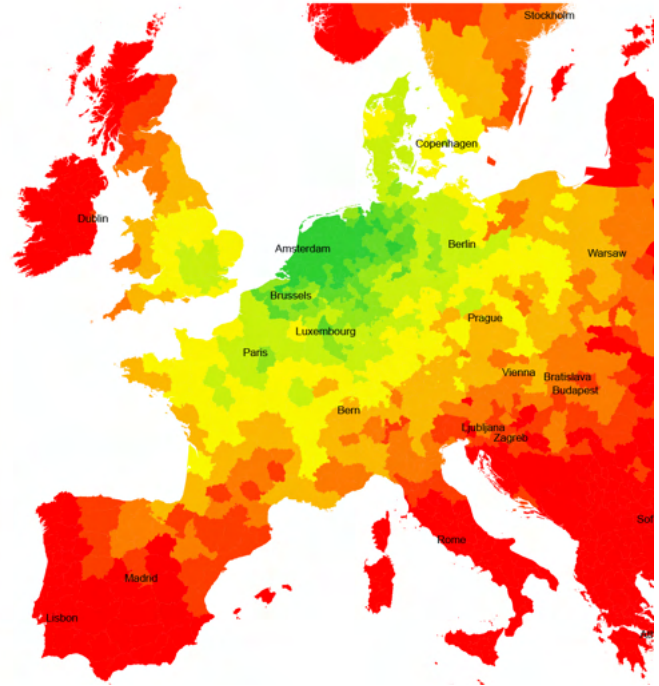
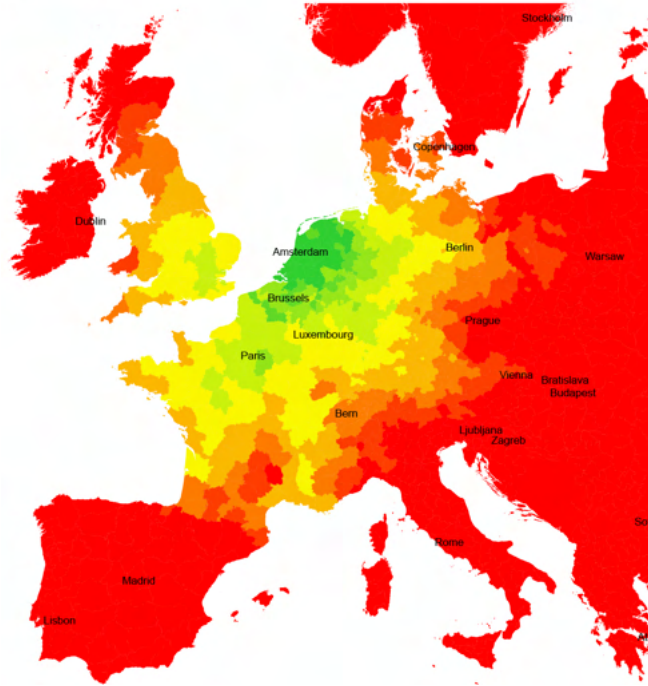
Figure 1	HSR transport volume in Europe	2
Figure 2	Traffic volume by mode of transport 1995–2019	2
Figure 3	Planned European HSR network until 2030	4
Figure 4	HSR passenger kilometres – target and simulation 2030	5
Figure 5	HSR passenger kilometres – target and simulation of the Metropolitan Network 2050	6
Figure 6	Vision 2050: European Metropolitan Network	6
Figure 7	Current and necessary development of HSR infrastructure	7
Figure 8	HSR growth 2015–2050	8
Figure 9	HSR growth in the Metropolitan Network	9
Figure 10	Market share of different modes of transport 2015-2050	9
Figure 11	Market share of different modes of transport 2019 vs. 2050	10
Figure 12	HSR passenger volumes in the Metropolitan Network	11
Figure 13	Perceived travel time of Berlin	12
Figure 14	Perceived travel time of Prague	12

Appendix

Perceived travel time of Amsterdam

2019

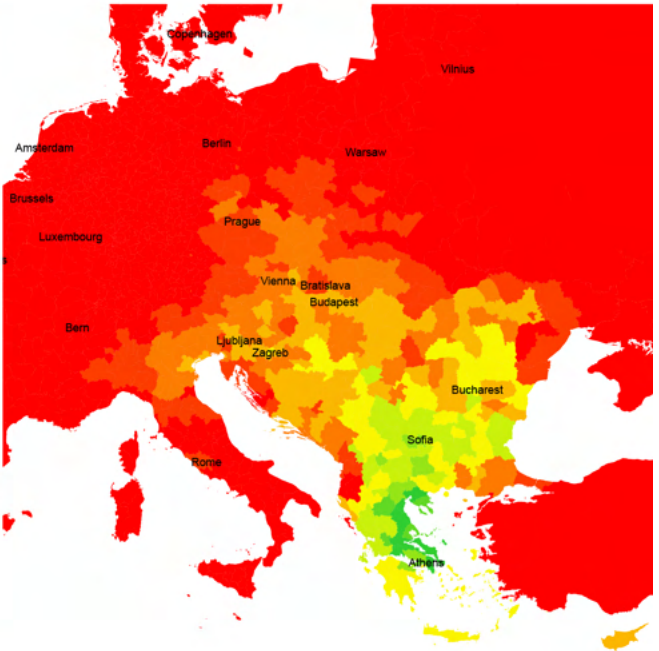
2050



Perceived travel time of Athens

2019

2050

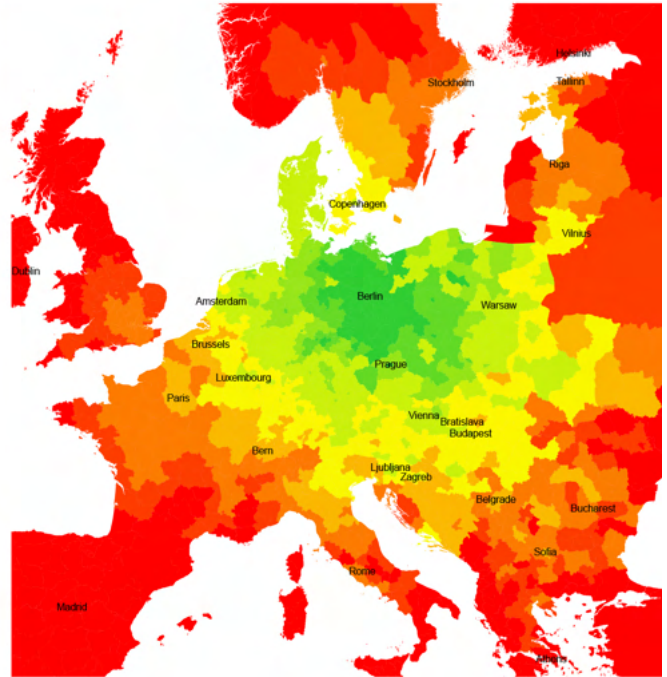
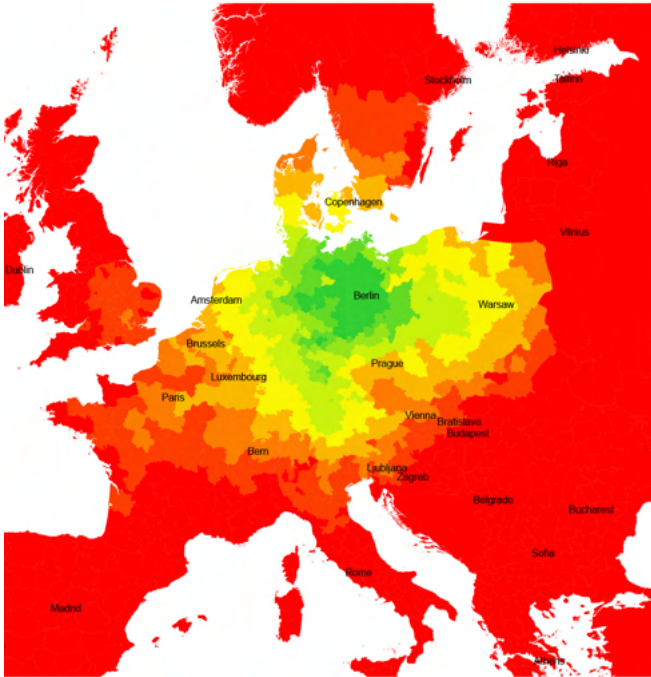


Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

Perceived travel time of Berlin

2019

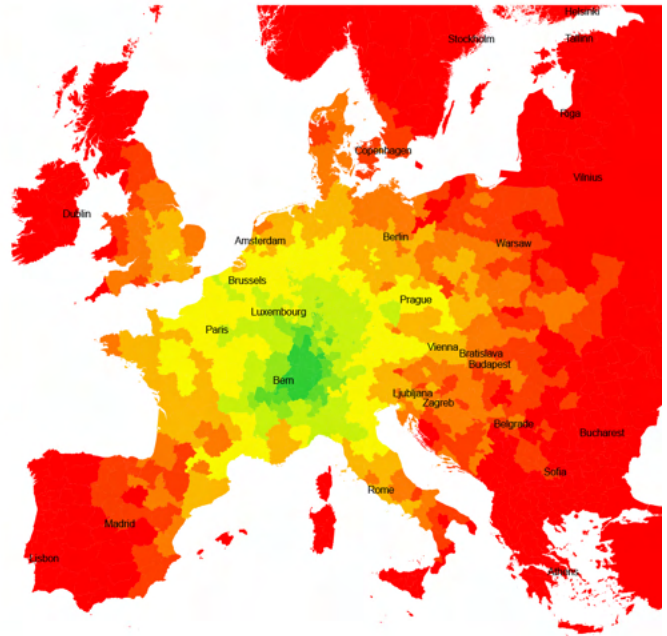
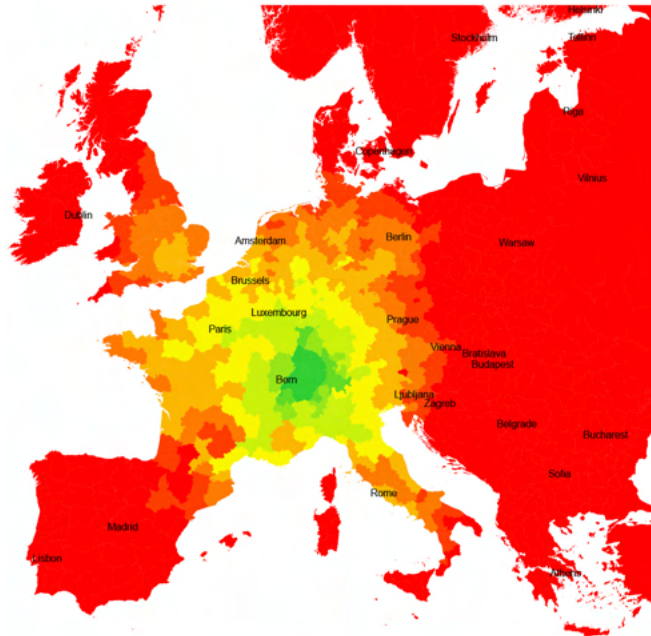
2050



Perceived travel time of Bern

2019

2050

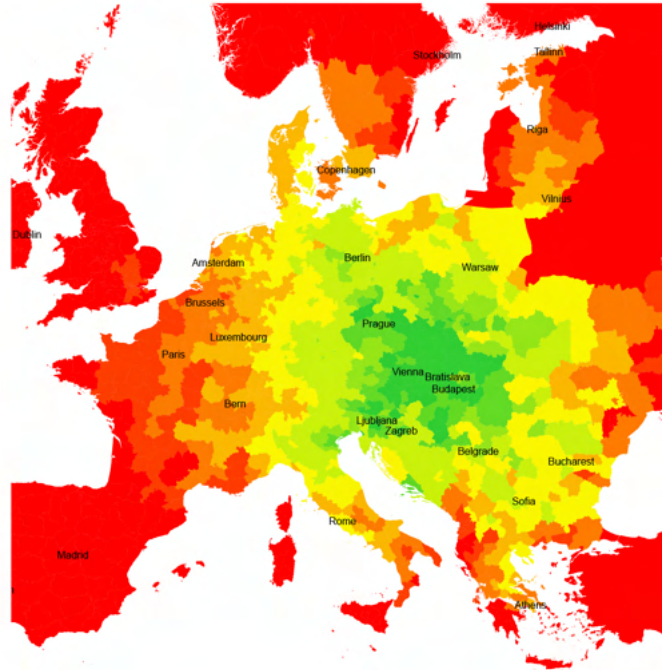


Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

Perceived travel time of Bratislava

2019

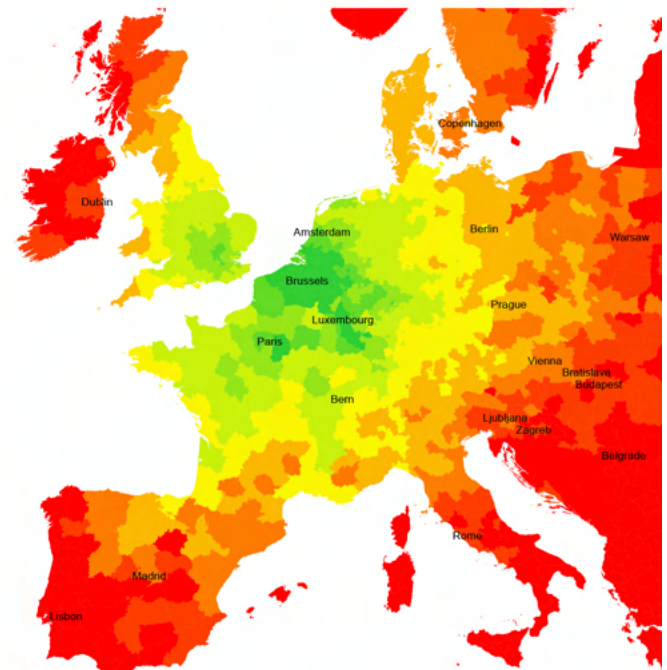
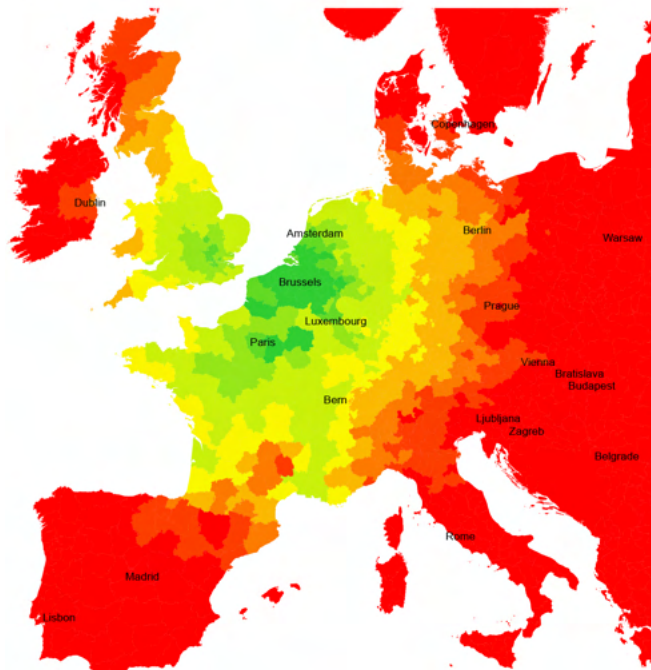
2050



Perceived travel time of Brussels

2019

2050

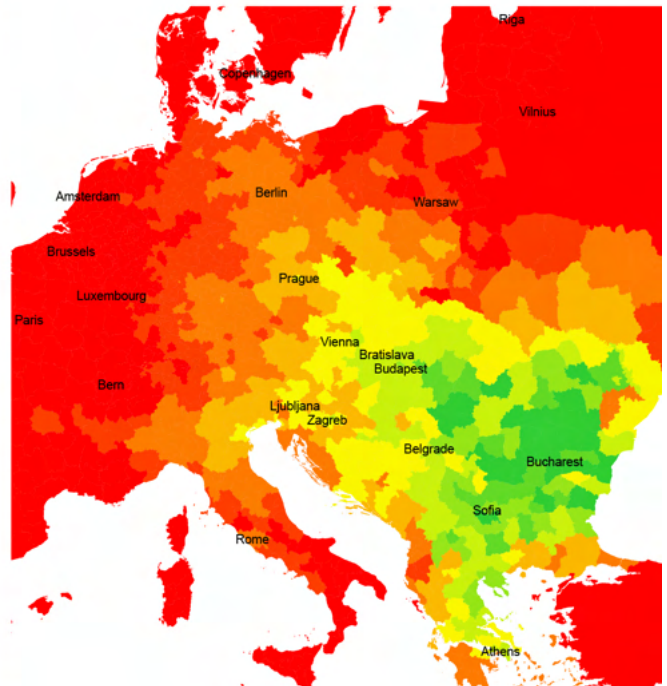
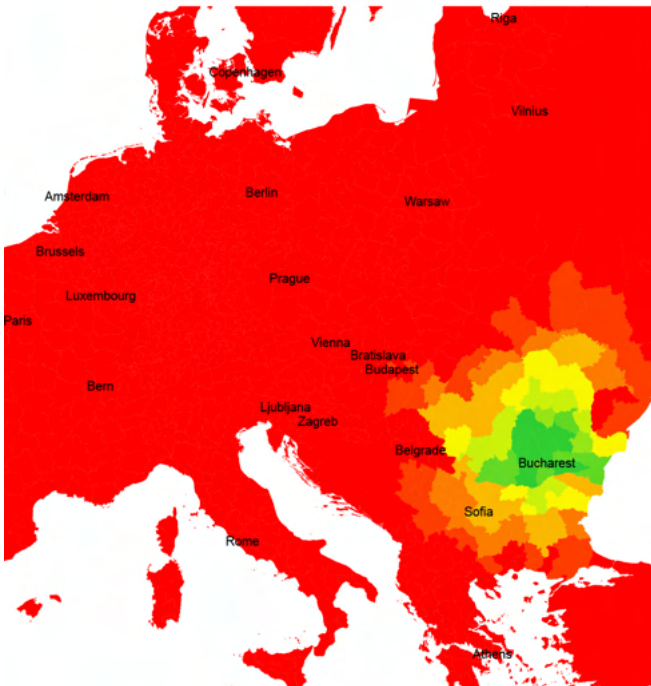


Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

Perceived travel time of Bucharest

2019

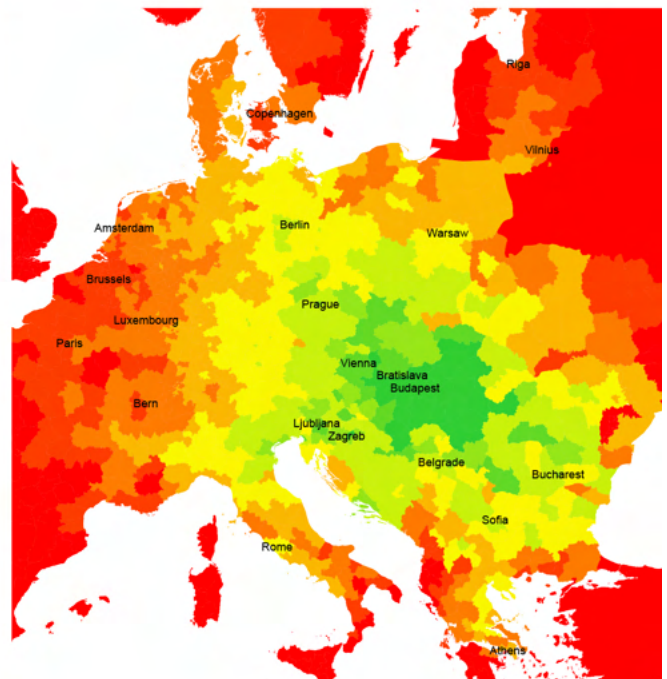
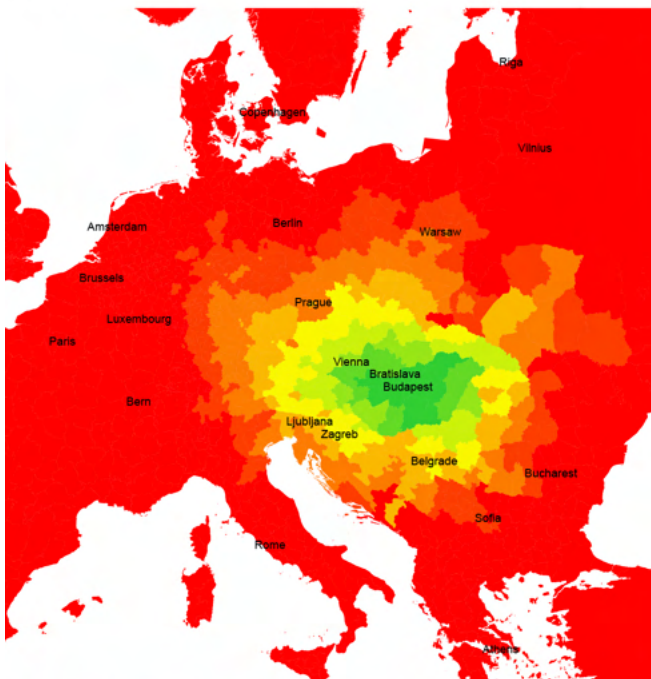
2050



Perceived travel time of Budapest

2019

2050



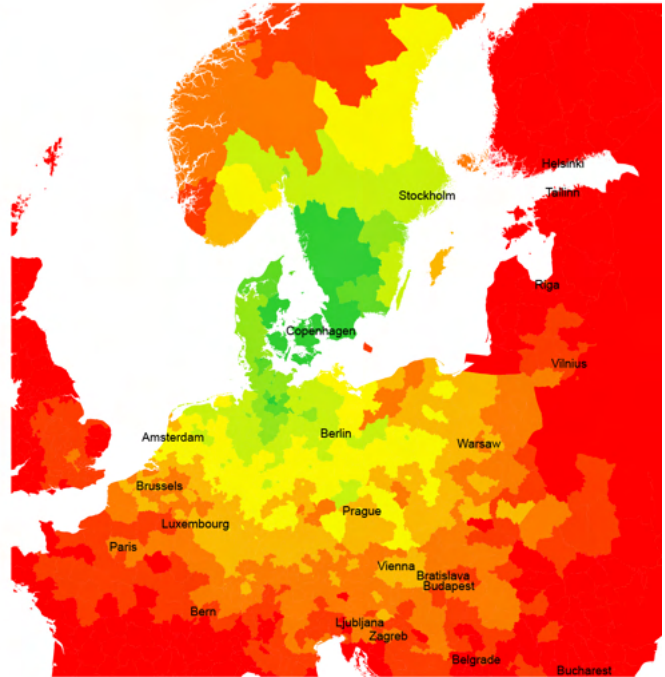
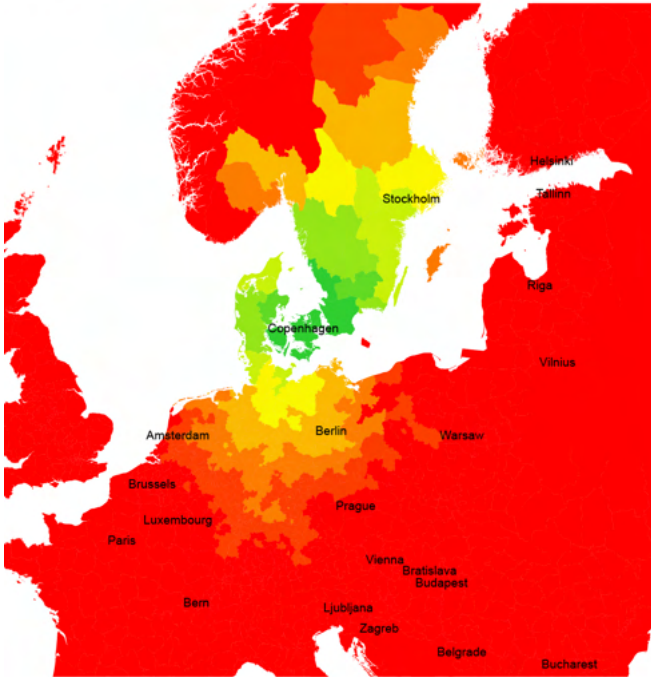
Perceived travel time
 low... medium... high travel time

Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

**Perceived travel time of
Copenhagen**

2019

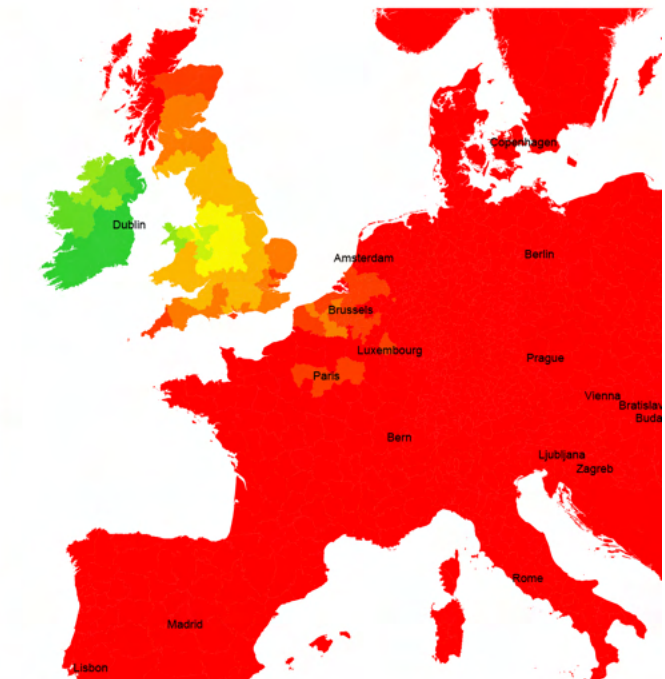
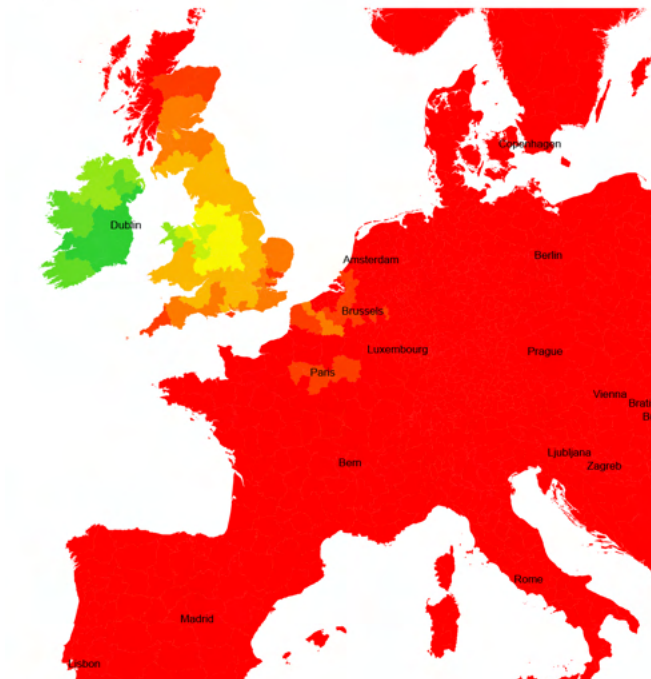
2050



**Perceived travel time of
Dublin**

2019

2050



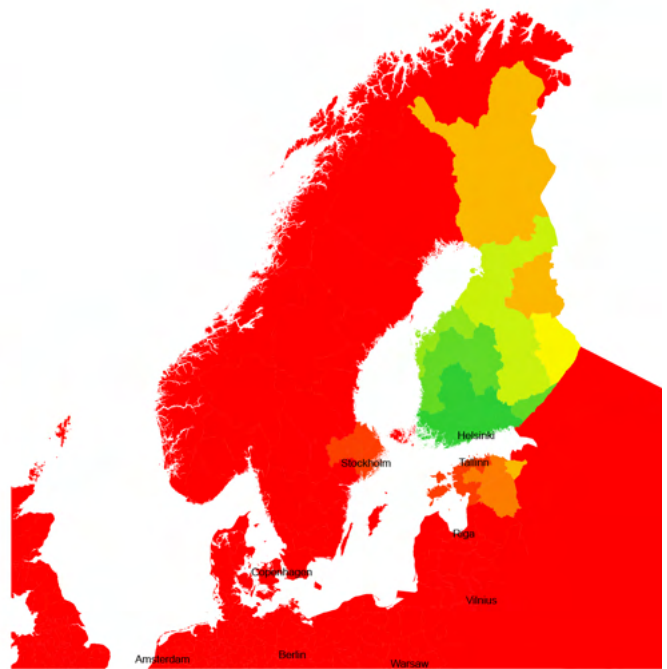
Perceived travel time
 low... medium... high travel time

Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

Perceived travel time of Helsinki

2019

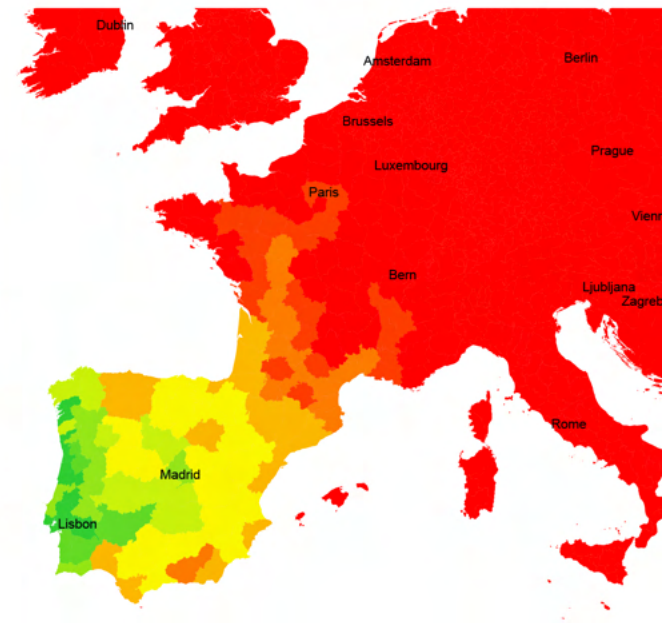
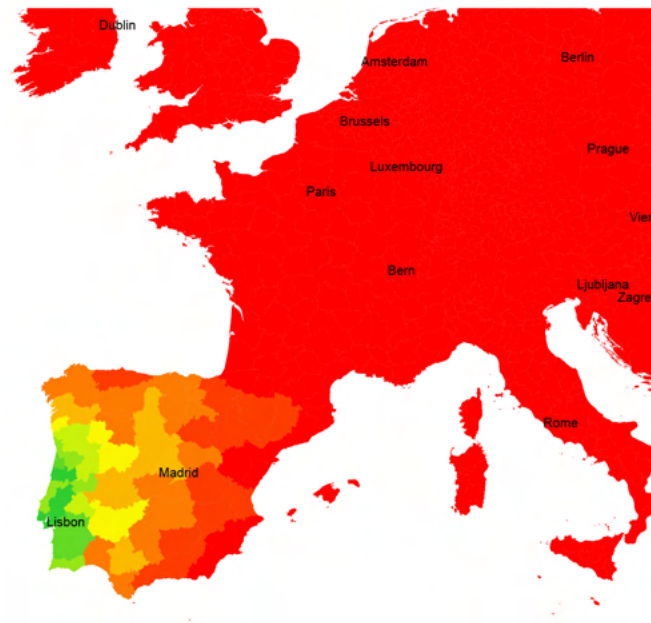
2050



Perceived travel time of Lisbon

2019

2050

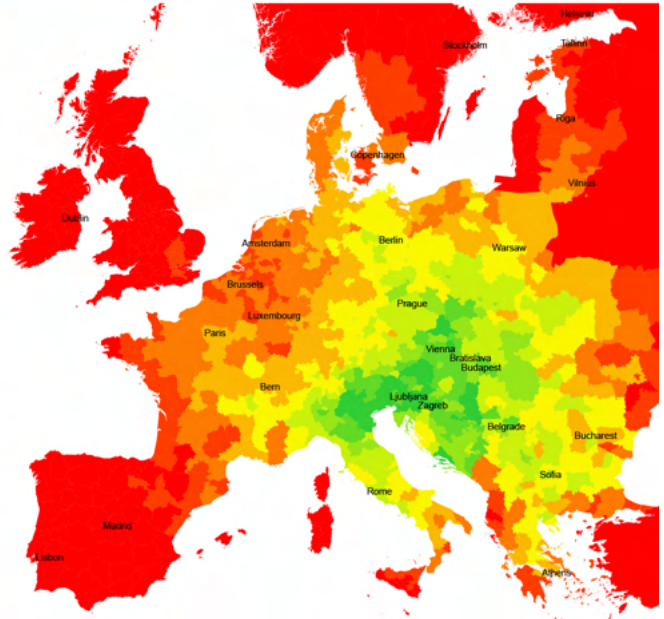
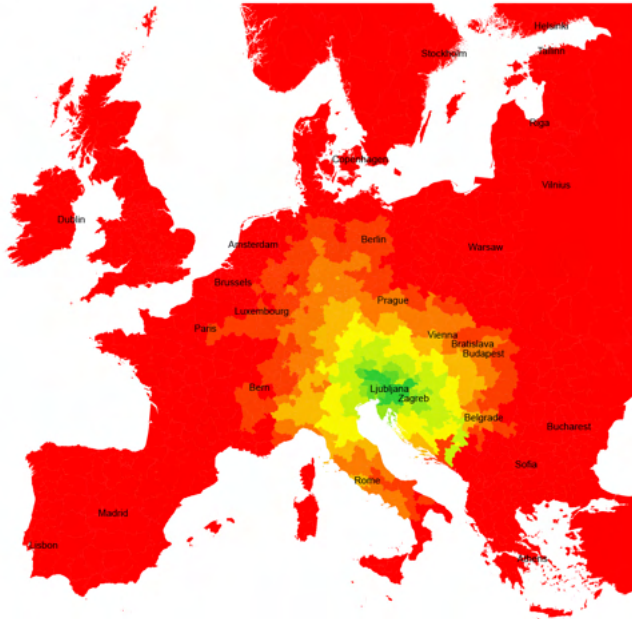


Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

Perceived travel time of Ljubljana

2019

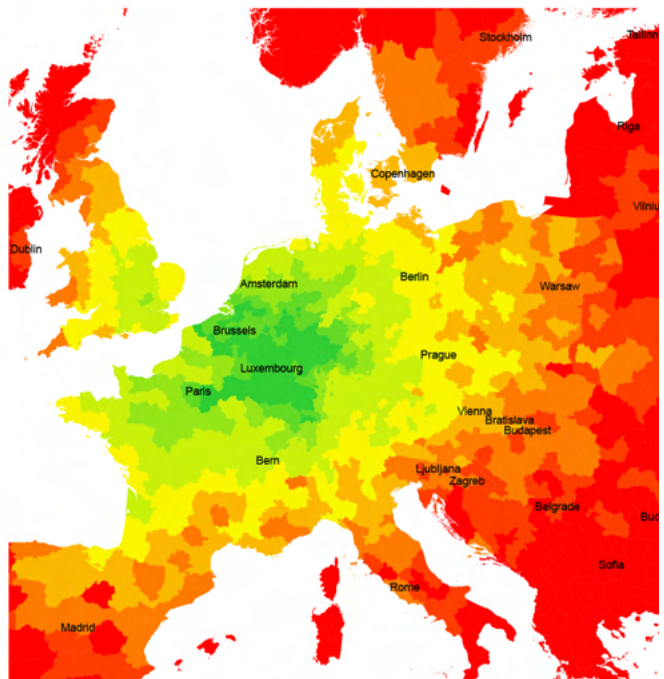
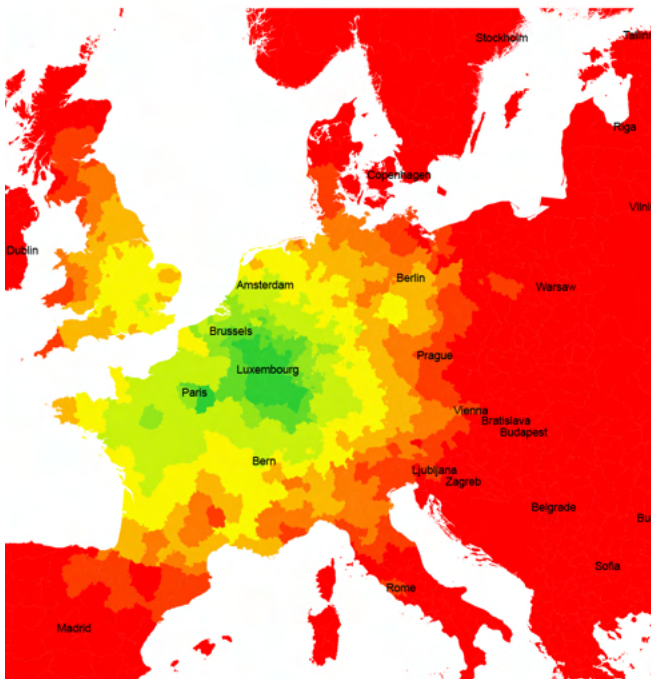
2050



Perceived travel time of Luxembourg

2019

2050



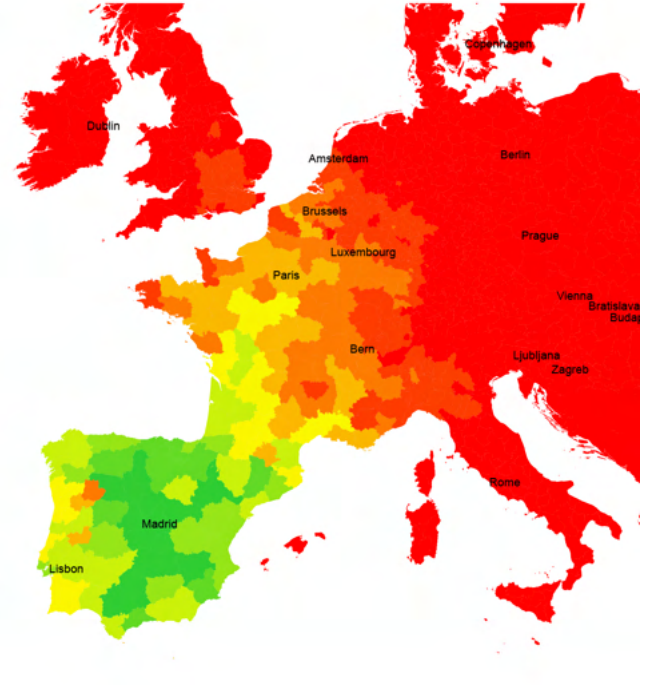
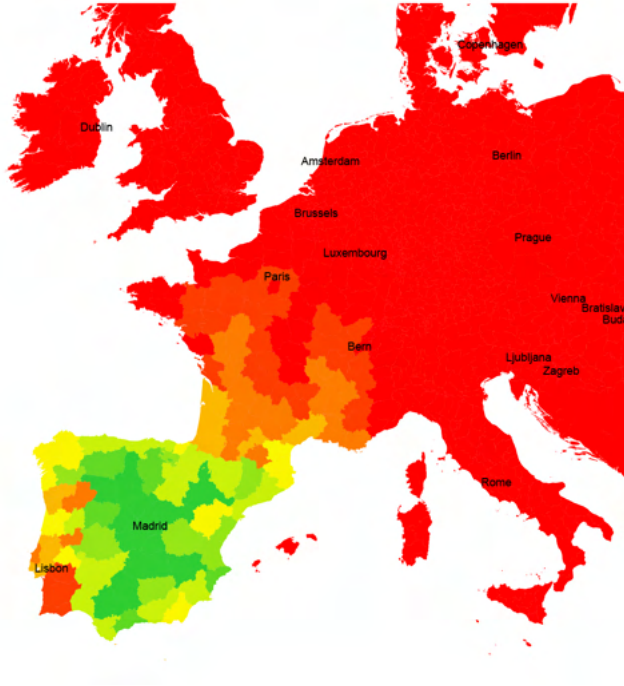
Perceived travel time
 low... medium... high travel time

Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

Perceived travel time of Madrid

2019

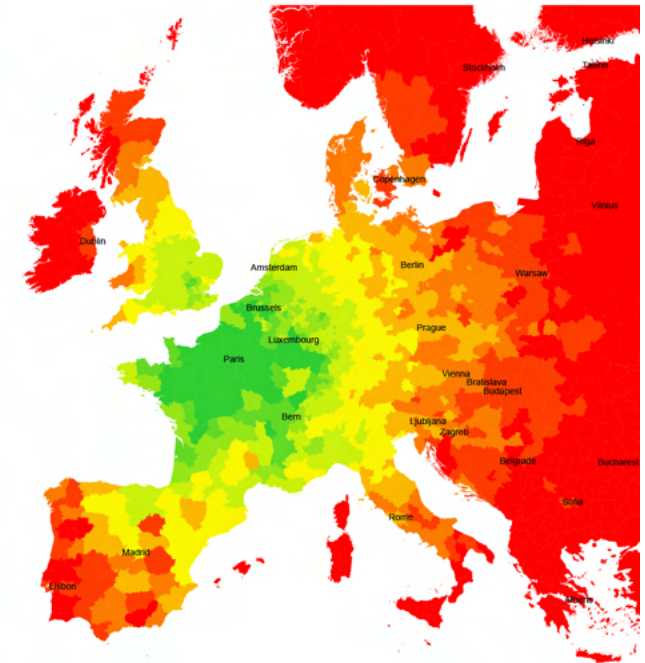
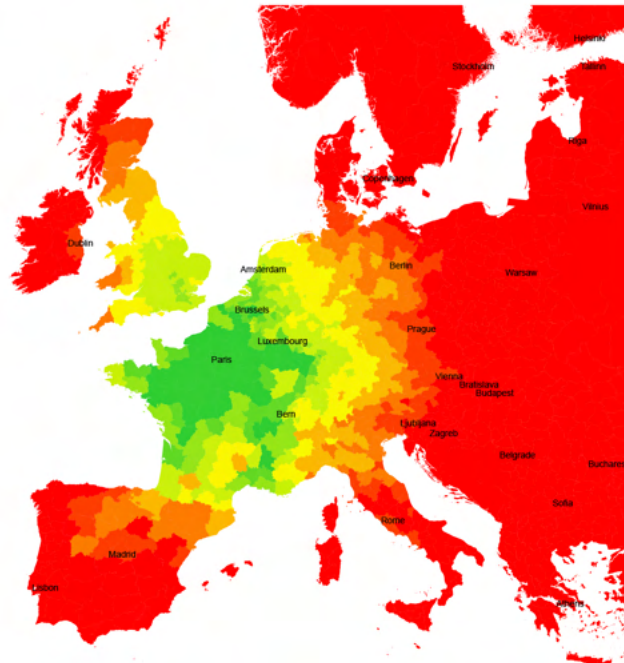
2050



Perceived travel time of Paris

2019

2050

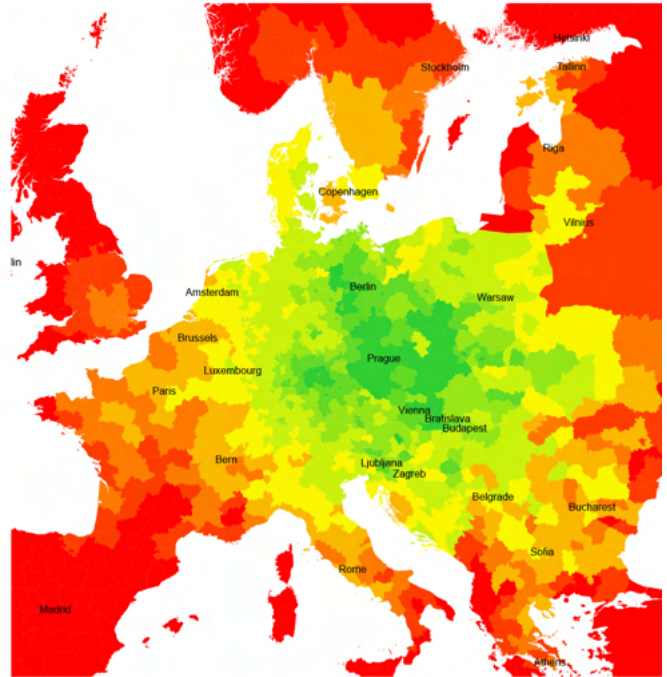
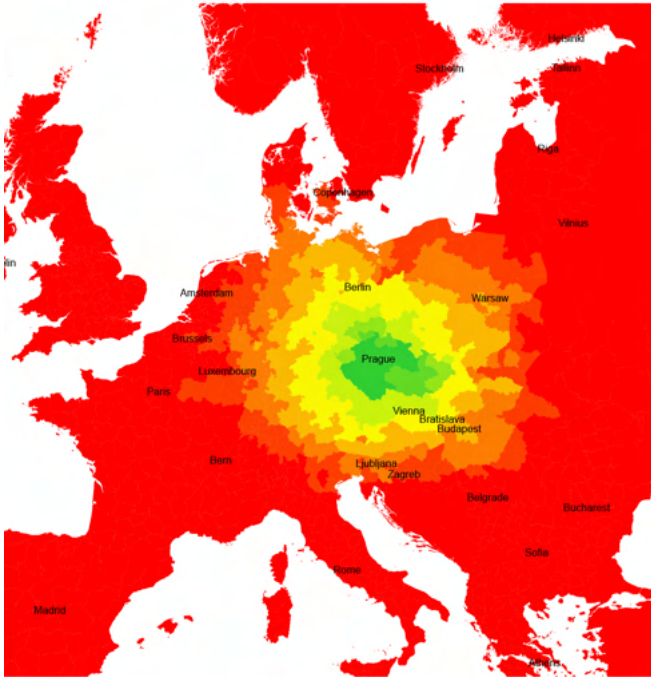


Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

Perceived travel time of
Prague

2019

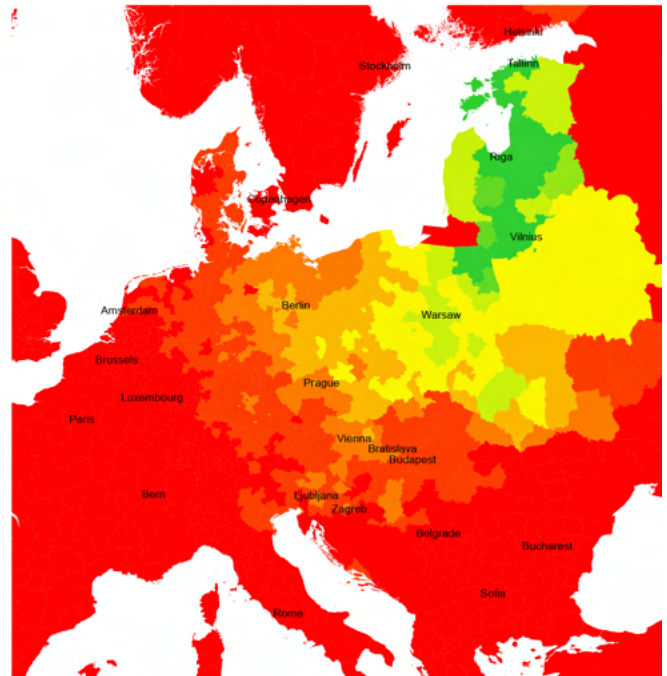
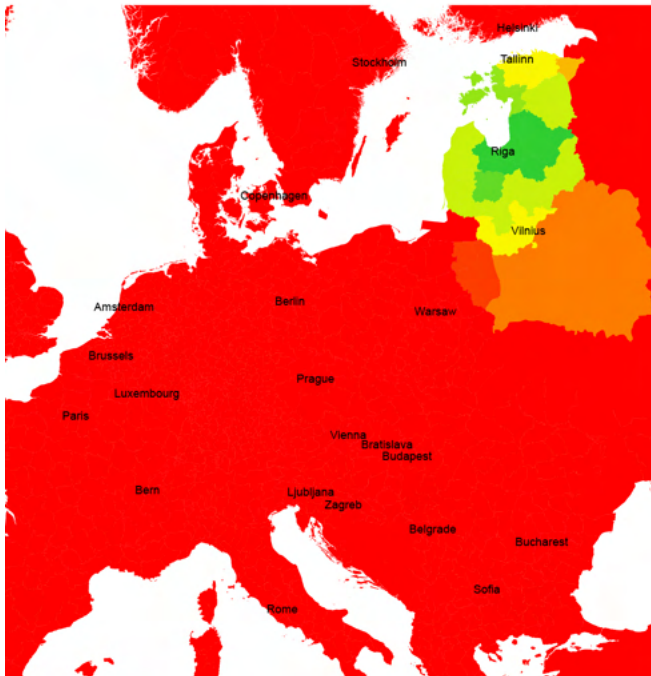
2050



Perceived travel time of
Riga

2019

2050



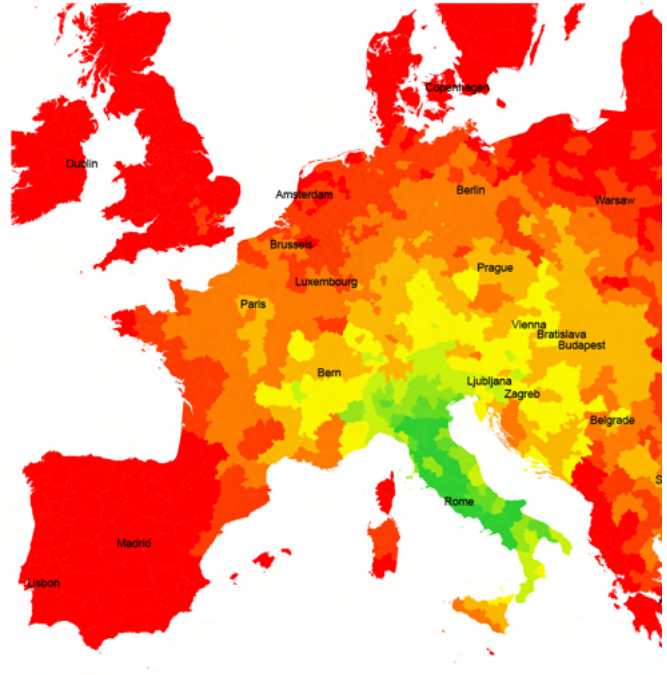
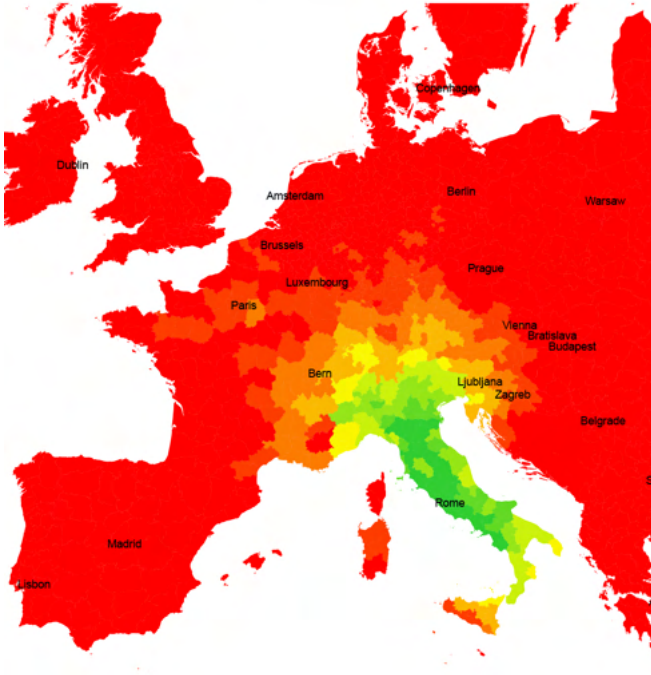
Perceived travel time
low... medium... high travel time

Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

Perceived travel time of Rome

2019

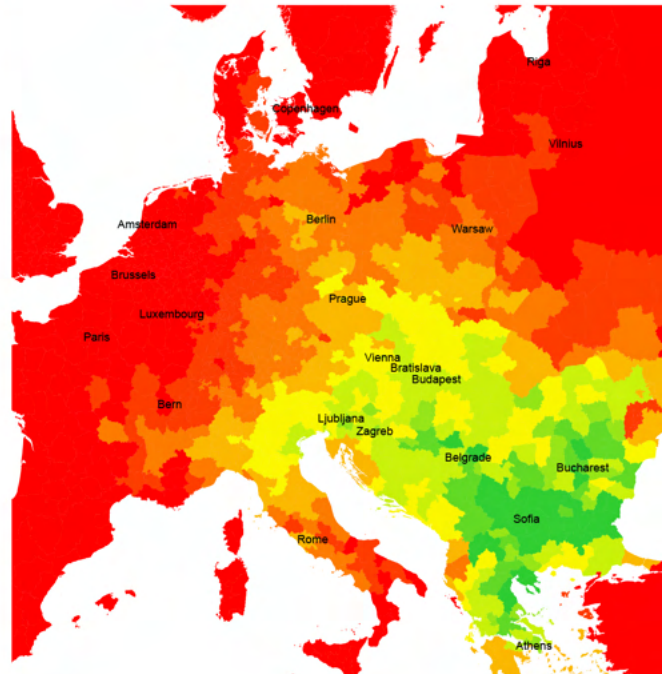
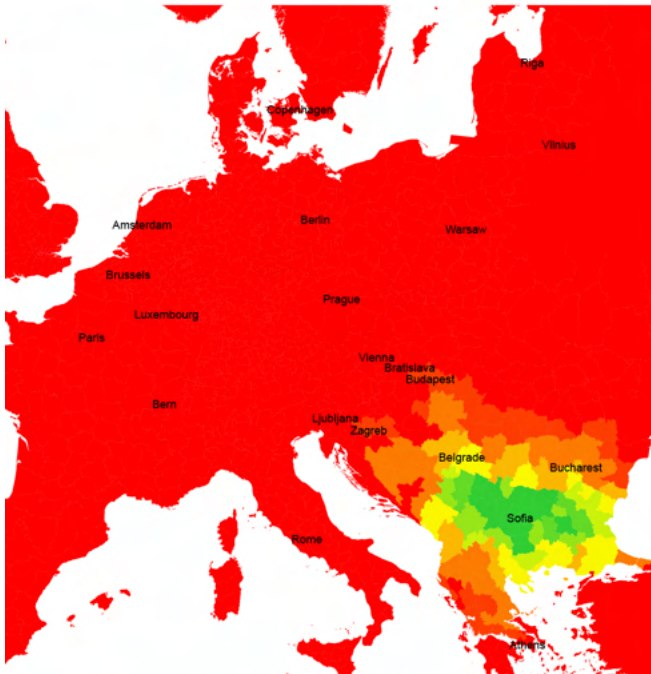
2050



Perceived travel time of Sofia

2019

2050

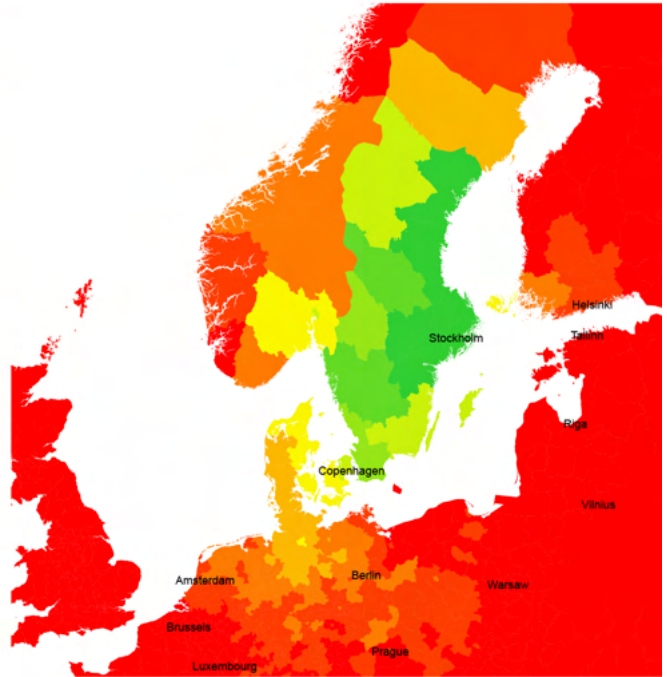
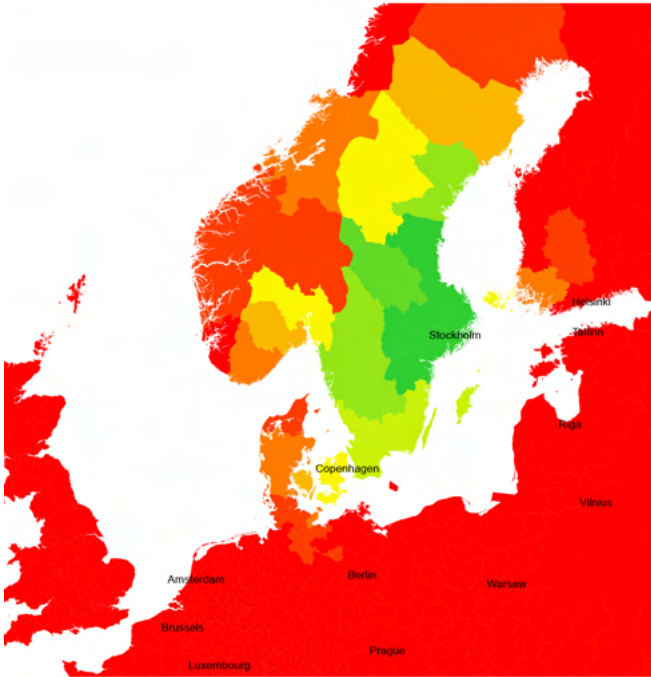


Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

Perceived travel time of Stockholm

2019

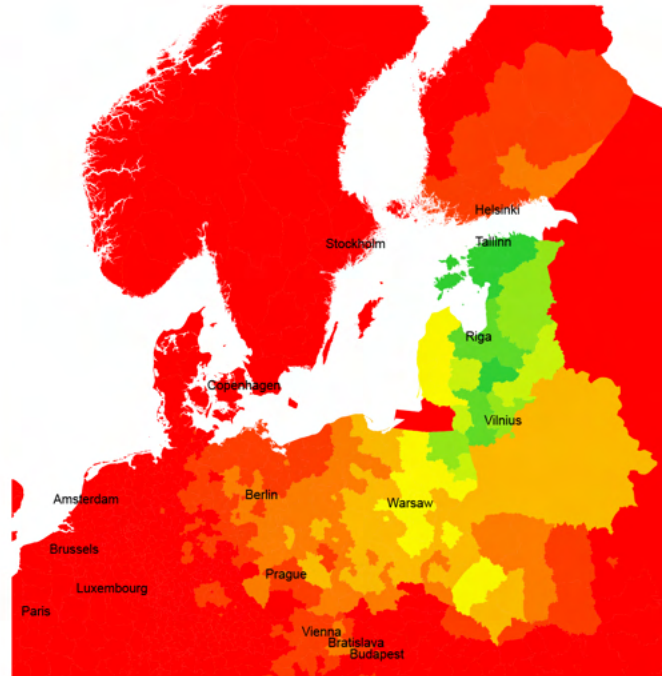
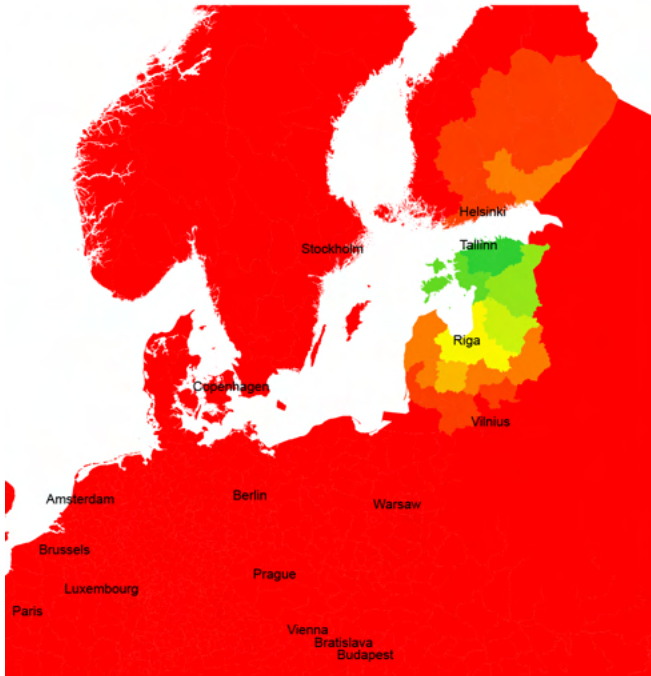
2050



Perceived travel time of Tallinn

2019

2050

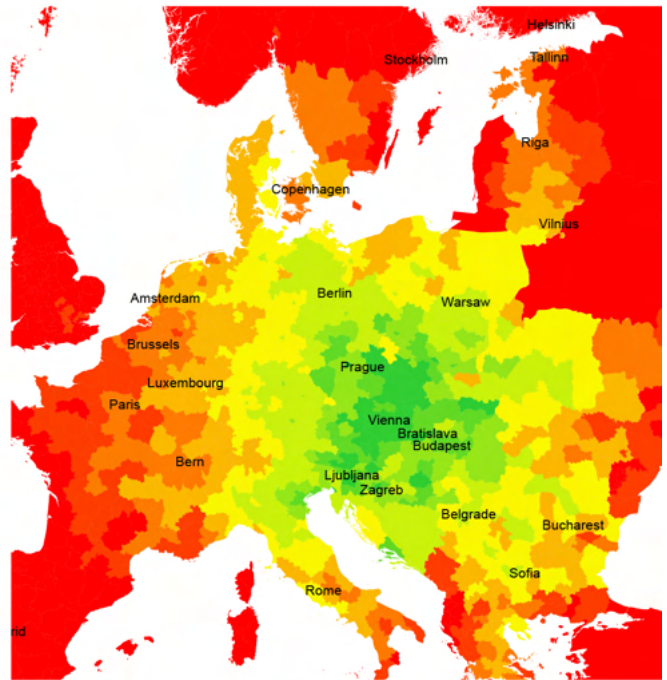
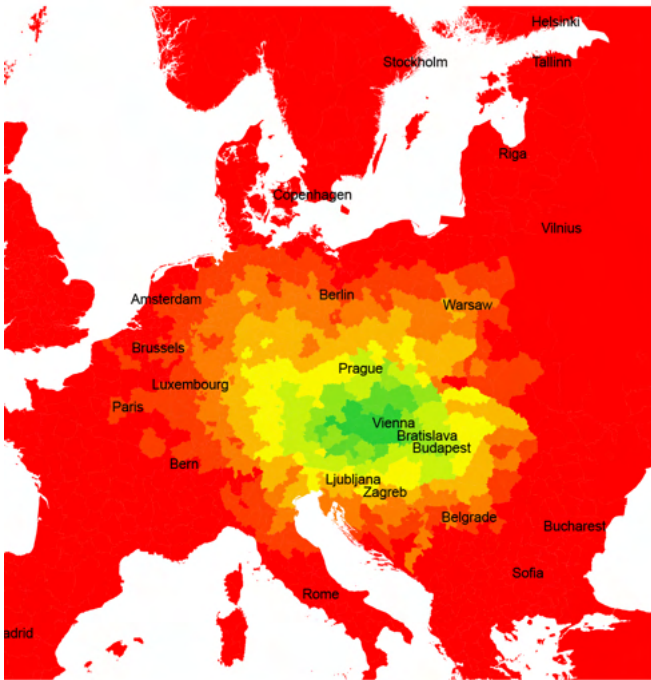


Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

Perceived travel time of Vienna

2019

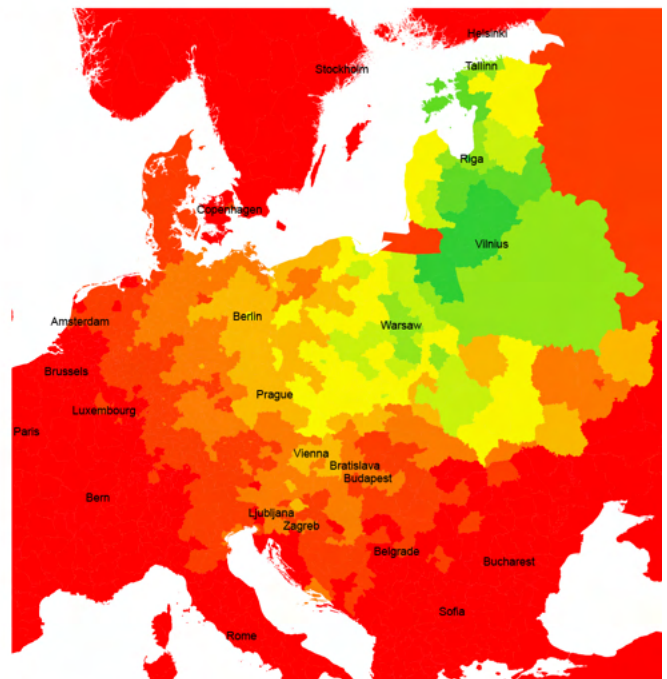
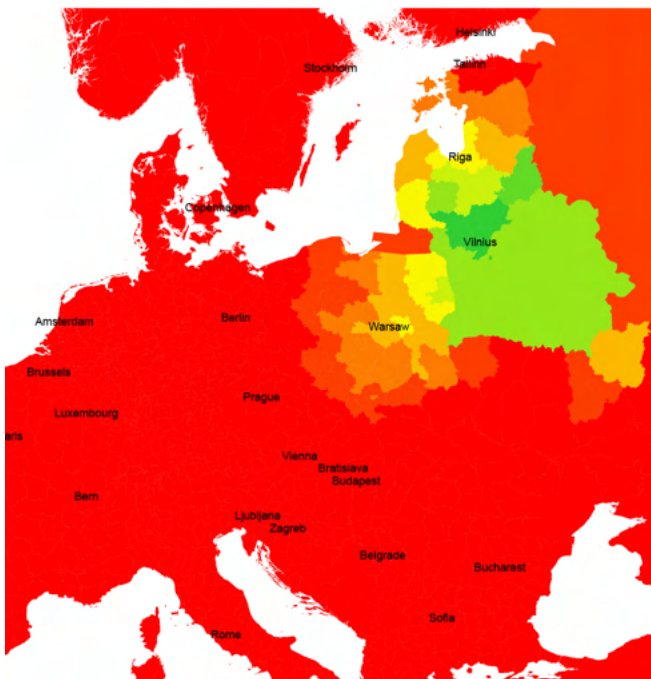
2050



Perceived travel time of Vilnius

2019

2050

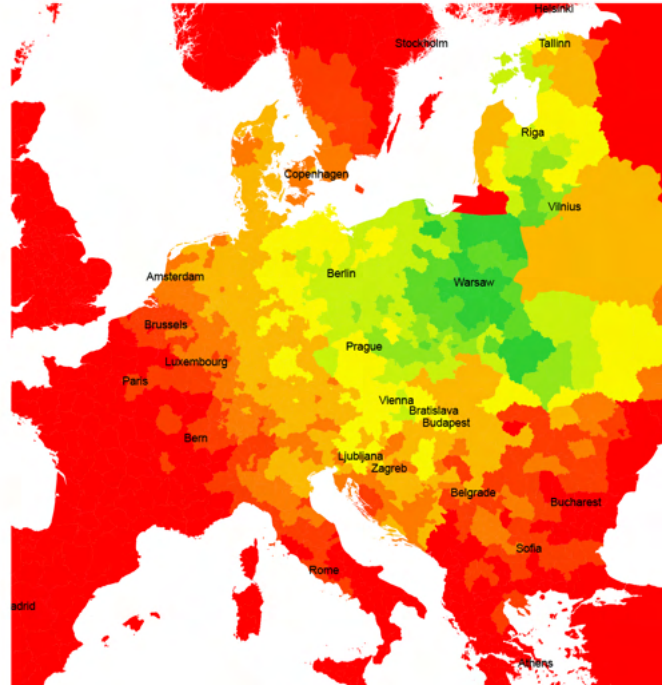
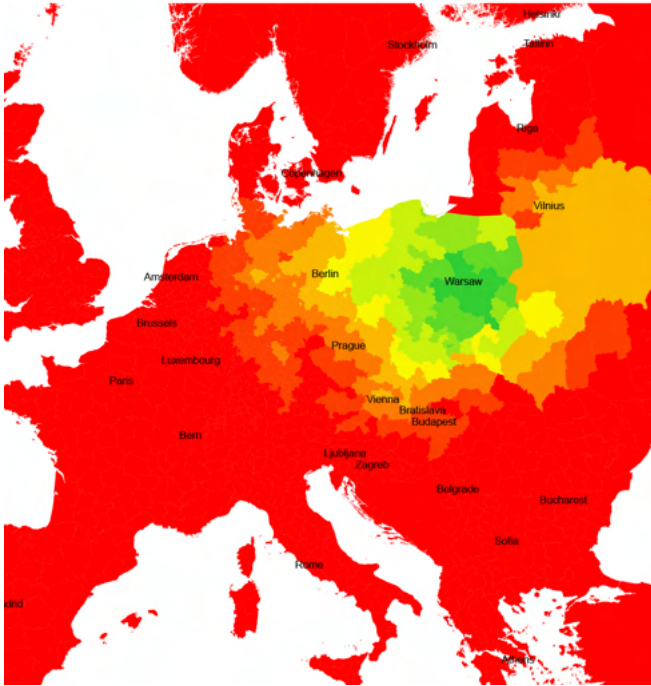


Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

**Perceived travel time of
Warsaw**

2019

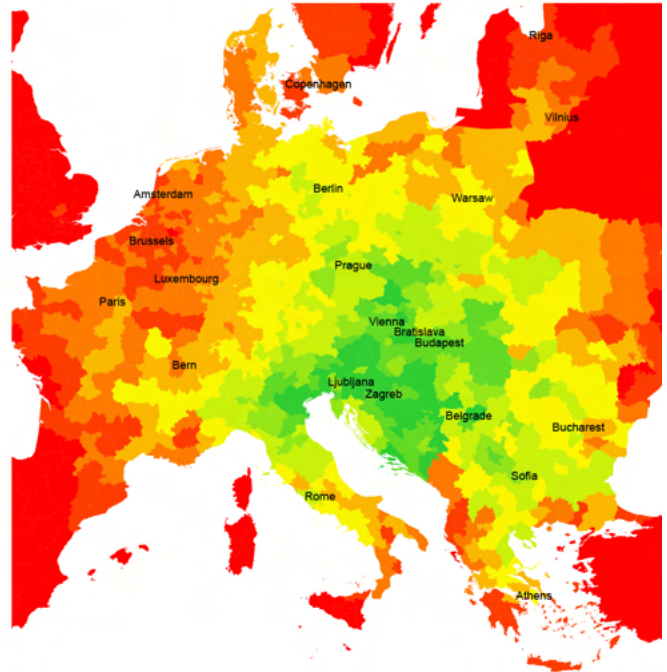
2050



**Perceived travel time of
Zagreb**

2019

2050



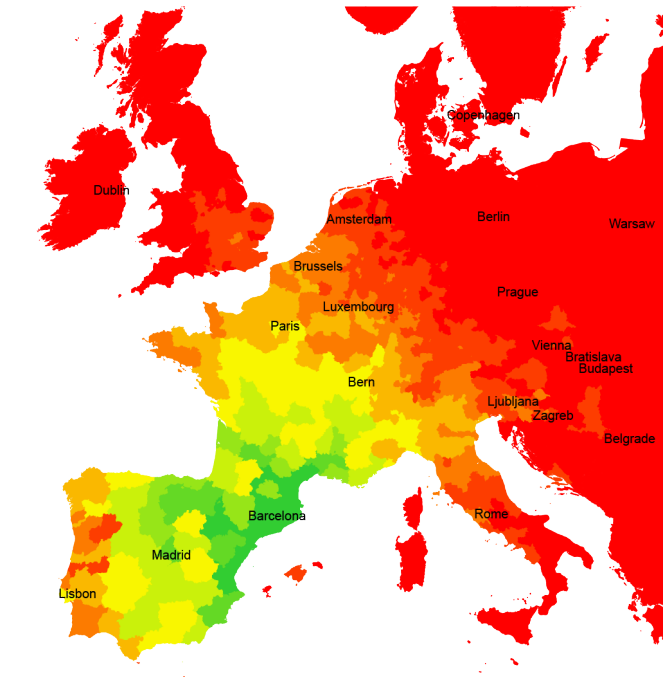
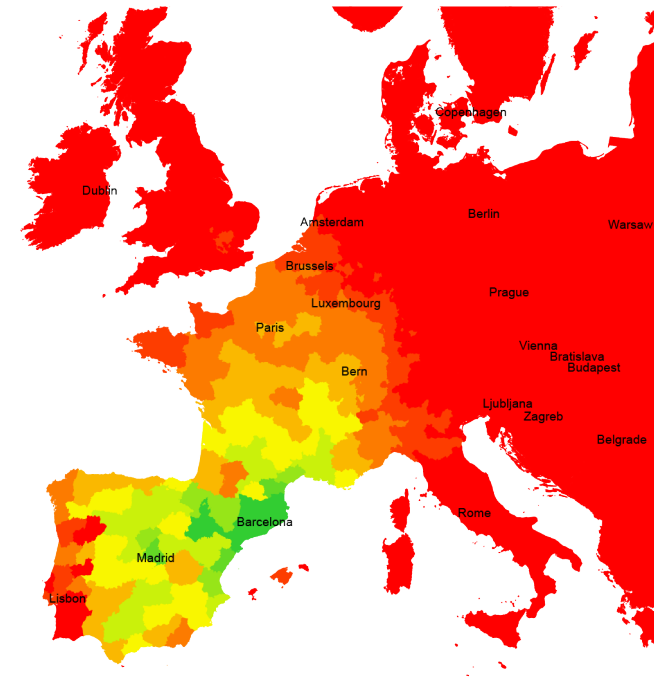
Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

Additional European cities

Perceived travel time of Barcelona

2019

2050



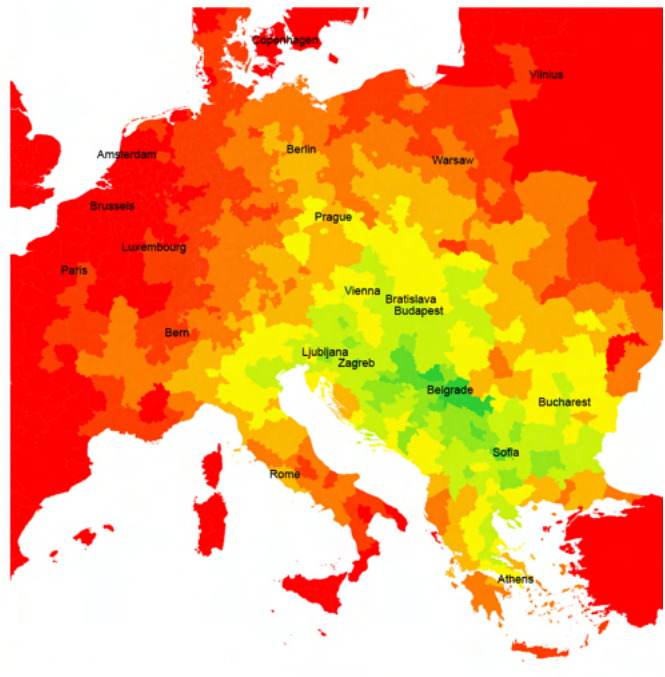
Perceived travel time
 low... medium... high travel time

Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

Perceived travel time of Belgrade

2019

2050



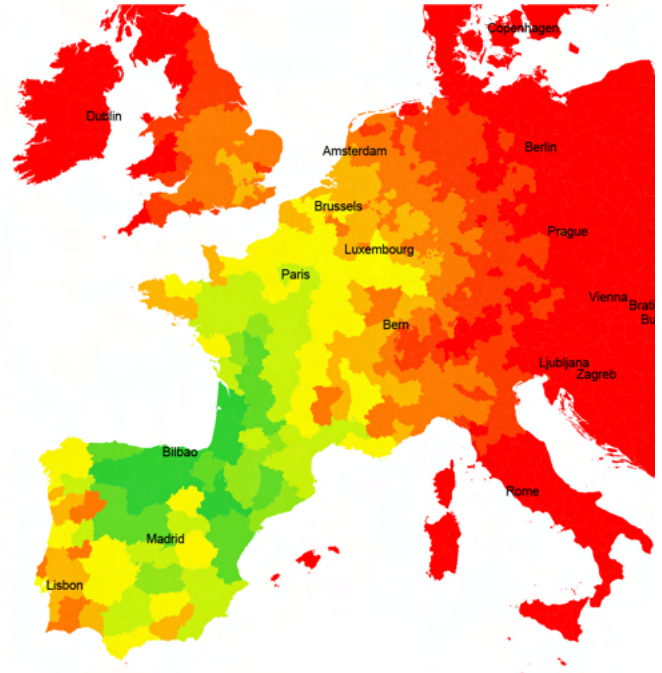
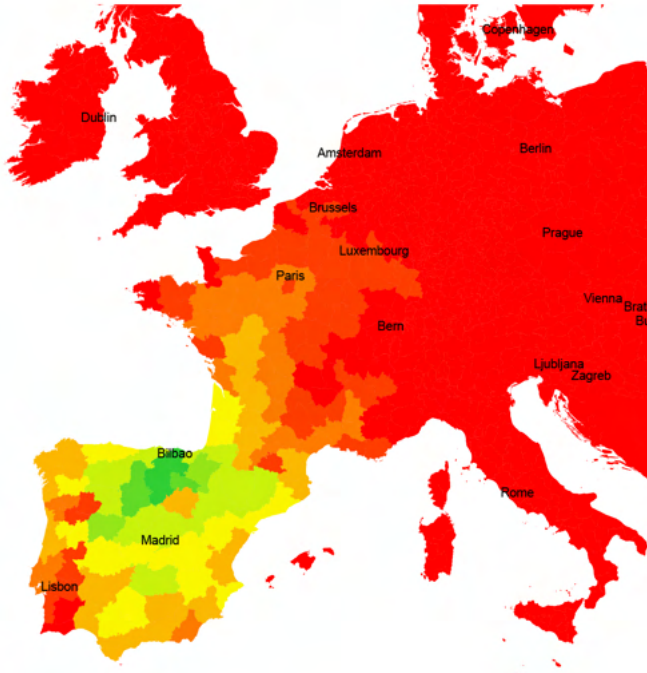
Perceived travel time
 low... medium... high travel time

Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

Perceived travel time of Bilbao

2019

2050



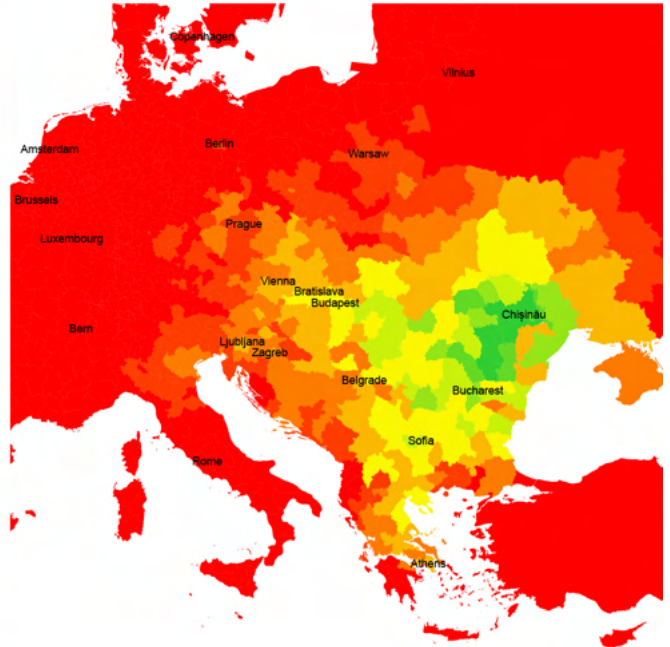
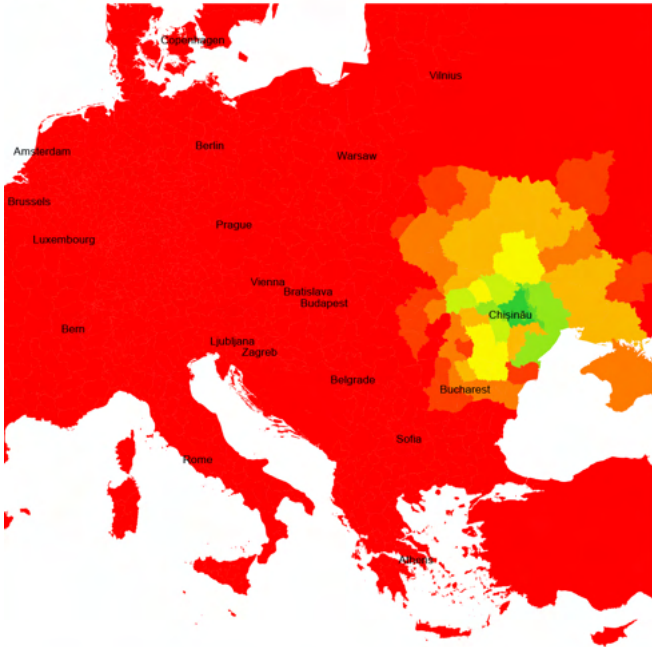
Perceived travel time
 low... medium... high travel time

Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

Perceived travel time of Chişinău

2019

2050



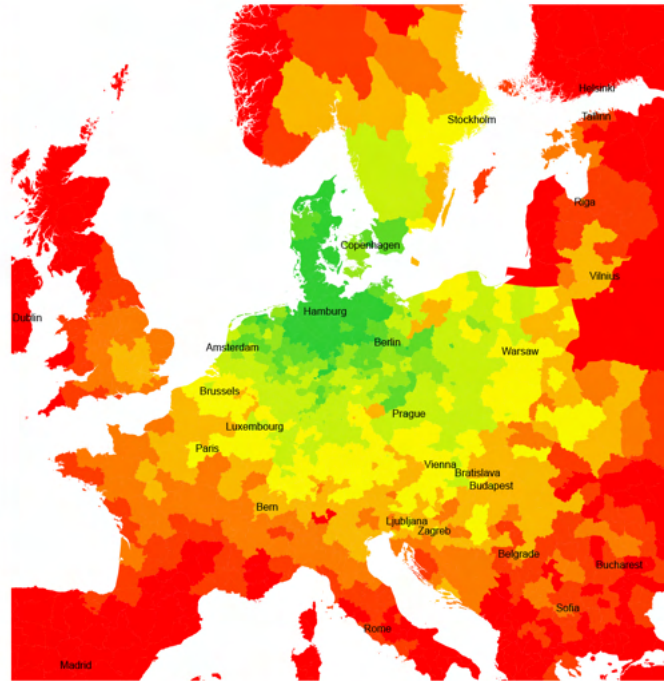
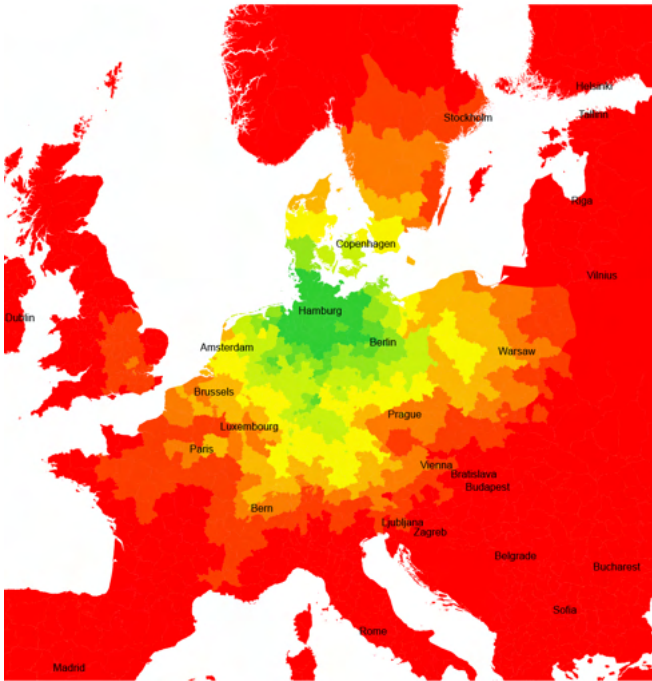
Perceived travel time
 low... medium... high travel time

Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

Perceived travel time of Hamburg

2019

2050



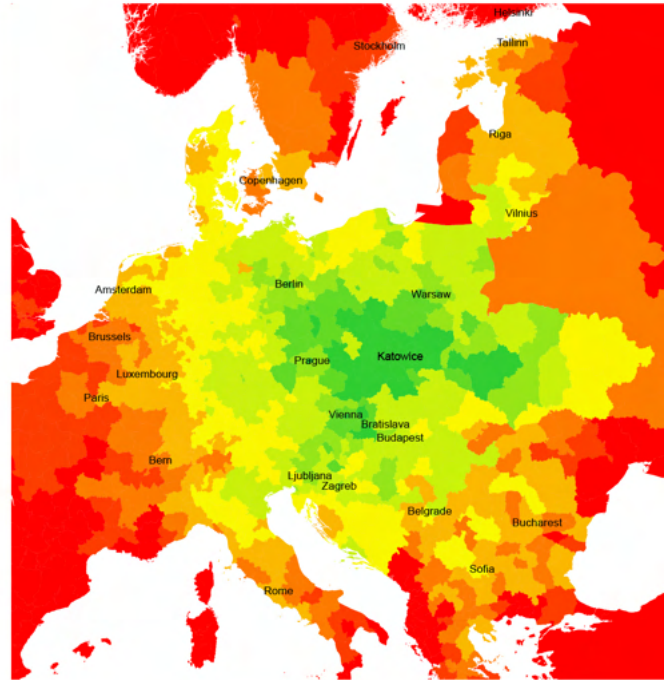
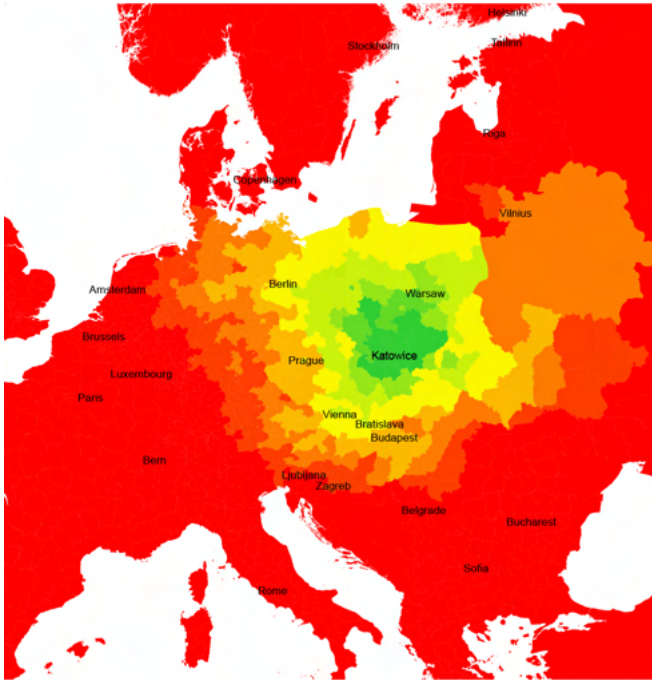
Perceived travel time
 low... medium... high travel time

Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

Perceived travel time of Katowice

2019

2050



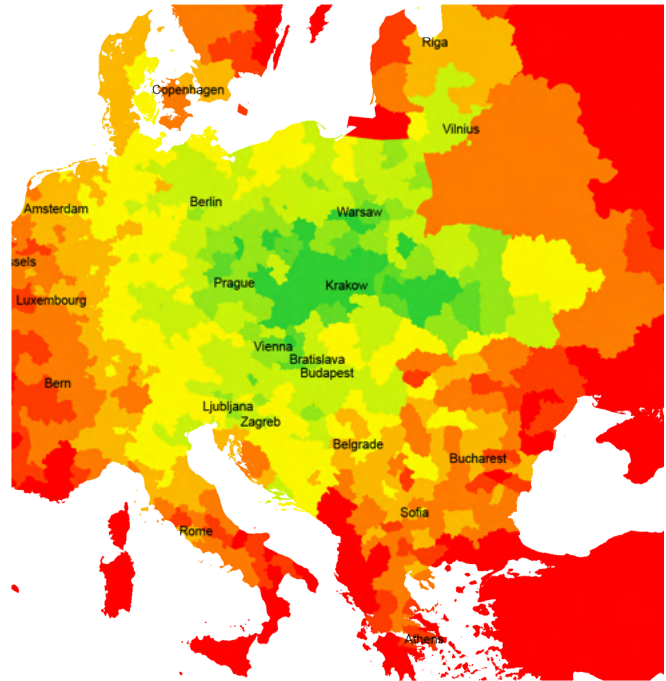
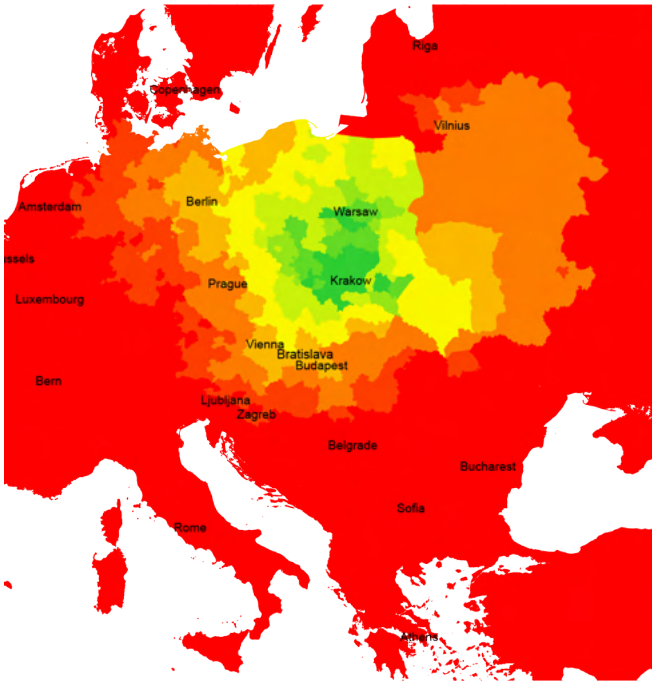
Perceived travel time
 low... medium... high travel time

Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

Perceived travel time of
Krakow

2019

2050



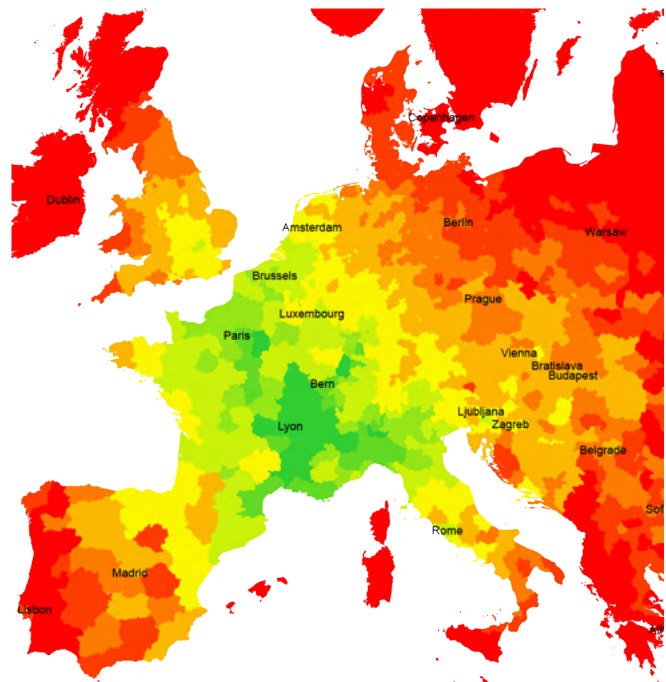
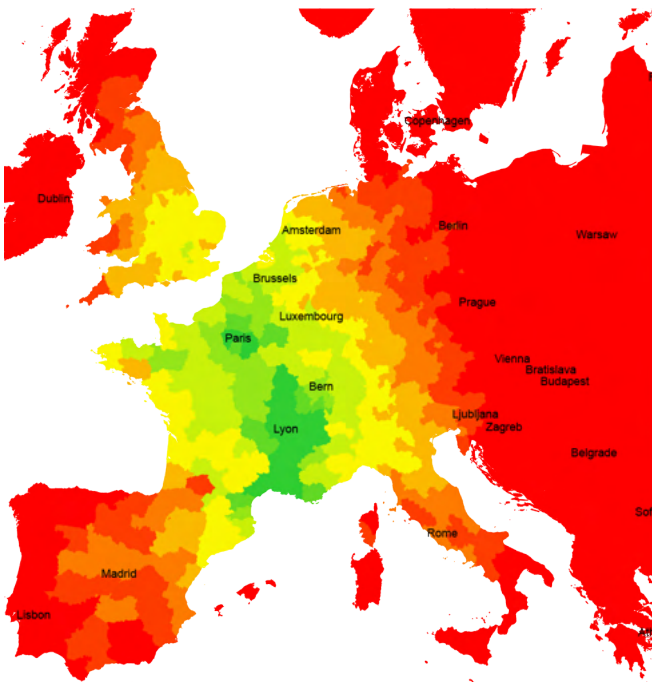
Perceived travel time
low... medium... high travel time

Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

Perceived travel time of
Lyon

2019

2050



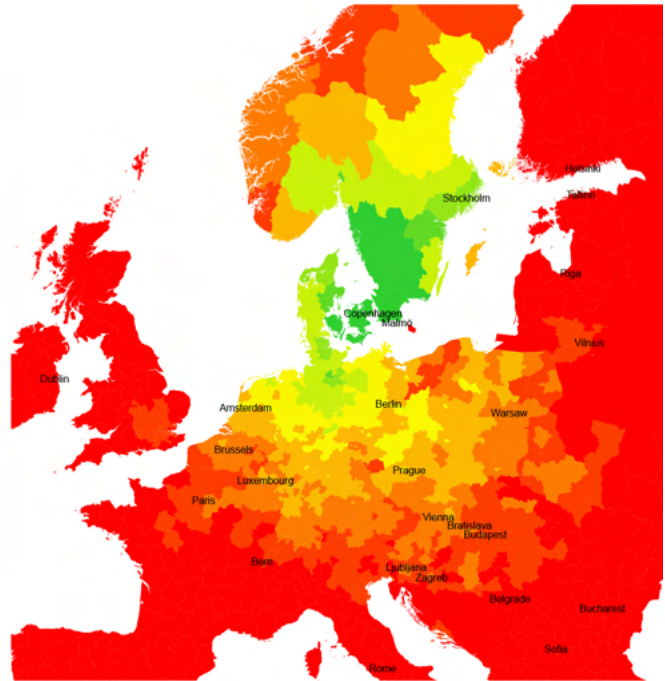
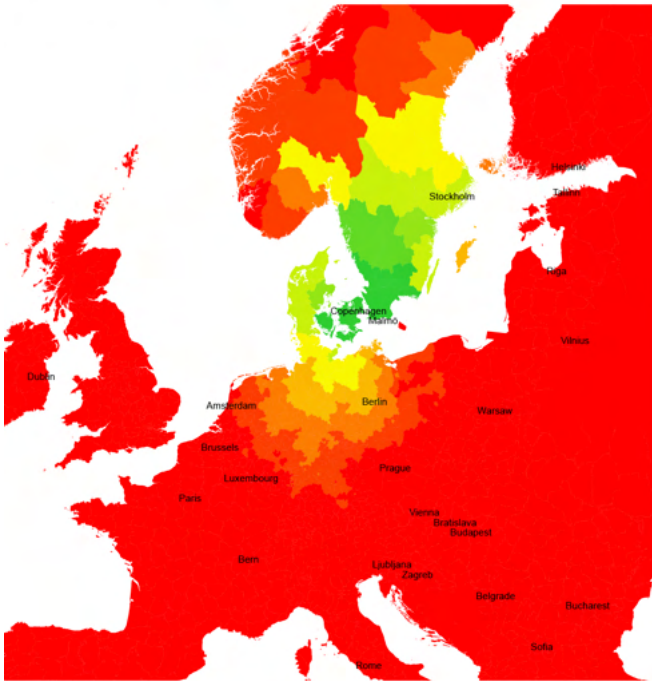
Perceived travel time
low... medium... high travel time

Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

Perceived travel time of Malmö

2019

2050



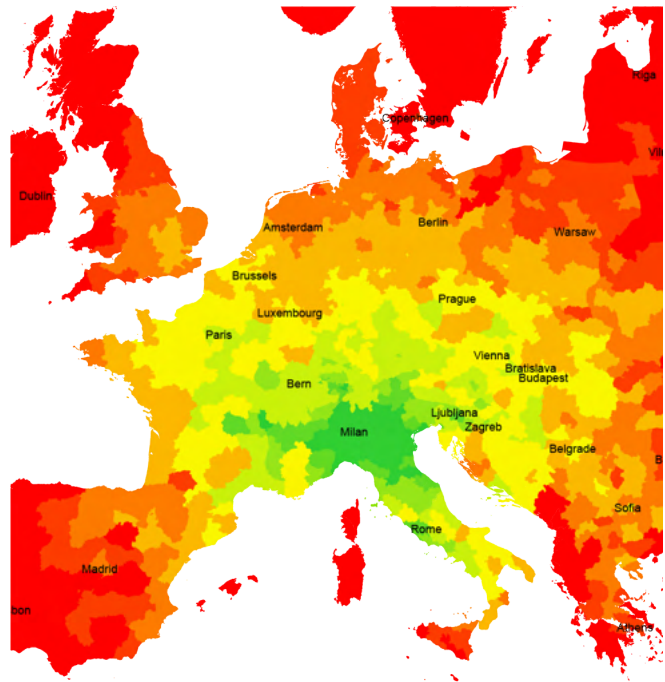
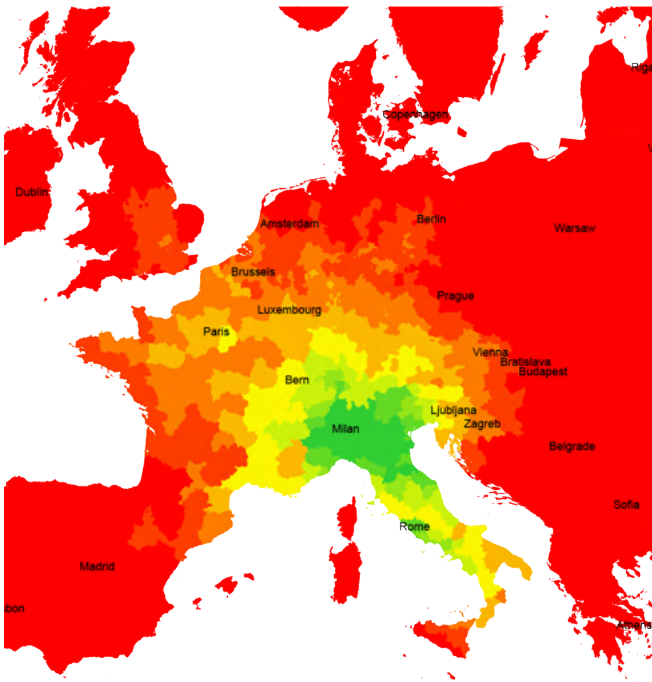
Perceived travel time
 low... medium... high travel time

Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

Perceived travel time of Milan

2019

2050



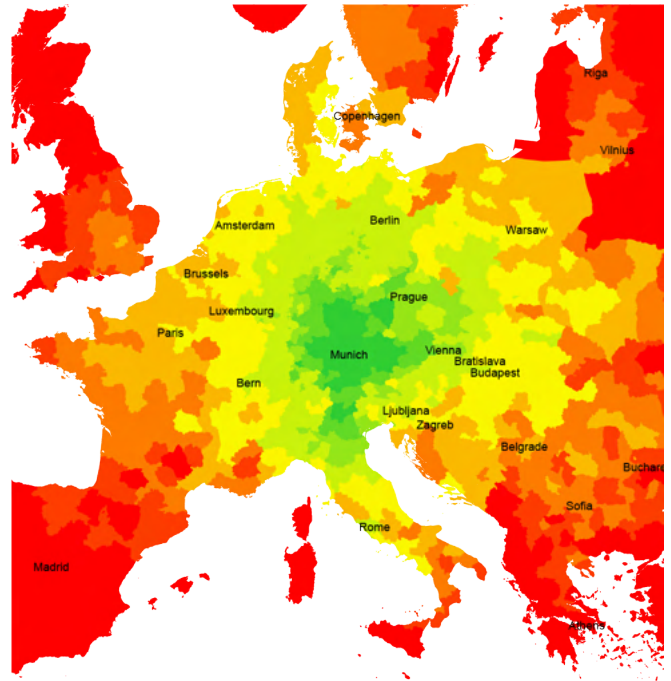
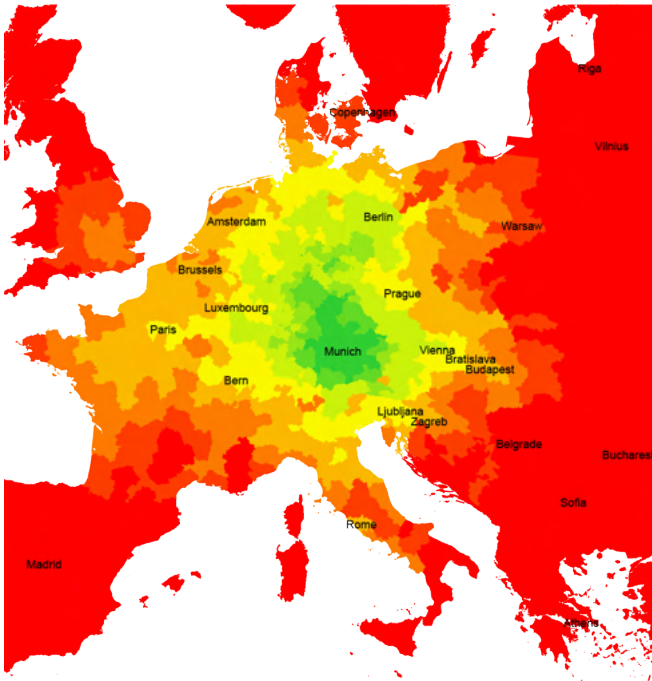
Perceived travel time
 low... medium... high travel time

Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

Perceived travel time of Munich

2019

2050



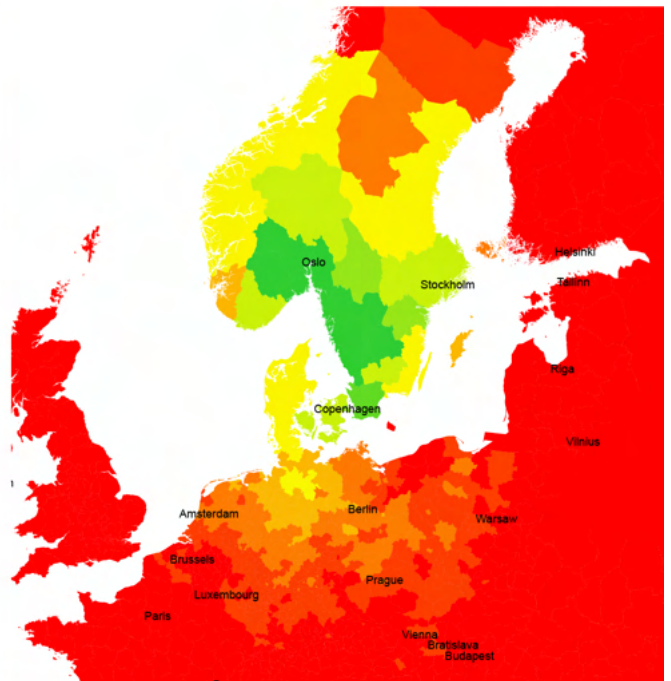
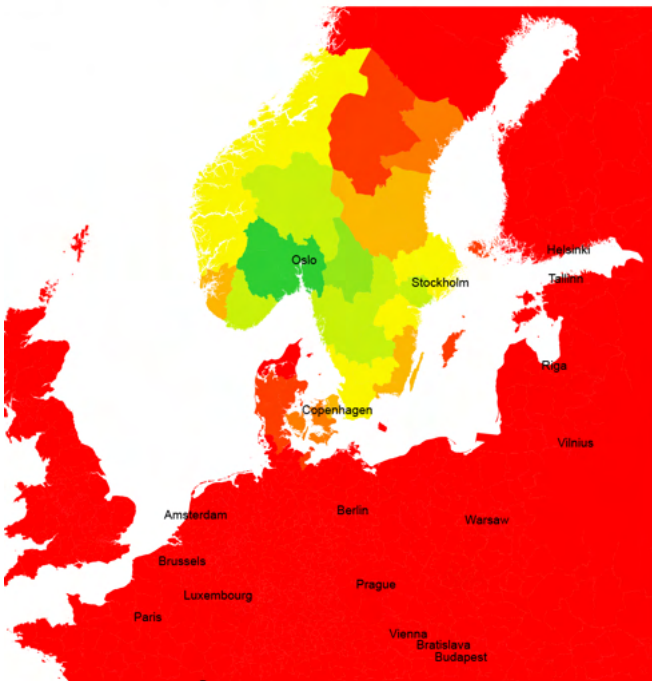
Perceived travel time
 low... medium... high travel time

Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

Perceived travel time of Oslo

2019

2050



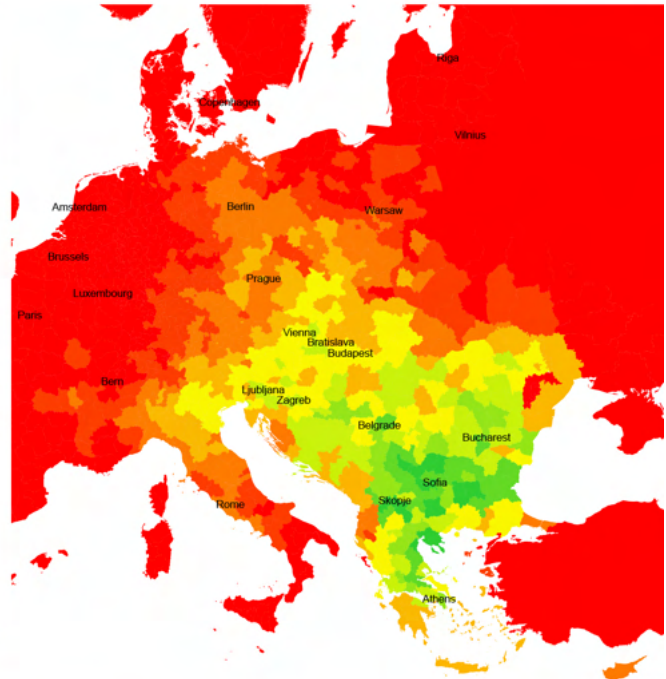
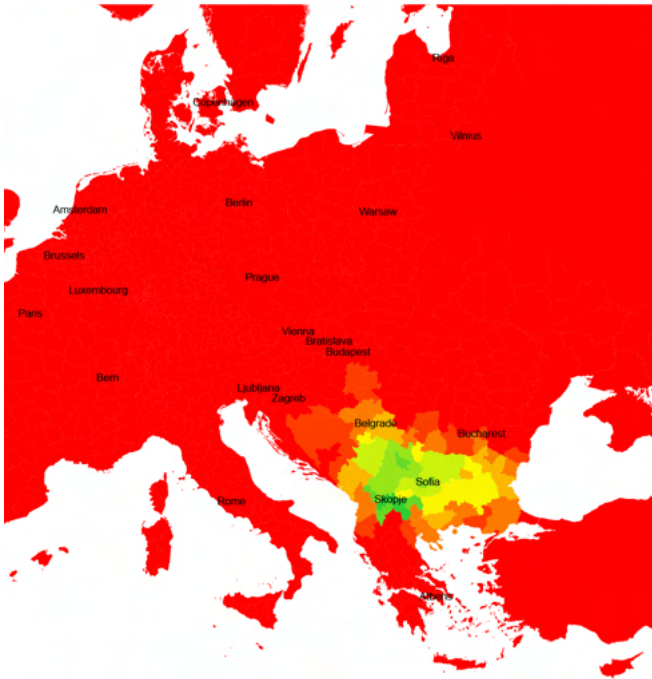
Perceived travel time
 low... medium... high travel time

Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

**Perceived travel time of
Skopje**

2019

2050



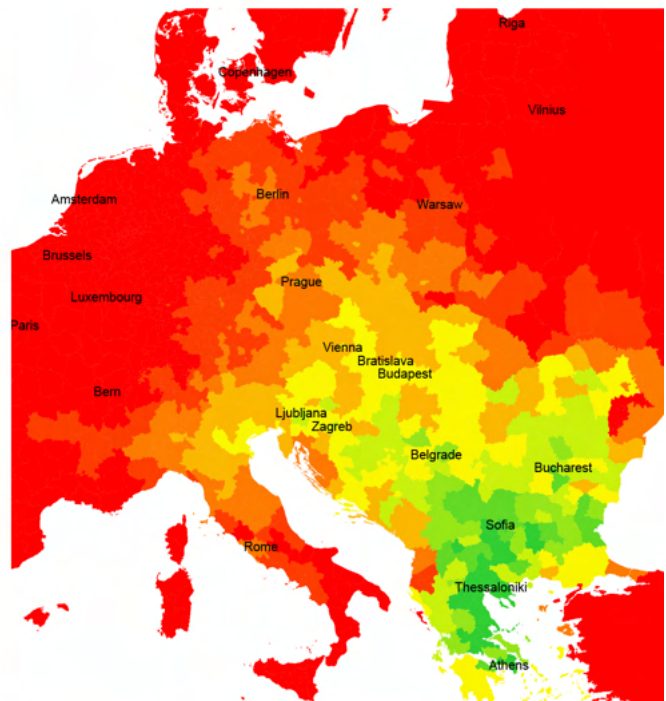
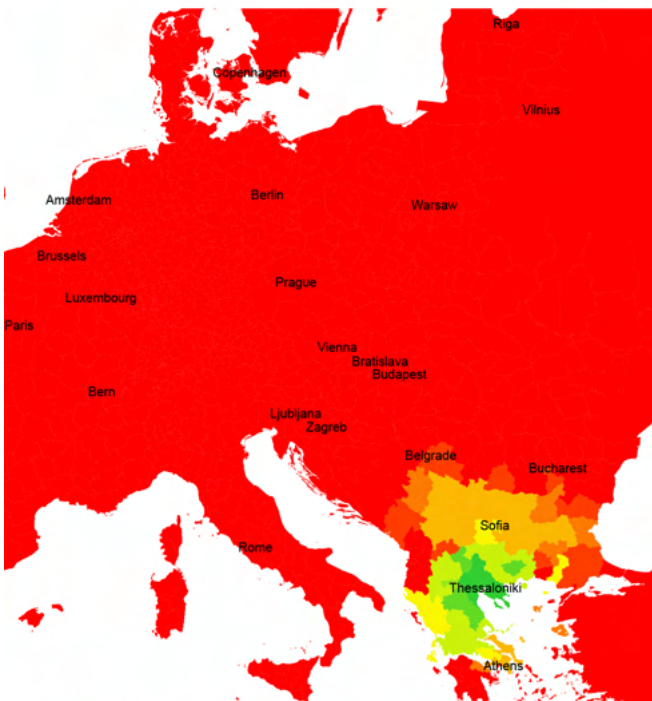
Perceived travel time
low... medium... high travel time

Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

**Perceived travel time of
Thessaloniki**

2019

2050



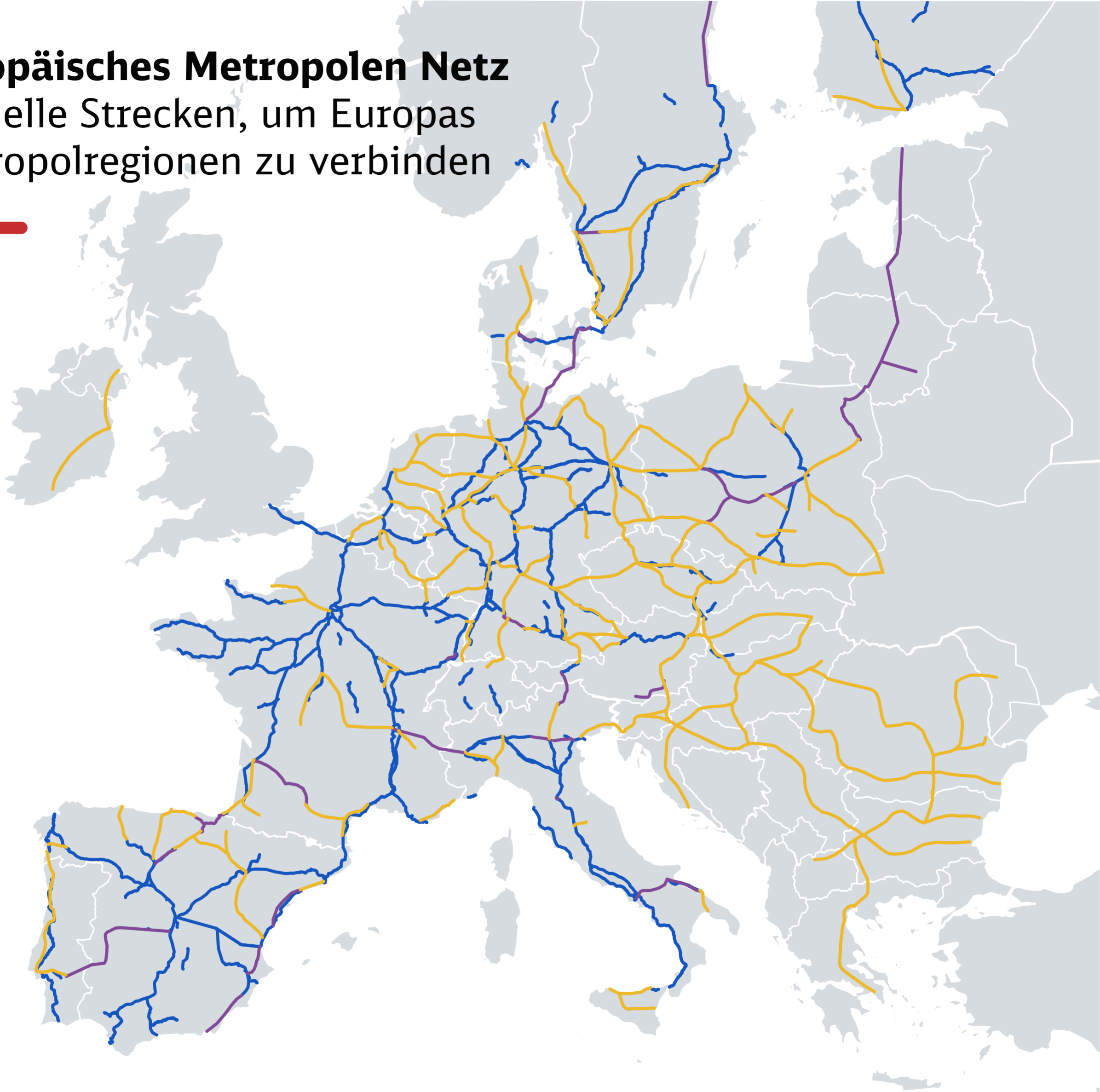
Perceived travel time
low... medium... high travel time


Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).




Europäisches Metropolen Netz

Schnelle Strecken, um Europas
Metropolregionen zu verbinden



 Heutige schnelle Strecken
*heutige Reisegeschwindigkeiten
>140 km/h*

 Neue schnelle Strecken bis 2030
*Entwurfsgeschwindigkeit Strecken bis 2030
wie geplant und 250km/h wenn unbekannt*

 Neue schnelle Strecken ab 2030
*Entwurfsgeschwindigkeit Strecken
ab 2030 300 km/h*

VERKEHR

Hochgeschwindigkeits-Strecke nach Kiel und Flensburg

HENNING BAETHGE/SHZ.DE

*08. Juli 2023 Kiel**Zuletzt aktualisiert um: 10:31 Uhr*

Soll Endpunkt einer Hochgeschwindigkeitsstrecke werden: Der Hauptbahnhof in Kiel

Foto: Frank Molter

Noch fährt die Bahn nur mit Tempo 160 durch Schleswig-Holstein – doch in Zukunft sollen die Züge nach Kiel und Flensburg doppelt so schnell werden: Die Deutsche Bahn will neue Hochgeschwindigkeitsstrecken bauen.

Es ist Zukunftsmusik – doch die Deutsche Bahn meint es Ernst: In den kommenden zweieinhalb Jahrzehnten will sie eine Hochgeschwindigkeitsstrecke von Hamburg nach Flensburg mit Abzweig nach Kiel bauen. Züge sollen auf der Trasse dann mit Tempo 300 durch Schleswig-Holstein rasen können. Das geht aus einer am Sonnabend veröffentlichten Studie der Bahn und weiterer Partnerunternehmen für ein europäisches „Metropolitan Network“ hervor.

Hochgeschwindigkeitsverkehr soll verdreifacht werden

Anlass und Ausgangspunkt der Studie ist der sogenannte „Green Deal“ der EU-Kommission, der für Klimaneutralität in Europa bis 2050 sorgen soll. Dazu soll der europäische

Hochgeschwindigkeitsverkehr mit Zügen bis 2030 verdoppelt und bis 2050 verdreifacht werden. Die neue Studie zeigt nun, wie ein solches High-Speed-Netz aussehen müsste.

Vor allem in Deutschland müsste es demnach deutlich mehr Schnellfahrstrecken geben. Daher schlägt die Bahn nicht nur den Ausbau durch Schleswig-Holstein vor, sondern bekräftigt unter anderem auch den umstrittenen Wunsch nach einer neuen High-Speed-Trasse von Hamburg nach Hannover. Der bereits beschlossene Ausbau der Strecke von Lübeck zum geplanten Fehmarnbelt-Tunnel ist in den Plänen ebenfalls enthalten.

In einer halben Stunde von Kiel nach Hamburg

Sollten die Pläne Wirklichkeit werden, könnte die Reisezeit zwischen Kiel und Hamburg von gut einer Stunde auf eine halbe sinken – und zwischen Flensburg und Hamburg von fast zwei Stunden auf weniger als eine. Voraussetzung für schnelles Reisen ab Flensburg wäre allerdings, dass die Fernzüge der Bahn dort auch auf ihrem Weg zwischen Hamburg und Dänemark halten und nicht wie jetzt einfach durchfahren.

„Eine Verdreifachung des Hochgeschwindigkeitsverkehrs in Europa ist möglich“, resümiert der Personenverkehrsvorstand der Bahn, Michael Peterson. Wenn die Infrastruktur dafür erstmal stehe, würden „Millionen Menschen auf dem Kontinent von attraktiven Verbindungen und kürzeren Reisezeiten profitieren“,

60 Prozent erhalten Zugang zu schnellen Zügen

Im Kern sieht das Konzept der Bahn und ihrer europäischen Mitstreiter vor, dass alle großen Städte Europas und die 230 Metropolregionen mit mehr als 250.000 Einwohnern mindestens im Stundentakt an den Hochgeschwindigkeitsverkehr angebunden werden. Damit hätten rund 60 Prozent der Menschen in Europa Zugang zu schnellen Zügen.

Um das möglich zu machen, müssten laut Studie 21.000 Kilometer Schienennetz in Europa neu- oder ausgebaut werden. Die Länge der Hochgeschwindigkeitsstrecken würde sich bis 2050 von heute insgesamt rund 11.300 Kilometern auf 32.000 Kilometer fast verdreifachen. In Deutschland gibt es heute gut 1600 Kilometer Strecken, auf denen Züge mit Tempo 230 oder schneller fahren können. Künftig wären es dann rund 6000 Kilometer.

Bahn räumt ein, dass der Ausbau sehr teuer würde

Die Bahn und ihre Partner geben aber auch zu bedenken, dass der geplante Ausbau sehr teuer würde. „Soll der Green Deal gelingen, müssen die EU und die Mitgliedsländer erhebliche zusätzliche Investitionen in die Hand nehmen und europaweit in den Netzausbau stecken“, erklärt die Bahn. Die derzeit in Planung oder im Bau befindlichen Schnellfahrprojekte würden nicht mal genügen, um die geplante Verdopplung des Hochgeschwindigkeitsverkehrs bis

2030 zu erreichen. Einen konkreten Betrag für die insgesamt nötigen Investitionen nennt das Unternehmen aber nicht.

MOBILITÄT

Keine Bewegung bei Nachtzug-Halt in Schleswig-Holstein



GERRIT HENCKE

Journalist

10. Juli 2023 Apenrade

Zuletzt aktualisiert um: 20:30 Uhr



Bekommt der Nachtzug einen Halt in Schleswig-Holstein?

Foto: Trainspotter
LGs/Flickr/CC BY-ND 2.0

Schleswig-Holstein wünscht sich einen oder mehrere Halte des schwedischen Nachtzugs von Stockholm nach Hamburg. Mit einer Anschubfinanzierung sowie einem kostenlosen Shuttle zum Nachtzug will das Land einen Halt attraktiv machen. Doch bis heute ist in die Angelegenheit wenig Bewegung gekommen.

Es ist weiterhin unklar, ob der Nachtzug „SJ Euronight“ der schwedischen Staatsbahnen zwischen Stockholm und Hamburg in Zukunft einen Halt in Schleswig-Holstein bekommt. Nach dem Landtagsbeschluss im Frühjahr, die Landesregierung solle sich für Halte in Schleswig-Holstein einsetzen, wurde Ende April ein Brief an SJ mit dem Wunsch eines Haltepunkts verschickt. **Seither ist wenig passiert.** Auf Anfrage des „Nordschleswigers“ teilte

das Verkehrsunternehmen Nah.SH am Montag mit, dass es in der Sache keinen neuen Stand gibt.

Der Nachtzug Stockholm-Hamburg

Mit dem „SJ Euronight“ können Reisende seit Herbst vergangenen Jahres täglich ab 21.19 Uhr aus Altona oder vom Hauptbahnhof bis in die schwedische Hauptstadt fahren, wo der Zug um 9.55 Uhr in die Central Station rollt. Aus Stockholm geht es anschließend um 17.34 Uhr zurück in Richtung Hamburg, wo Reisende um 6.37 Uhr ausgeschlafen aussteigen können. Zwölfeinhalb Stunden dauert die Fahrt. Zuletzt war dies vor 28 Jahren möglich.

Das Problem für Interessierte aus dem Grenzland: Der Zug hält weder in Schleswig-Holstein noch im Grenzland, obwohl er über Flensburg nach Dänemark fährt. Einzige Haltepunkte in Dänemark sind Odense und Kopenhagen. Wobei Passkontrollen nach Angaben der schwedischen Staatsbahnen mehrmals während der Reise stattfinden können, auch nachts.

In dem Schreiben an SJ betonte Wirtschaftsminister Claus Ruhe Madsen die positive Entwicklung im Nachtzugverkehr in Deutschland sowie die Forderung von Politik und Bahnreisenden nach einem Ausbau des europäischen Netzes. An SJ-Chefin Monica Lingegård gerichtet schrieb Madsen: „Ich würde es daher sehr begrüßen, wenn in der nächsten Fahrplanperiode der Nachtzug auch in Schleswig-Holstein (z. B. in Flensburg und Neumünster) halten würde. Bitte setzen auch Sie sich hierfür ein!“ Schleswig-Holstein sei sowohl als Zielregion für den Nachtzug als auch für Einheimische hochinteressant.

Anschubfinanzierung und kostenloser Shuttle?

Die Nahverkehrsgesellschaft Nah.SH soll mit ihrem Kooperationspartner RDC (Railroad Development Corporation), der unter anderem den blauen Autozug nach Sylt betreibt, prüfen, welche finanzielle Unterstützung möglich wäre, um einen Halt im Land zu realisieren. RDC ist der Hauptpartner der schwedischen Staatsbahn und ist für Personal, Wagen und Zugbetrieb in Schleswig-Holstein zuständig.

Weil ein einzelner Halt – etwa in Neumünster oder Flensburg – relativ teuer ist, ist etwa eine Anschubfinanzierung im Gespräch. Nach „Nordschleswiger“-Informationen kostet ein einzelner Zughalt in Neumünster etwa 80 Euro, in Flensburg liegt der Preis etwas darunter. Auch wird im Wirtschaftsministerium darüber nachgedacht, dass Menschen mit einem Ticket für den Nachtzug die Bahn in Schleswig-Holstein bis zum möglichen Haltepunkt des „SJ EuroNight“ kostenlos nutzen können – als Shuttle sozusagen.

Prüfungen bisher ohne Ergebnisse

„Schleswig-Holstein ist sowohl als Zielregion als auch als Quellmarkt für Nachtzugverkehre interessant. Vor diesem Hintergrund werden für die Nachtzugverbindung des SJ Euronight zwischen Schweden und Deutschland Halte in Schleswig-Holstein gefordert“, sagte RDC-

Sprecherin Anita Hallmann auf Nachfrage im April. Das Wirtschaftsministerium hat entsprechende Wünsche formuliert, doch offenbar bislang ohne Ergebnisse.

Dan Olofsson, Abteilungsleiter bei SJ, teilte dem „Nordschleswiger“ Anfang März mit, dass das Unternehmen künftig gerne ein oder zwei Stopps in Schleswig-Holstein anbieten würde. Er nannte keine Bahnhöfe, bestätigte jedoch, dass Rendsburg und Neumünster unter den Optionen seien. Damals sage er, eine Entscheidung werde im April fallen. Inzwischen ist es Juli. Frühere Anfragen des „Nordschleswigers“ zum aktuellen Stand aus dem April und Mai an SJ blieben unbeantwortet.