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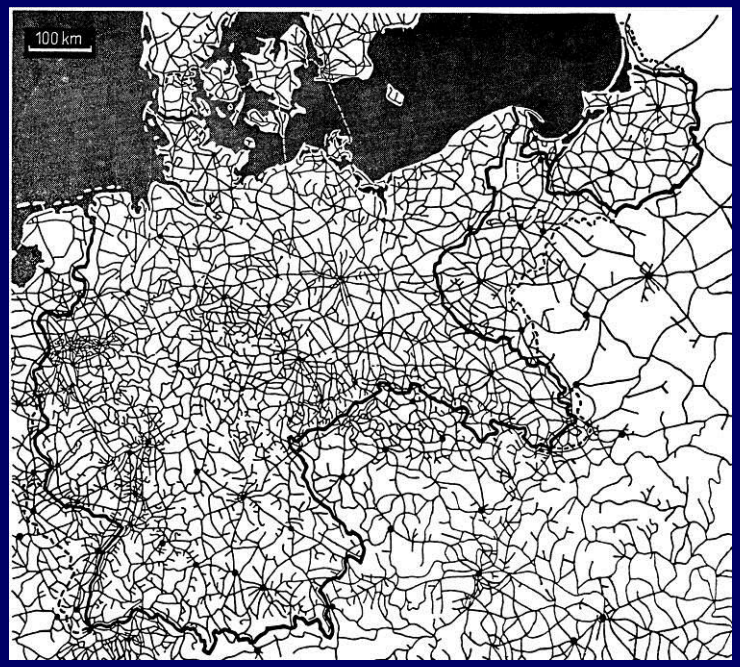
Missing Links- any progress?

Meeting of transport experts in the European Parliament

28th of September 2017

Missing Links – the historical background



- The central european railway network in the „golden twenties“:
  - very dense
  - many regional connections cross border
  - no concentration on corridors
  - basis for rather all passenger and fright transport

In that time

- railway systems
  - had a maximum of capacity and market share
  - borders meant little since steam trains could easily cross them
  - many international far distance train connections cross Europe
  - many regional cross border train connections

on local and regional level tram and suburban tram and bus-systems worked as feeder systems

- **tram and bus-Services feeded the main stations**
- were prent in most towns with more than 40.000 inhabitants
- operated on the local and regional level
- had many stops

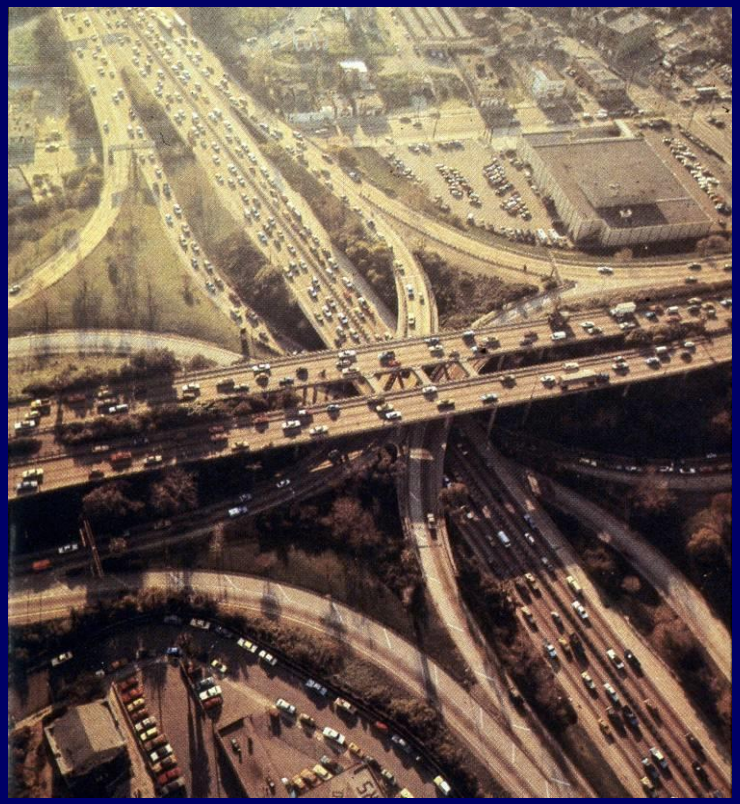
After world war II railways saved millions of lives

- though many trains, rails, bridges and trams were destroyed,
- trains and trams operated
- were overcrowded
- **saved lives of refugees and people suffering from hunger**

The Trans European Express (TEE) brought a revival of Eeuropean railway networks, but

- operating only on few corridors
- only 1st class trains
- as a diesel-train able to cross borders easily
- But…..Europe missed the chance to combine this idea with descentralized approach and regional and local cross border railway connections

The railway age comes to its end, the car mania starts with thousands of motorway projects all over Europe

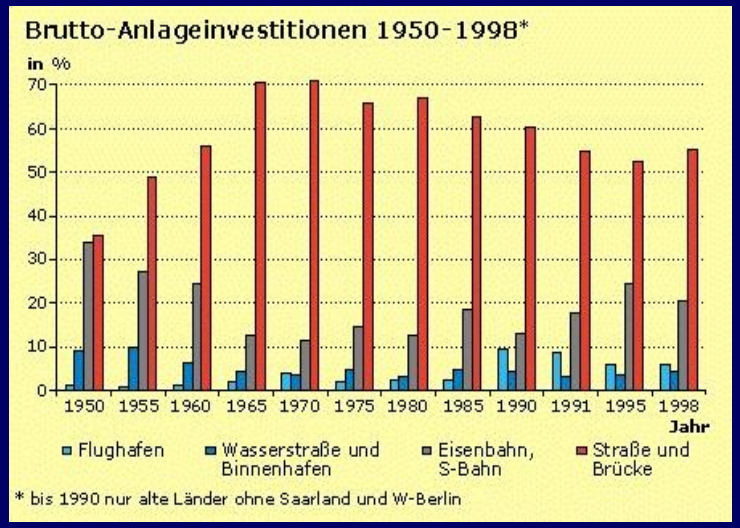


- many railway networks and stations are closed
- many tram systems are closed
- much too less modernization of rail infrastructure
- priority for car system investments (streets and parking) and funding and taxation privileges for car users
- the result: congestion everywhere

Congestion is a result of missing railway infrastructure

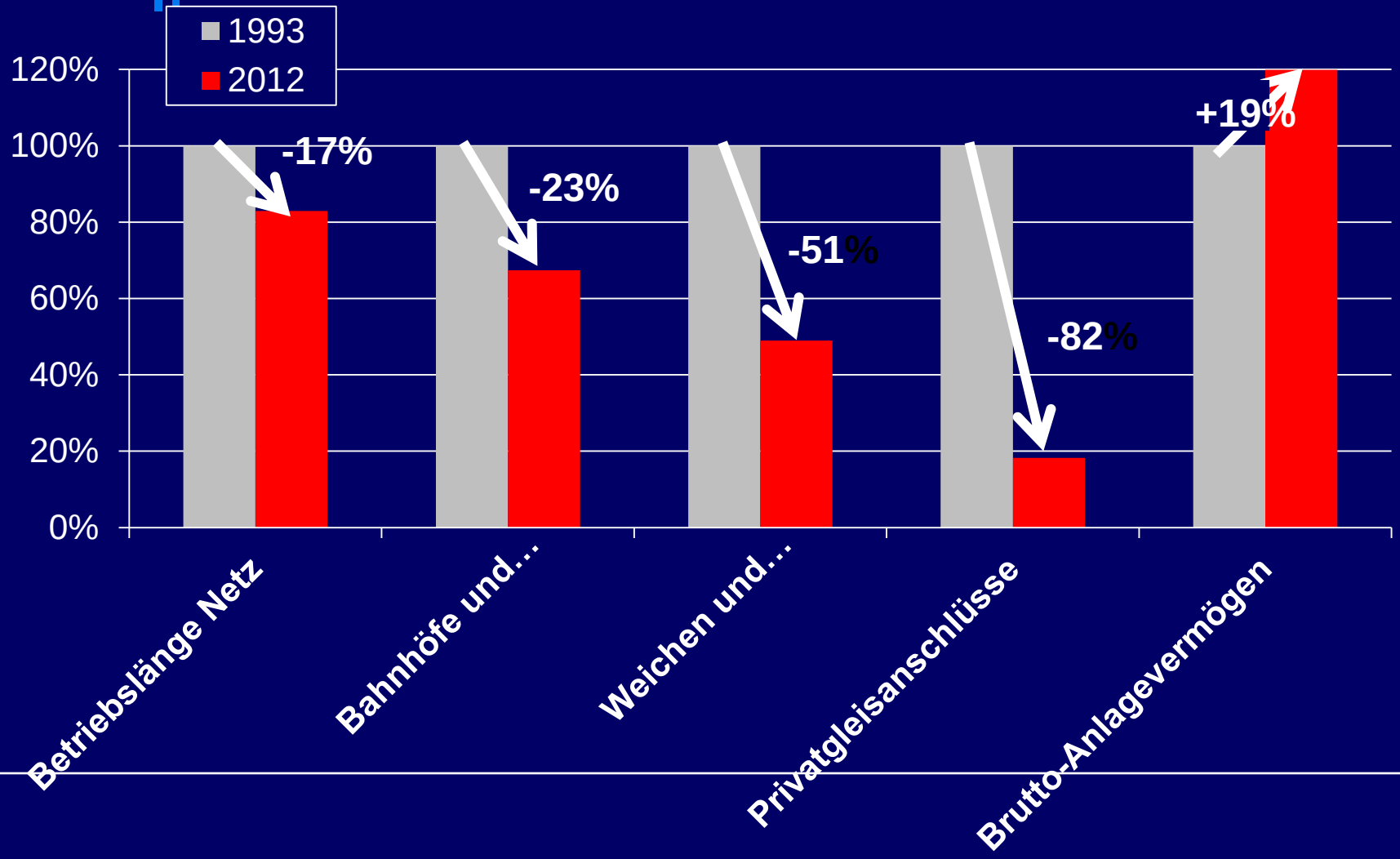
- wherever congestion is relevant, the railway systems need massive expansion of capacity and network density
- in a globalized world, where trucks and cars easily cross European borders, the railway systems need a much higher interorperability and many more conncetions
- most passenger an fright transport connects the local and regional scale (80% of all cross border mobilty is regional)
- so regional networks need to be revitalized, expanded, modernized and to bo linked much better cross border and cross systems hierachy

The gap between high priority car investment and low priority rail investment grows



- German federal infrastructure investment prefers the car and neglects the rail
- If you add the investment of Regions and local authorities and include parkig investment, the gap becomes even much bigger

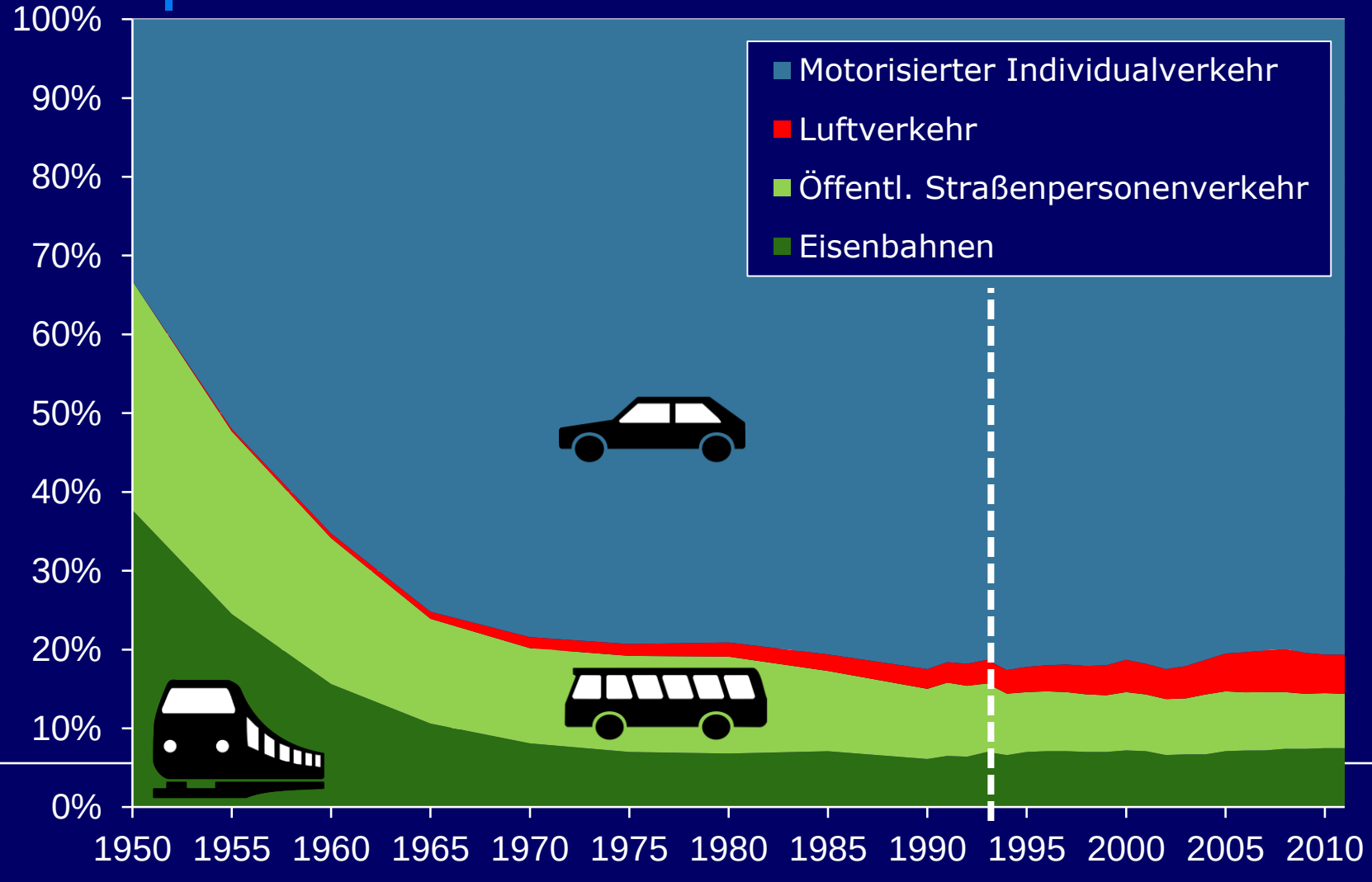
Even in recent times German rail cuts off infrastructure though high investment goes into TEN-projects



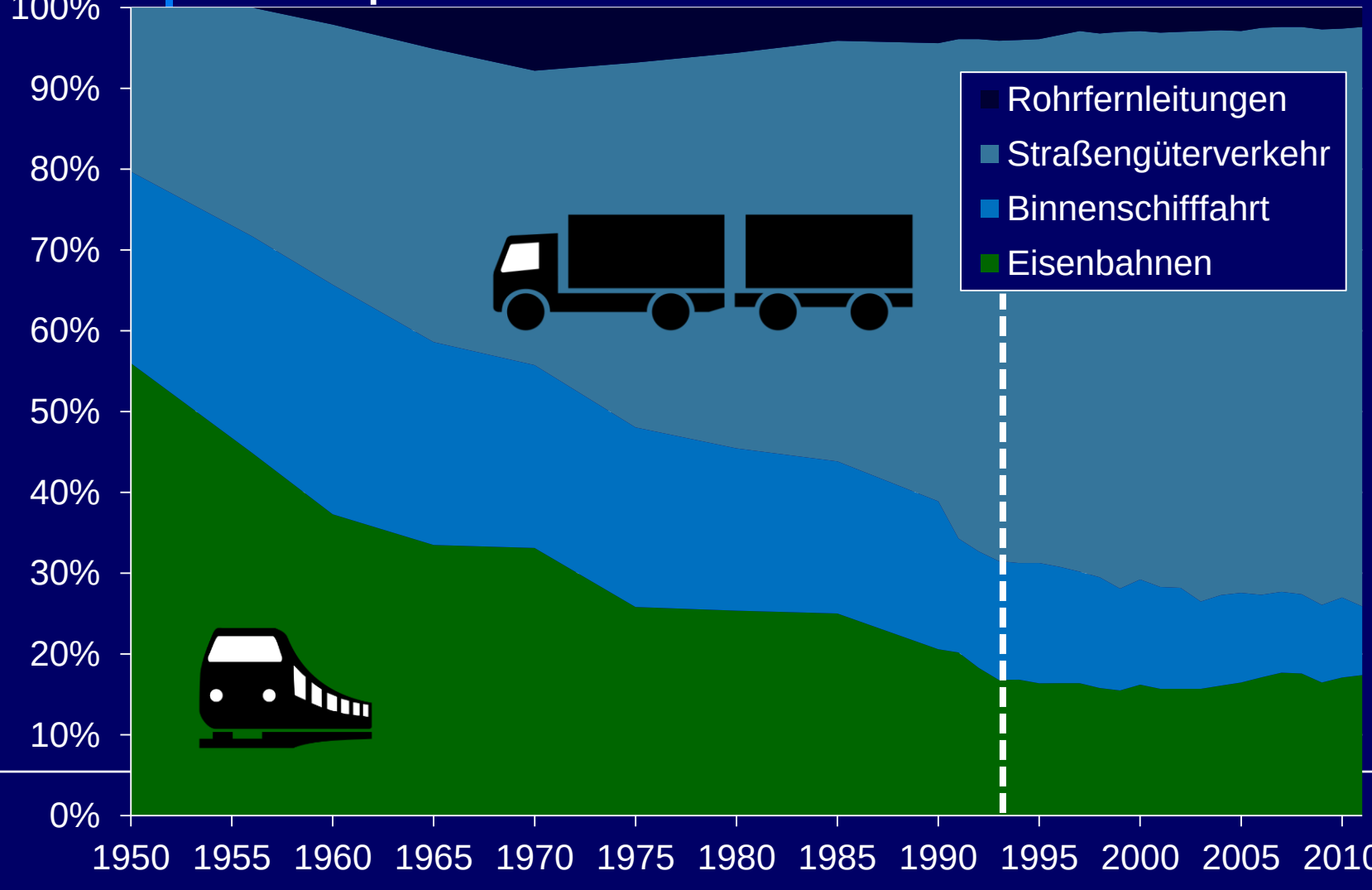
Monopoly of investment (due to most European countries)

- most investment is concentrated on TEN corridors
- highest priority for high speed projects (ICE/TGV)
- highest priority for few big city stations like S 21 in Stuttgart
- exit from interregional train systems (IR) which are most relevant according to mobility structures
- exit from night train conncetions
- exit from small volume and regional fright transport

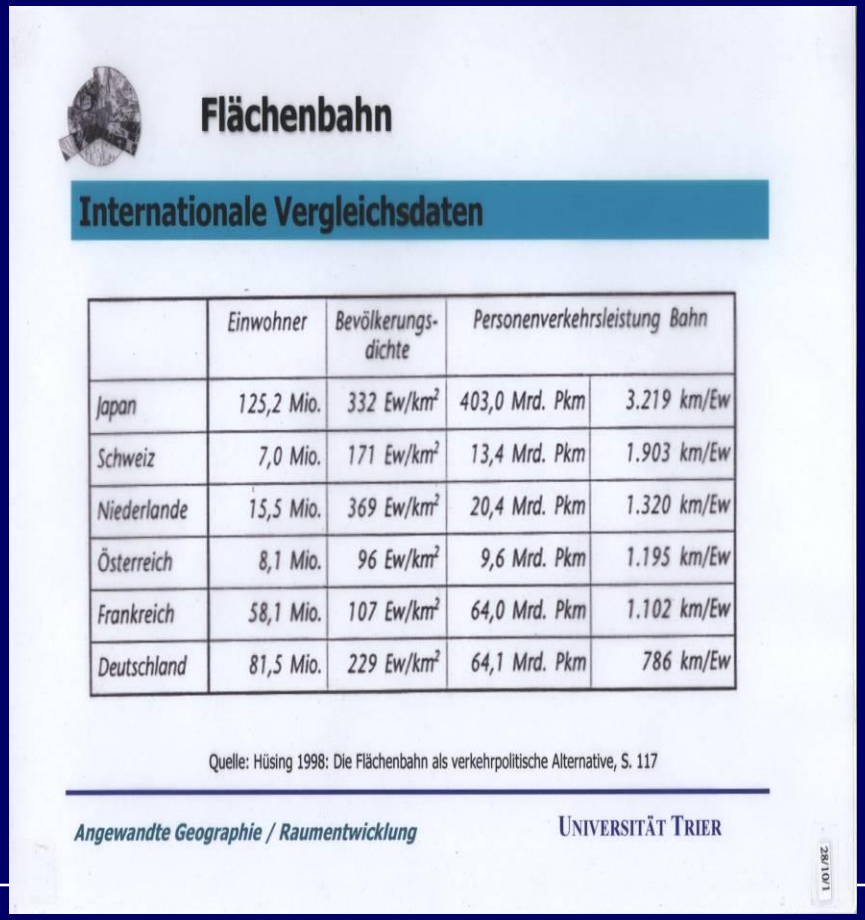
The result is a permanent loss of market share for public transport and railway systems in passenger markets



The result is a permanent loss of market share for railway systems in fright transport markets



Germany is far away from a leading position in railway acceptance



Flächenbahn

Internationale Vergleichsdaten

	Einwohner	Bevölkerungs-dichte	Personenverkehrsleistung Bahn	
Japan	125,2 Mio.	332 Ew/km²	403,0 Mrd. Pkm	3.219 km/Ew
Schweiz	7,0 Mio.	171 Ew/km²	13,4 Mrd. Pkm	1.903 km/Ew
Niederlande	15,5 Mio.	369 Ew/km²	20,4 Mrd. Pkm	1.320 km/Ew
Österreich	8,1 Mio.	96 Ew/km²	9,6 Mrd. Pkm	1.195 km/Ew
Frankreich	58,1 Mio.	107 Ew/km²	64,0 Mrd. Pkm	1.102 km/Ew
Deutschland	81,5 Mio.	229 Ew/km²	64,1 Mrd. Pkm	786 km/Ew

Quelle: Hüsing 1998: Die Flächenbahn als verkehrpolitische Alternative, S. 117

Angewandte Geographie / Raumentwicklung UNIVERSITÄT TRIER

- other countries have more passengers in relation to population and space
- Swizerland can teach us how to run succesful railway systems

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Reasons for the swiss success

- high network density
- high frequency and integrated time matching at all nodes (ITF)
- close cooperation of national and regional rail systems
- high priority for regional mobility
- big firms are connected by railway infrastructure
- close to the people who give high political agreement to a pro rail policy

Regional fright infrastructure should be reused

- many regions still have the overcome fright railway buildings
- they are good for agricultural products as well as all small volume and small distance products
- regional railway systems have high reserve of capacity

- they need modern, digtial logistics and investment in their buildings and engines and connecting infrastructure

Modern railways operate more flexible and modular

The cargo tram as a good example

The cargo sprinter as another good example

Combined passenger and fright transport as an ideal example from Scandinavia

Finland & Sveden operate combined passenger and fright transport busses with high efficiency. The result is a much better public transport

France expands local and regional tram networks massively

- a great success
- flexible standars
- high design quality and good integration of walking and cycling
- many stops
- the economy cooperates and pays for the service (Versement transport)
- exellent marketing

Tourism needs better railway access and investment for cross border links everywhere

Usedom has a very successful German –Polish cross border railway connection whith new waggons, stations and good marketing. Many border regions are touristic high lights and need better railway connections. Tyrol is another good example with revitalized railways between Austria, Italy and Swizerland. Europe needs more of this…..

Thank you for engaging in better connections around Europe

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