

Five claims for a European night train network – Grüne Deutscher Bundestag

1. **A European route network connecting major European cities and holiday regions:** As a centrally located country in the EU, Germany is predestined to take a leading role in the development of a European night train network. Die European Rail Agency (ERA) could develop a “eurocontrol for rail” system that coordinates international rail traffic. A “eurocontrol for rail” would provide support in train path allocation and the harmonization of technical rules, which are often obstacles for night trains.
2. **Comfortable, quick, and quiet night trains:** For the night train system there is a need for high-speed trains running at 200 or even up to 250 km/h. The trains need a European-wide approval which must be coordinated by the European Union. The European Investment Bank (EIB) could play an important role in financing the purchase of rolling stock. For more than 50 years, the EIB has been the international development bank of the European Union. With its investments, it promotes projects for sustainable growth and climate protection. The trains should be leased to interested rail transport companies (RUs) at low cost. There should be an innovation competition for the interior design of the trains. In addition to different, well designed comfort classes, transport of bicycles must also be improved.
3. **Customer-friendly booking platforms:** For trains to be booked across companies, all rail companies involved must participate in a standardized booking platform and data interface. All customer-relevant information must be made available, especially real-time running data. Night trains will only be attractive if services that connect with the night train can be booked with it on a single ticket, so that passengers can make use of their EU passenger rights to use alternative trains in the event of delays. This requires binding rules on the distribution of fare revenues among several rail carriers and on the use of alternative trains in the event of delays (further development of the "Common International Tariff" - TCV). We also want discount cards such as the German *BahnCard* to be valid so that night train journeys can be offered at particularly attractive prices.
4. **Marginal costs for the use of rail infrastructure:** There is still great potential for significantly shorter journey times on many of the links we have described. In many places in Europe, new and upgraded lines are being planned and built. For example, the Brenner Base Tunnel and a fast transalpine route will reduce the travel time between Berlin and Rome from 14 to 12 hours. We also want to reduce track and station prices for night trains to marginal cost levels so that connections become more economical and ticket prices cheaper.
5. **Fair competition between air and rail:** Night trains should be attractive for everyone. Those who travel a little longer to protect the climate should not have to pay extra. At present, international air traffic enjoys enormous tax advantages: airlines do not pay any tax on kerosene (railways do pay tax on diesel), and international airline tickets are even exempt from VAT. These distortions of competition must be corrected urgently. We need low-cost rail tickets that can compete with airfares. We can make night trains more attractive in terms of price by offering suitable products for every budget.

do you have more ideas for night train lines? We look forward to your suggestions!