



## Recommendations in connection with Swedish night train report

(1.5. 2020) Made with a view to how the Danish minister, Danish authorities and transport politicians in the upcoming negotiations with the Swedes can:

- Act quickly and wisely in favor of Danish travelers
- Have a look at a future where trains drastically can reduce CO2 emissions from passenger transport work in Europe

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<b>Topic</b>	<b>Where in the report?</b> Unless otherwise mentioned, we refer to the Main Report	<b>What do we observe?</b>	<b>Comments</b>	<b>Recommendations</b>
<b>Train as a form of travel in Europe</b>	See Appendix 1, Section 8.1 page 85	Sober and positive attitude to trains:  "Train traffic is the most energy efficient land transport mode and is already to a large extent electrified and can be run with minimal carbon dioxide emissions. Therefore, from a climate	It is good that this is made so clear from the Swedish side.	Something similar should also be official Danish policy.

		point of view, it is advantageous to use train traffic more than means of transport with larger relative emissions such as cars and aviation. This is one reason why the Swedish government has chosen to investigate whether it is possible to procure night trains to Europe as a step in increasing the attractiveness of trains for travel to Europe. ”		
<b>Direct allocation or tendering?</b>	Section 9.4.2. p. 85  p. 10	Swedish Transport Administration wants politicians to pick and choose quickly. Danish authorities must also express their views.	There is approx. one year difference between the two methods.	The rapid implementation model with direct allocation must be selected in the first place. In the case of extensions of night train operations, tenders must be used to ensure that rules after 2023 are complied with and the best price is obtained.
<b>Belgian authorities</b>	P. 80	There is no functioning government in Belgium to ask for subsidies.	It can hardly be excluded that Belgium could be part of a subsidy scheme. However, it requires a government.	Back-on-Track in Belgium has 28.4. approached their transport politicians and the press about this issue.  This is not a crucial issue to get started. But the Danish and Swedish authorities should approach relevant Belgium authorities when there is a government in Belgium.
<b>Channel allocation</b>	5.1.3. Kan Trafikverket söka tåglägen?	Only the operator can apply for a channel on the rails.	This is a delaying circumstance.	Traffic companies and providers of traffic should also be able to apply for rail channels. Change of rules must be implemented. However, not

	P. 47			blocking to proceed.
<b>Route proposal Malmö - Brussels</b>	Table 7.3.2: 2. Alternative 2 p. 67	<p>Swedish Transport Administration wants politicians to choose.</p> <p>Alt. 1) Kastrup dep. 23.20</p> <p>Alt. 2) Kastrup dep. 21.00</p> <p>Cologne an important hub for connections further into Europe</p>	<p>Departures from Denmark should be used for something for Danish travelers, first alternative is therefore unacceptable.</p> <p>Travel time Cologne - Brussels four hours? It sounds very slow!</p> <p>We miss a draft return timetable.</p> <p>The opportunity to travel to Paris and London is just as interesting for Danes as for Swedes.</p>	<p>From a market perspective, Danish travelers must help to `finance` the night train - as passengers in the train.</p> <p>Of course, alternative two must be chosen.</p> <p>Despite changing locomotives, travel time between Cologne and Brussels must be reduced, which should be part of the concrete work.</p>
<b>Integrated in the time table</b>	Allmän traffic p. 30 and more	Night trains must be included as a regular traffic service in the countries that provide support.	This must mean that to the extent that there is space in the seated cars, local passengers can also travel.	Time tables for night trains should, as far as possible, be integrated with other public supported traffic. Ordinary tickets (and Travel Cards) must be accepted to Padborg (Danish-German border).
<b>Estimated</b>	Table 8.2: 2 p.	51% sold tickets of	Correct figures from	Agreement with an operator must take into

<b>occupancy rate</b>	73	<p>the annual schedule of the route Malmö - Bruxelles.</p> <p>There may be a method error in the Swedish figures in Table 7.6 in Appendix 1. The fact that a sleeping car Compartment can be sold to only one traveler (but it can also be sold to three) is counted as a lower occupancy rate. It is wrong in this way to make the occupancy worse if travelers choose to pay a significant overprice by choosing a solo compartment (first class) or only two in the compartment.</p>	<p>the “Danish night train” from 2013 showed that 63% of seats sold year-round incl. a smaller number south of the border.</p> <p>According to the Transport Committee 2013-14 TRU Alm.del final answer to question 815</p> <p>Demand in 2022 is expected to be much higher than in 2013.</p>	<p>account an occupancy rate &gt; 63% on an annual basis. Otherwise, the ministry risks paying too much.</p>
<b>Total economy</b>	<p>Table 8.2: 2</p> <p>See also Table 7.2 in Appendix 1, p. 79</p>	<p>Deficits are set relatively high.</p> <p>It is not investigated whether infrastructure charges for night trains could be</p>	<p>Ticket prices are realistic.</p> <p>Deficits seem somewhat pessimistic. Perhaps this is because the</p>	<p>Night train economy can be improved by lowering infrastructure charges just for night trains.</p> <p>Uncertainties in specifying a passenger base indicate that there will be far more passengers than the report says.</p>

		<p>reduced (bridges, rails, stations).</p> <p>In practice, the deficit corresponds to estimated capital costs.</p> <p>Subsidy can in the future also be placed in a favorable lease agreement.</p>	<p>Swedes think that 70% of travelers through Denmark to Germany are Swedish travelers and thus they underestimate the number of Danish and international travelers. The 70% is an estimate and not based on train counts. It is poorly matched with our practical experience in the trains. The Swedes probably count for 40%.</p>	<p>It is necessary to determine who expects to use the train.</p> <p>Dangerous if a direct allocation is based on a pessimistic economy that does not take into account the correct figures for Danish and international travelers.</p>
<p><b>Calling at Copenhagen H. or in Kastrup?</b></p>	<p>Mentioned several places.</p>	<p>Both options have been explored, but one ends up recommending Kastrup Station.</p> <p>Justification for opt-out of Kbh. H. is not described in the report or in appendix.</p>	<p>There is only one track in each direction in Kastrup and dense traffic, and a night train cannot be filled up with approx. 1 minute. You should expect 4-5 minutes. And that's why Kbh. H. is more suitable as a stop.</p>	<p>It will be better for Danish passengers if it calls at Copenhagen H. instead of Kastrup.</p> <p>Good conditions for departure and arrival will increase interest in the train.</p>
<p><b>Aviation based only on</b></p>	<p>Table 8.1 in Annex 1, page</p>	<p>Calculations are based on the ICAO</p>	<p>ICAO estimates their CO2 emissions very</p>	<p>The social economy, with the inclusion of CO2 equivalents, is therefore at least twice as good</p>

<b>CO2 emissions</b>	86	CO2 calculator.	low, and does not include a factor 2 for non-CO2 related climate impact.	for night trains to the extent that night trains replace flights.
<b>Very high Socio-economic value by running night train</b>	P. 90 in appendix 1.	SEK 241 million per year for two night trains. 7 SEK / ton CO2e according to new analytical method ASEK 7, published 15.5.	Good with an updated model.	Expands the financial space for investment and operating support for trains that can replace aviation. A very important parameter in the future.
<b>Trains from Copenhagen to Switzerland and Austria</b>	Other alternatives in addition to trains from Malmö	For good reasons, the Swedish report does not mention anything about the introduction of night trains from Copenhagen to the south, although the Swedes' use of day trains from Copenhagen is mentioned in several places in the report and appendix.	ÖBB and DSB could very well be interested in a night train with departure KBH. H. (about 18.30) so that some passengers picked up at late hours at Hamburg Hbh. thus supplementing existing crowded night trains to Basel / Zurich and Munich / Innsbruck. With public support from Switzerland and Austria and Denmark.	Negotiations with authorities in Switzerland and Austria must be started immediately with an objective to start operations for such a combination train at the same time as the Brussels night train.
<b>Purchasing rolling stock</b>	Procurement strategies page	See also: <a href="https://jarnvagar.nu/">https://jarnvagar.nu/</a>	Swedes invest 3.7 bio. SEK in new	<b>Not only a case for the Swedes</b>

	88	<a href="https://www.altinget.se/miljo/artikel/trafikverket-vill-ha-new-night-day-for-billionsbillion">project/trafikverket-vill-kopa-nya-nattag/</a>  <a href="https://www.altinget.se/miljo/artikel/trafikverket-vill-ha-new-night-day-for-billionsbillion">https://www.altinget.se/miljo/artikel/trafikverket-vill-ha-new-night-day-for-billionsbillion</a>	<p>equipment, both for domestic night trains and abroad. That's really fine.</p> <p>The service life is at least 30 years for such cars.</p>	Denmark and Norway should also be included in these discussions. An inter-Scandinavian pool of night trains is obvious, and investments are made according to intended use, in line with the way the Øresund train sets are purchased.
<b>Enlargement scenario after the first experiences with night trains</b>	<p>In Appendix 1, Table 5.6, page 67</p> <p>Page 90 in Appendix 1.</p>	<p>Three night trains after the Fehmarn connection are mentioned (one of which is the Snälltåget). No more.</p> <p>Mentioned "cross-border train system", but unclear what it might be.</p>	<p>If trains has to remove aircraft - initially for &lt;1,200 km from Denmark, concrete plans must be made for very large expansions of traffic, with emphasis on night trains, but also on day trains. It must be realized on a large scale when the Fehmarn connection opens.</p>	<p><b>Long-term planning needed</b></p> <p>Before Fehmarn opens: In addition to the 3 "Swedish" night trains, we must have, for example, 3 "Danish" extra night trains as well as greater capacity and frequency with day trips to Hamburg.</p> <p>Immediately after Fehmarn, a Danish long-term plan must contain so much train capacity abroad that flights &lt;1,200 km can in reality be avoided.</p> <p>By 2050, other European flights must be unnecessary.</p>