



Political demands of the Main Line for Europe e.V. initiative

Preamble

Founded in 1990, the Main Line for Europe e.V. initiative is committed to the rapid and continuous expansion of the Paris-Budapest/Bratislava rail axis. The initiative now includes 23 cities, regions, federal states and chambers of industry and commerce from France, Germany and Austria, who are committed to "their" Main Line for Europe for reasons of location policy. The members of the initiative are united by the conviction that an efficient connection to the high-level rail network for passenger and freight transport is a key location factor.

As an artery in East-West traffic, the Main Line for Europe links important economic areas and at the same time contributes to environmentally friendly mobility. The high-speed railway enables fast cross-border mobility in Europe for 35 million inhabitants and 16 million employees.

Europe needs an efficient rail infrastructure that connects people and companies across borders and enables environmentally friendly mobility as well as reliable freight transport. Bottlenecks must therefore be eliminated, additional capacities created, existing capacities secured in the long term and redundancy in the rail network guaranteed, especially along important development axes such as the Main Line for Europe. At the same time, a better connection between local rail passenger transport and long-distance transport must be achieved by improving transfer options and railway stations as central mobility hubs.

In order to achieve this, there is currently still a need for action on the following sections of the Main Line for Europe corridor.

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I. Drive forward infrastructure expansion between Paris and Budapest/Bratislava and secure capacities in the long term

Paris - Strasbourg - Karlsruhe:

Upgrading of the Karlsruhe-Basel high-speed railway line and closing of the gap between the high-speed networks of France and Germany and thus full implementation of the POS South (Paris - eastern France - south-west Germany)

- Planning for a 4th track between Karlsruhe and Durmersheim must be driven forward and its financing secured.
- The Rastatt Tunnel must be put into operation as quickly as planned.
- The so-called "Appenweierer Kurve" (Appenweier curve), as part of the Kehl - Appenweier line, must be implemented quickly and in a spatially compatible manner and the line speed must meet the requirements of the German and French regular-interval timetables. The integration into the Rhine Valley railway must be implemented in such a way that the capacities for local transport are increased.
- The remaining planning approval sections of the Kehl-Appenweier route must be planned and implemented quickly, and the connection to the ports of Strasbourg and Kehl must be improved in terms of multimodal freight transport. The regular-interval timetable for Germany must integrate the Strasbourg hub and French transport services.
- At the same time, plans for a sensible redundant route to the Rhine Valley railway on the French side must be driven forward with France and Switzerland.

Karlsruhe - Stuttgart:

Extension of the Karlsruhe - Pforzheim - Stuttgart line ("Residenzbahn")

- The Karlsruhe - Pforzheim - Stuttgart line is to be upgraded to create additional capacity for regional transport, create further overtaking opportunities and improve the efficiency of the line.

Stuttgart - Ulm:

The completion of the Stuttgart-Ulm railway project and its prompt integration into the subsequent railway projects

- The Stuttgart-Ulm railway project must be completed immediately and integrated into the subsequent railway projects in a timely manner. The through station, including the connection to Stuttgart Airport and the new Wendlingen-Ulm line, must be commissioned quickly.
- The Stuttgart Digital Node (DKS), including all digital signal boxes, must be implemented without further delay and the financing of all three components must be secured.



- The integration of the airport into the feeder line of the Gäubahn railway to the new Stuttgart through station must be implemented without delay, including the Pfaffensteig Tunnel, and the financing of the Pfaffensteig Tunnel must be secured.
- The planning for the long-distance railway tunnel north approach to Stuttgart must be taken up as quickly as possible and pursued with vigour.

Ulm - Augsburg:

Ulm-Augsburg railway project as an important gap closure on the Main Line for Europe

- Construction of the railway project must begin without delays, especially in the upcoming political process. At the same time, the project must be sensibly integrated into the existing NBS Wendlingen-Ulm and ABS Augsburg-Munich routes.
- The line speed must be increased with regard to the German cycle time and the optimal integration into the Ulm and Augsburg cycle nodes. This also includes the hourly long-distance connection of the existing Günzburg railway station via a "feeder line" from a new line in the Burgau/Jettingen area, as envisaged in the Federal Transport Infrastructure Plan, which will almost double the current ICE/IC service.
- The Ulm and Augsburg junctions are to be expanded as important transport hubs.
- Creation of important capacities for freight transport and strengthening of the new route as well as strengthening of the future CT terminal in the Augsburg Freight Village (GVZ), which must also be optimally connected to a new line.

Munich - Mühldorf - Freilassing:

Rapidly complete the expansion of ABS 38 including electrification and expand the Munich junction

- With the urgently required continuous double-track expansion of the Munich - Mühldorf - Freilassing line, the necessary capacities must finally be created on the most important long-distance transport link between Germany and Austria.
- In addition, the end-to-end electrification must be urgently completed as an important contribution to climate protection.
- In order to cope with the expected growth in freight traffic on the corridor, goods train lengths along the ABS 38 must be increased and important industrial regions, such as the Bavarian Chemical Triangle, must be connected to the rail network in a sensible way.
- To improve the efficiency of the Munich junction, the 2nd main line must be extended and the junction itself digitised.



Salzburg - Vienna:

Press ahead with the expansion of the western route

- The four-track expansion of the Salzburg - Köstendorf line, including the new line, must be driven forward in order to eliminate the existing capacity bottlenecks in national and international passenger and freight transport.
- At the same time, the expansion should enable shorter journey times and more efficient local transport (1/4 hour intervals) in the Salzburg region.
- Construction work on the Marchtrenk - Linz section must start quickly so that the double-track section, which dates back to the imperial era, can be replaced by four new high-performance tracks for maximum speeds of up to 230 km/h. At the same time, this will create new capacities for regional transport. At the same time, this will create new capacity for regional transport. To create additional capacity, it is also necessary to expand Linz Central Station.

Vienna - Hungary and Vienna - Bratislava:

Expand the Vienna - Hungary and Vienna - Bratislava sections and press ahead with the pilot project to upgrade the Vienna-Budapest route

- The long-term solution for increasing speed and capacity between Vienna and Budapest is a new high-speed line, the feasibility of which has already been the subject of a study with positive results.
- However, until such an infrastructure expansion takes place, the capacities of the existing railway infrastructure must already be better utilised today. This can be achieved by renewing the signalling technology and a so-called Timetable Redesign (TTR) for better capacity management on existing infrastructure. The European Commission's corresponding pilot project must continue to receive financial support.
- In addition, the double-track extension between Vienna and Marchegg must be completed quickly and the line must be upgraded across the border to Bratislava.



II. European framework conditions in rail transport

In addition to infrastructural improvements on the Paris-Budapest-Bratislava rail axis, the initiative also calls for the European framework conditions for rail transport to be adapted and improved. These are urgently needed in order to realise the full potential of European rail passenger and freight transport. These include

Our demands for rail passenger transport

Introduce new international direct connections on existing infrastructure and increase route speeds in long-distance transport

In order to enable a coordinated, well-timed, intra-European rail transport service with day and night train connections, cross-border routes must be upgraded in terms of their performance and line speed. Only in this way can cross-border high-speed trains replace intra-European short-haul flights in the long term and thus also fulfil the climate protection targets set by the European Union.

Extend integrated interval timetables to cross-border transport

Interval timetables for transnational rail transport must be "integrated" into the national timetable models, i.e. coordinated with each other. This includes reaching the first "synchronised node" across the border at favourable times. This is the only way to create continuous international connections.

Making high-performance roads climate-resistant

The Main Line for Europe is a critical infrastructure within the meaning of the German Section 8 (3) No. 1 BSIG. It must also function in the event of extreme weather events such as flooding or heavy rainfall. As a critical infrastructure and against the backdrop of increasing extreme weather events, it is imperative to examine how the Main Line for Europe can be made more resilient, to implement appropriate adaptation measures and to provide the necessary financial framework.

Create redundant routes

Redundant routes for the Main Line for Europe should be available in the individual states and across borders. To this end, existing routes should be upgraded where necessary and the potential of reactivating disused routes should be investigated if they can close a gap or create a connection to an alternative route, for example Rastatt - Haguenau. The reactivation of these "missing links" would not only relieve the heavily congested Karlsruhe - Basel corridor, but could also create an important redundant route to the Rhine Valley railway if the French line on the left bank of the Rhine is electrified and upgraded at the same time (cf. Rastatt tunnel accident).



Our demands for the trans-European transport network

Increase investment in the trans-European rail network

European rail transport is dependent on long-term and comprehensive funding. In order to meet the enormous demand for infrastructure investment and create planning security, the budget for European rail transport must be increased and a corresponding multi-year financial framework created.

Further development of the EU Trans-European Networks (TEN-T) programme into a pan-European rail strategy

With the expansion of the TEN-T infrastructure, the operation of the rail network must also be coordinated and optimised on a pan-European basis. One conceivable option here would be to create a central information and contact point for cross-border rail transport stakeholders.

Creation of attractive and user-friendly booking platforms for the sale of cross-border tickets

It must be possible to plan, book and pay for international tickets quickly and easily. The development of a low-threshold service should be subsidised with EU funds. In addition, the EU must create a comprehensive, multimodal legal framework for booking and billing services or swiftly adopt and implement the corresponding initiatives. At the same time, the member states must oblige rail operators to share all data necessary for the simple booking of international rail journeys.

Our demands for the future of freight transport

Improve technical and systemic interoperability in rail freight transport

Harmonisation of energy supply, safety and signalling systems (ERTMS, ETCS) as well as technical standards and norms (DAK) is required to enable cross-border rail transport.

Drive forward network expansion for goods trains with a standard train length of 740 metres and expansion of CT terminals

A standard train length of 740 metres increases the competitiveness of rail compared to road freight transport. The adaptation of the network to the standard train length and the associated expansion of passing sidings along the Main Line for Europe is already well advanced. In many places, this does not yet apply to the corresponding CT terminals, which also need to be expanded for the handling of 740 metre long trains. In addition to the provision of financial resources, politicians must secure free areas for this in the long term.