

## Letter of intent<sup>1</sup>

### International high-speed and overnight rail services

We, the undersigned ministers of transport and the European Commission, desire to further promote international long-distance passenger rail services in Europe and to this end seek to establish through high-speed<sup>2</sup> and overnight rail services between the capital cities and between the commercial and cultural centres of Europe. We therefore express our commitment to the political support for a strategy for a new Trans Europ Express, or TEE 2.0 for short, as a symbol of further European integration and a contribution to affordable and climate-friendly mobility for the citizens of Europe.

To this end, we intend to:

1. monitor and provide political support to the stakeholder railways in developing international long-distance passenger services within the scope of the TEE 2.0;
2. cooperate and, if necessary, facilitate talks on international services with the stakeholder railway undertakings, infrastructure managers and states;
3. discuss how the creation of regular interval services and their interlinking to form a European clock-face timetable can be simplified;
4. lobby for further technical and operational improvements that are necessary for the operation of international rail services;
5. request the European Commission to propose the launch of an EU financial assistance programme for investment in rolling stock that can operate across borders in support of the objectives of the European Green Deal;

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<sup>1</sup> The letter of intent aims to contribute to and reinforce the follow-up of the "Political statement for coalition of the willing development international rail passenger transport" presented 4 June 2020 during the Informal Videoconference of the EU Transport Ministers and with view to the informal ministerial rail conference of the German Council Presidency on 21 September 2020.

<sup>2</sup> A TEE 2.0 train should reach a running speed of at least 160 km/h on most of its route or an average speed of 100 km/h relative to the total length of the train's route.

6. welcome the activities by the rail sector to develop an interoperable booking platform on the basis of the full-service model and encourage the undertakings to make this platform available swiftly to European travellers;
7. discuss the feasibility of delivering the TEE 2.0 services listed in the Annex with the European railway undertakings;
8. name, by early 2021, those railway undertakings that support and will implement the TEE 2.0 strategy.

This letter of Intent does not create any legal or financial obligations for any party.

This letter of intent is open to the accession of further supporting states; accession shall be by means of a confirmatory exchange of notes.

Country:

Date:

Signature

## Annex – Possible TEE 2.0 routes that are to be discussed with the railway undertakings<sup>3</sup>

### Phase 1: implementation in the near future

- Munich – Bregenz – Zurich – Milan
- Berlin – Prague – Vienna – Graz (– Zagreb)<sup>4</sup>
- Berlin – Strasbourg – Barcelona – Madrid – Málaga
- Paris – Brussels – Berlin – Warsaw
- Amsterdam – Brussels / Paris / London
- Amsterdam – Brussels – Paris – Lyon – Barcelona – Valencia – Murcia
- Hamburg – Berlin – Prague – Bratislava – Budapest<sup>5</sup>
- Brussels – Luxemburg – Strasbourg – Berne – Milan
- Prague – Ostrava – Warsaw (– Gdynia)<sup>6</sup>
- Venice – Graz – Vienna – Bratislava – Kosice
- Milan – Venice – Ljubljana – Zagreb – Budapest
- Frankfurt – Munich – Linz – Vienna – Budapest
- Barcelona – Nice – Milan – Venice
- reintroduction of the night trains<sup>7</sup>
  - Copenhagen – Berlin – Prague – Bratislava – Budapest
  - Brussels/Amsterdam – Cologne – Berlin – Prague/Warsaw
  - Amsterdam – Cologne – Zurich
  - Paris/Brussels – Mannheim – Berlin/Vienna
  - Zurich – Milan – Rome
  - Zurich – Barcelona – Madrid
  - Stockholm – Copenhagen – Berlin
- <further routes> ...

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<sup>3</sup> Further TEE 2.0 routes might be added by mutual agreement of the connected states.

<sup>4</sup> Vindobona service restarted in June 2020, more frequent in the future, primarily after construction of high-speed infrastructure

<sup>5</sup> existing service Hungaria

<sup>6</sup> Long-term horizon for further reduction of travel time after the completion of the high-speed network. These improvements may lead to many additional TEE links by extension of these lines, e.g. Warsaw – Prague – Munich, Warsaw/Prague – Vienna – Rome

<sup>7</sup> as stated in the TEE 2.0 presentation

## Phase 2: implementation by the mid-2020s

- Hamburg – Basel – Milan
- Copenhagen – Hamburg – Amsterdam
- Amsterdam – Munich – Vienna
- Amsterdam – Berlin – Warsaw
- Amsterdam – Cologne – Basel – Rome
- Paris – Strasbourg – Stuttgart – Munich – Vienna – Budapest
- <further routes> ...

## Phase 3: implementation by the end of the 2020s

- Berlin – Innsbruck – Rome
- Stockholm – Copenhagen – Hamburg – Brussels – Paris
- Hamburg – Bordeaux – Madrid – Lisbon
- Copenhagen – Berlin – Prague
- Prague – Dresden – Frankfurt<sup>8</sup>
- Prague – Vienna – Graz (– Ljubljana – Venice)<sup>9</sup>
- Berlin – Prague – Vienna<sup>10</sup>
- Prague – Dresden – Frankfurt (– Strasbourg –Paris)
- Stockholm – Copenhagen – Berlin – Munich
- Oslo - Malmö – Copenhagen
- (Helsinki –) Tallinn – Riga – Kaunas – Warszawa (via Rail Baltica)
- <further routes> ...

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<sup>8</sup> possible first trains in late 2020s, systematic offer on the high-speed rail in the 2030s

<sup>9</sup> late 2020s after completion of high-speed sections in Austria

<sup>10</sup> Sprinter connection with 4 hours travel time