



Ministry of Transport

Schleswig-Holsteinischer Landtag
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Future regional train traffic across the Danish-German border

How is the train traffic today?

- DSB is running Danish trains between Fredericia and Flensburg with IC3 trains once every two hours in both directions.
- In the other hour, DSB is running trains between Copenhagen and Sønderborg through Fredericia.
- In Flensburg, passengers can change between Danish and German trains. Between Padborg and Flensburg, DSB has a contract with NAH which expires in December 2027.
- DSBs new electrical trains cannot run on German power lines. Therefore DSB cannot in the future run regional trains across the border.



Passenger number on the railway lines

- The blue numbers reflect trips in international trains between Aarhus and Hamburg. The red numbers reflect regional trips.
- The numbers are based on counts in all trains from November 2022, and have been extrapolated to the whole year, so some reservations for the data precision must be taken.
- The international trains between Aarhus and Hamburg are also used by regional passengers, while international passengers can use the regional trains with a change in Flensburg.
- The numbers do not reflect passengers in the temporarily redirected international passenger trains between Copenhagen and Hamburg, which do not stop in Flensburg.



Infrastructure Plan 2035



24. november 2021
2021 - 2181

Kommissorium for undersøgelse af togtrafikken over landegrænsen mellem Danmark og Tyskland

Baggrund

Med den politiske aftale om Infrastrukturplan 2035 (S, V, DF, SF, RV, EL, K, NB, LA, ALT og KD) af 28. juni 2021 blev det besluttet at gennemføre en undersøgelse af muligheden for tyske tog på strækningen Flensburg-Padborg-Tinglev, herunder med direkte togforbindelse til Kiel.

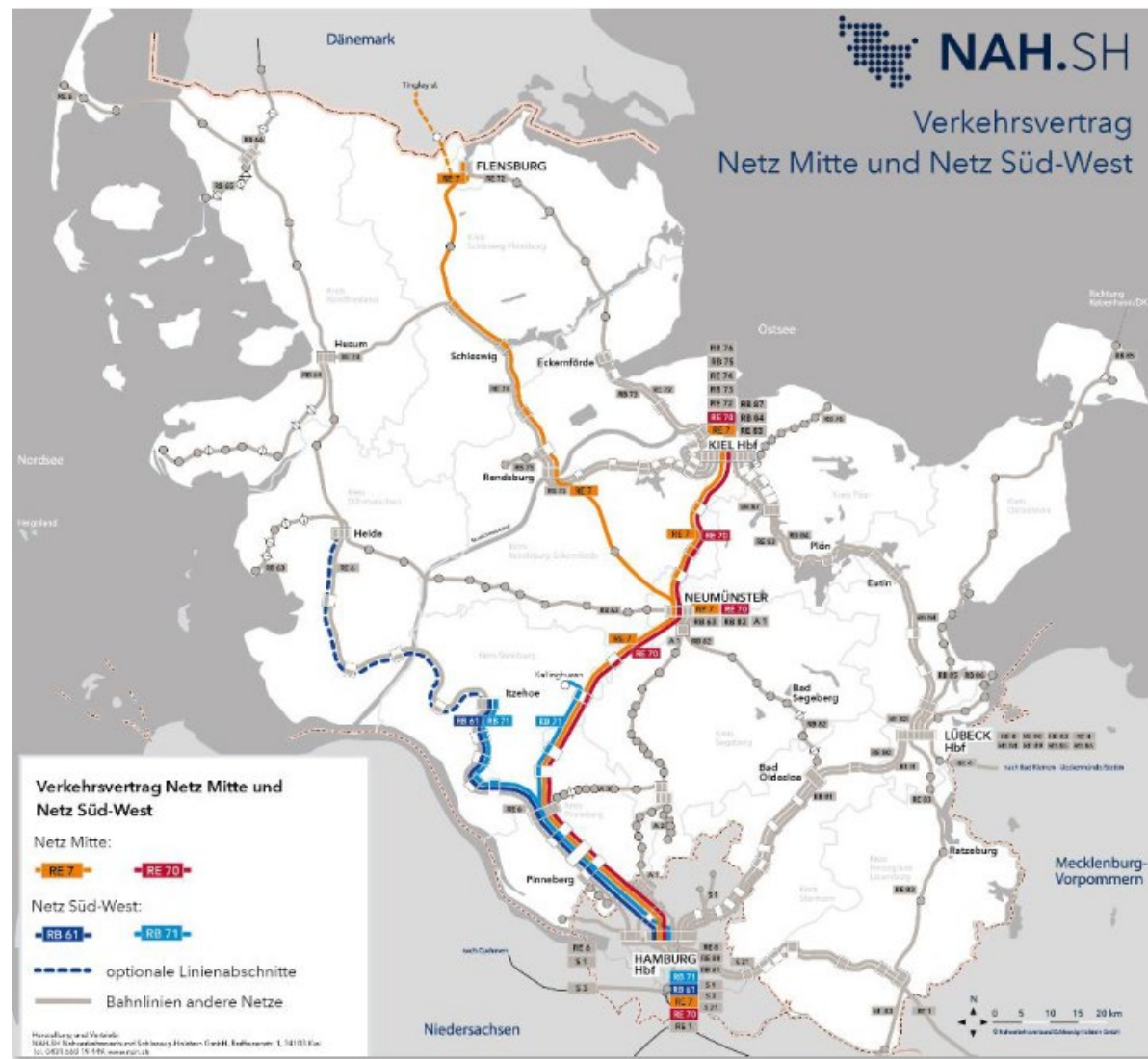
DSB kører i dag IC3-tog til og fra Flensburg. På delstrækningen mellem Padborg og Flensburg sker det på en kontrakt med trafikoperatoren i Slesvig-Holsten, som løber frem til 2028. Det falder tidsmæssigt nogenlunde sammen med udfasningen af IC3, hvorefter DSB ikke har egnede tog til opgaven. Der er derfor behov for at finde en ny model for tilrettelæggelse af togtrafikken over grænsen mellem Danmark og Tyskland via korridoren i Jylland.

I den nuværende model kører hvert andet tog i Sønderjylland over grænsen mellem Danmark og Tyskland. De øvrige tog kører til og fra Sønderborg. En flytning af omstigningen mellem det danske togsystem og det tyske togsystem fra Flensburg til Tinglev vil gøre det muligt at lade Sønderborg blive endestation for alle danske tog, som dermed kan få timedrift i stedet for den nuværende to-timers drift.

Opgave

De fremtidige muligheder for togtrafikken over grænsen ved Padborg skal analyseres og der skal opstilles et beslutningsgrundlag for en mulig udvikling af togtrafikken mellem Danmark og Tyskland via korridoren i Jylland.

Der er optaget kontakt med trafikoperatoren NAH og Transportministeriet i Slesvig-Holsten, og indtil videre opstillet to hovedmodeller:



What has been decided?

- The coalition behind Infrastructure Plan 2035 has on the 6th of September 2023 agreed to give the Minister of Transport a mandate to support Schleswig-Holstein purchasing trains for use on both Danish and German power lines.
- This support includes the Danish state covering the extra cost of purchasing two extra train sets as well as equipping 21 further train sets for use for the regional cross-border train traffic.
- The coalition behind Infrastructure Plan 2035 has also agreed to further look into the possibility of extending the German trains further north than Tinglev, e.g. to Fredericia. This will be studied in collaboration between Denmark and Schleswig-Holstein.



Schleswig-Holstein's new trains are from Alstom

Alstom won the tender for delivery of new trains sets for the Hamburg-Flensburg/Kiel traffic from 2028.

The Coradia Stream trains are the ones that will continue into Denmark.

The trains will have 360-390 seats, be 106 meters long, and can run 160 km/h.

