



The image shows the interior of a train cabin, likely a sleeper or first-class carriage. A bed is the central focus, with white linens and a dark blanket. To the left of the bed, there are several pieces of luggage, including a large dark bag and a smaller one. A small table in front of the bed holds a few books or papers. The cabin has a modern, dark interior with ambient lighting. A window is visible on the right side, showing a view of the outside. The overall atmosphere is cozy and comfortable.

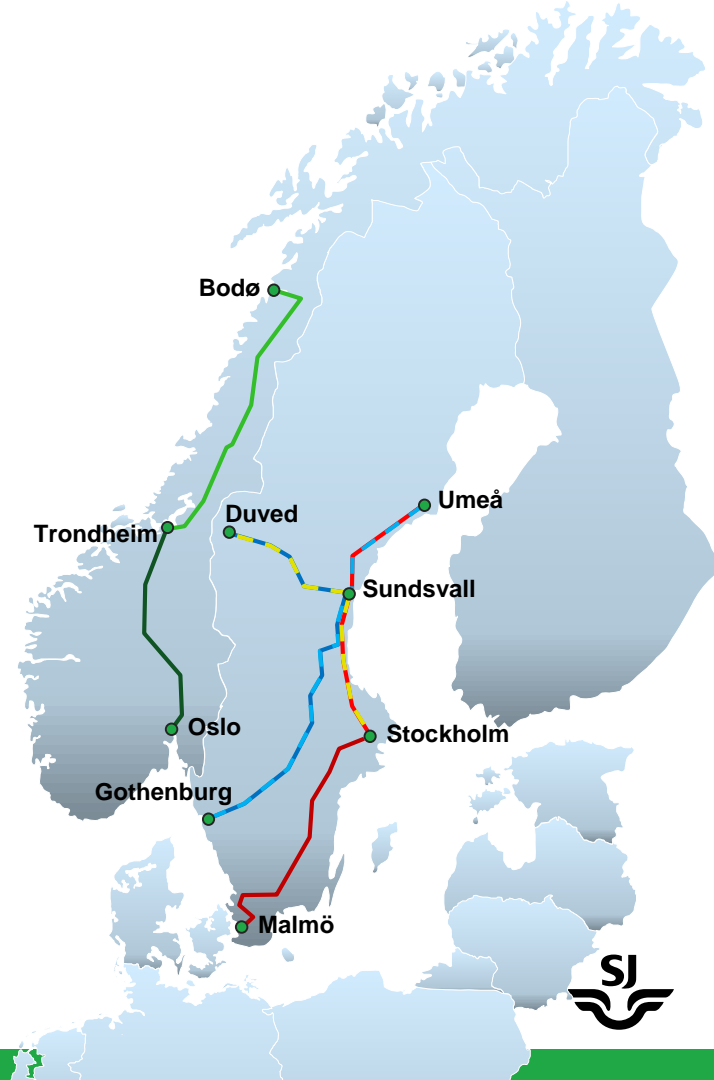
Future international night train traffic

Dan Olofsson, SJ



SJ operates tendered and open access night train services

- 10 SJ Night trains 263 nights/year in Sweden & Norway
 - Services towards 14 destinations start in the evening 2021
- Tendered night trains (green, yellow) 
 - Fleet part of the contract and
 - SJ owned fleet
- Commercial open access (red, blue) 
 - SJ owned fleet
- Sleeper- and/or couchette coaches define a night train
 - 78 sleeper- and couchette coaches
 - All trains have sitting coaches
 - Most trains have dining car
 - SJs sleeper- and couchette coaches will be refurbished
- Successful during the pandemic



Growing customer demands for night trains

- Climate change awareness
- Time efficient for long distance travel
- Customer satisfaction generally high
 - Relaxing
 - Privacy
 - Room for luggage
 - City to city
 - Adventure



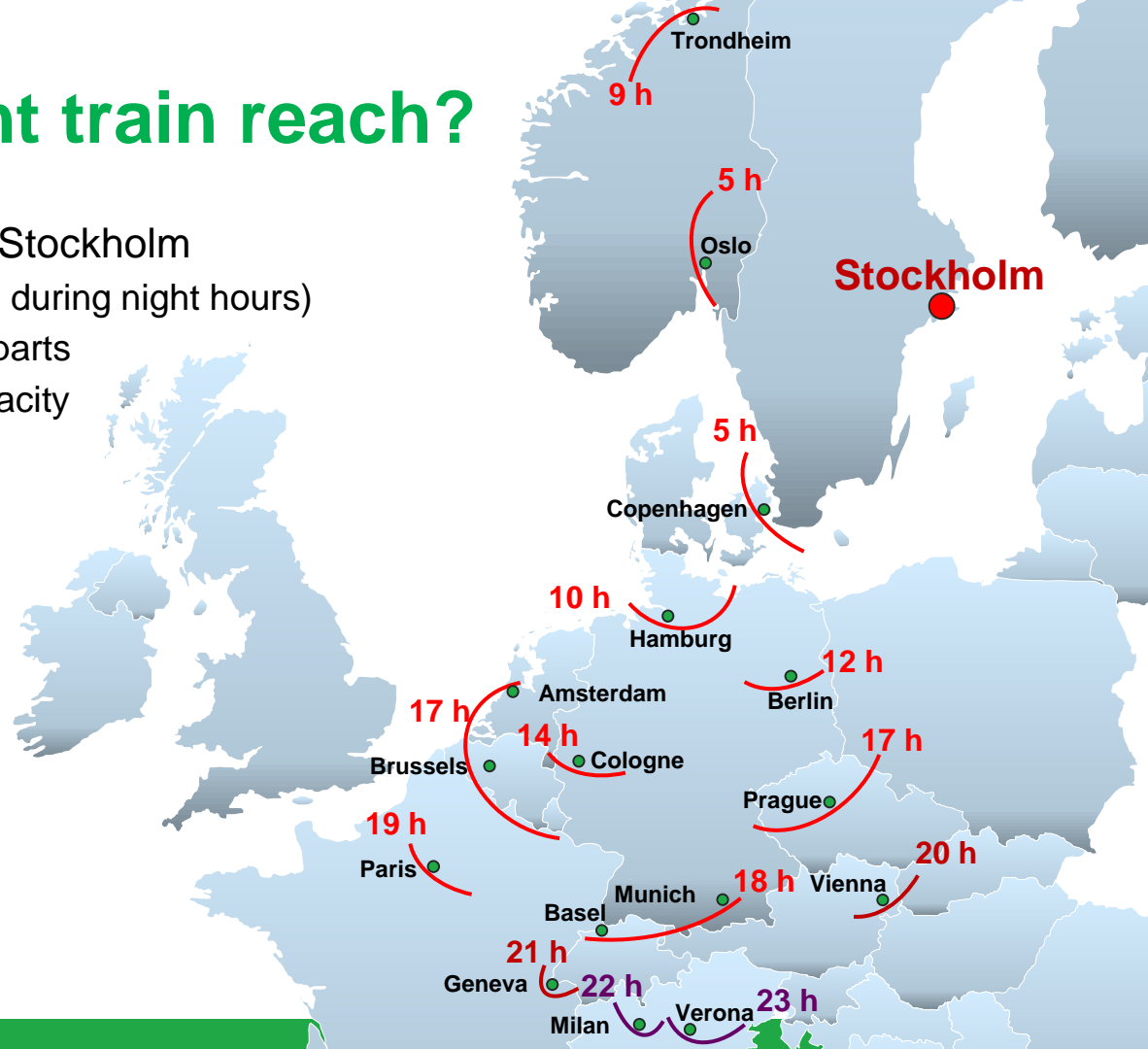
New times, new needs

- Most European Night trains have the same layout they had 50 years ago
- A new standard for night trains
 - Increased privacy
 - Comfortable
 - comfortable mattresses and linen
 - dark
 - less vibrations
 - quiet



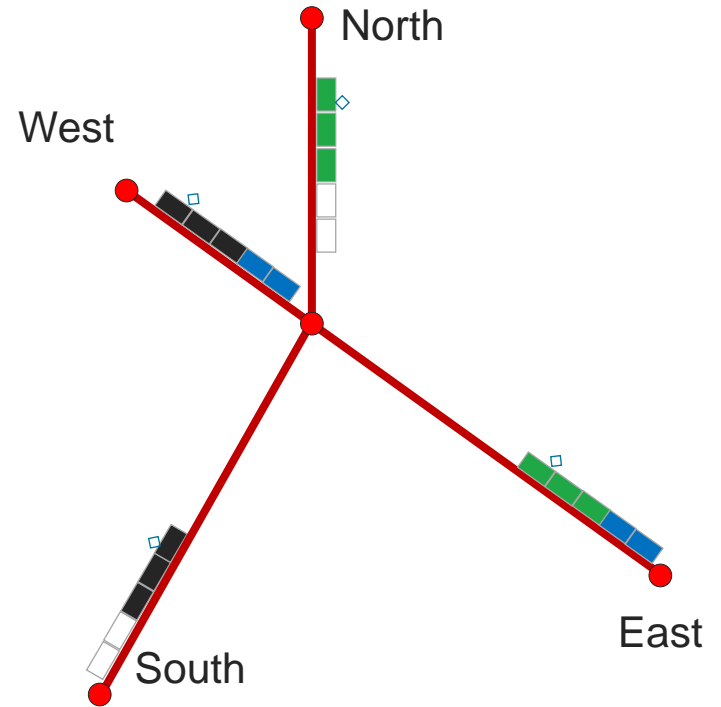
How far can a Night train reach?

- Approximate travel times from Stockholm
 - Trains for 200 km/h (lower speed during night hours)
 - Excluded time for shunting train parts
 - Excluded time due to limited capacity



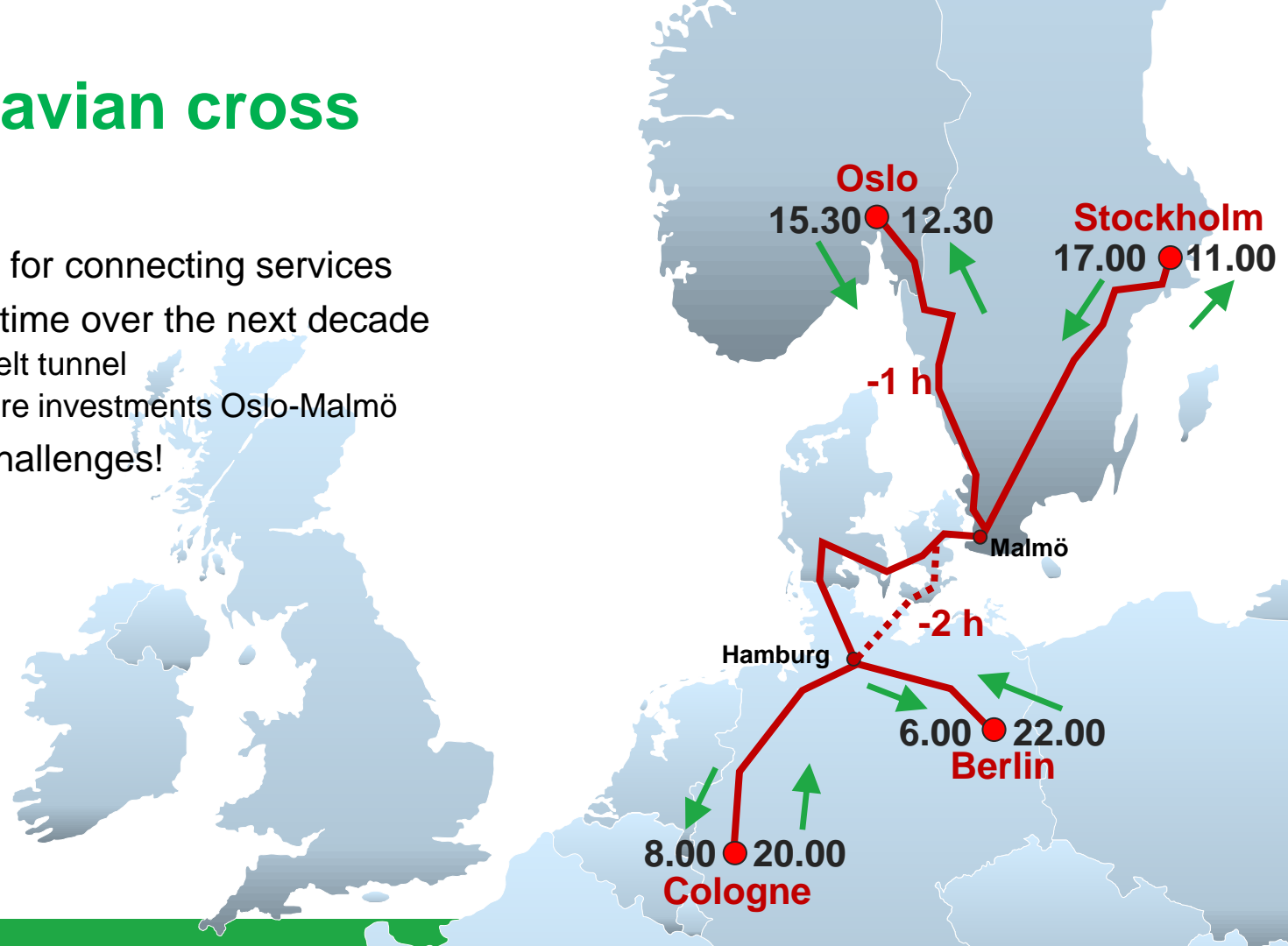
Long trains towards multiple destinations

- Night trains are expensive to run
- Each Night train is long, and filled with passengers
 - One infrastructure fee
 - One locomotive, one driver
 - Low margin costs for one extra coach
- Serve multiple markets



A Scandinavian cross

- Expand market
- Reach the hubs for connecting services
- Reduced travel time over the next decade
 - 2 h: Fehmarn belt tunnel
 - 1 h: Infrastructure investments Oslo-Malmö
- Note capacity challenges!



High capacity rolling stock

- Swedish trains are wide
 - Good for comfort
 - Bad for international service...
- Fehmarn belt tunnel should be adapted to loading gauge C.
- High number of beds per coach is the key
 - Sleepers: 2 levels – 4 beds on top of each other
 - Couchettes: Capsules



Trains through several countries



Capacity



National regulations



Signalling



Track gauge



Electricity



Loading gauge

Obstacles to clear to make international Night trains a success

- Capacity
- Fourth railway package (specifically technical parts)
- Harmonize national legislations (language, rest times, etc)
- VAT-regulations for international trains
- Specific track fee category for Night trains
- Allow tenders for border crossing Night trains
- Standard for international tickets (like IATA for airlines)

Summary

- Get started
- Long trains and filled trains
- Get Norway on track
- Capacity
- Regulations adapted to long distance trains
- Subsidise or make the competition with airlines fair

**Whoever you are,
wherever you're going**

