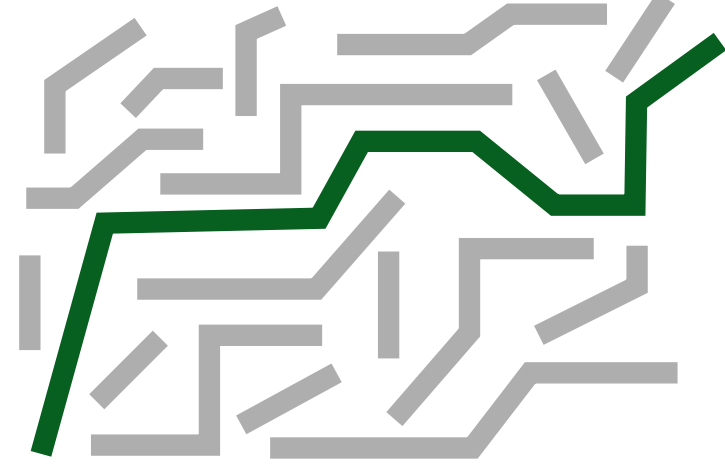


From this...  
National trains planned first

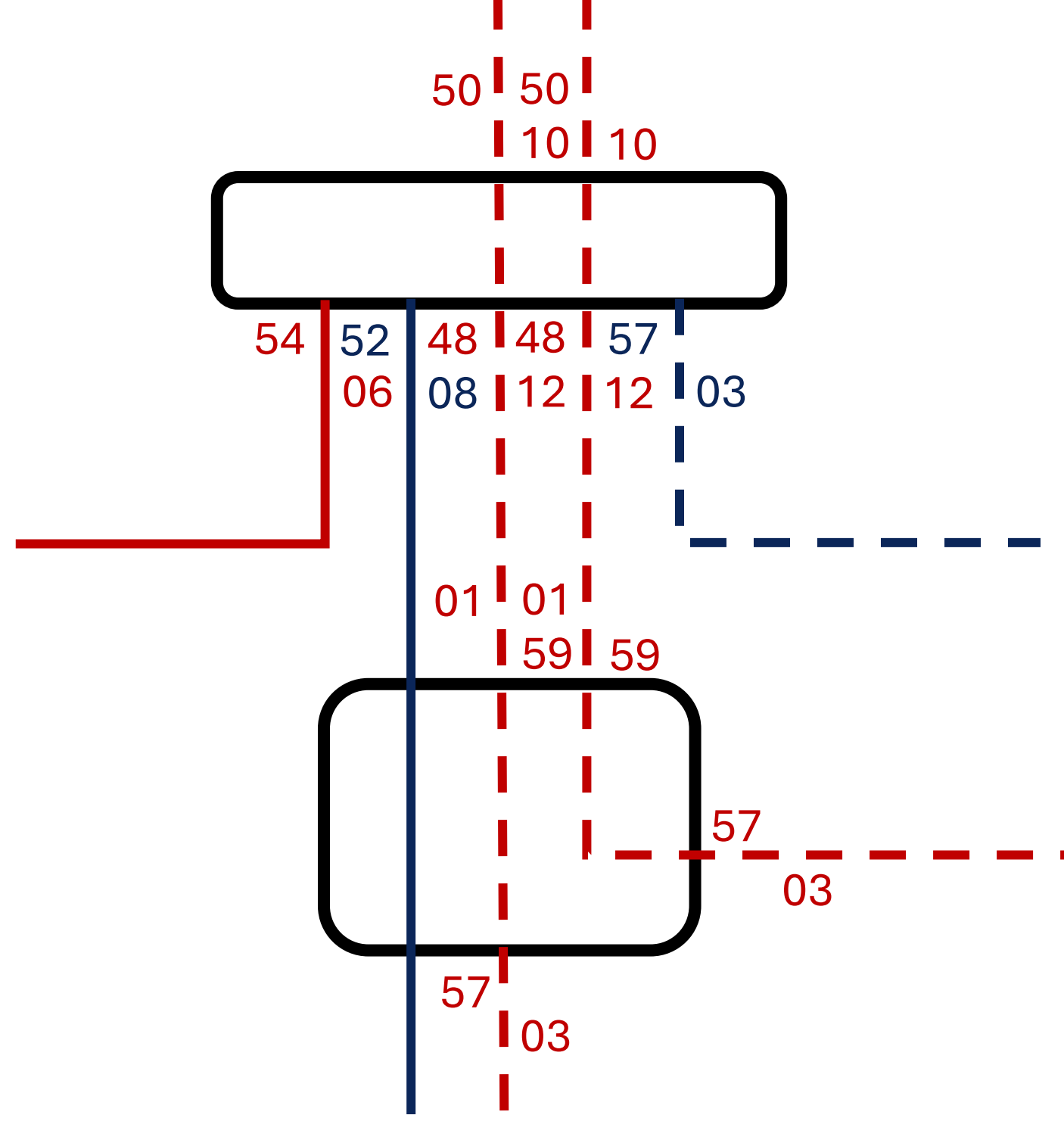


... to this  
International trains planned first

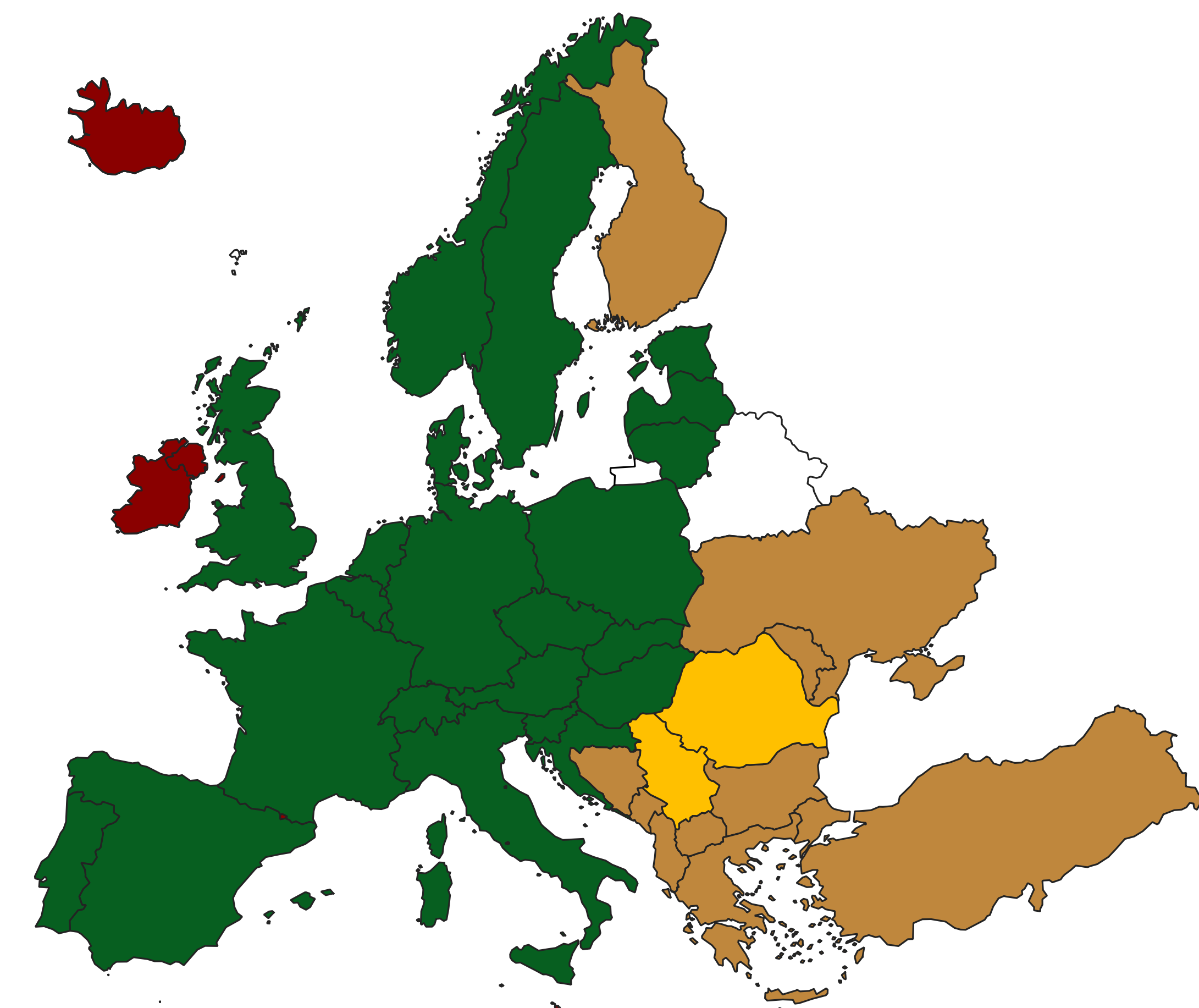


The European Railway does not live up to its full potential due to a lack of...

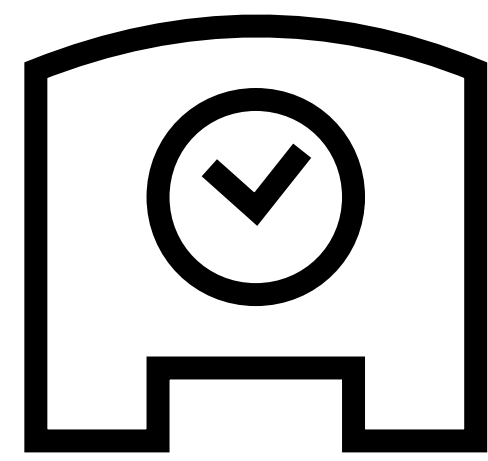
- ... international services with the current cross-border trains being crowded
- ... adequate frequencies
- ... reliability, especially for trips with transfers
- ... integration
- ... infrastructure capacity



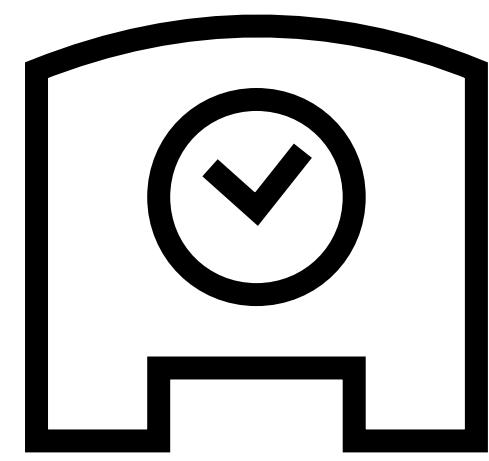
- RNE EuroLink working group members
- Targeted for membership, network considered in activities
- Potential extensions
- Out of scope



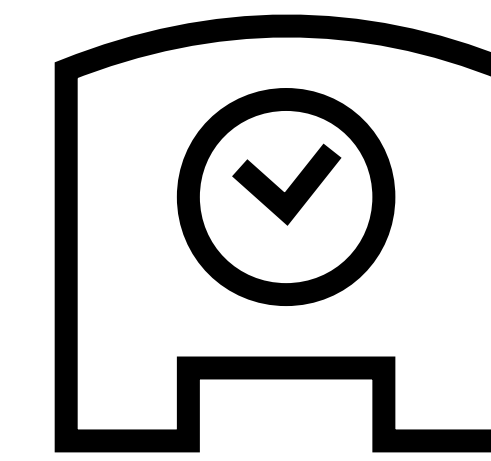
A non-binding Europe-wide capacity concept for two main horizons: the 2035 horizon, focusing on **optimising existing and planned infrastructure**, and the 2045–2050 horizon, identifying **additional infrastructure needs** from a European perspective.



**Why?**



**What?**

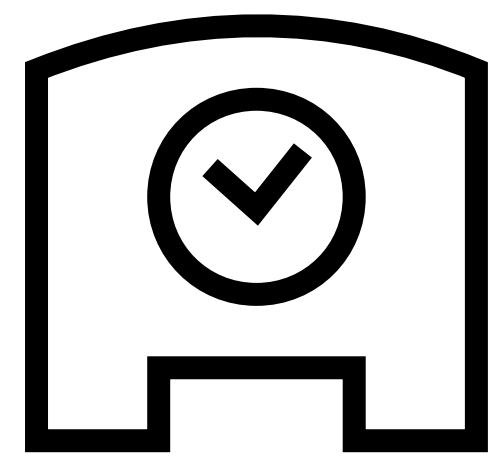


**Who?**

# EUROLINK

## Mission Statement

- To integrate existing national strategic planning frameworks with an approach of European added value.
- To showcase European benefits of national infrastructure investments and thus boost commitment to infrastructure funding.
- To enable RNE and its Members to fulfil challenges from EU institutions / legislation



**How?**

01/2025  
06/2025  
01/2026  
06/2026  
01/2027  
06/2027  
01/2028  
ongoing

### Capacity Concept 2035

#### Iteration 1

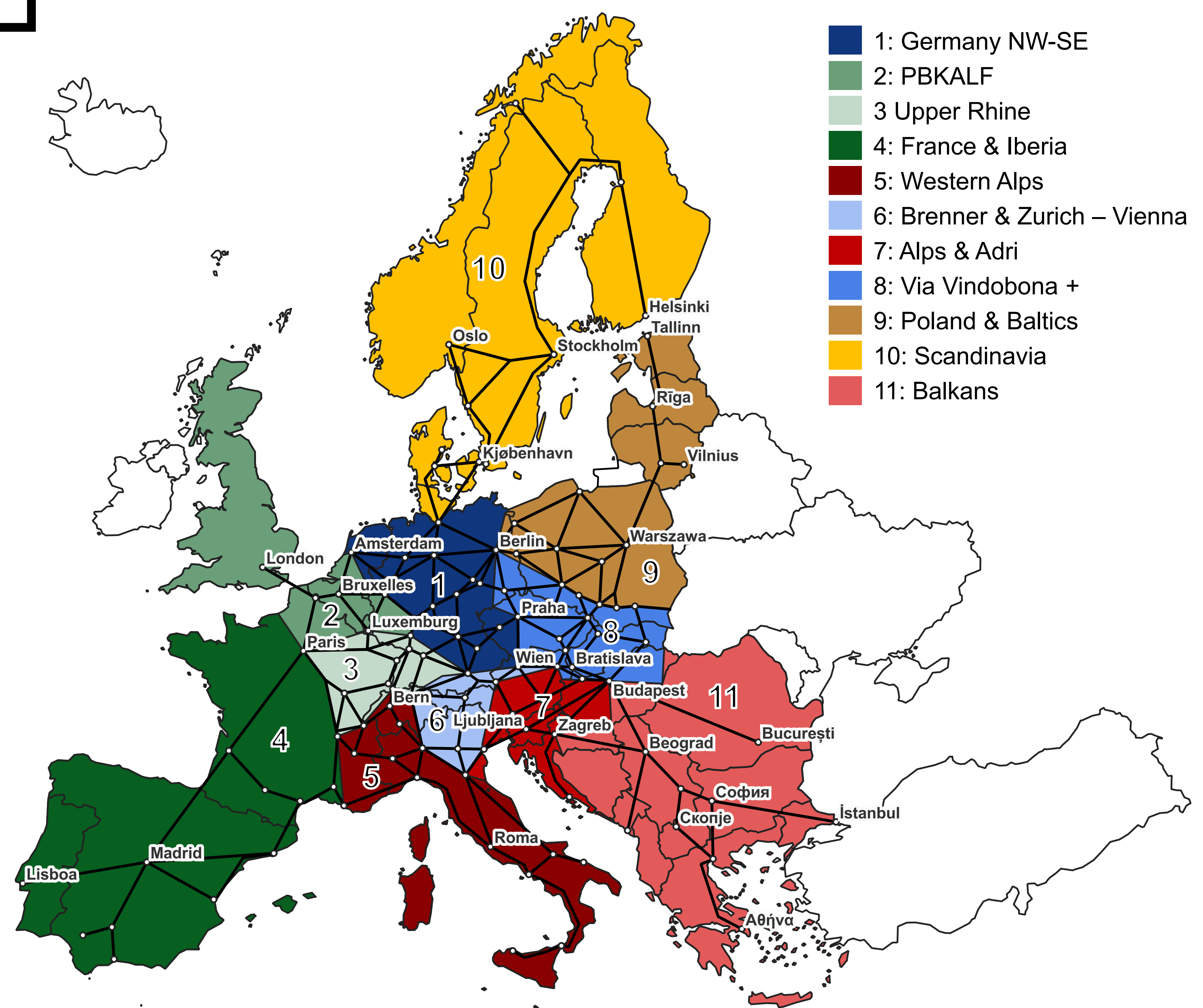
- First regional designs
- Reflection of national strategies
- Find (mis)matches, challenges and potential solutions.

#### Iteration 2

- Improve designs with input of ETMS and stakeholders
- Combine into larger sub-parts of European network
- Consolidate and fine-tune

First ETMS\* results expected

Capacity Concept 2045-2050



Schematic representation – not all railway lines are displayed

Europe's rail network divided into coherent sub-parts (**design regions**), established for practical purposes in the development of a holistic European Capacity Concept

\* ETMS= European Transport Market Study: European demand model for passenger and freight traffic