COMPLEX PROJECTS

NIGHT TRAIN HUB BERLIN

Connecting Berlin with the rest of Europe

Broer Schipper

21/march/2024

INTRODUCTION

RESEARCH

DESIGN BRIEF

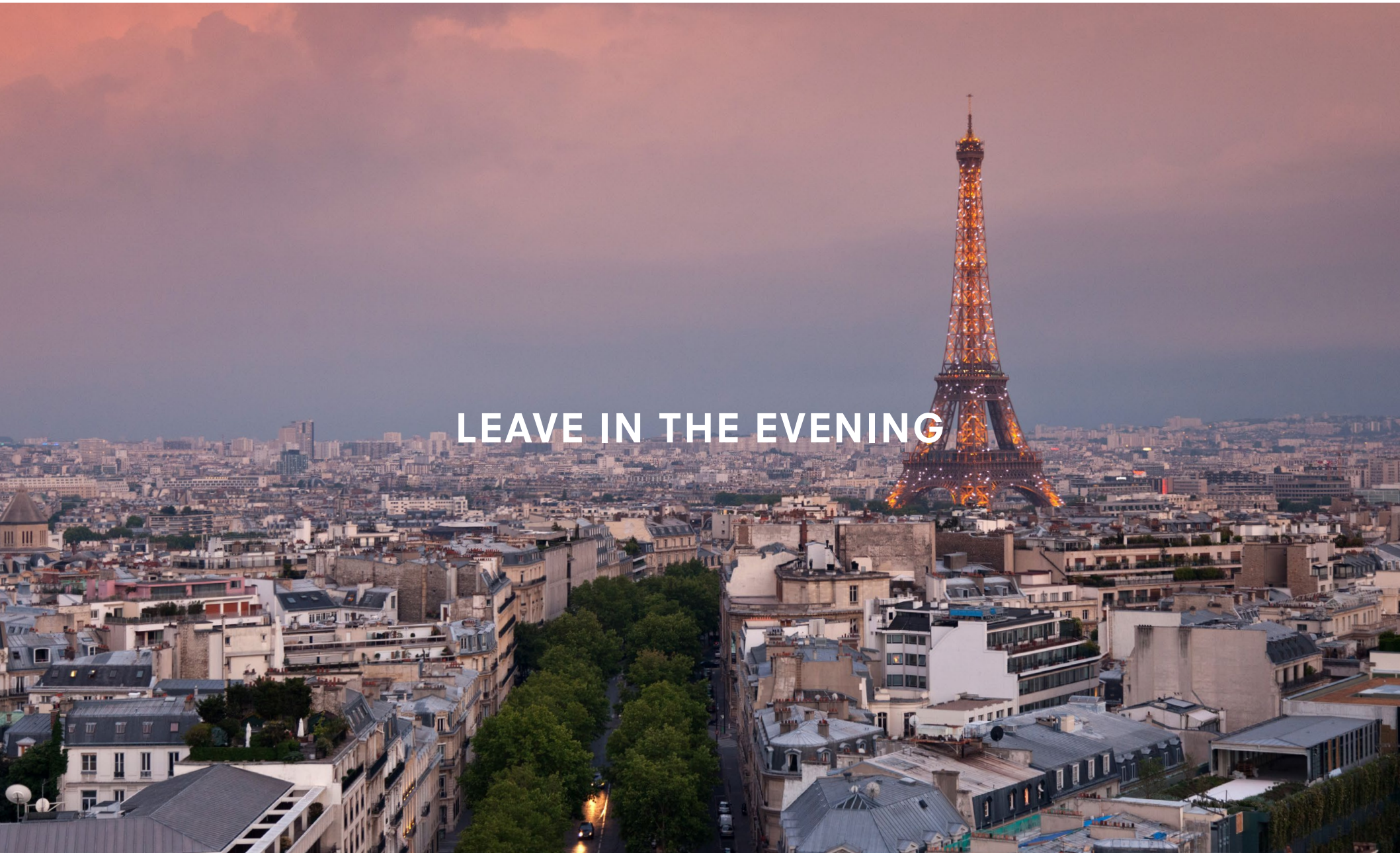
CONCEPT

IMPLEMENTATION

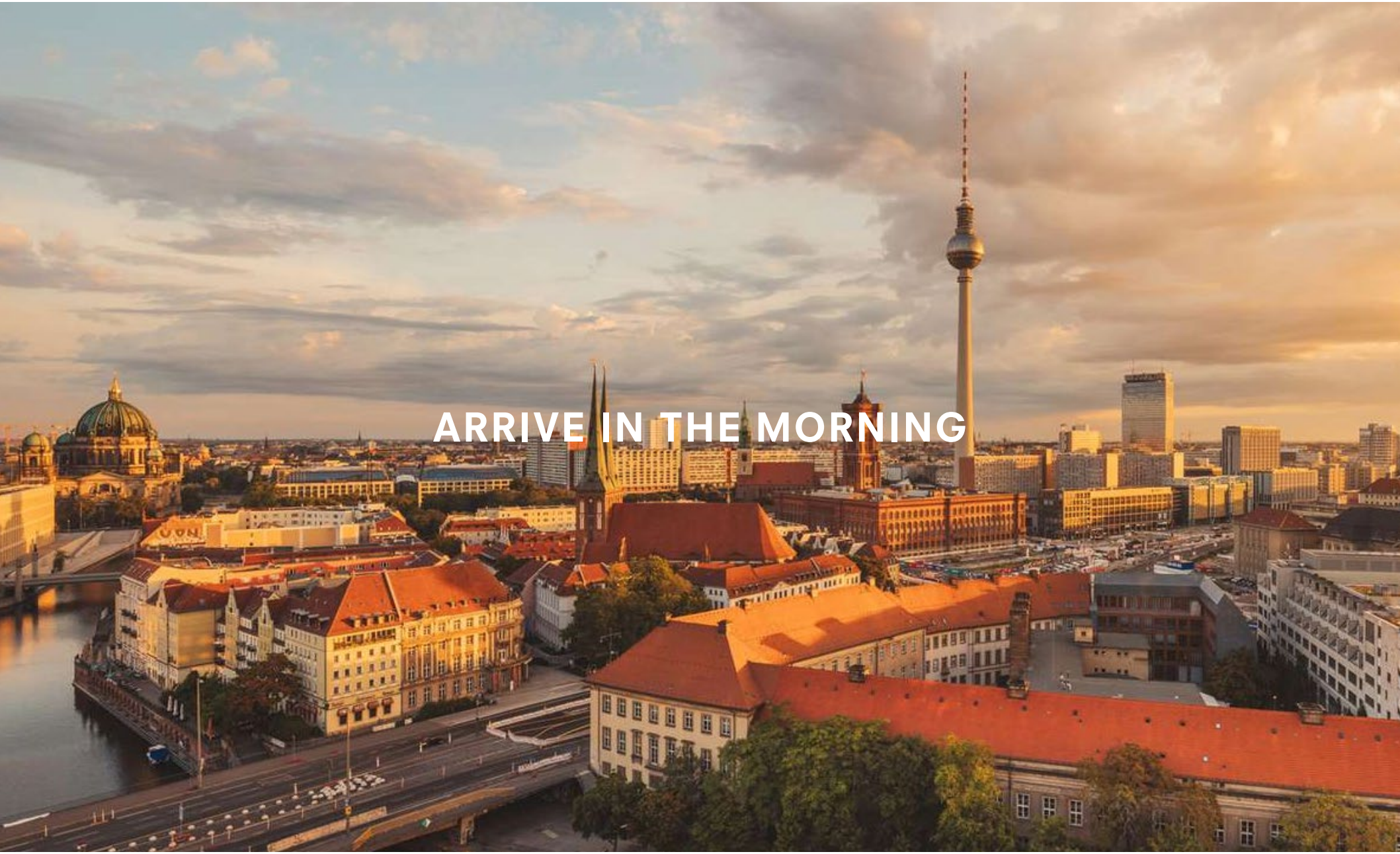
DEVELOPMENT

CONCLUSION

NIGHT TRAIN TRAVEL



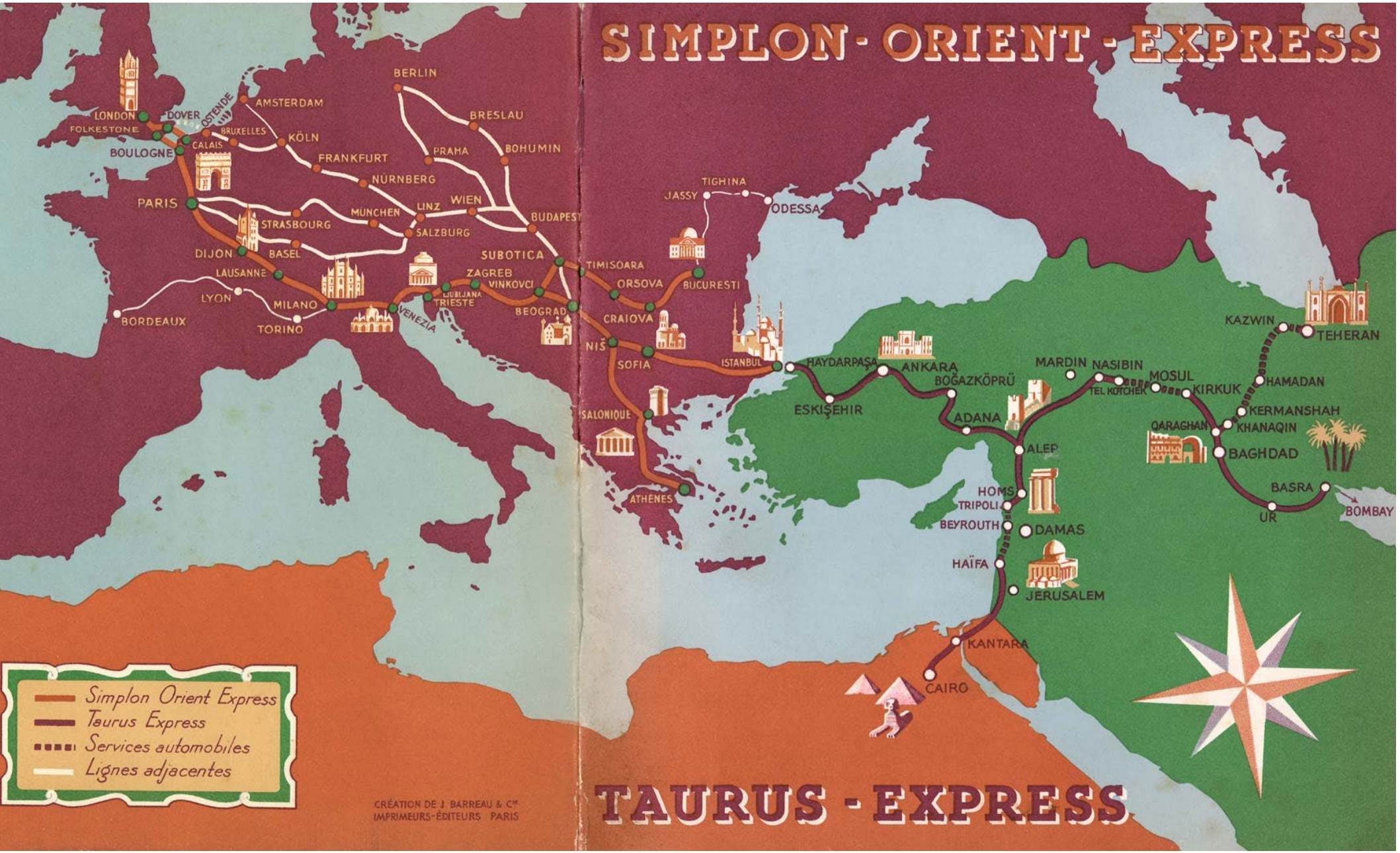
NIGHT TRAIN TRAVEL



HISTORY


South Eastern Railway_London-Chatam-Dover Railway
CHEMINS DE FER DU NORD & DE L'EST DE FRANCE
LONDRES·PARIS·CONSTANTINOPLE
Départ tous les Jours
DE LONDRES & DE PARIS POUR VIENNE
Les Mercredis
POUR CONSTANTINOPLE
Le Jeudi & le Dimanche
POUR BUKAREST
SERVICE RAPIDE
Sans Changement de Voitures
ET
SANS PASSEPORT
ENTRE
FAST TRAVELLING
Without any Change of Carriages
ET
WITHOUT PASSPORT
BETWEEN
The Trains are Starting
FROM LONDON & PARIS EVERY DAY FOR VIENNA
Only on Wednesday
FOR CONSTANTINOPLE
On Thursdays & Sundays
FOR BUKAREST
PARIS·MUNICH·VIENNE·BUDAPEST·BELGRADE & CONSTANTINOPLE
& ENTRE & BETWEEN
PARIS & BUKAREST
ORIENT EXPRESS
LONDRES
PARIS
STUTTGARD
MUNICH
VIENNE
BUDAPEST
BUKAREST
CONSTANTINOPLE
SALONIQUE
MER NOIRE
HIVER 1888-89
WINTER 1888-89
LONDRES-PARIS-VIENNE
PARIS-CONSTANTINOPLE
PARIS-BUKAREST

HISTORY


SIMPLON-ORIENT-EXPRESS
LONDON
FOLKESTONE
DOVER
OSTENDE
BRUXELLES
AMSTERDAM
BERLIN
BRESLAU
BOHUMIN
PRAHA
KÖLN
FRANKFURT
NÜRNBERG
BOULOGNE
CALAIS
PARIS
STRASBOURG
MÜNCHEN
LINZ
WIEN
BUDAPEST
SALZBURG
DIJON
BASEL
SUBOTICA
LAUSANNE
ZAGREB
VINKOVCI
LJUBLJANA
TRIESTE
LYON
MILANO
VENEZIA
BEOGRAD
BORDEAUX
TORINO
TIGHINA
JASSY
ODESSA
TIMISOARA
ORSOVA
BUCURESTI
CRAIOVA
NIŠ
SOFIA
ISTANBUL
SALONIQUE
ATHÈNES
HAYDARPAŞA
ANKARA
BOĞAZKÖPRÜ
ESKIŞEHIR
ADANA
ALEP
HOMS
TRIPOLI
BEYROUTH
DAMAS
HAÏFA
JERUSALEM
KANTARA
CAIRO
MARDIN
NASIBIN
TEL KOTCHEK
MOSUL
KIRKUK
KAZWIN
TEHERAN
HAMADAN
KERMANSHAH
KHANAQIN
QARAGHAN
BAGHDAD
BASRA
UR
BOMBAY
Simplon Orient Express
Taurus Express
Services automobiles
Lignes adjacentes
CRÉATION DE J. BARREAU & Cie
IMPRIMEURS-ÉDITEURS PARIS
TAURUS-EXPRESS

EXTINCT

2014

The Guardian

End of the line for Europe's iconic night trains?

The sleeper service is being phased out across the continent as operators are hit by hefty taxes and rise of budget airlines

- Cinema's enduring love affair with the sleeper train
- Love the night train? Share your stories with us

The Night Riviera, a sleeper train operated by First Great Western and one of only two sleeper services in the UK – the other being the Caledonian Sleeper. Photograph: Martin Godwin for the Guardian

To their fans, night trains sum up the best of the European project. They are time efficient, environmentally sustainable, and irresistibly romantic: you go to sleep in one country and wake up in another, possibly having made friends along the way.

COMEBACK IN EUROPE

2023

The Guardian

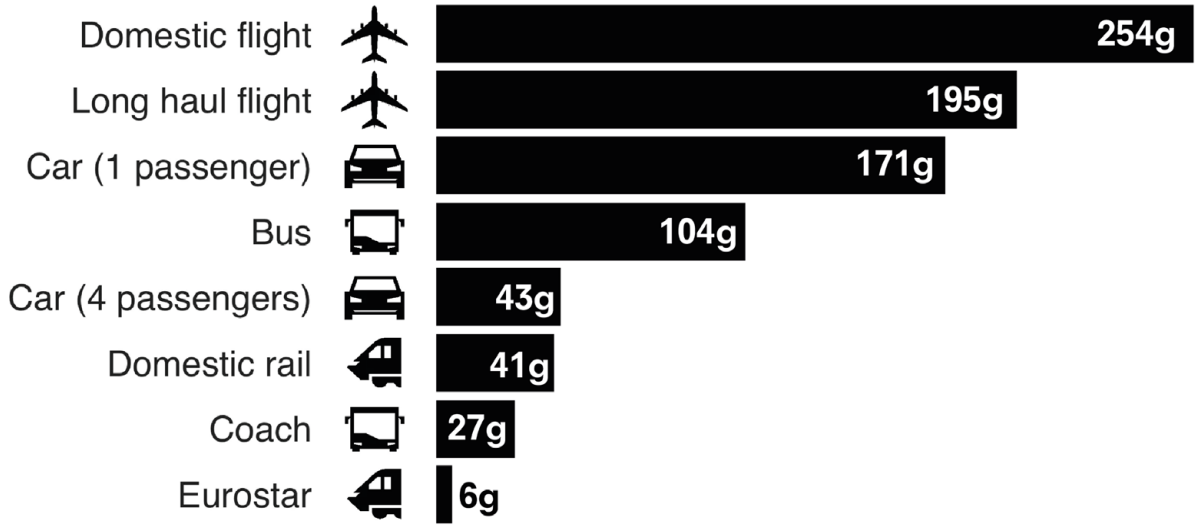
From Berlin to Brussels, the night train renaissance gathers speed with the new European Sleeper

In the beer gardens of Berlin, night trains are a conversation topic almost as hot as how to get the Berghain bouncers to let you into their nightclub. ("Be a single man, be 'alright'-looking, don't smile," I'm told.)

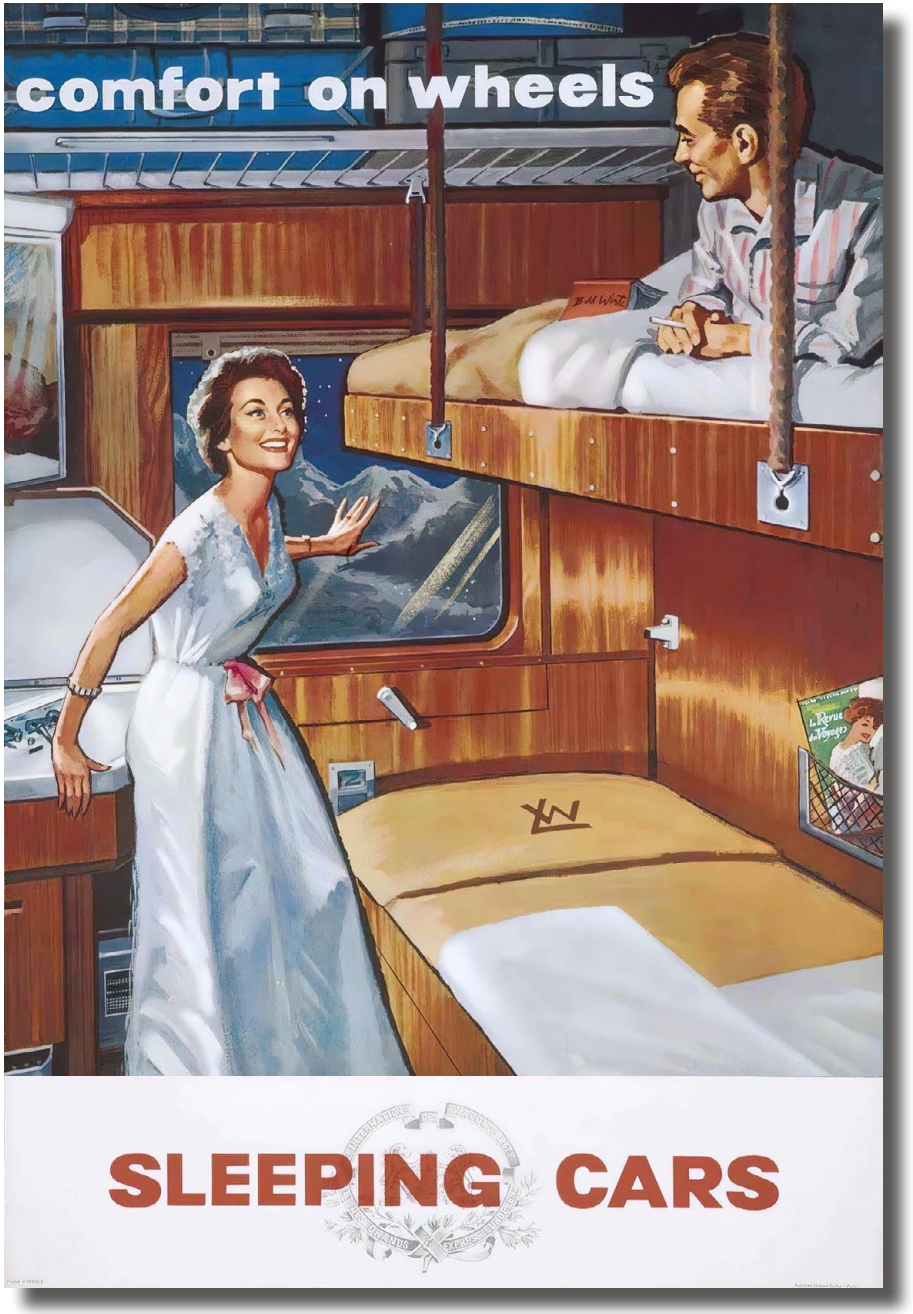
SUSTAINABILITY!

Emissions from different modes of transport

Emissions per passenger per km travelled



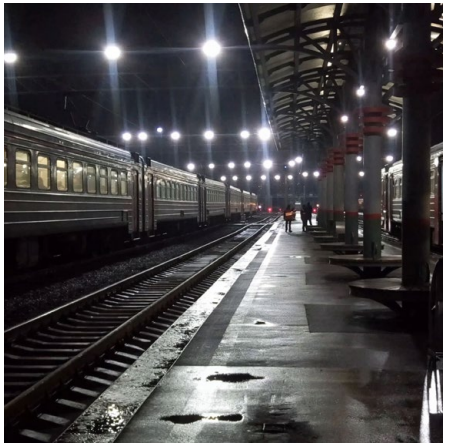
SLOW BUT COMFORTABLE WAY OF TRAVELLING



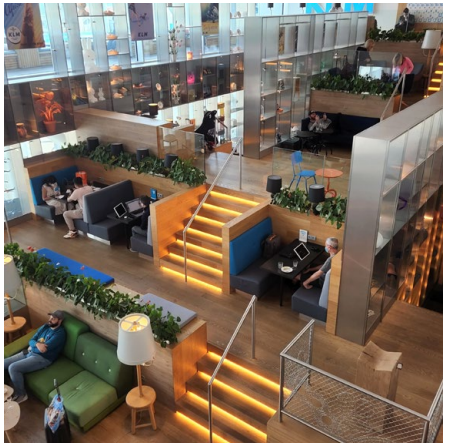
SLOW BUT COMFORTABLE WAY OF TRAVELLING

WHY A SPECIFIC NIGHT TRAIN HUB?

Capacity



Lack of Comfort



Additional Facilities

DOES CONTEMPORARY EUROPE NEED NIGHT TRAIN HUBS?

BERLIN

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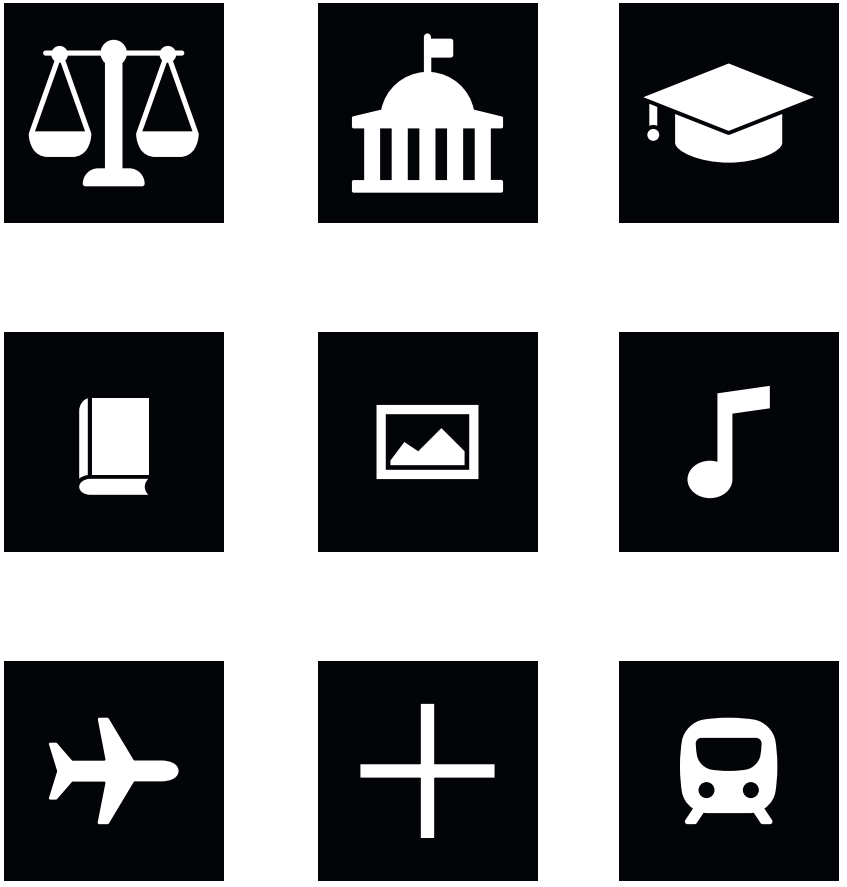
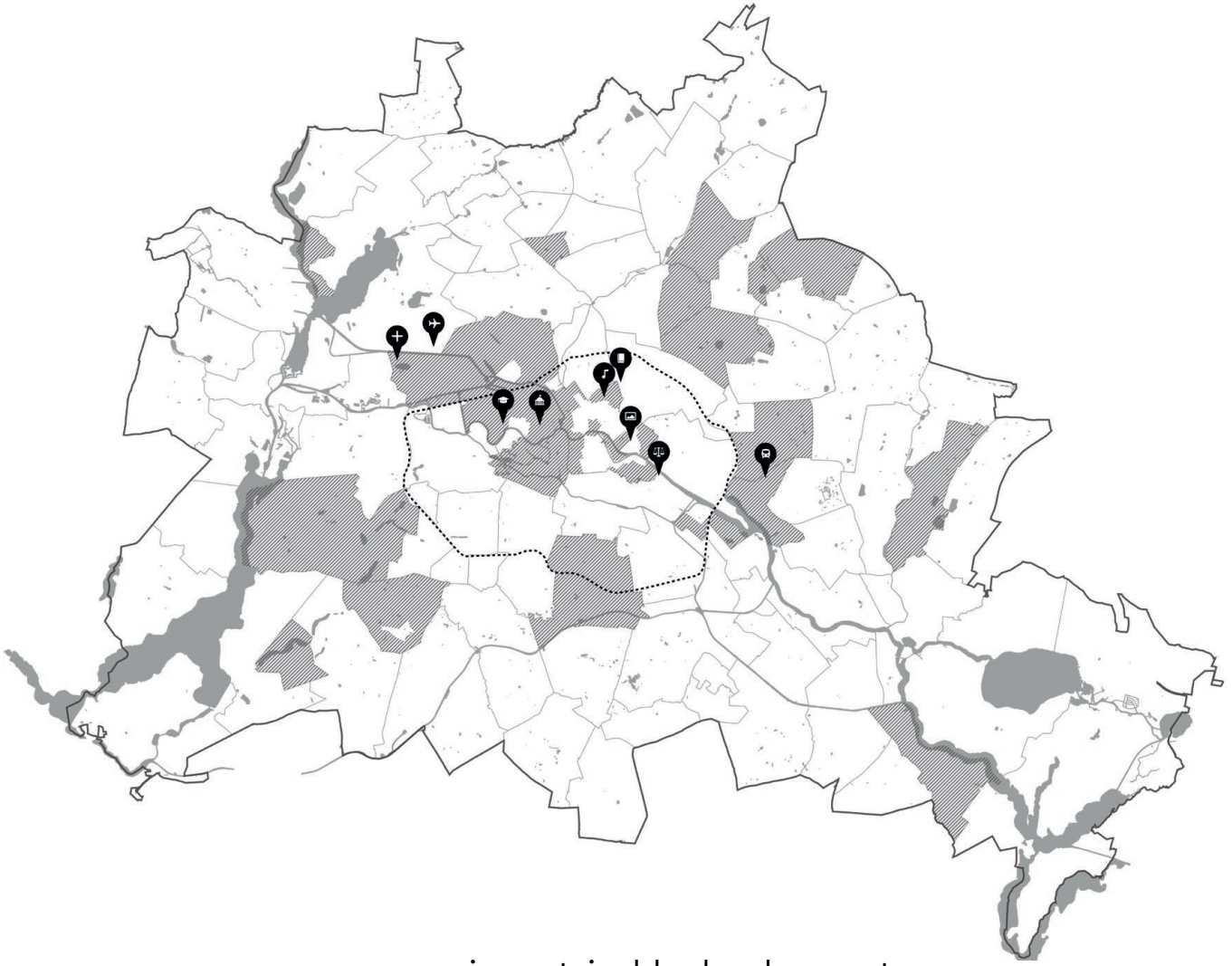
BODIES BUILDINGS BERLIN



GROUP STRATEGY



economic sustainable development

TRAIN STATION

TRAIN STATION

DOES BERLIN NEED ANOTHER TRAIN STATION?

NIGHT TRAINS GET IN THE WAY OF COMMUTER TRAINS IN MAIN STATIONS. THIS CAN BE SOLVED BY USING MINOR STATIONS.

Poul. (2022). Wie weit können Nachtzüge die Erderwärmung reduzieren? – Back-on-Track. https://back-on-track.eu/de/koennen-nachtzuge-die-erderwarmung-reduzieren/

NIGHT TRAINS GET IN THE WAY OF COMMUTER TRAINS IN MAIN STATIONS. THIS CAN BE SOLVED BY USING MINOR STATIONS.

NIGHT TRAIN HUBS

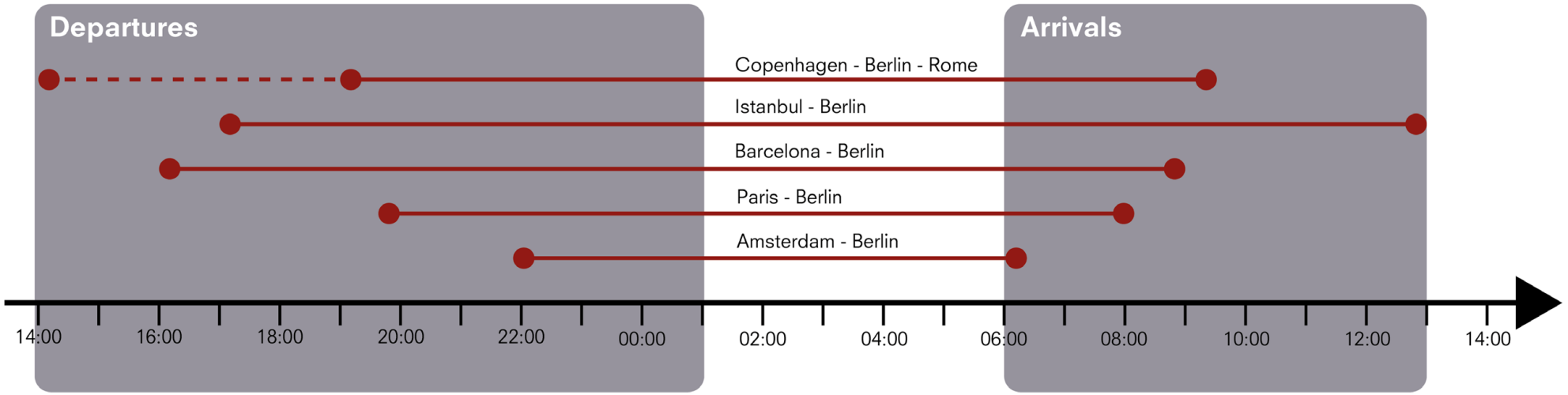
BERLIN NIGHT TRAIN RESEARCH

BERLIN HAD ONE...

research

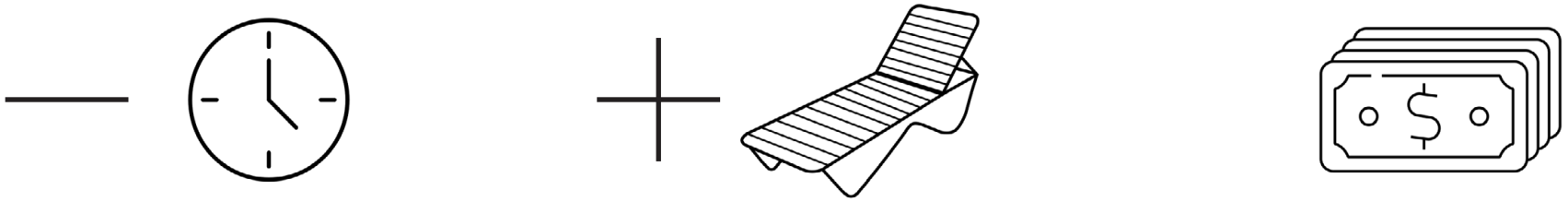
FLOWS

FLOWS


Departures
Arrivals
Copenhagen - Berlin - Rome
Istanbul - Berlin
Barcelona - Berlin
Paris - Berlin
Amsterdam - Berlin
14:00
16:00
18:00
20:00
22:00
00:00
02:00
04:00
06:00
08:00
10:00
12:00
14:00

24/7 FUNCTIONALITY

THEORETICAL FRAMEWORK



1. Travel Time

2. Comfort Level

3. Travel Cost

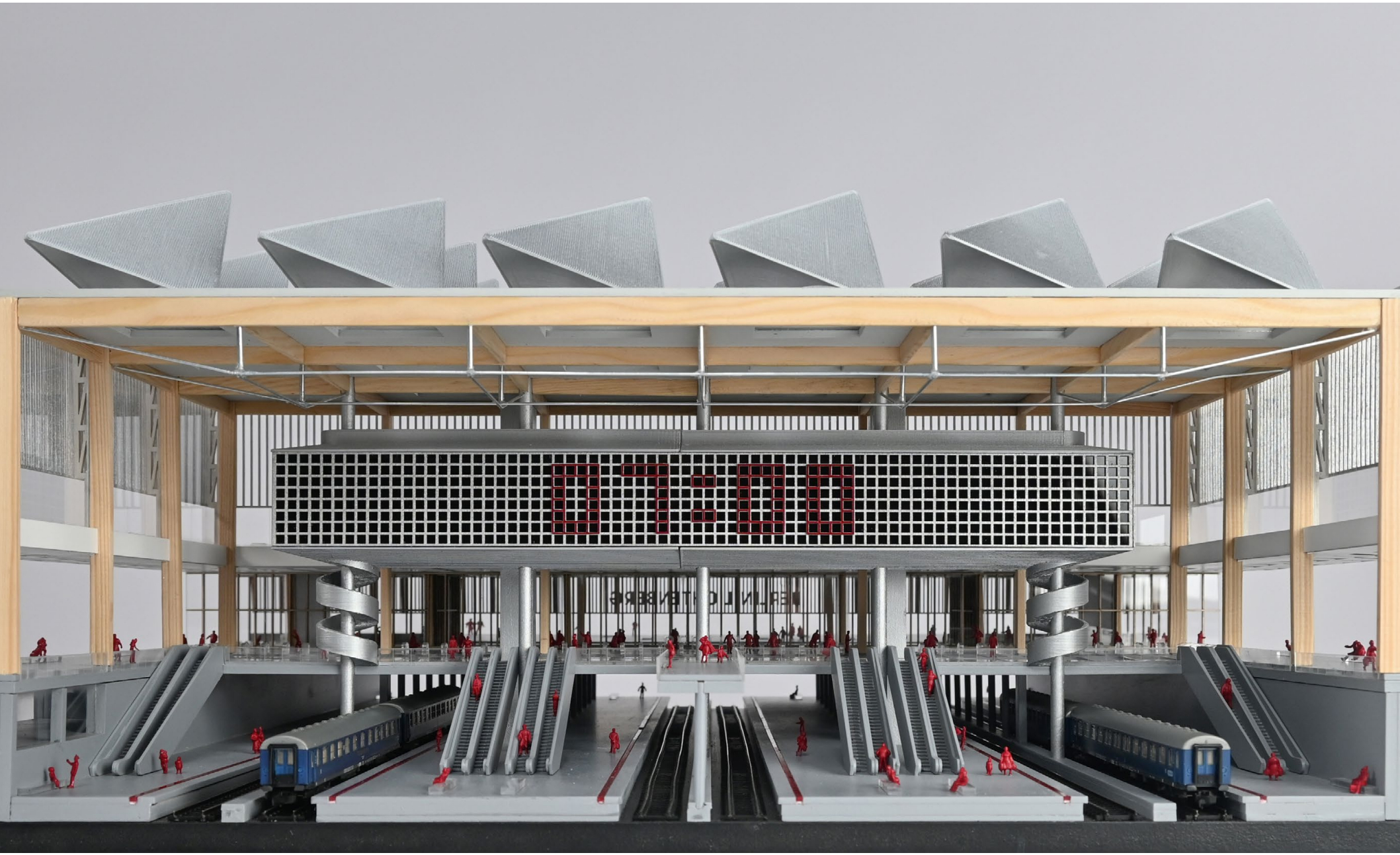
With a higher comfort level, travel time becomes less important.

Witlox, F., Zwanikken, T., Jehee, L., Donners, B., & Veeneman, W. (2022). Changing tracks: identifying and tackling bottlenecks in European rail passenger transport.

COMFORT HAS TO DO WITH CONVENIENCE, SAFETY AND LUXURY WHILE TRAVELLING BUT ALSO WITH EVERYTHING BEFORE AND AFTER THE JOURNEY.

Witlox, F., Zwanikken, T., Jehee, L., Donners, B., & Veeneman, W. (2022). Changing tracks: identifying and tackling bottlenecks in European rail passenger transport.

FIRST AND LAST IMPRESSION OF THE JOURNEY



WHAT IS COMFORT IN A STATION?

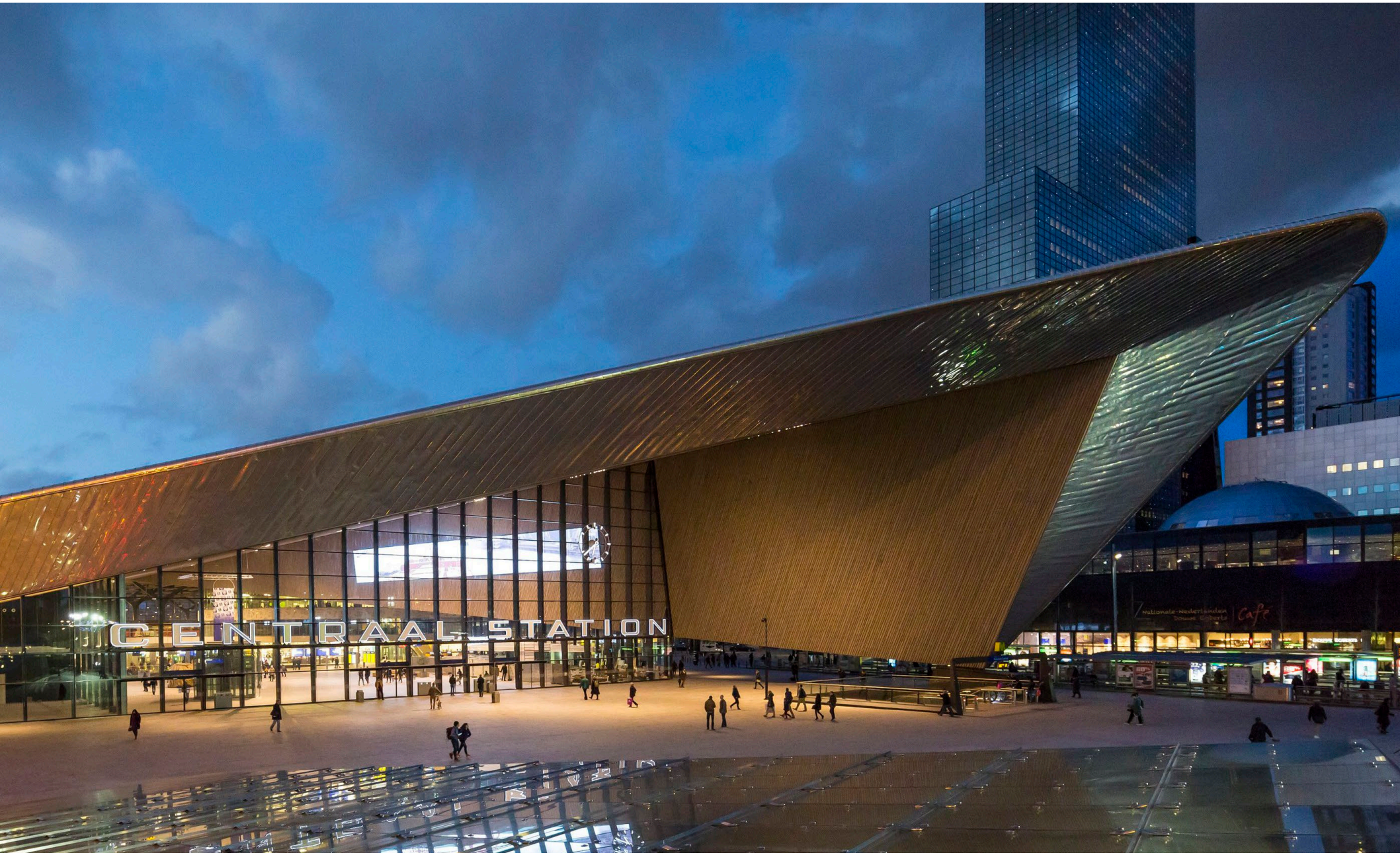
TOP 3 STATIONS NETHERLANDS 2024

Klimmen-Ransdaal

Schin op Geul

Mantgum

FIRST MAJOR STATION



COMFORT

			
Body	Physical Comfort	Convience	Luxury
			
Building	Daylight Windproof Visual Comfort Accoustics Climate Control Security Safety	Wayfinding Simplicity 24/7 Functionality Connectivity	Additional Facilities Exclusivity An Experience Spacious

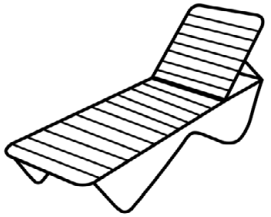
COMFORT IS NOT THE SAME AS COZINESS

COMFORT IS DIFFERENT FOR EVERYONE

COMFORT IS DIFFERENT FOR EVERYONE

NIGHT TRAIN HUB BERLIN IS FOR EVERYONE

THE GOAL OF COMFORT



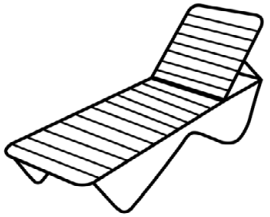
Sustainability

Comfort

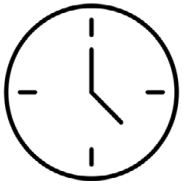
Convince people with comfort, so that they will travel sustainable

RESEARCH THEMES & AMBITIONS

Sustainability



Comfort



Time Specificness

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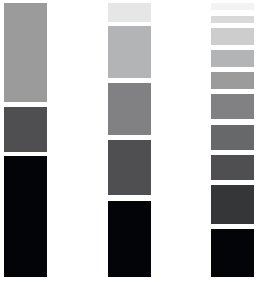
WHO? WHAT? WHERE?

Client

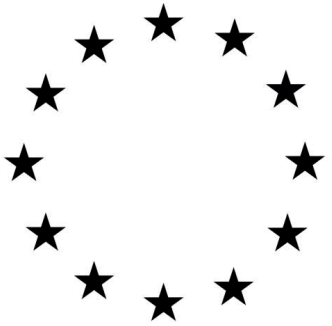


Program

Site

design brief

CLIENT



Initiator

REVIVAL TRANS EUROP EXPRESS

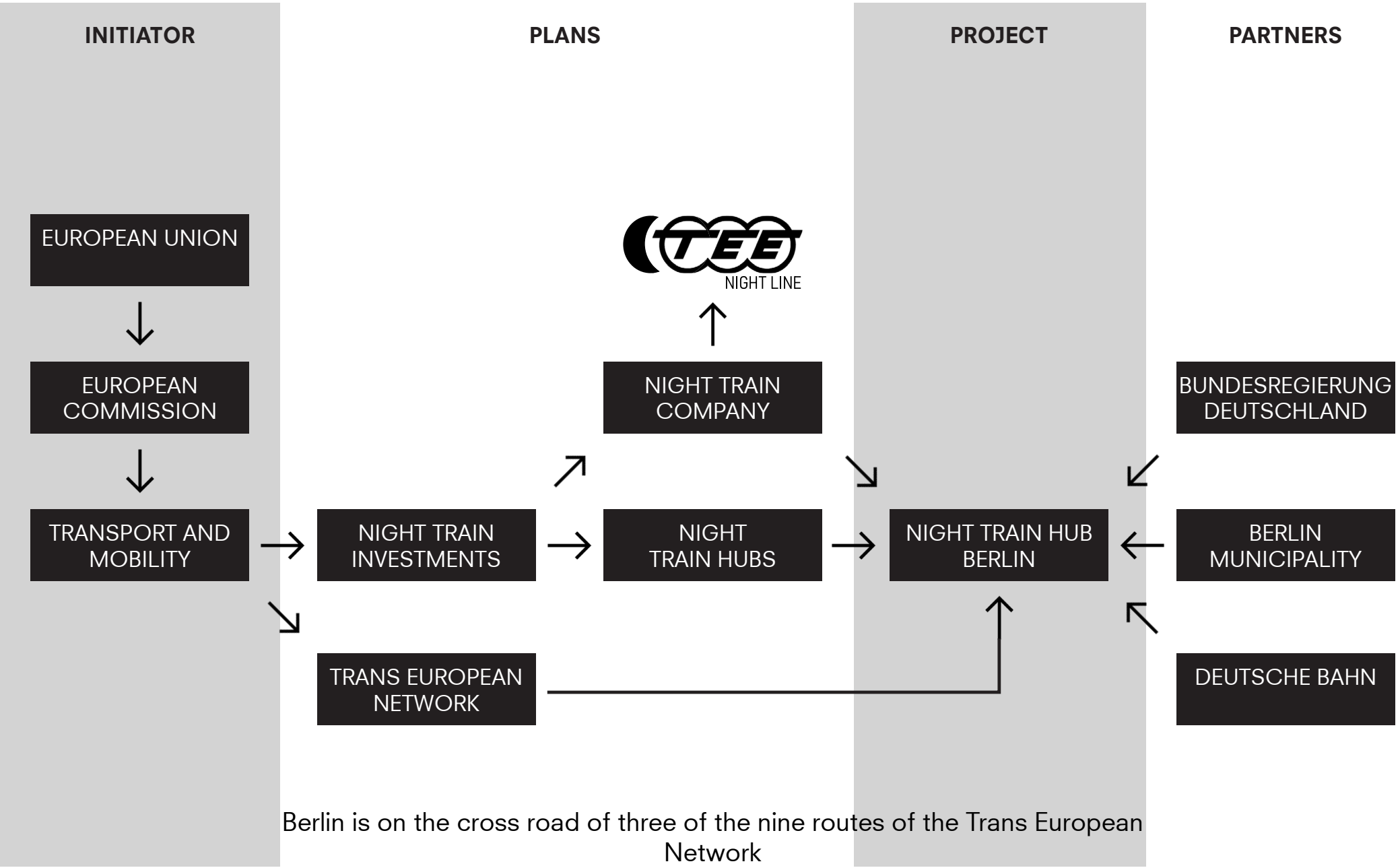
PARTNERS

Berlin Municipality

Die Bundesregierung
Deutschland

Deutsche Bahn

OVERVIEW



Berlin is on the cross road of three of the nine routes of the Trans European Network

USERS

Passengers

Personnel

Berliners

design brief

PASSENGERS

Business Travelers

Workspaces
Conference Rooms
Lounges
Restaurants
Sanitation
Hotel
Luggage Facilities

Tourists

Entertainment
Bars
Lounges
Restaurants
Sanitation
Hotel
Luggage Facilities

PASSENGERS


Cie Intle des WAGONS-LITS
LES
WAGONS
-LITS
DE
2e
CLASSE
PARIS VERS STRASBOURG,
BALE, PRAGUE.
APPENWEIER-STRASBOURG
-MARSEILLE.
OSTENDE-BALE.
CA. OFFICE d'ÉDITIONS d'ART. PARIS

USER ESTIMATION

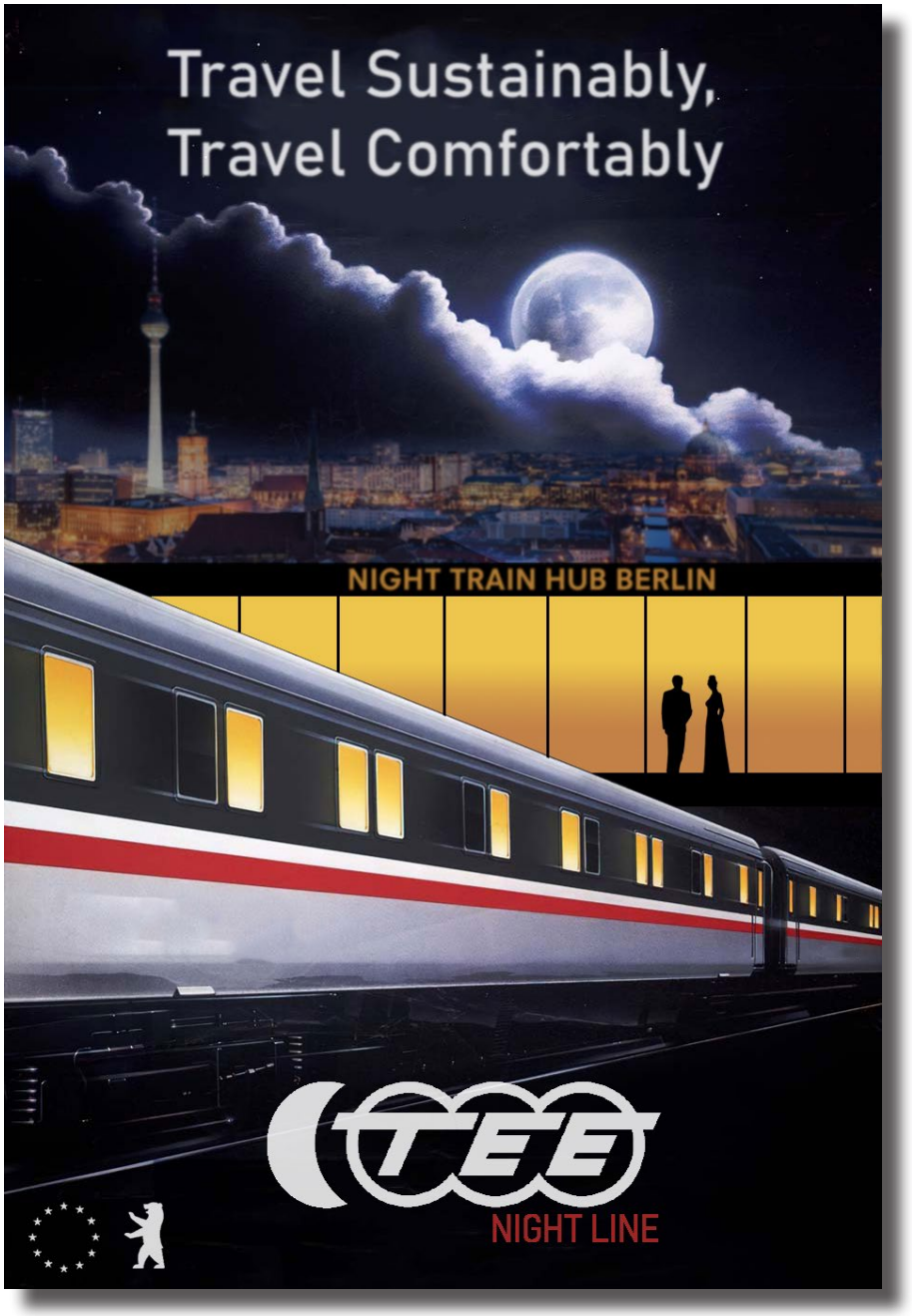
15.000.000 → **41.000**

Annual Night Train Travellers

Daily Night Train Travellers

This is equal to 75% of the passengers of flights from Berlin Brandenburg Airport which could be replaced by night trains

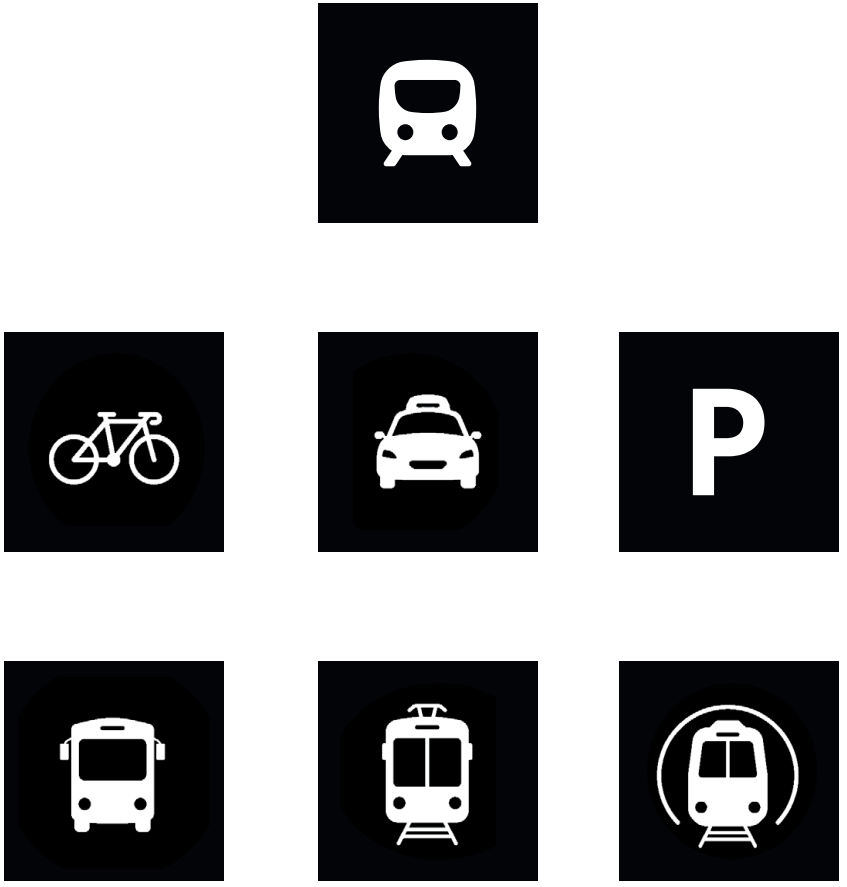
CLIENT AMBITIONS



PROGRAM

TRAIN STATION + ADDITIONS = NIGHT TRAIN HUB

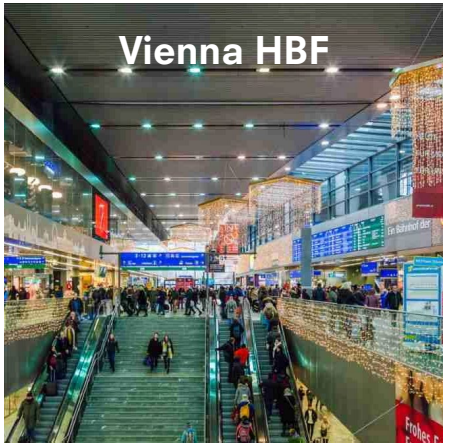
JUNCTION OF MOBILITY



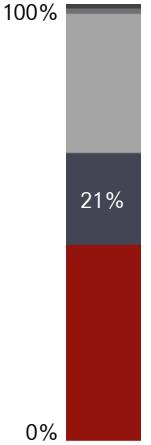
PROGRAM BARS

- Lounge
- Office
- Commercial
- Circulation
- Platforms

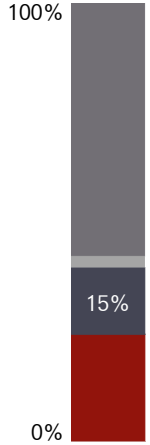
Platforms	32.000 m²
Commercial m²	4.200 m²
Lounge m²	800 m²
Office m²	4.500 m²



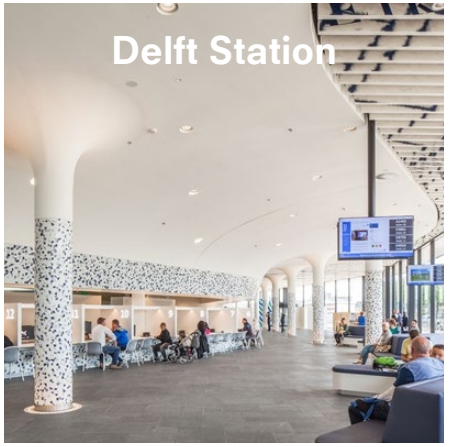
Platforms	28.000 m²
Commercial	20.000 m²
Lounge	800 m²
Office	800 m²



- Lounge
- Office
- Commercial
- Circulation
- Platforms

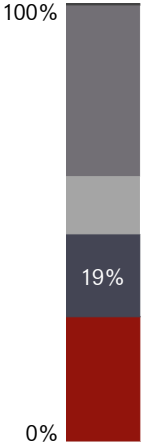


- Lounge
- Office
- Commercial
- Circulation
- Platforms



Platforms	8.000 m²
Commercial	900 m²
Lounge	-
Office	19.000

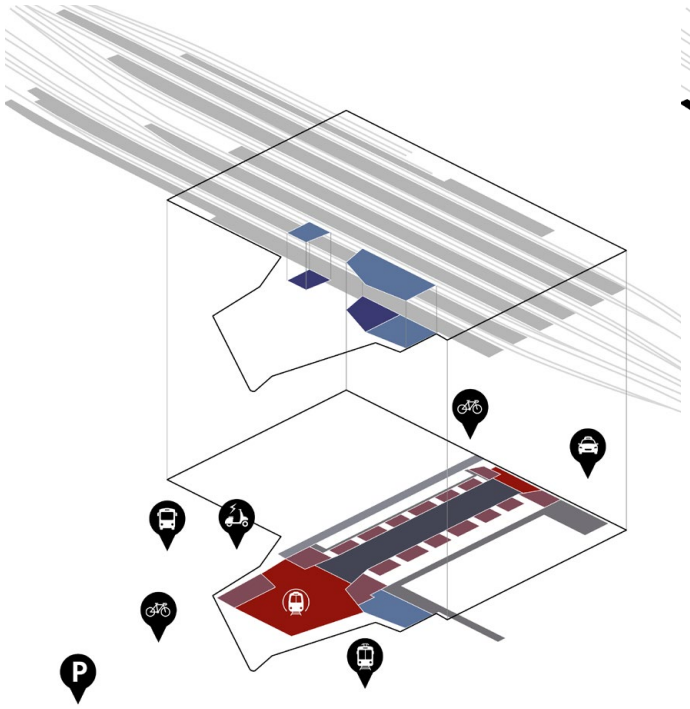
Platforms	32.000 m²
Commercial	15.000 m²
Lounge	700 m²
Office	44.000²



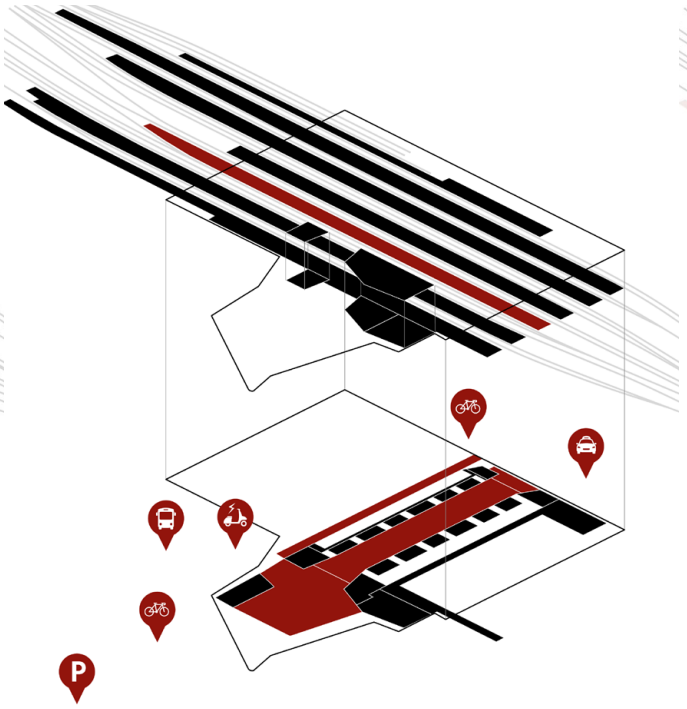
- Lounge
- Office
- Commercial
- Circulation
- Platforms

ROTTERDAM CENTRAAL

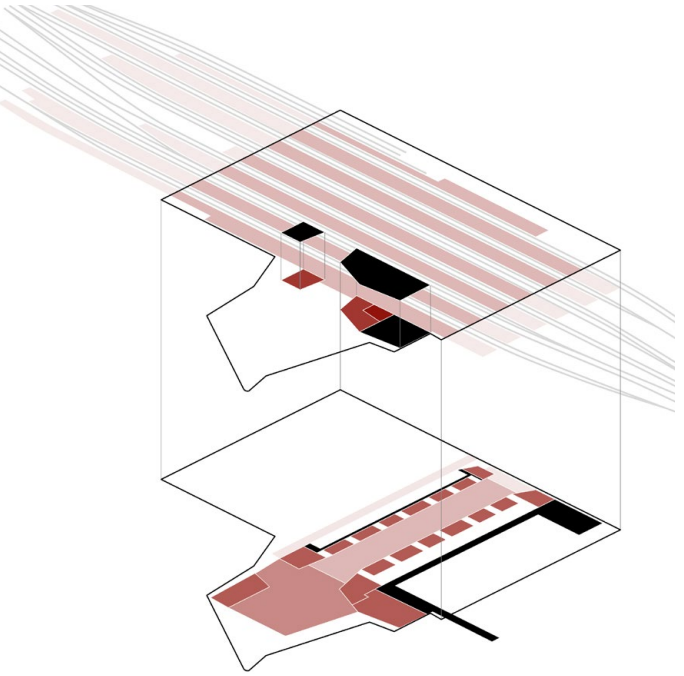
ROTTERDAM CENTRAAL



Program and Mobility



24/7 Functionality



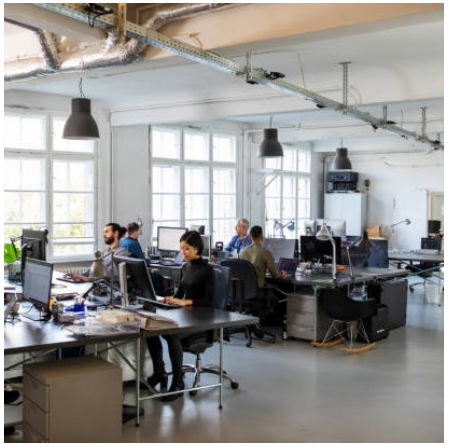
Levels of Comfort

NIGHT TRAIN RAILWAY OPERATIONS

450m Platforms

Car Platforms

Railway Yard

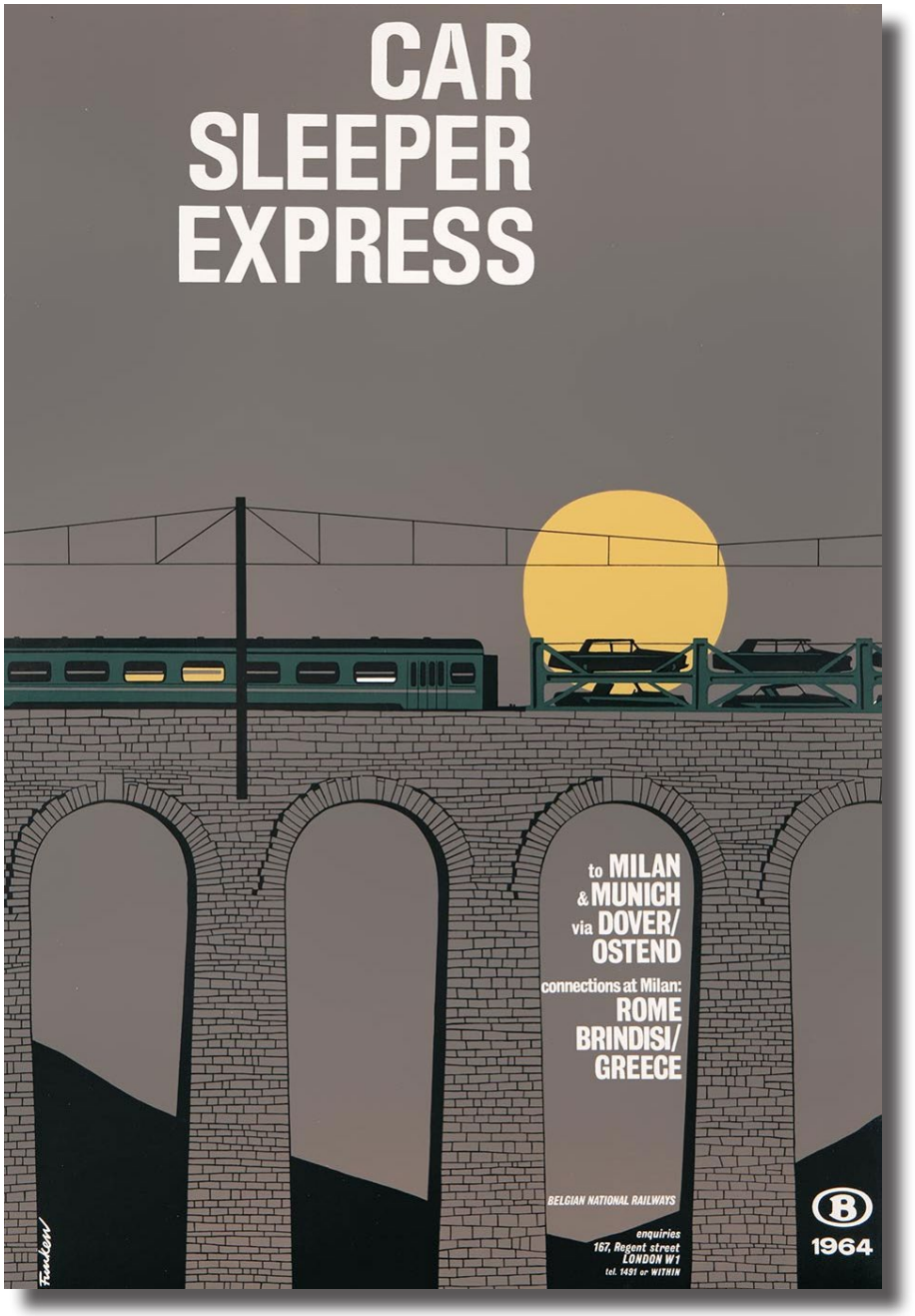


Personnel Facilities

Ticket Gates

Non-Schengen Facilities

CAR PLATFORMS



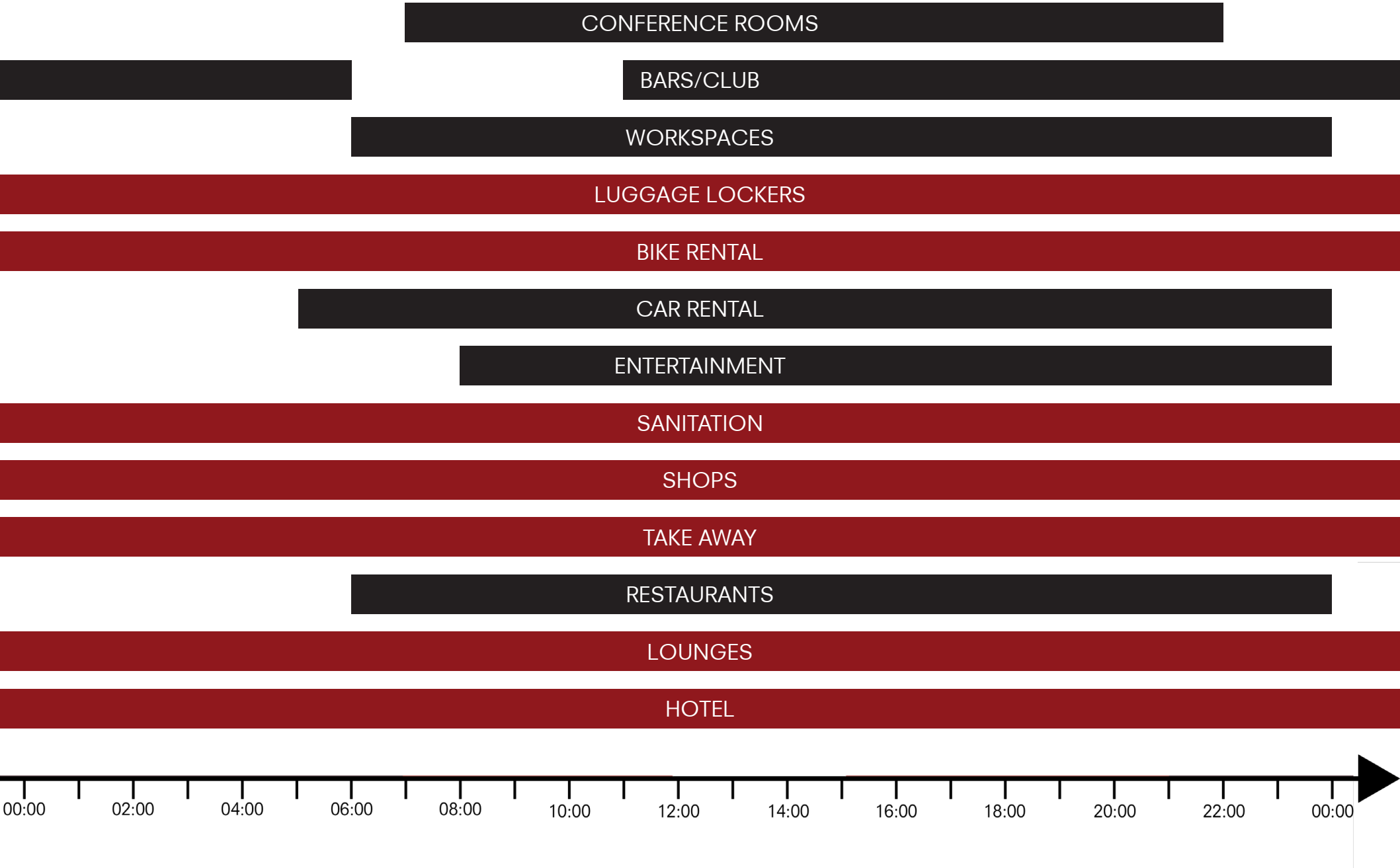
CAR PLATFORMS

ADDITIONAL FACILITIES PASSENGERS

- CONFERENCE ROOMS
- BARS/CLUB
- WORKSPACES
- LUGGAGE LOCKERS
- BIKE RENTAL
- CAR RENTAL
- ENTERTAINMENT
- SANITATION
- SHOPS
- TAKE AWAY
- RESTAURANTS
- LOUNGES
- HOTEL

Time spend at night train hubs is longer compared to current day stations
therefore additional facilities are important

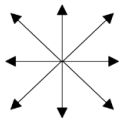
ADDITIONAL FACILITIES OPENING TIMES



PROGRAM BAR BUILDING

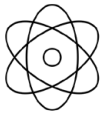
37.000 m²

Additional Facilities



10.500 m²

Junction of Mobility



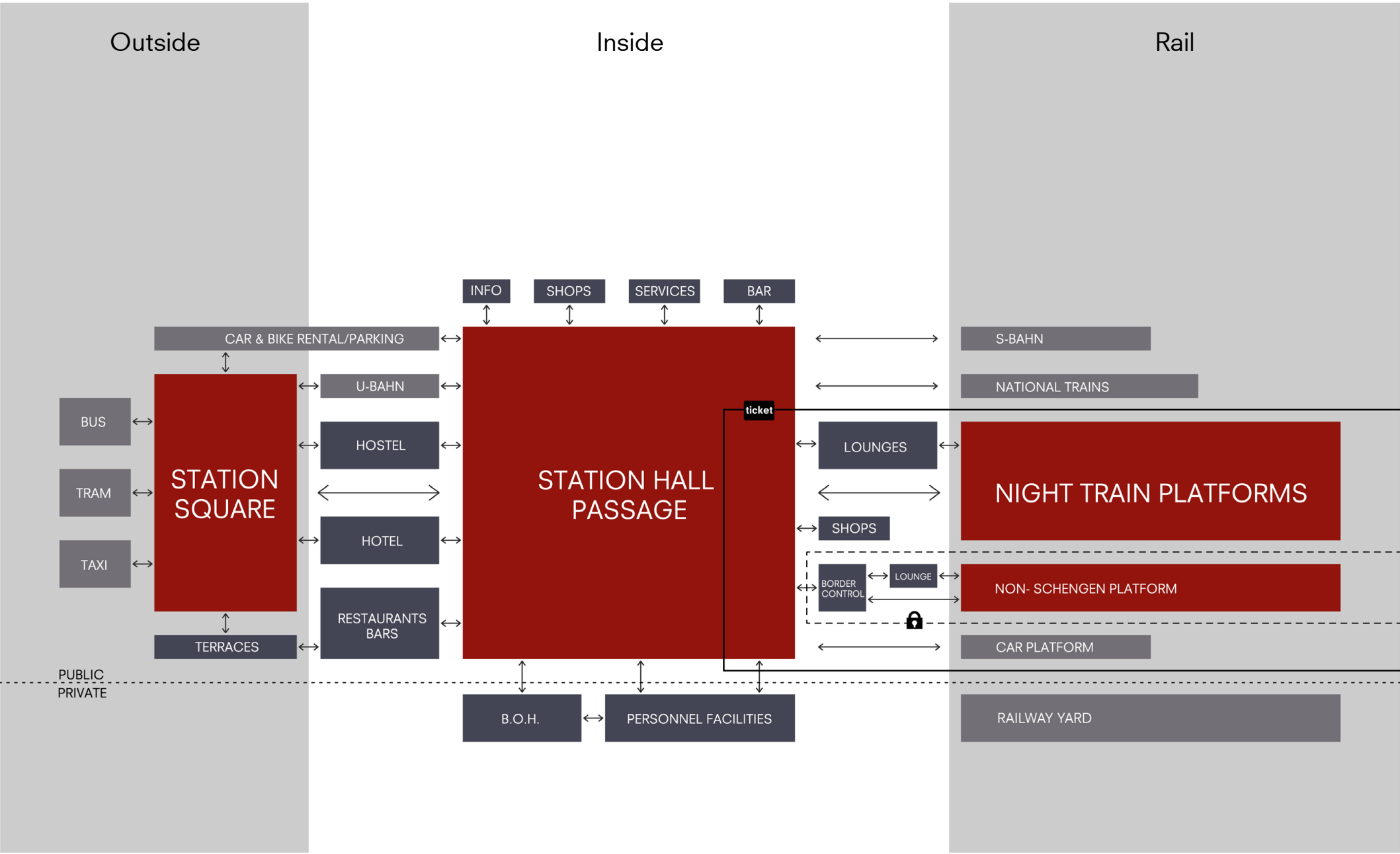
33.300 m²

Core Functionalities

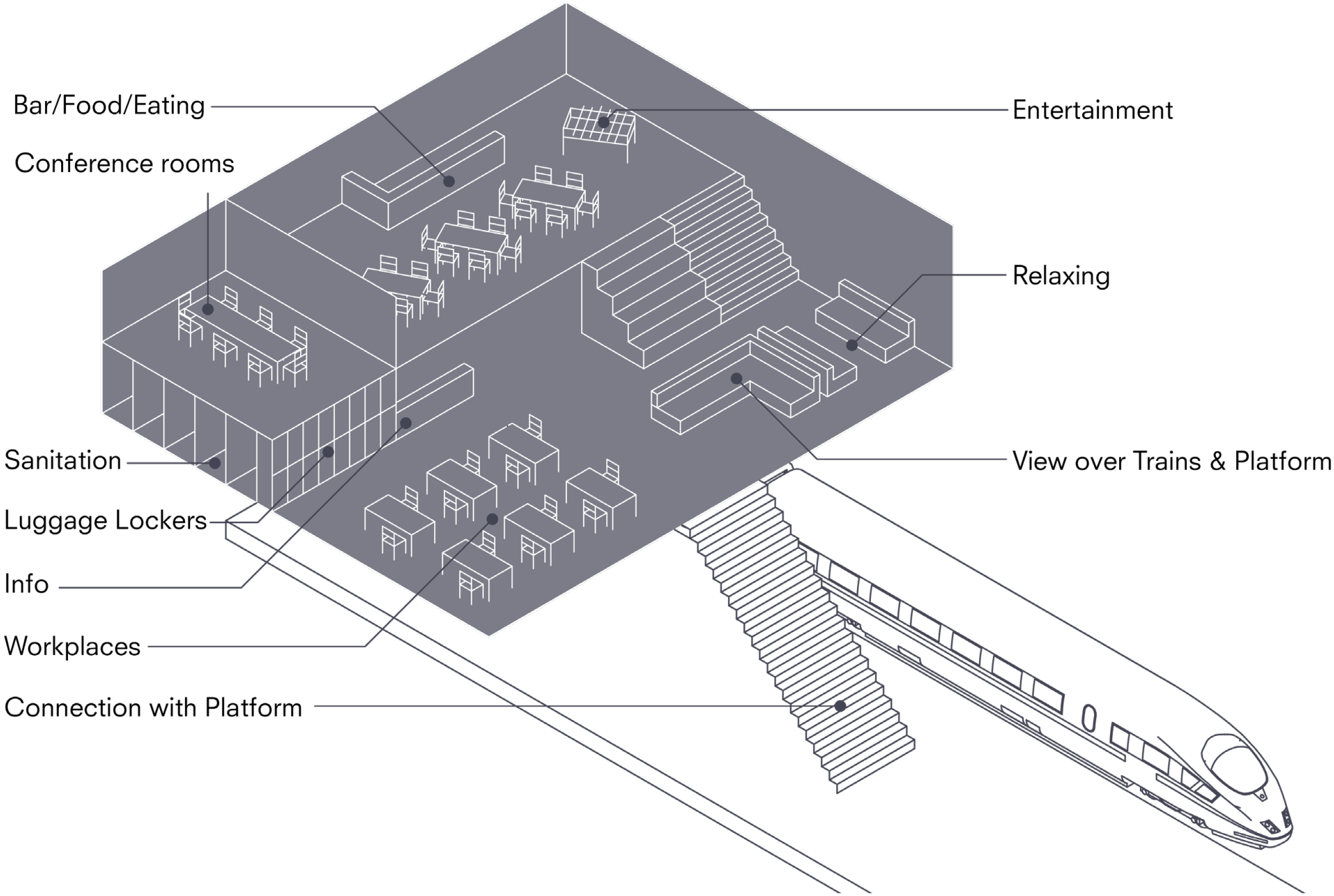
80.800 m²

4.000 m²	B.O.H.	Cargo and Technical
2.400 m²	Services	Public & Security Services
6.000 m²	Personnel Facilities	Office Space Resting, Sanitation & Canteen
4.500 m²	Lounges	3 Lounges
7.500 m²	Commercial	Shops & Take Away Restaurants, Bars & Club
12.000 m²	Hotel	Hostel Hotel
1.500 m²	U-Bahn	U-Bahn Platform
2.200 m²	S-Bahn	S-Bahn Platform
3.200 m²	Car Train	Car Train Platform
3.600 m²	National Train	National Train Platform
13.500 m²	Main Circulation 17%	Station Passages Station Hall
19.800 m²	Night Train	Outside EU Night Train Platform 3 Night Train Platforms

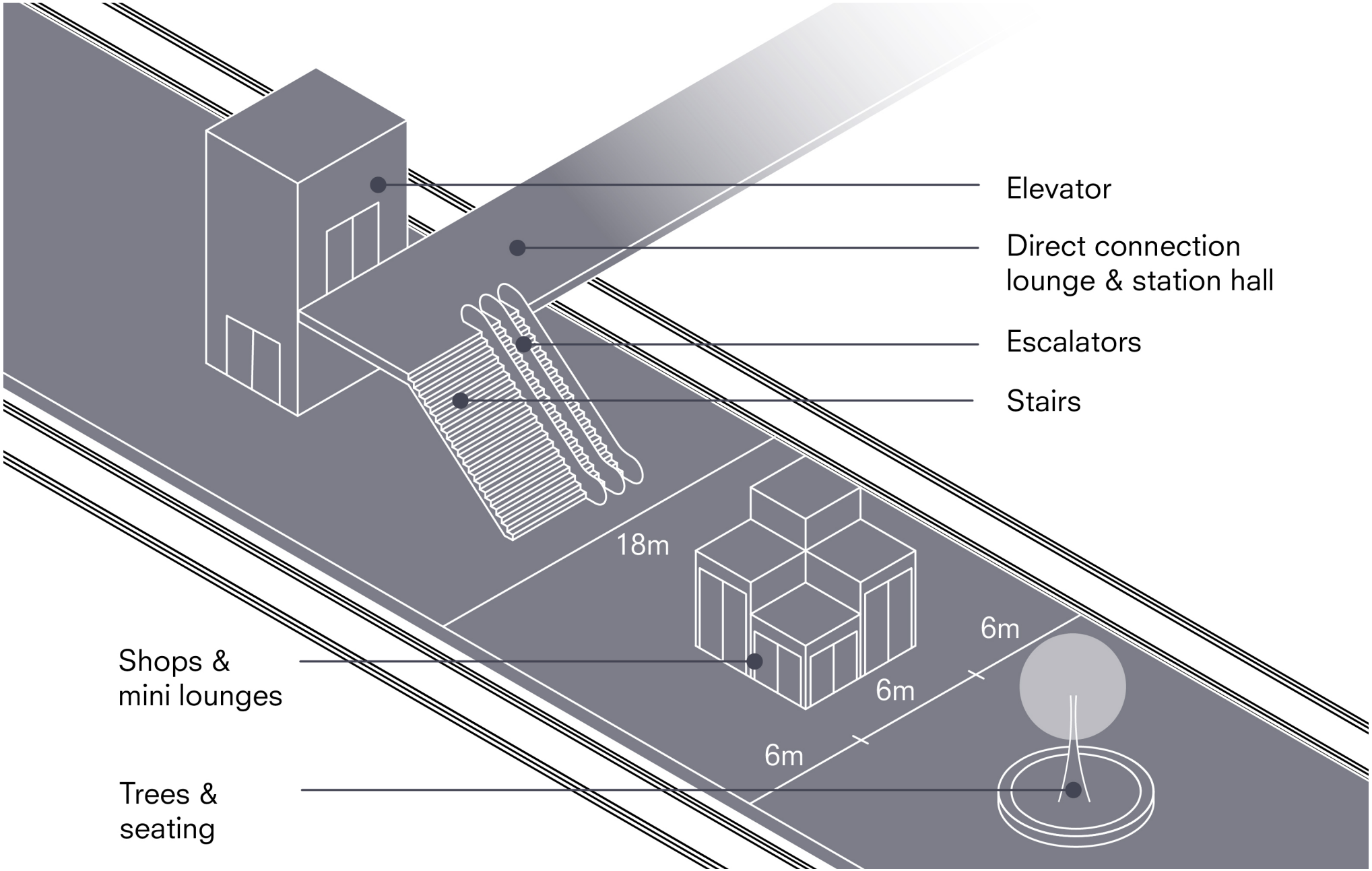
RELATION SCHEME: ADDITIONAL FACILITIES



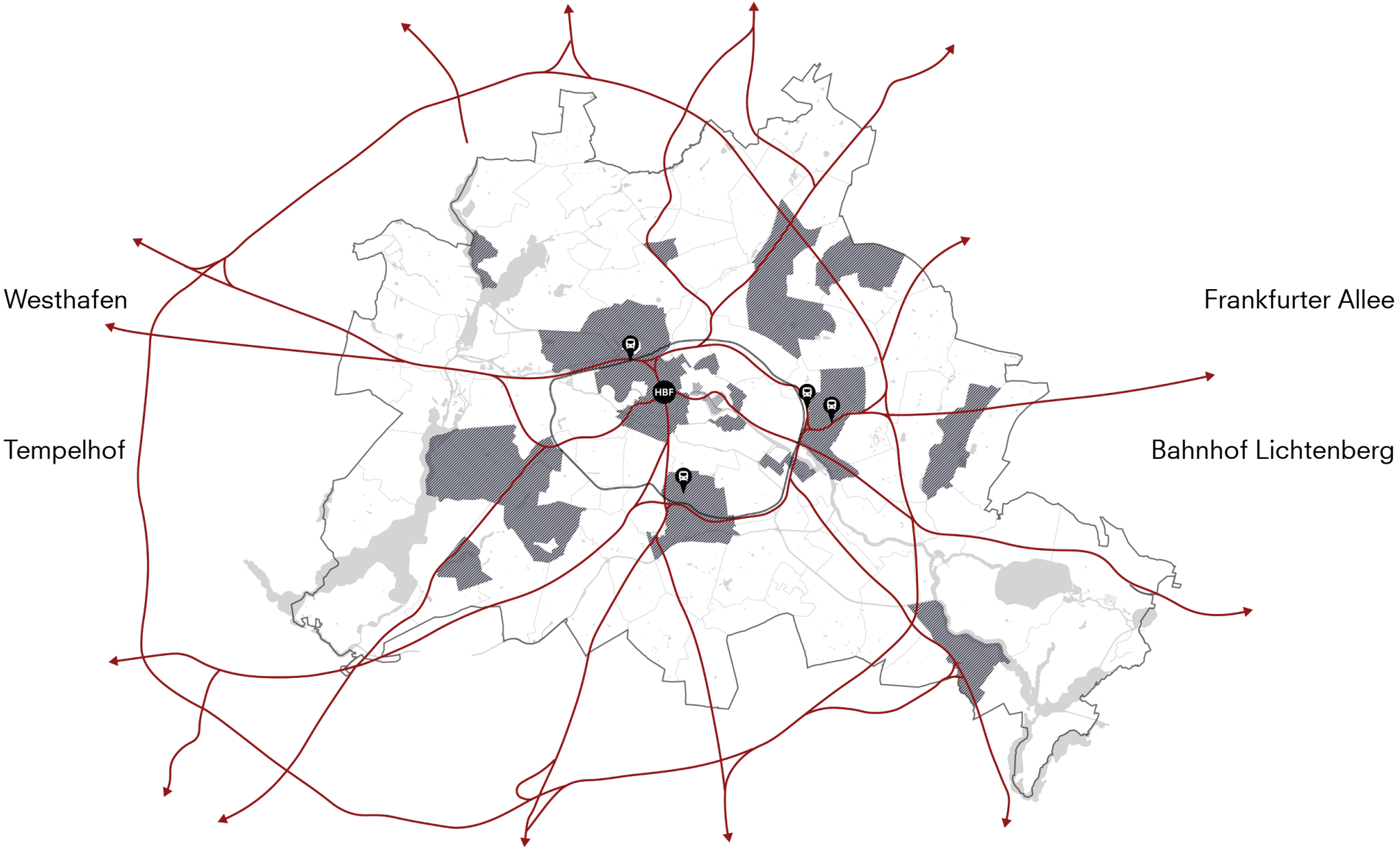
KEY SPACE: LOUNGES



KEY SPACE: PLATFORM



POSSIBLE SITE LOCATIONS

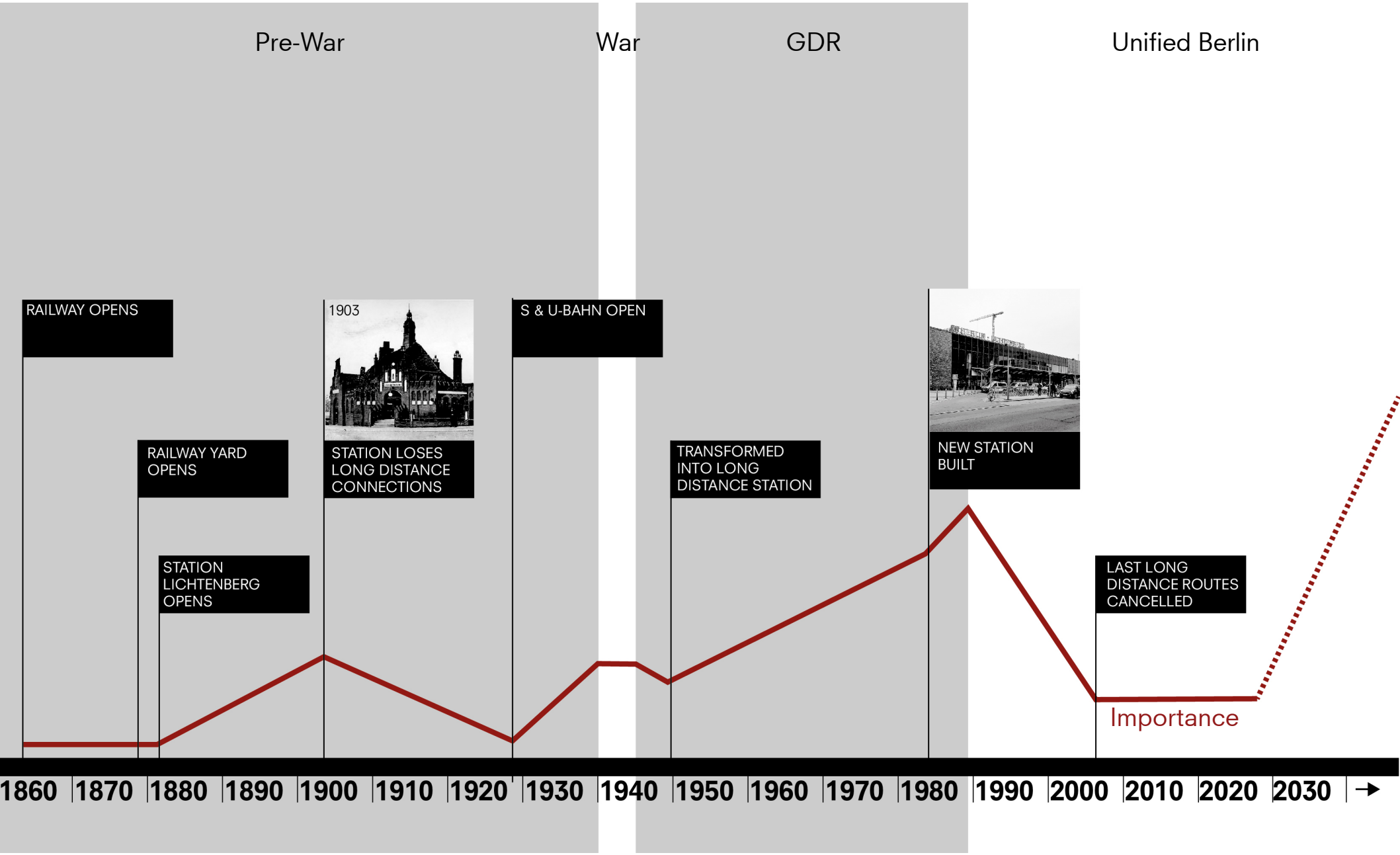


SITE COMPARRISON

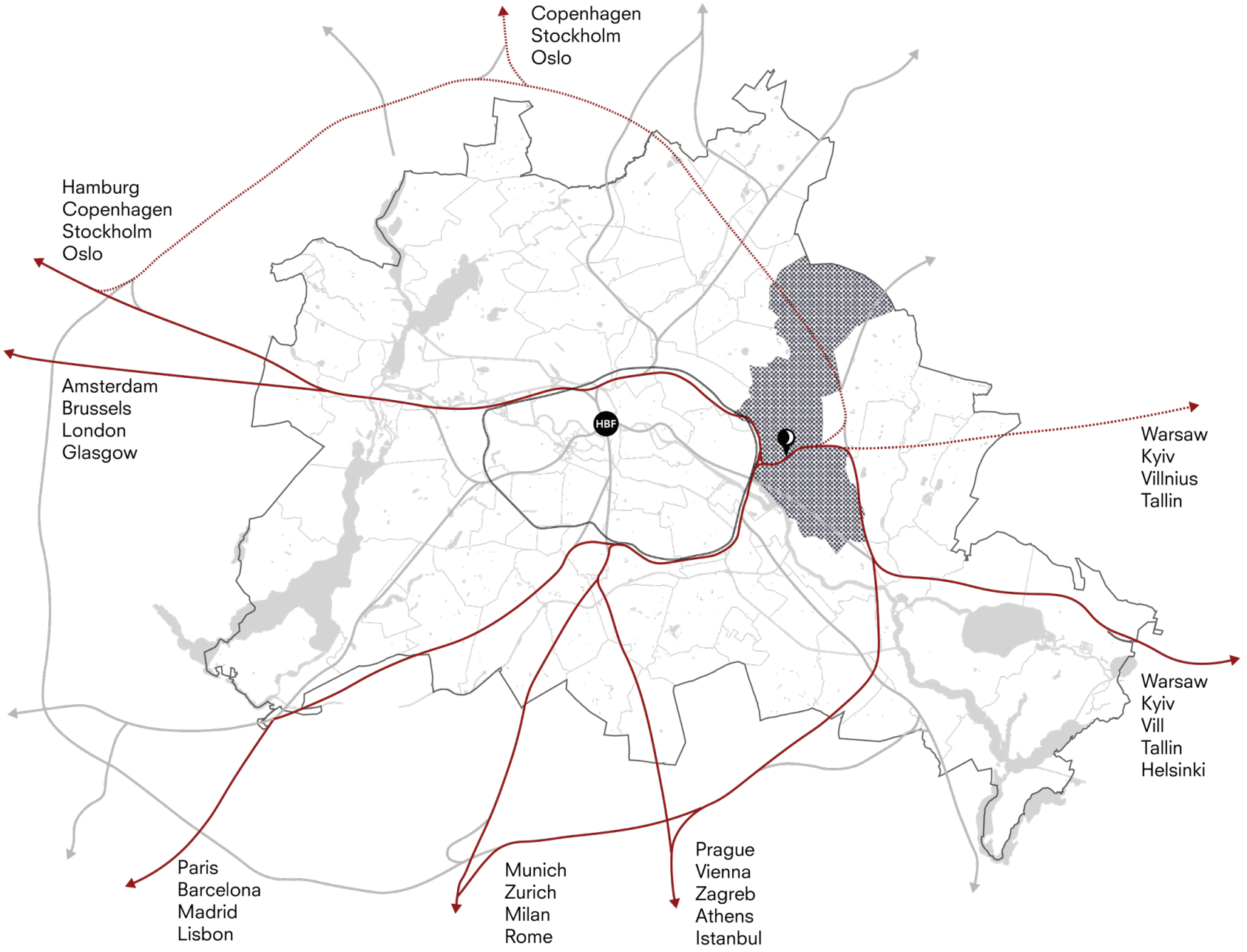
	Bahnhof Lichtenberg	Westhafen	Frankfurter Allee	Tempelhof
Connectivity U-Bahn (U5 Bonus) S-Bahn (Ringbahn Bonus) Main Road Direct connection HBF	●●●◐	●●◐○	●●●●	●◐○○
Space For program (FAR = max 1.5) For railwayyard For future expensions For indirect development	●●●●	●●●○	●○○○	●●●○
Railway Functionality Station is no bottleneck 450m platforms fit location Transfer Station Tracks can be underground	●●●○	●●○○	●◐○○	●●●○
Impact Site positive impact on station Station positive impact on site Positive impact on Berlin Positive impact economy	●●●○	●○○○	●●●○	●●○○
Comfort Special arrival passengers Facilities in surrounding area Possibility for station square Spread of tourism	●●●○	●●○○	●●●●	●●●○
Sustainability Not newly build Tracks can stay in place Possible Re-Use Sustainable landmark	●●●●	●●●○	●●●○	●○○○
Total	**20,5**	**13,5**	**16,5**	**13,5**

REVIVAL BAHNHOF LICHTENBERG

TIMELINE BAHNHOF LICHTENBERG

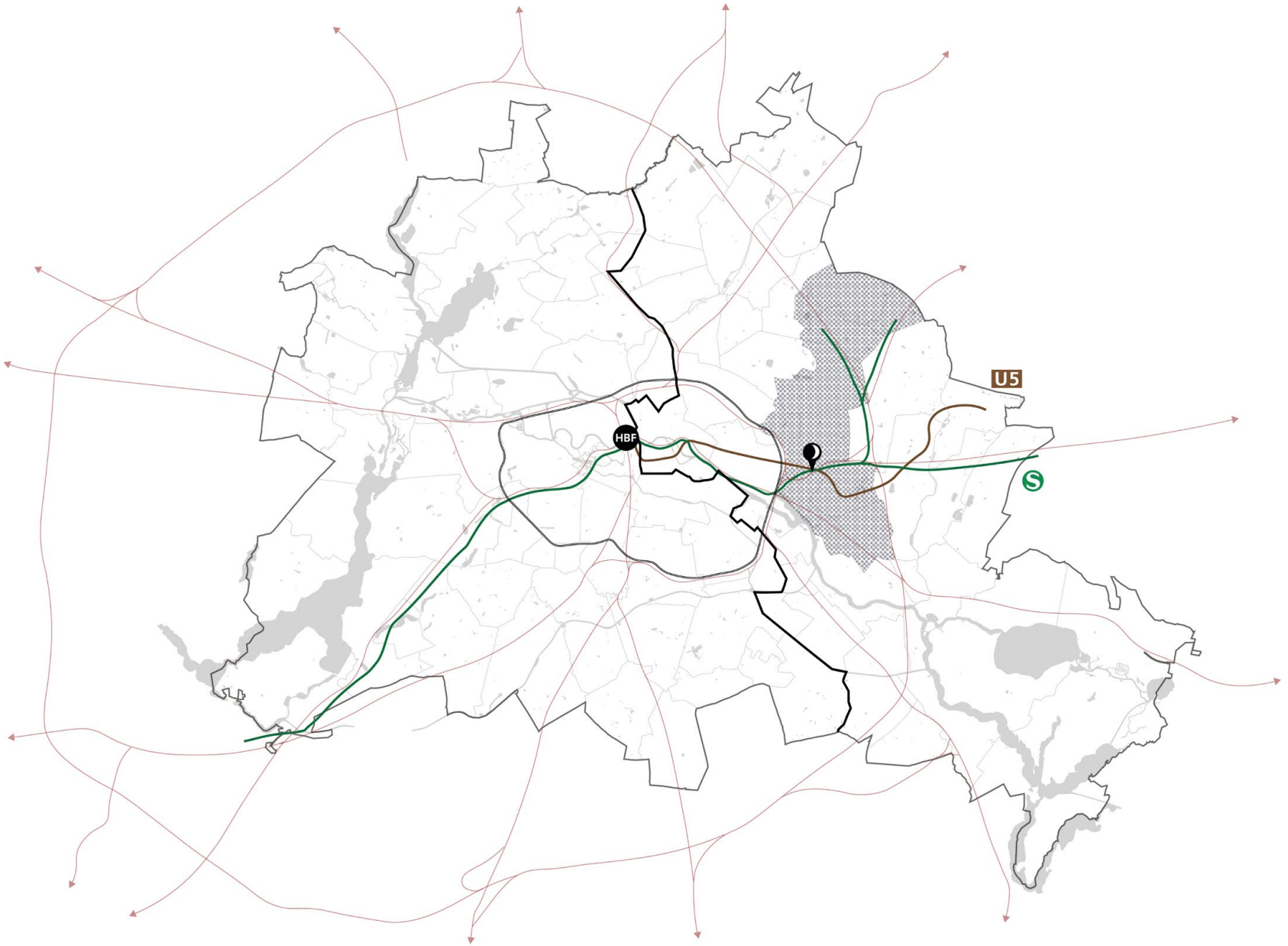


BERLIN EUROPEAN CONNECTIONS

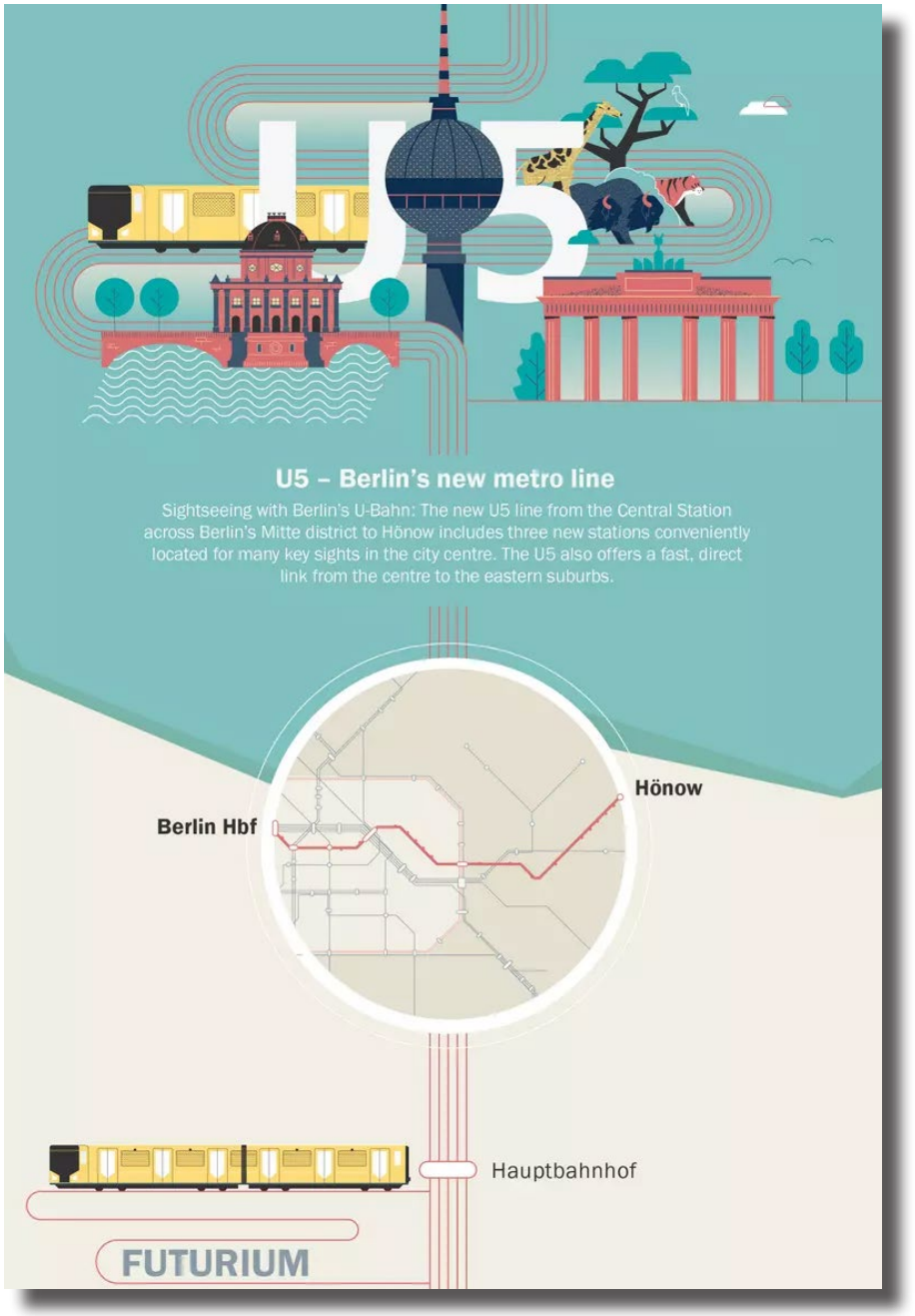


design brief

BERLIN CITY CONNECTIONS



TOURISTIC U5



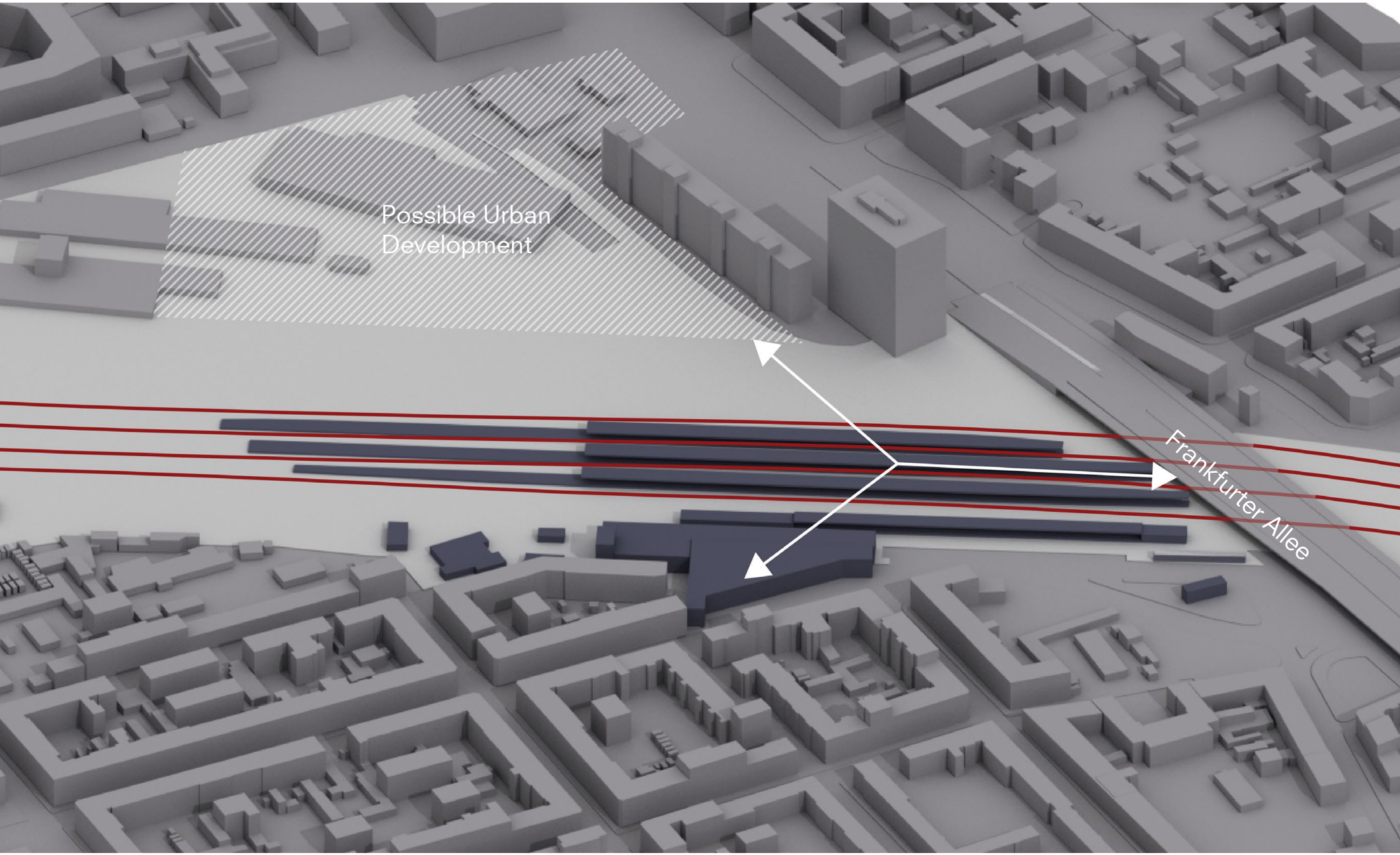
LICHTENBERG

DISTRICTS WITHIN LICHTENBERG

design brief

BAHNHOF LICHTENBERG

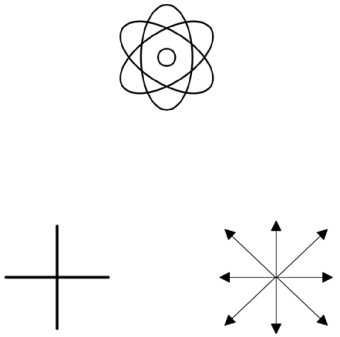
POSSIBLE INTERVENTION



design brief

OVERVIEW

Client



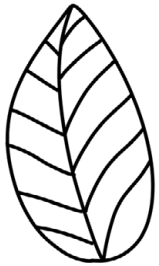
Program

Site

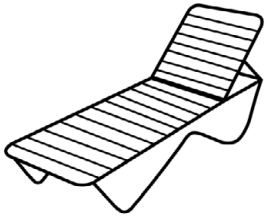
INTRODUCTION
RESEARCH
DESIGN BRIEF
CONCEPT
IMPLEMENTATION
DEVELOPMENT
CONCLUSION

FROM RESEARCH TO DESIGN

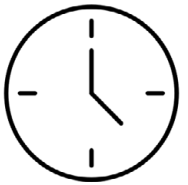
Research



Sustainability



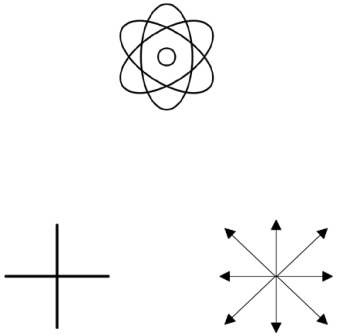
Comfort



Time Specificness

Design brief

Client



Program

Site

concept

DESIGN

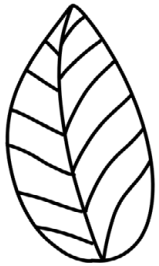
First impression Berlin
Night train theme
Character
Material
Design driver

Flows
Infrastructure junction
Platform organisation
Structure
Programmatic demands

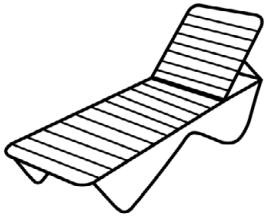
Placement
Entrances
Public Space
Safety
Impact on city

concept

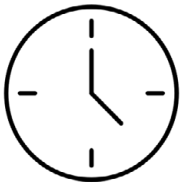
DESIGN DRIVER



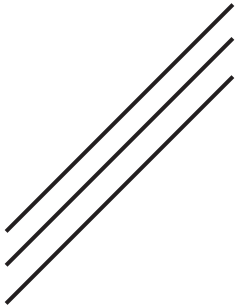
Sustainability



Comfort



Time Specificness



Light

concept

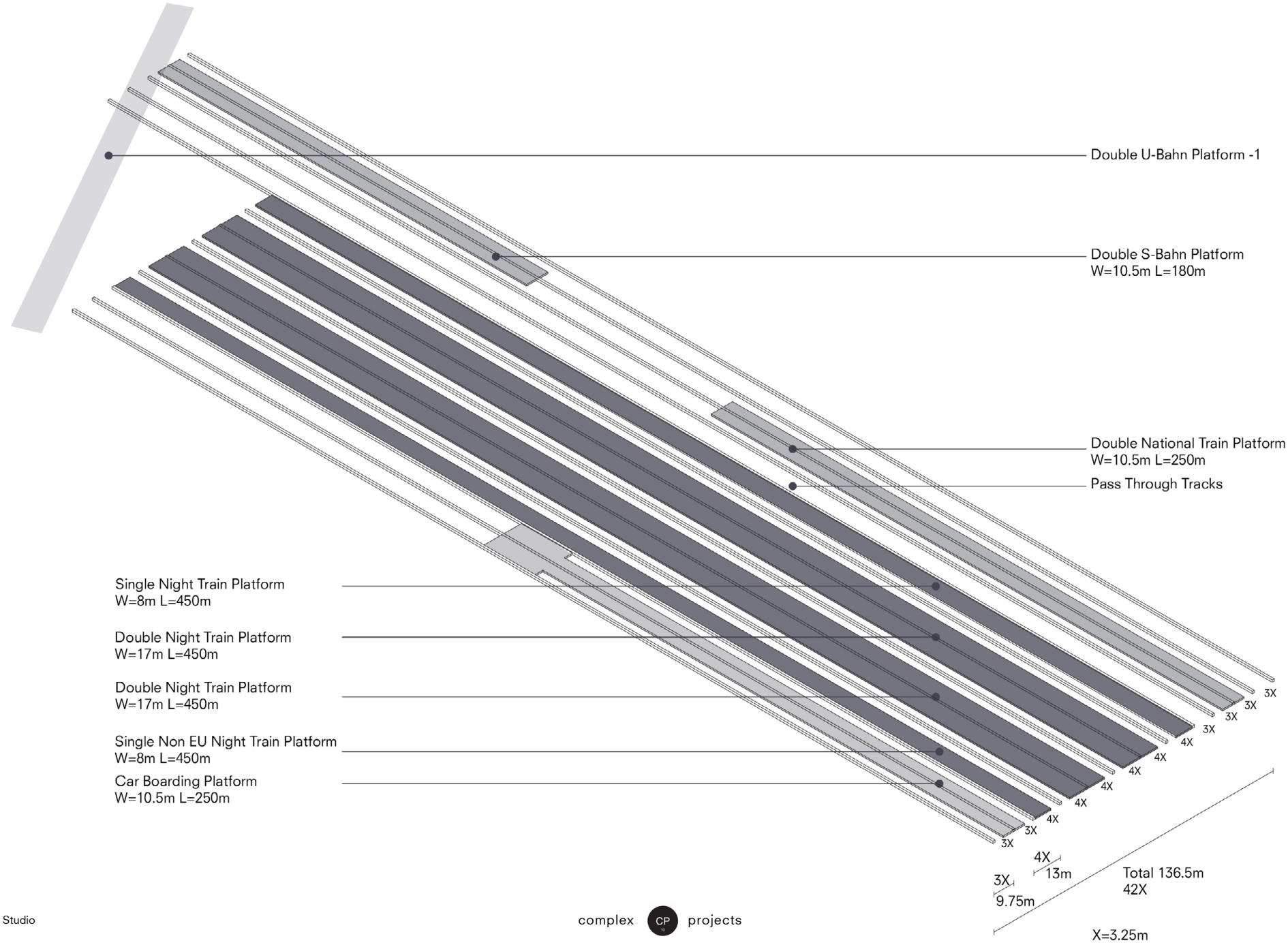
LIGHT


THE BUILDING FUNCTIONS AS A LANTERN


THE BUILDING FUNCTIONS AS A LANTERN

concept

PLATFORM DESIGN



CONCEPT STUDIES

Program



Site

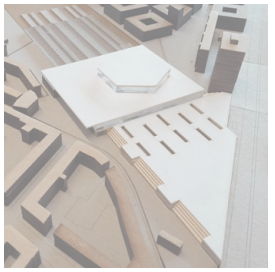
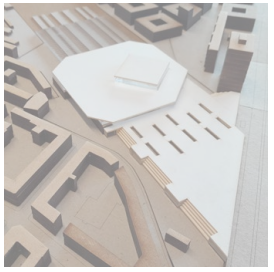


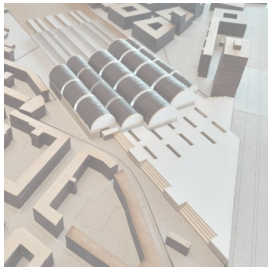
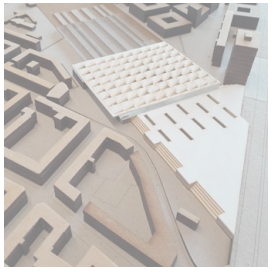
Material



CONCEPT STUDIES

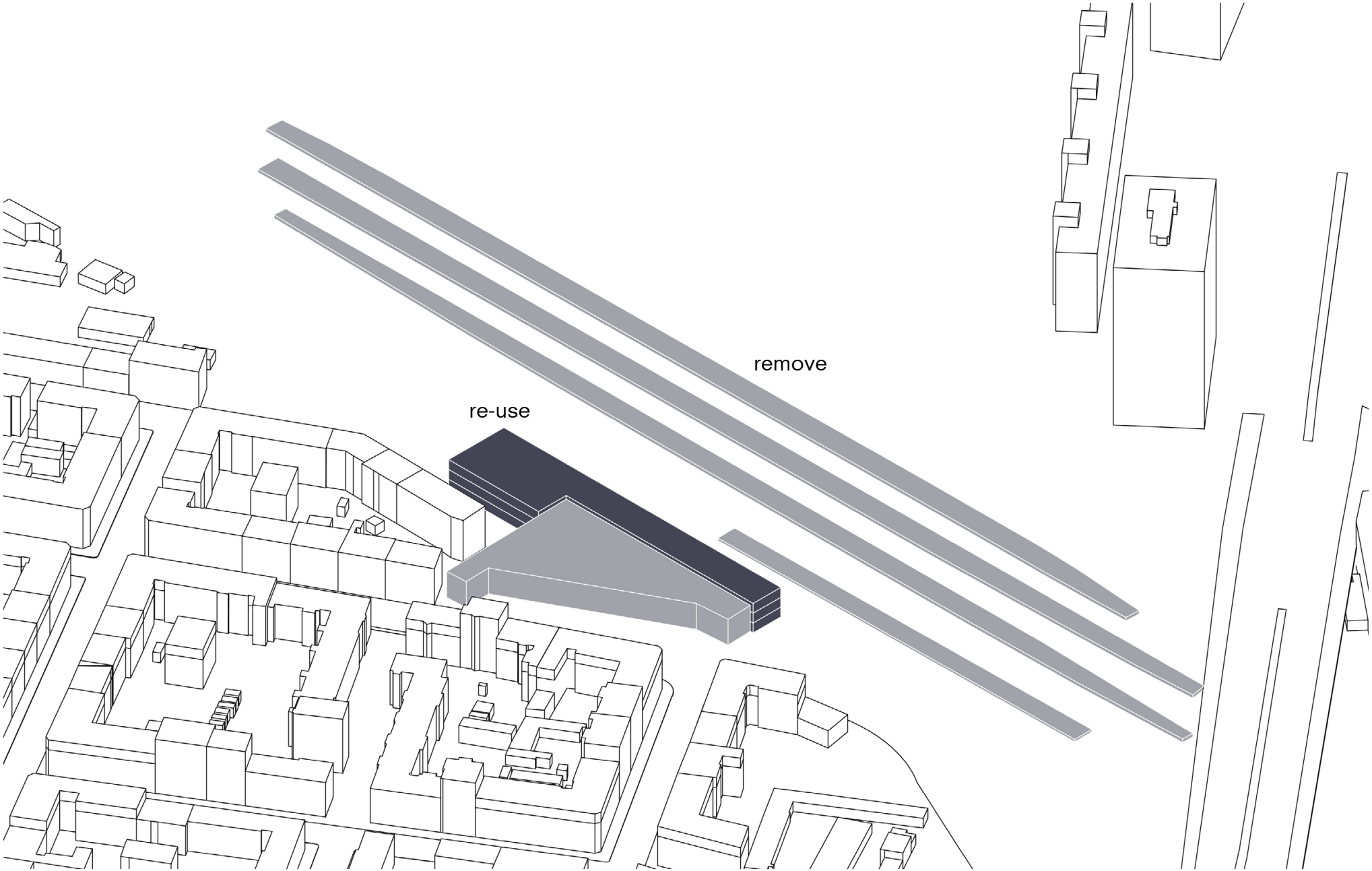


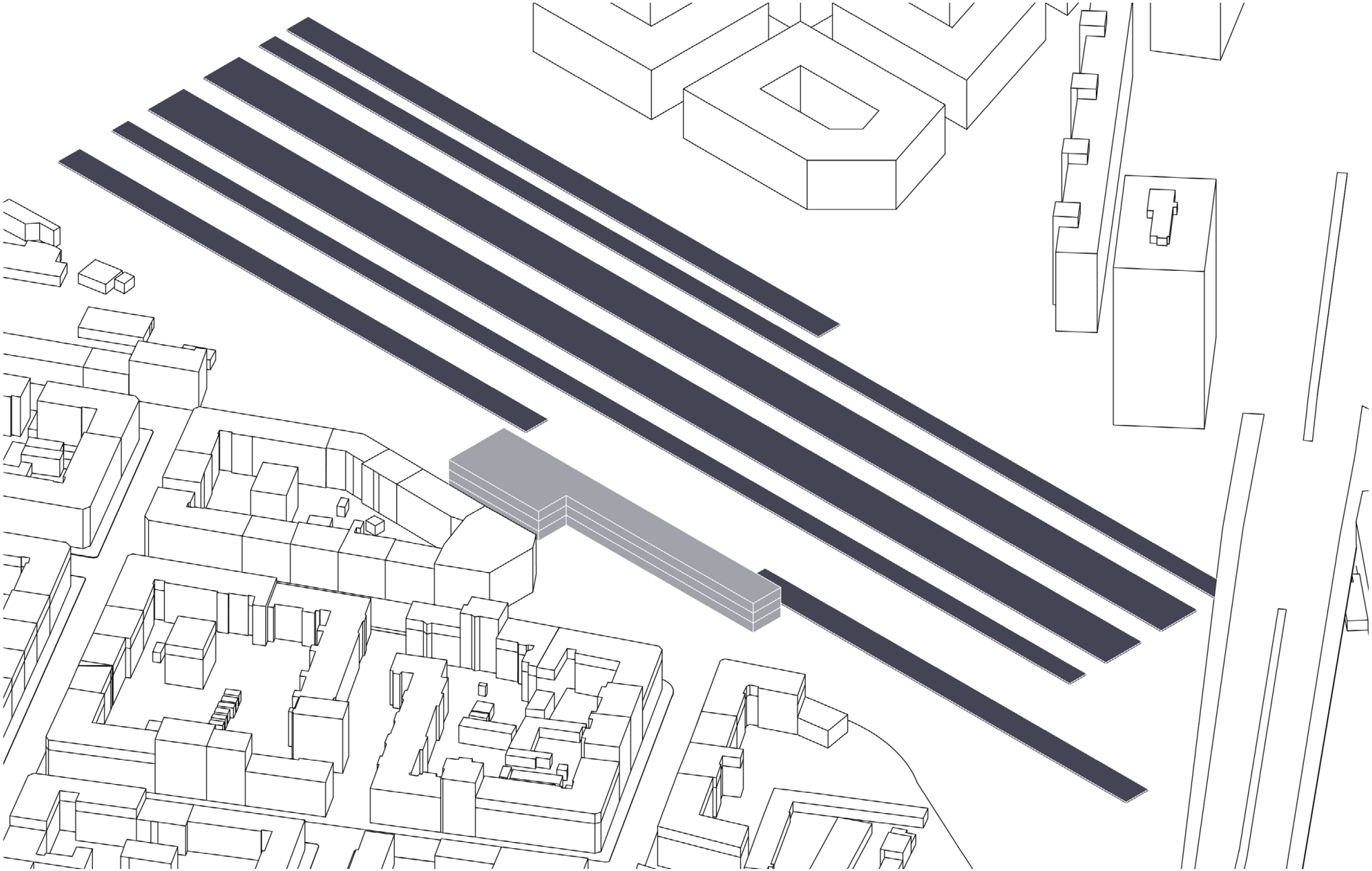

concept

EXISTING



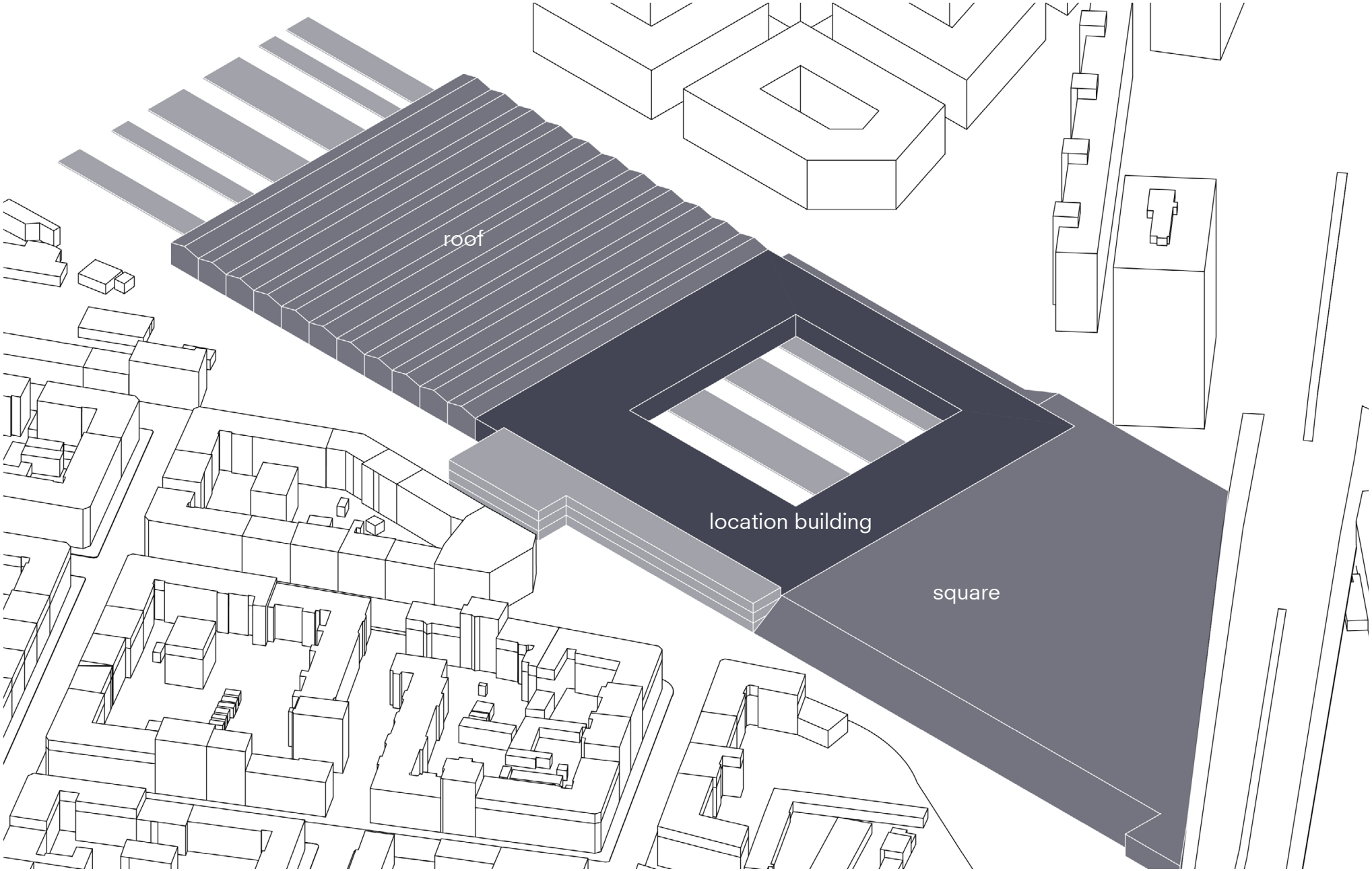
concept

PLATFORMS



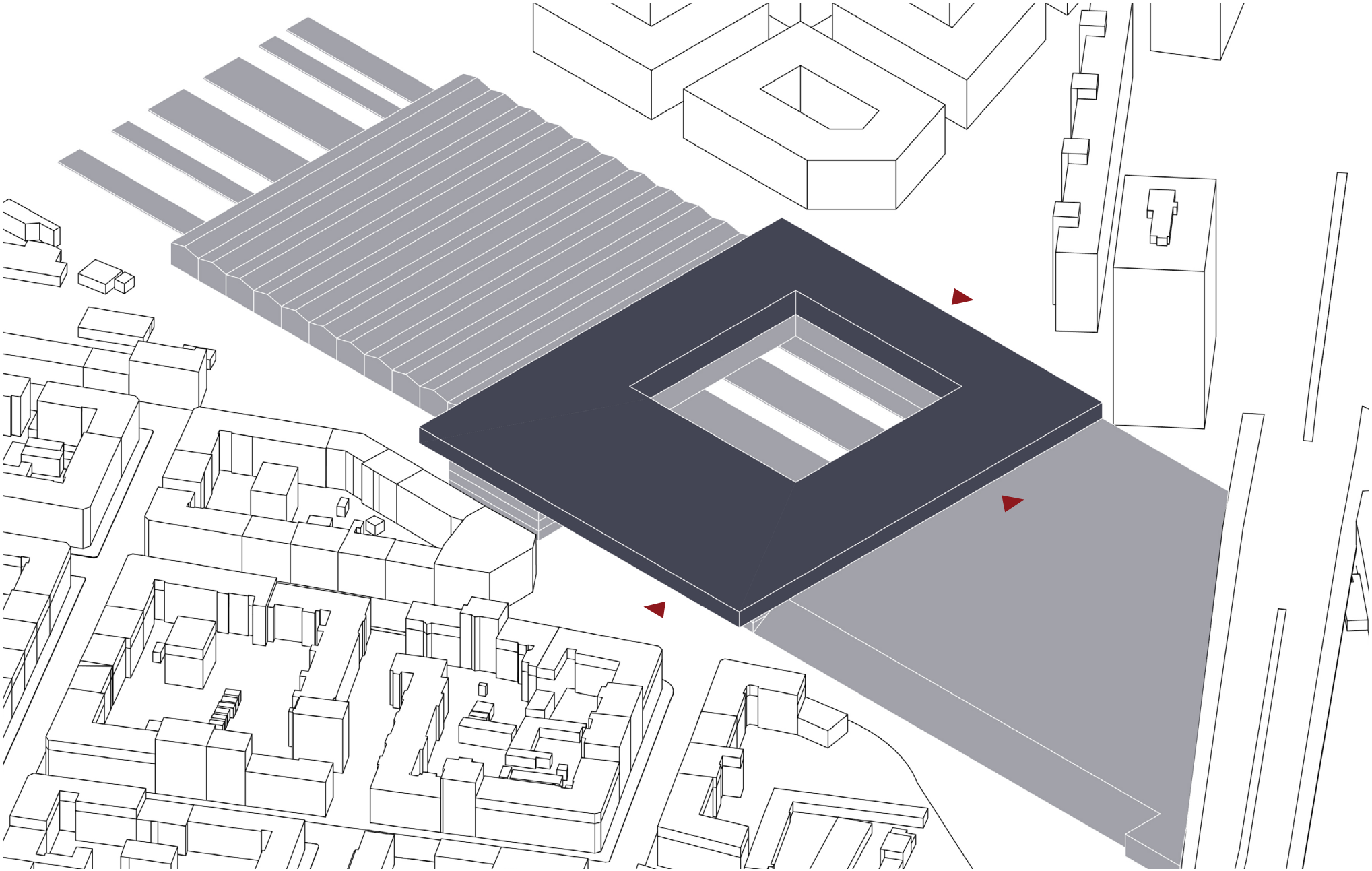
concept

BASE



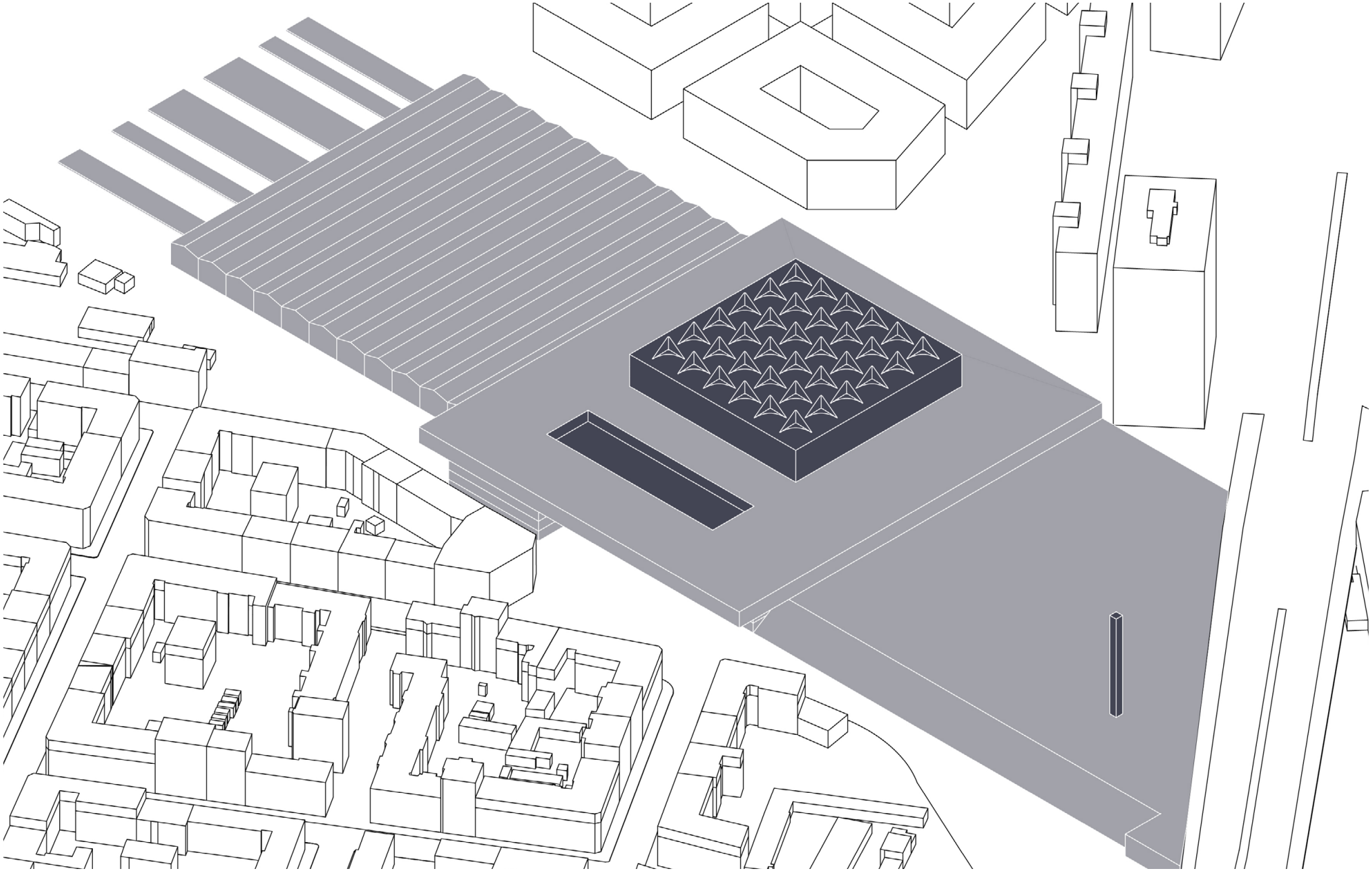
concept

BUILDING

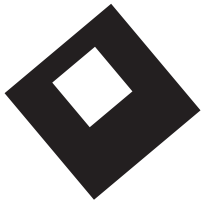
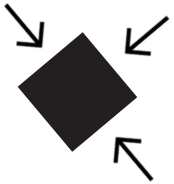
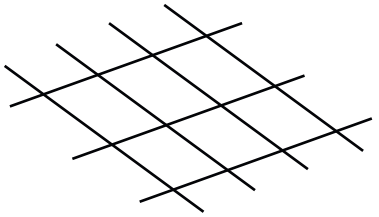
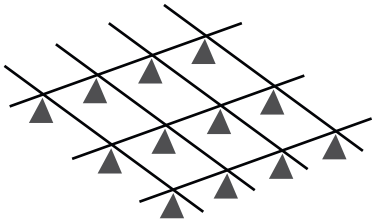


concept

CROWN



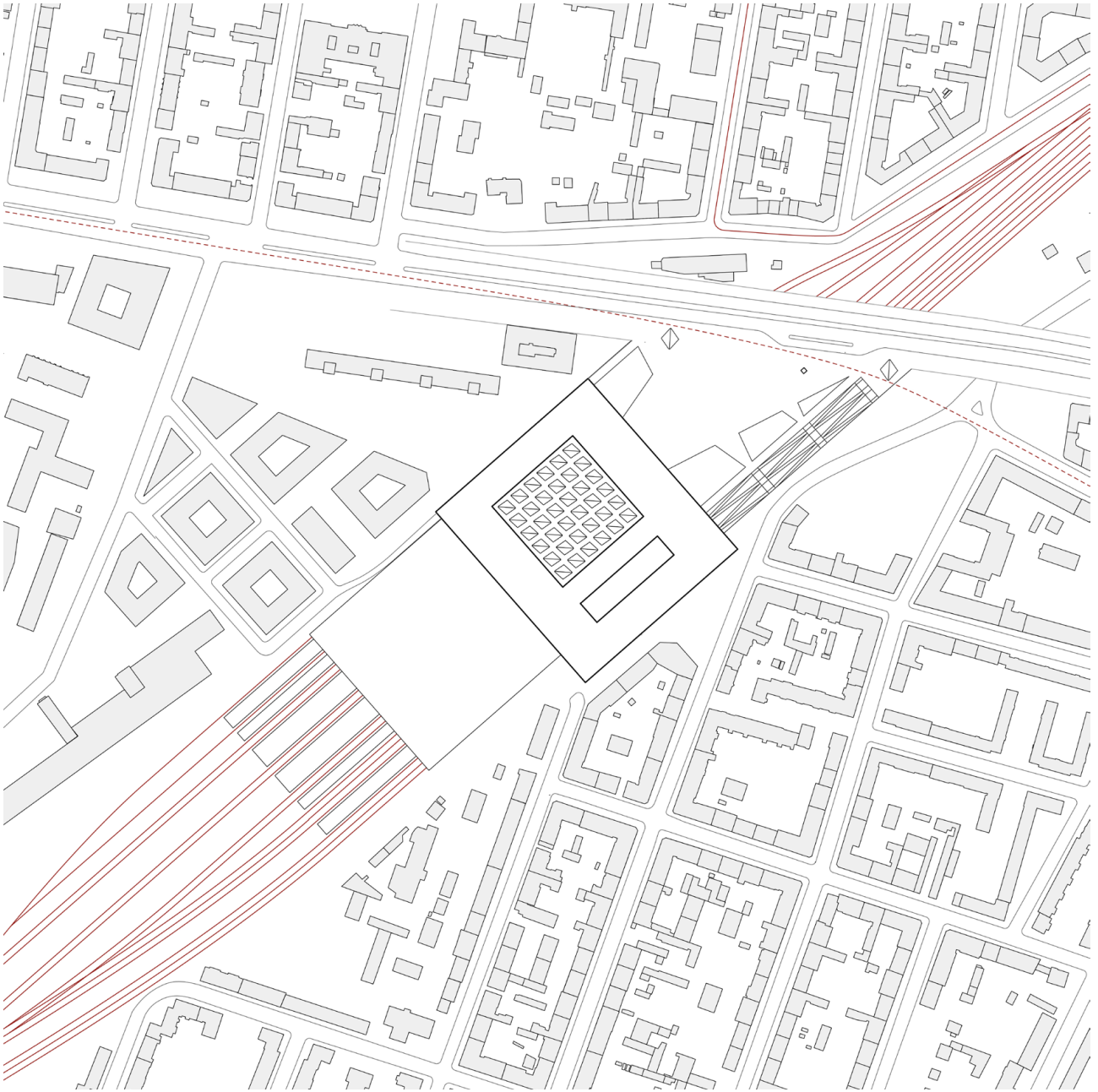
OVERVIEW PRINCIPLES

Shape	Site	Material	Light
 Orthogonal	 Orientation on Site	 No Building Underground	 Orientation on Sun
 Layers	 Public Square	 Wood Construction	 Different Uses of Daylight
 Crown	 Three Entrances	 Spans Related to Material	 Beacon during night
 Platforms as Foundation	 Integrate Existing Station	 Modular Concrete	 Integrate Artificial Light

ARRIVING PASSENGERS

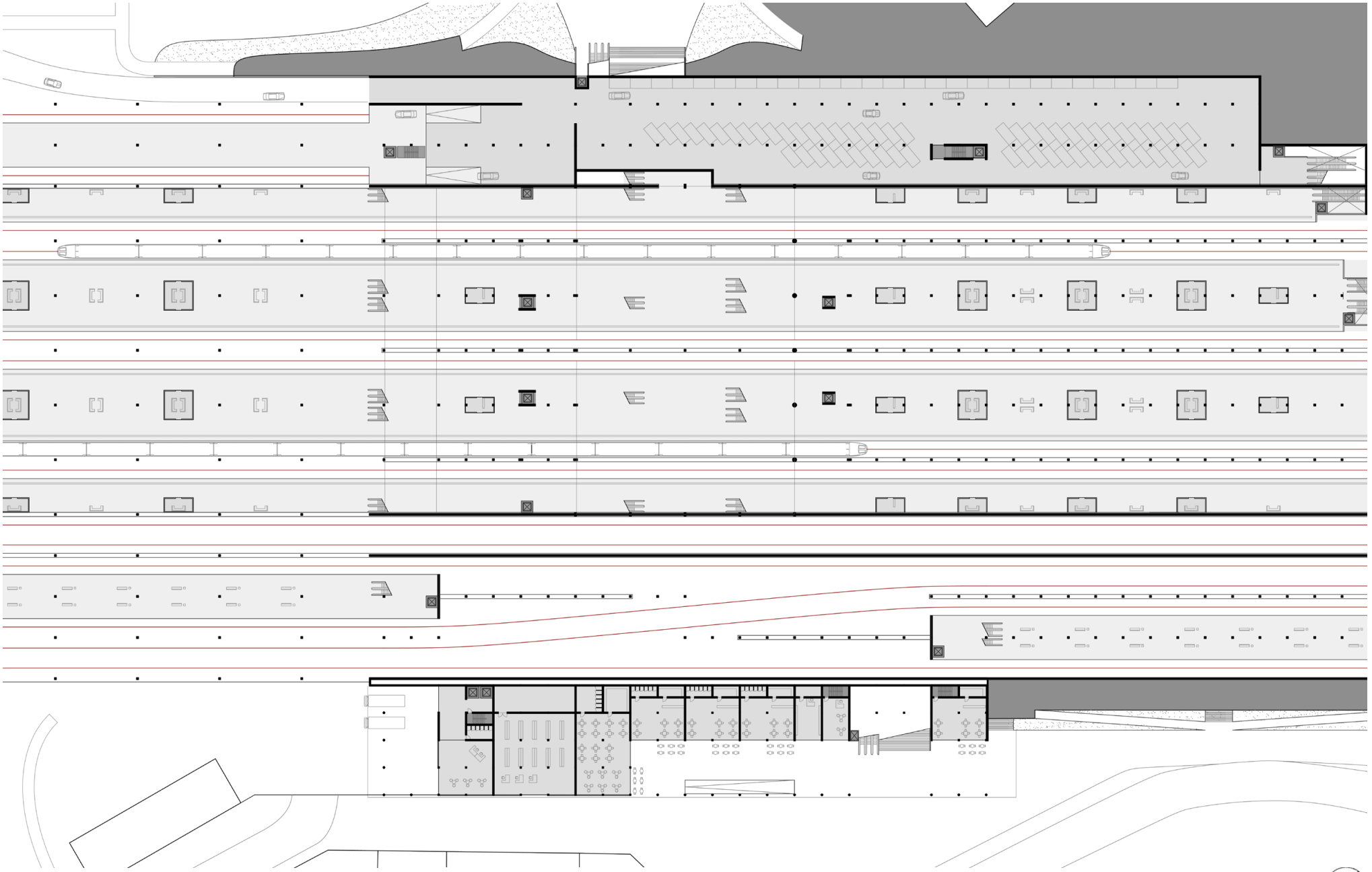
GROUP SITE PLAN

SITE PLAN

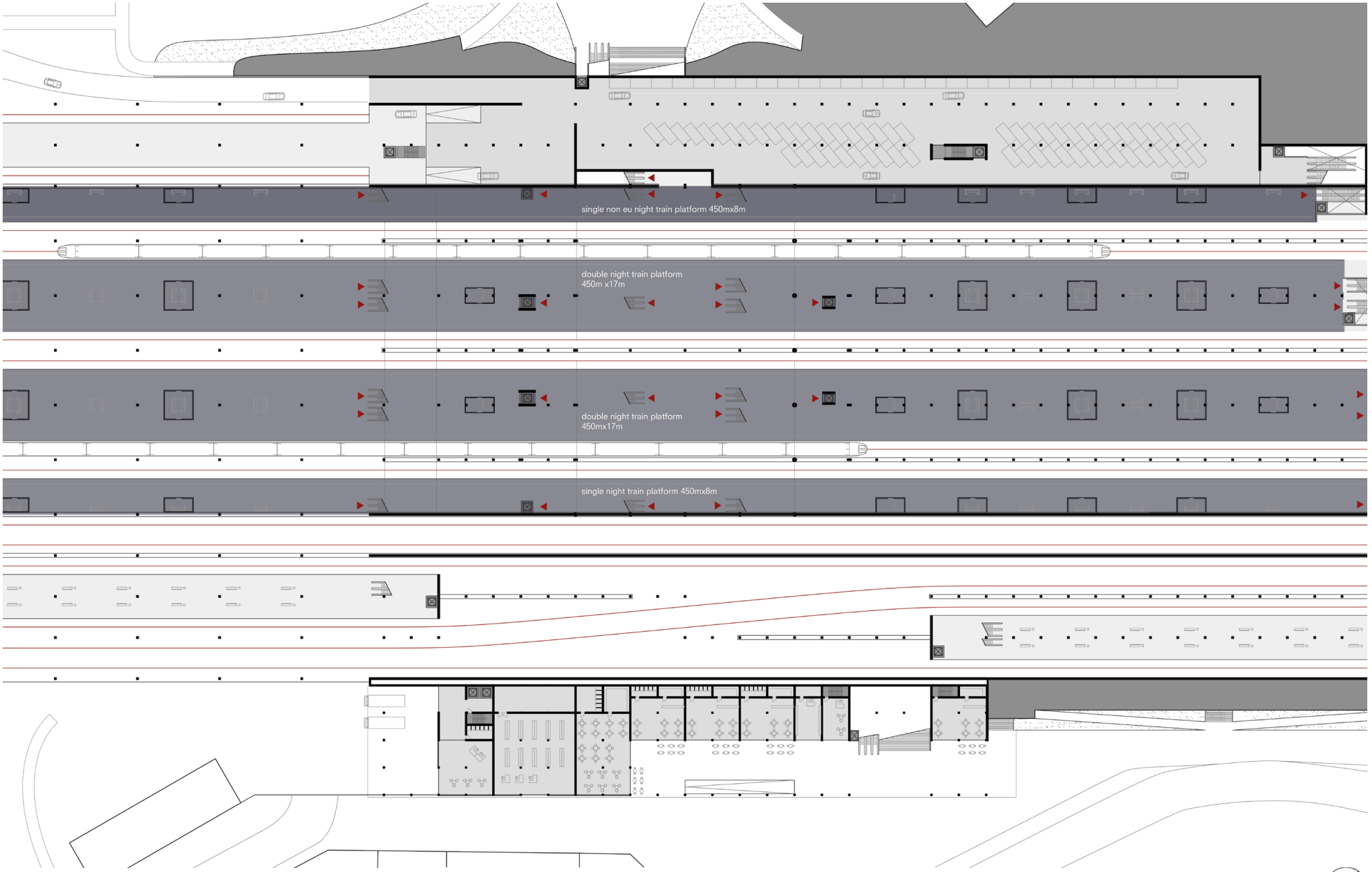


AXO

BASE

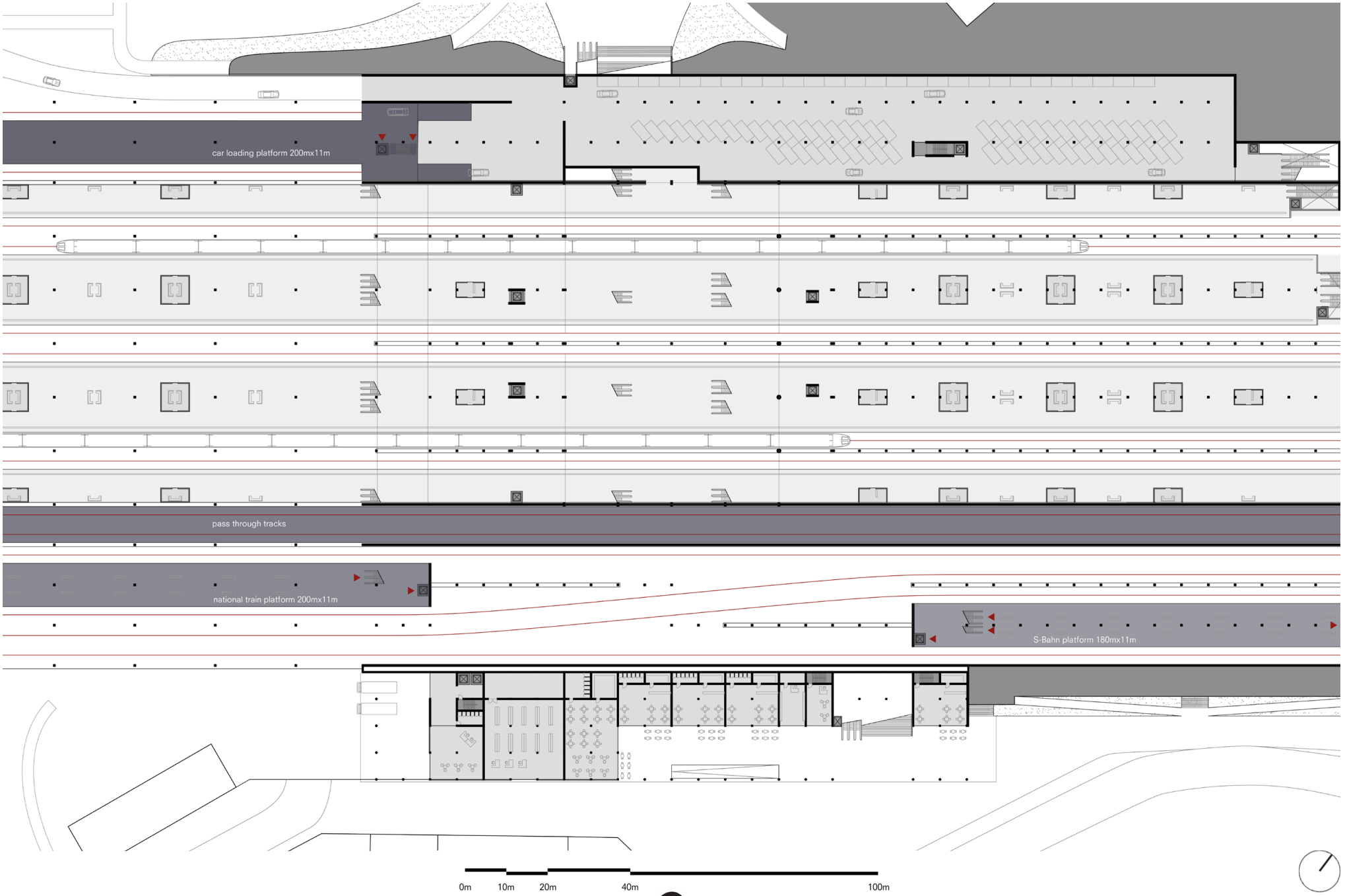


NIGHT TRAIN PLATFORMS

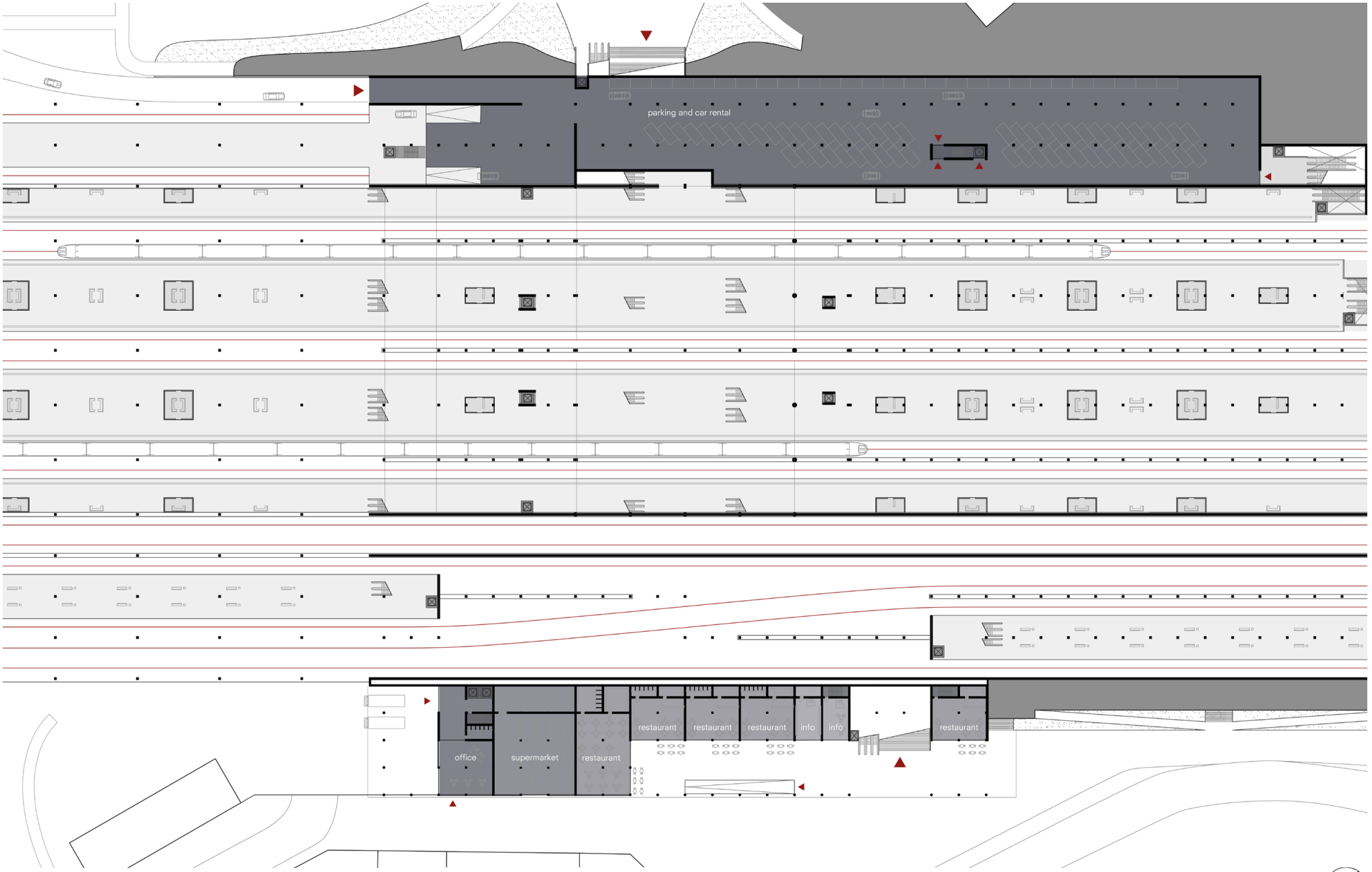


NIGHT TRAIN PLATFORMS

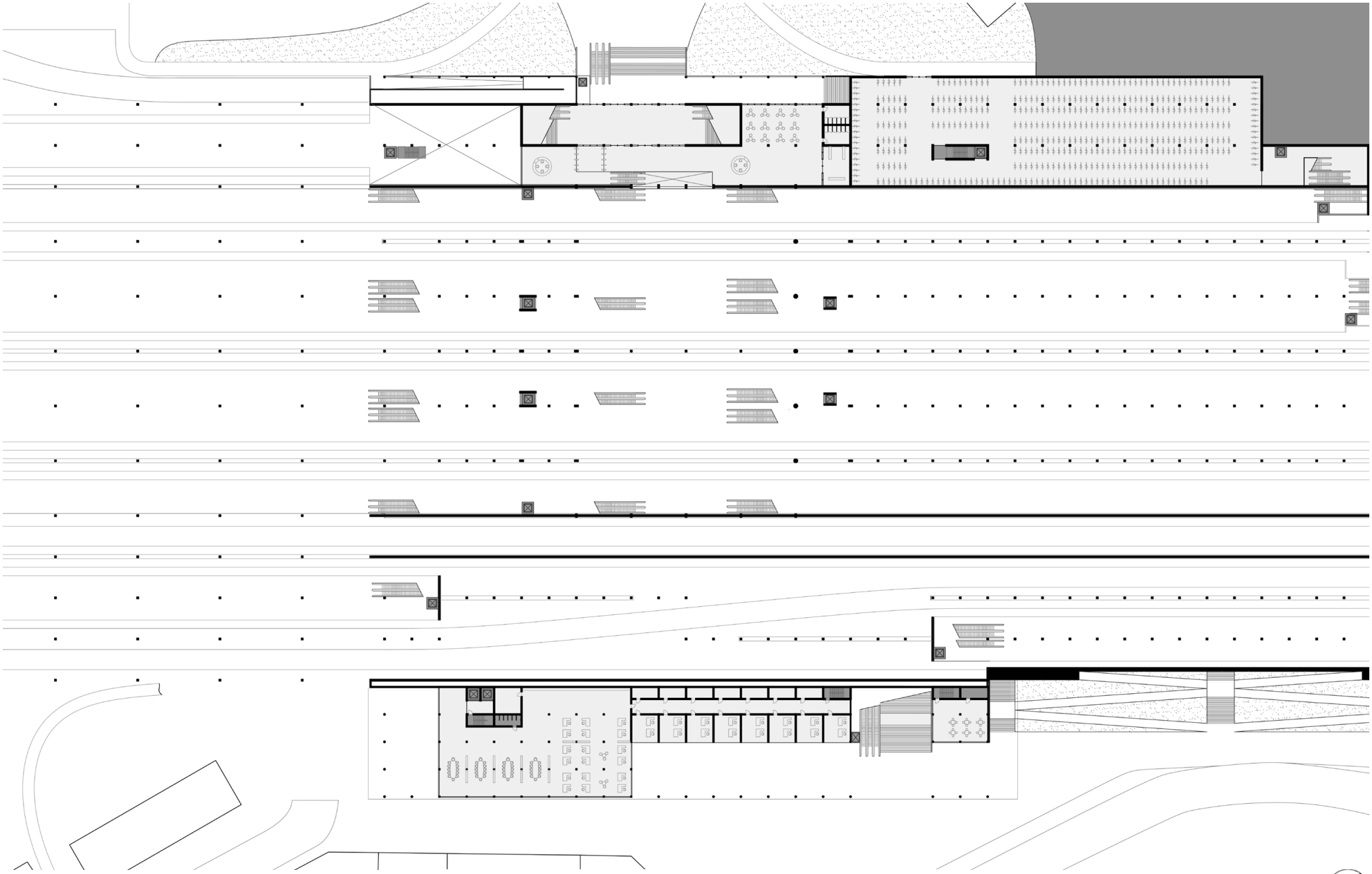
OTHER TRAIN FACILITIES



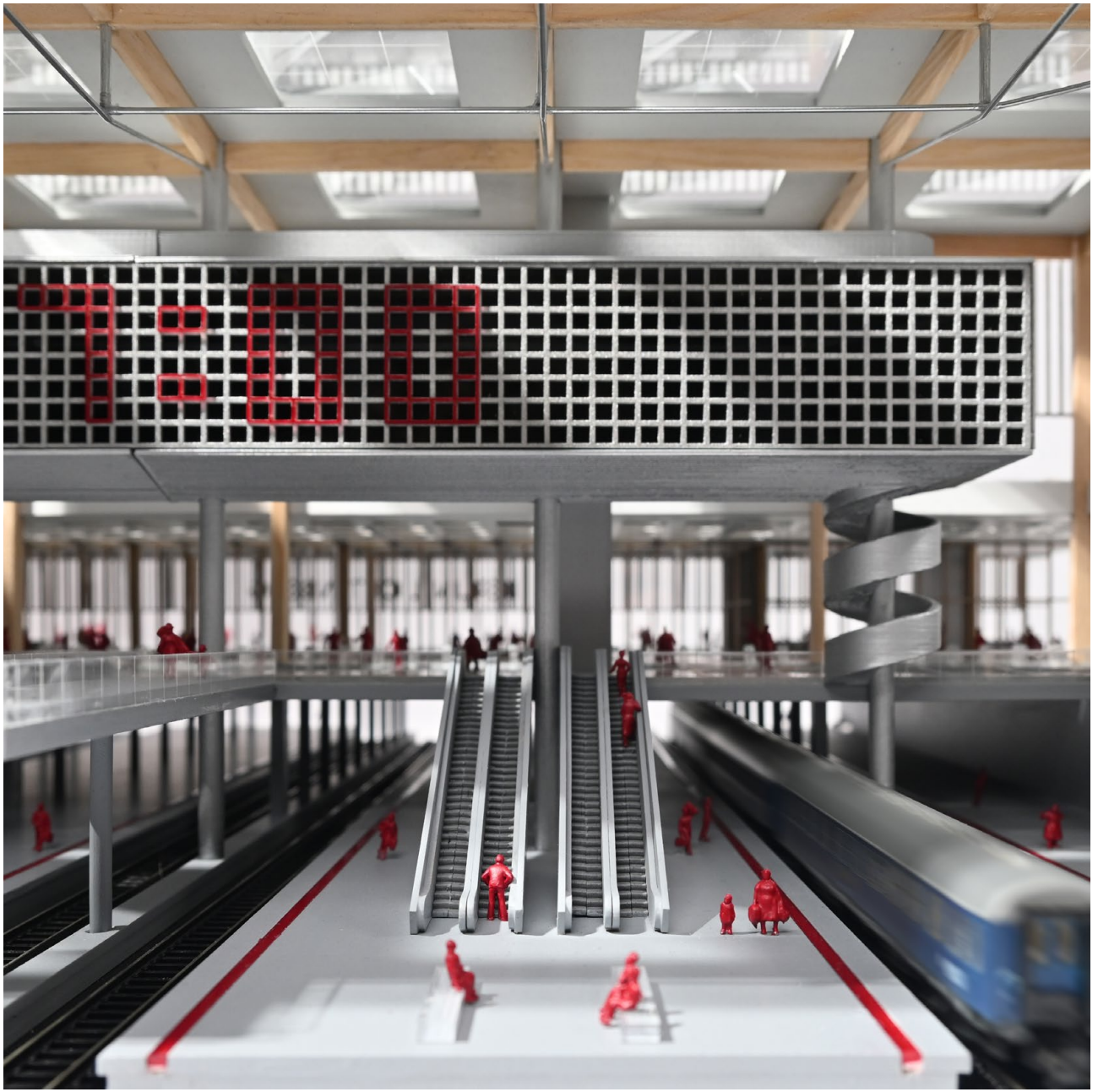
ADDITIONAL FACILITES



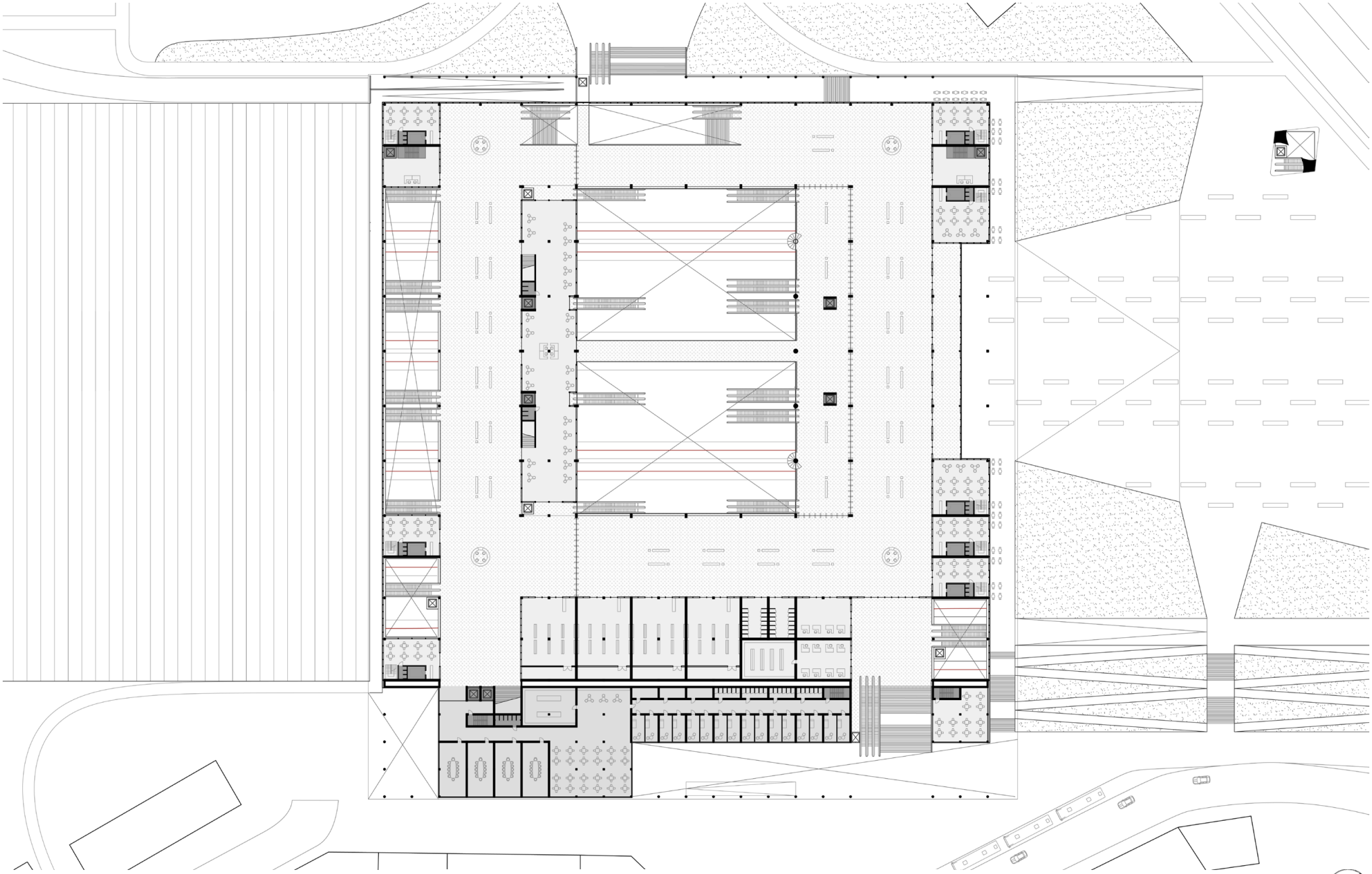
BASE +



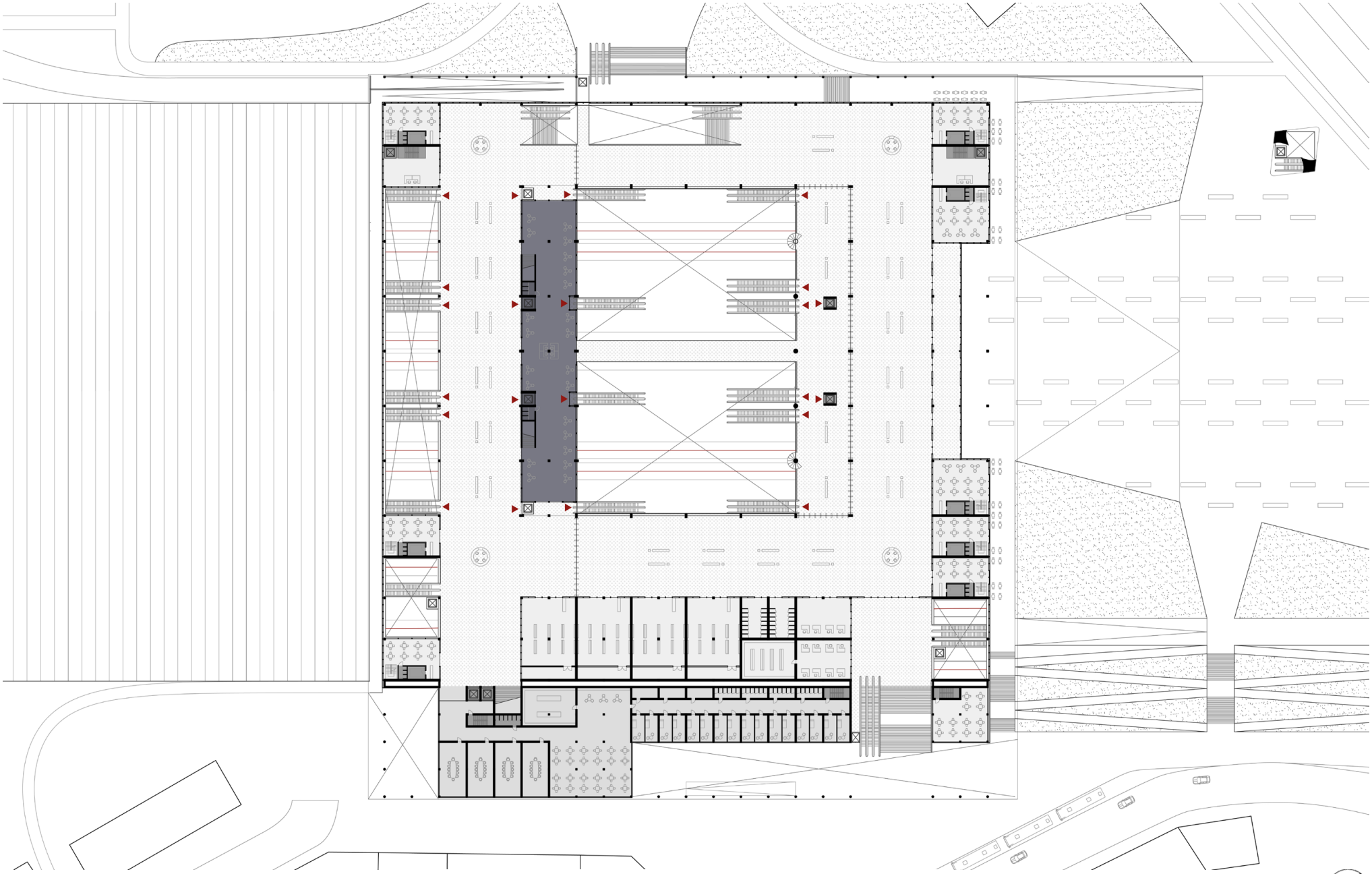
MOVING UP



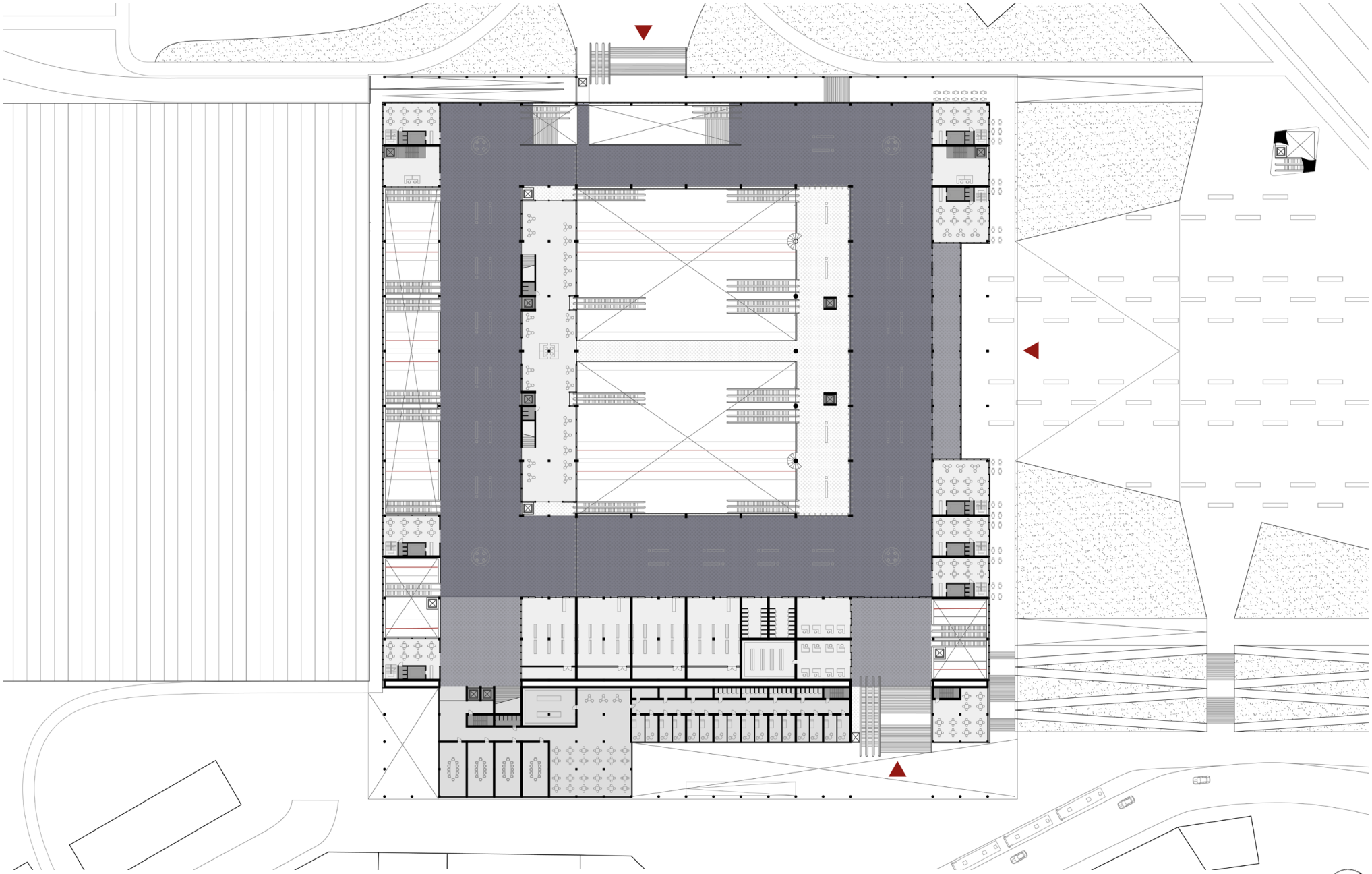
BUILDING



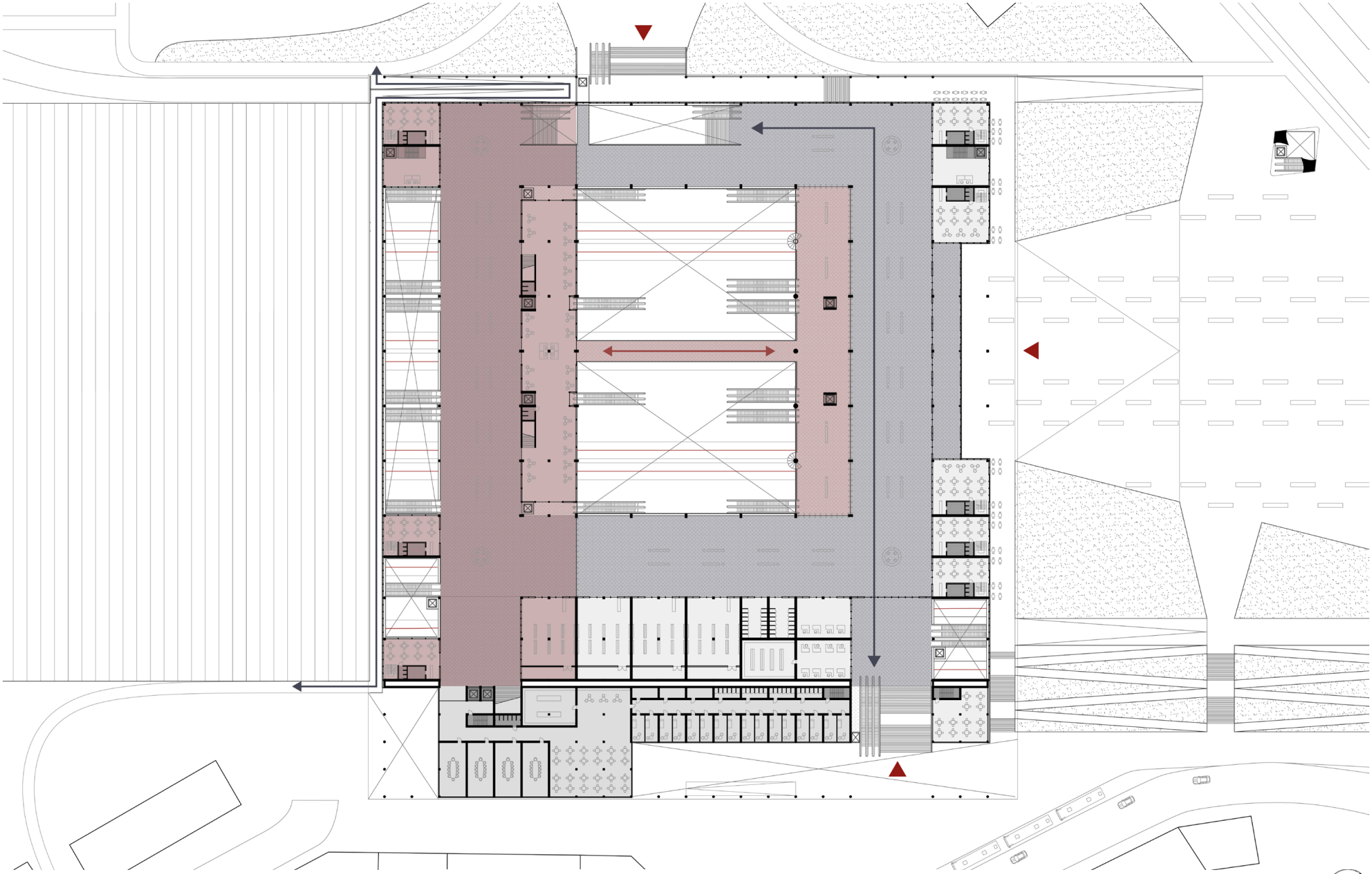
ARRIVAL



PASSAGE = STATION HALL

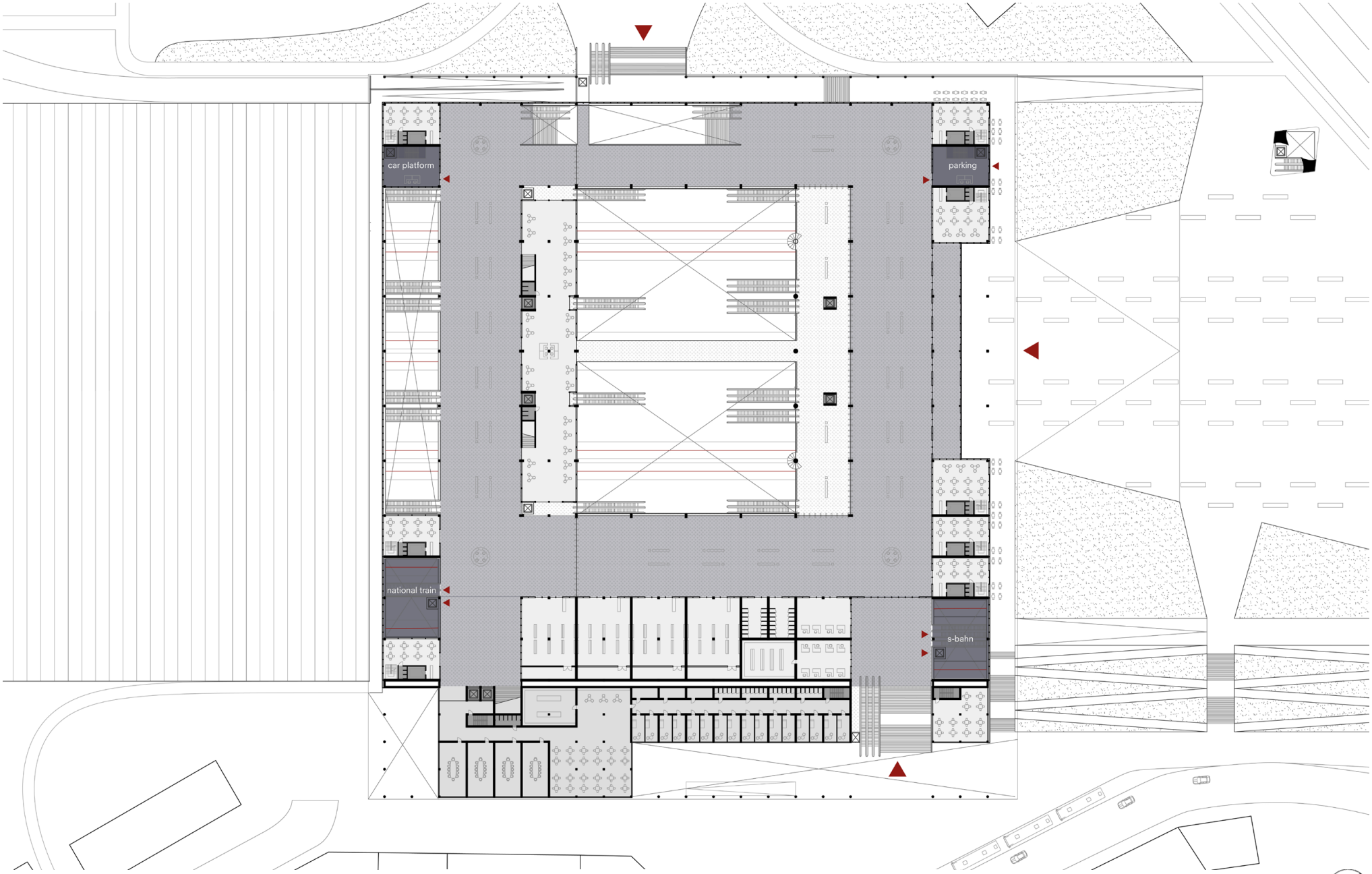


TICKET ZONE

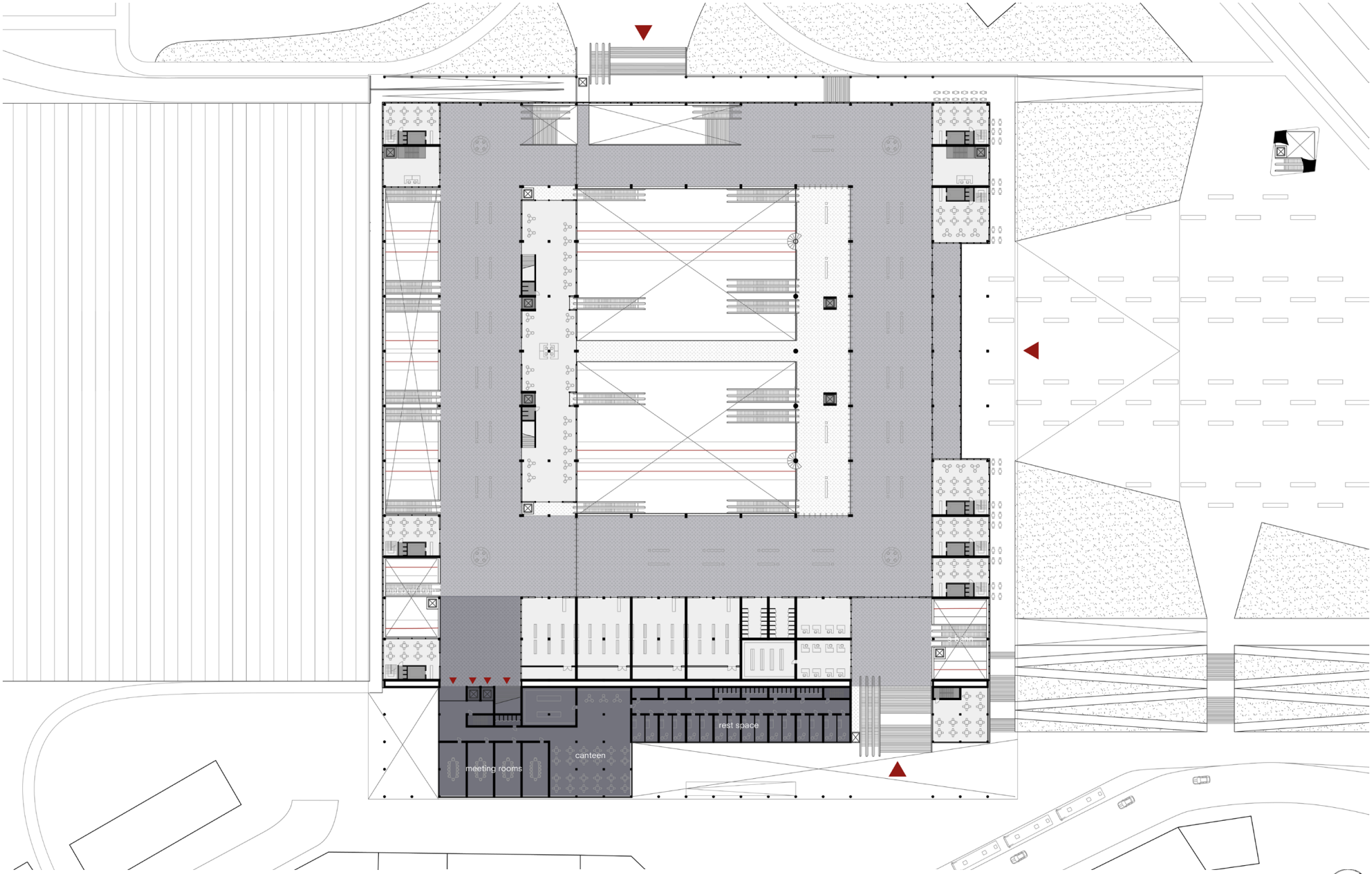



8
9:15 ARRIVAL night train
Rome, Milan, Zurich, Munich
Welcome to Berlin
9
9:24 ARRIVAL night train
Stockholm, Copenhagen
Welcome to Berlin
PLATFORM CAPSULES
8

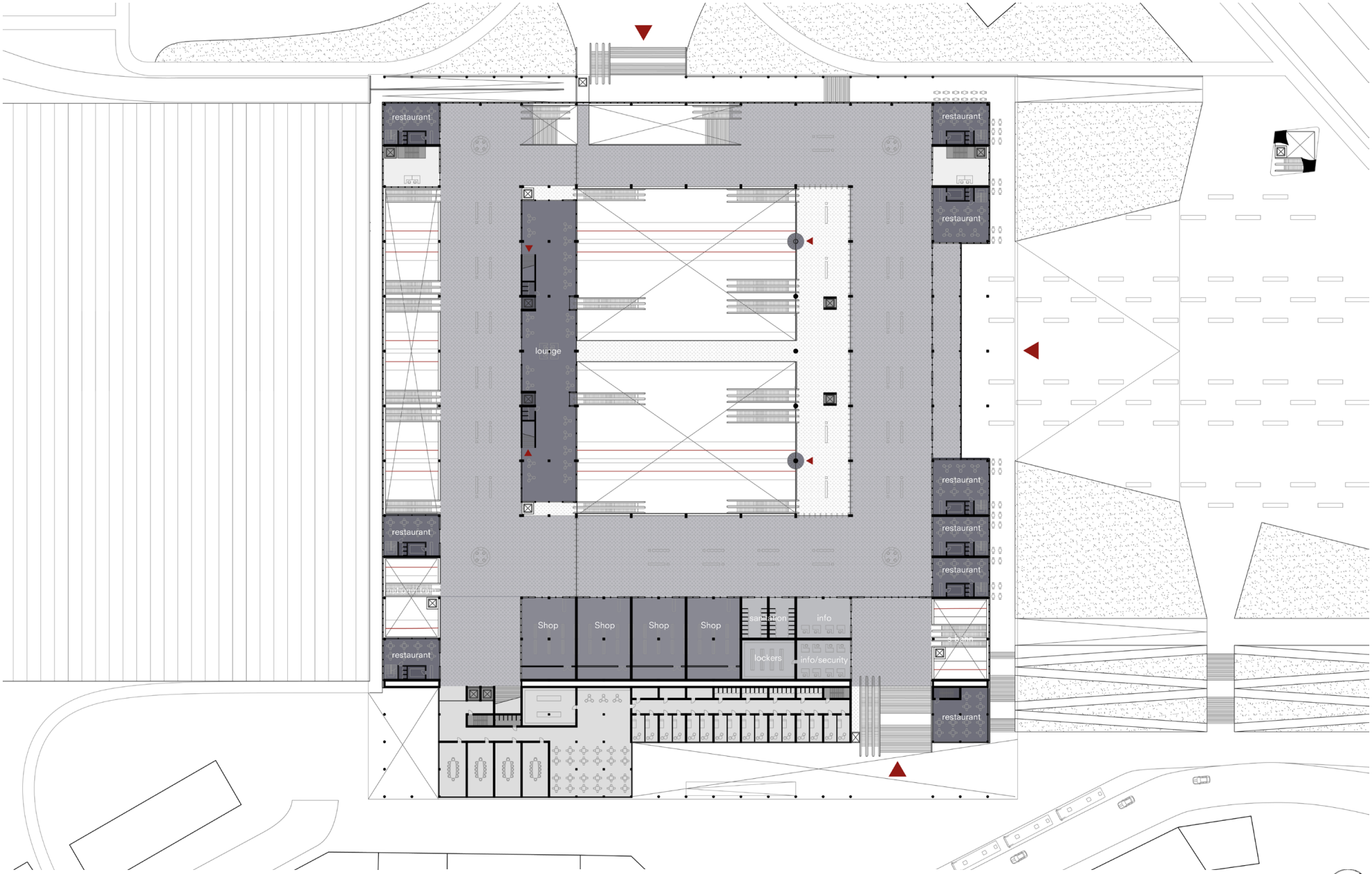
OTHER MODES OF TRANSPORT



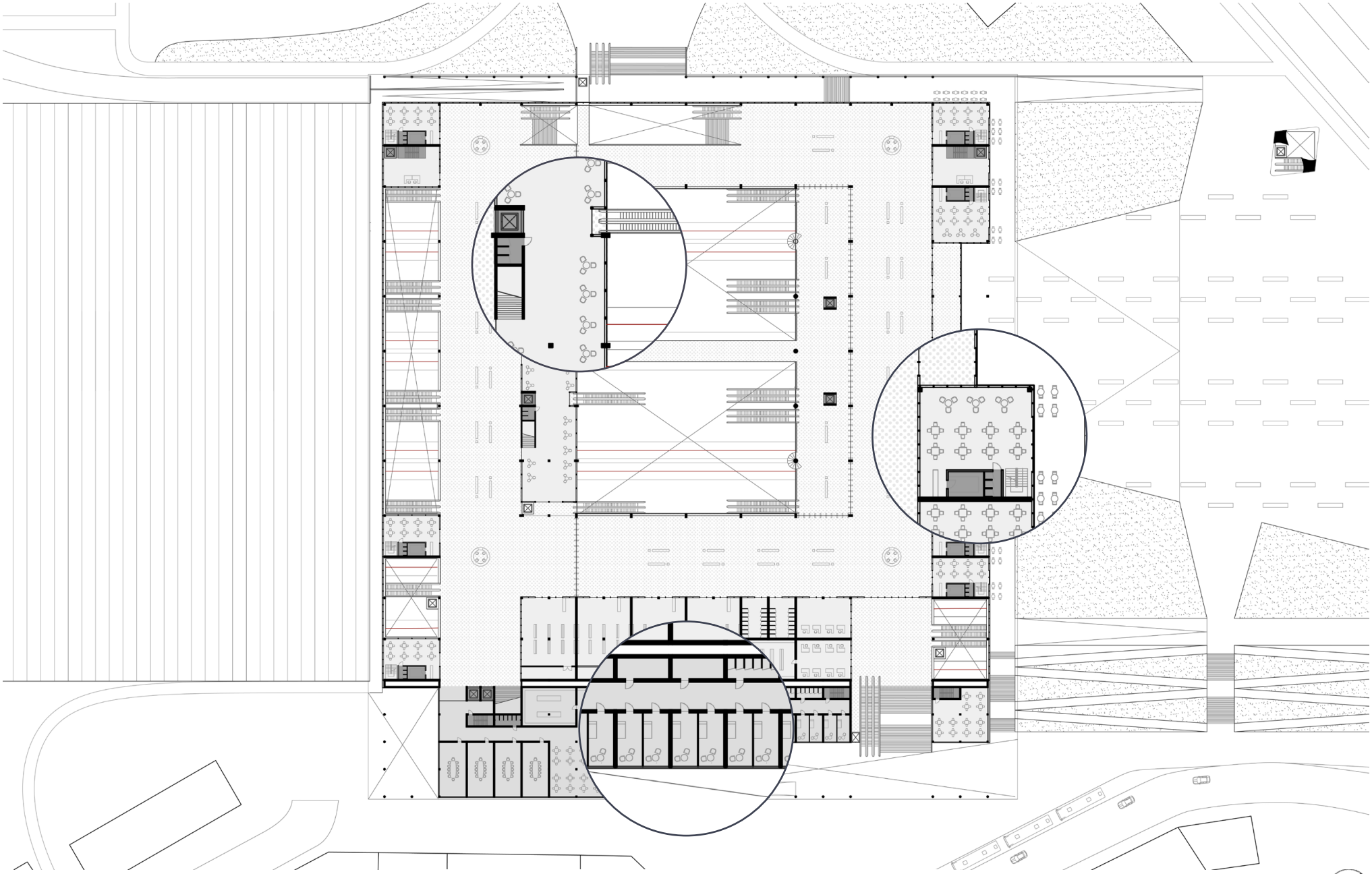
PERSONELL FACILITES



ADDITIONAL FACILITIES

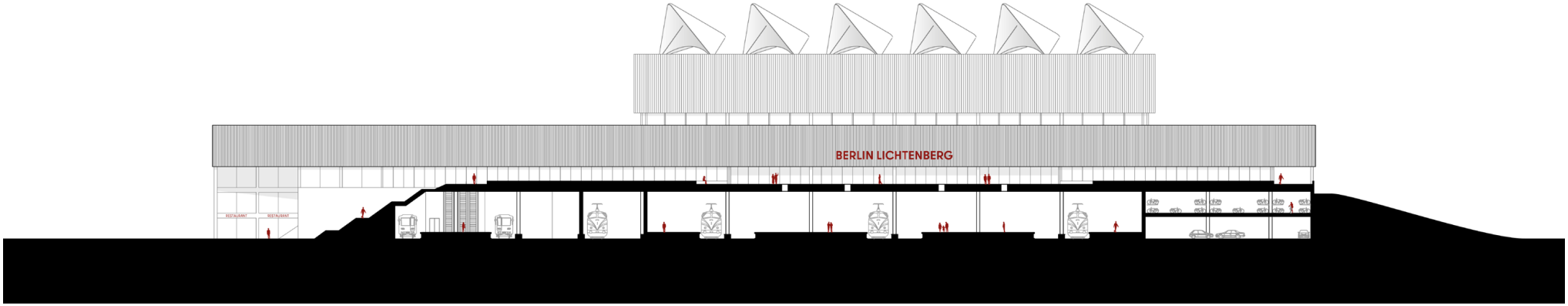


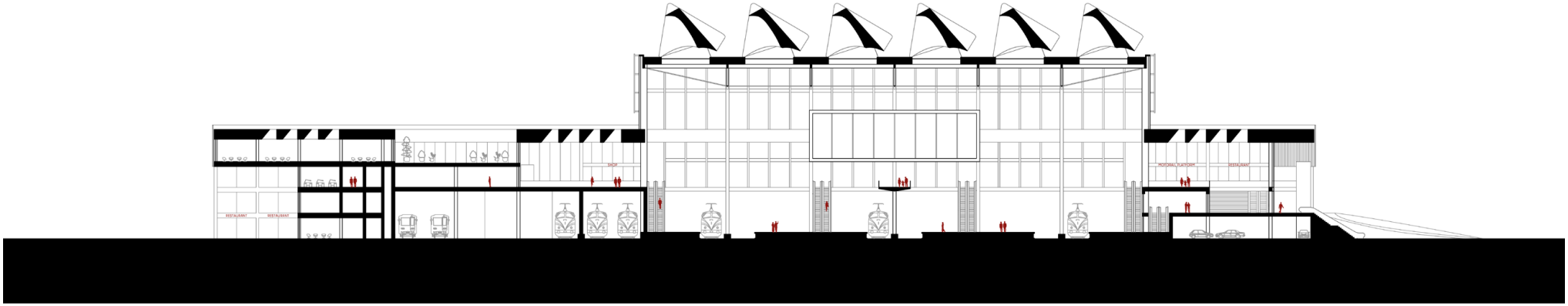
CLOSE UPS



STATION HALL COMBINES LAYERS

SECTION & ELEVATION

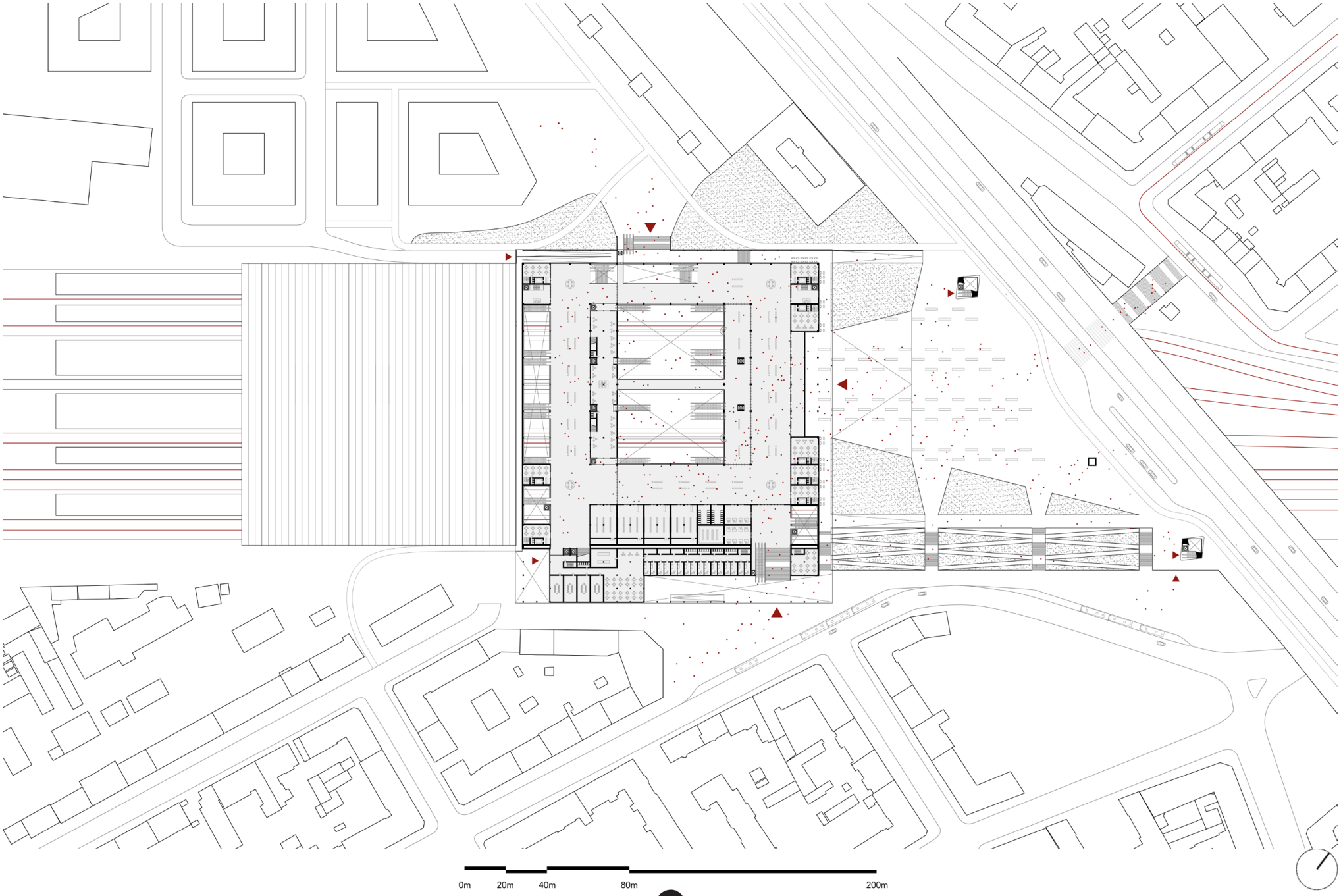




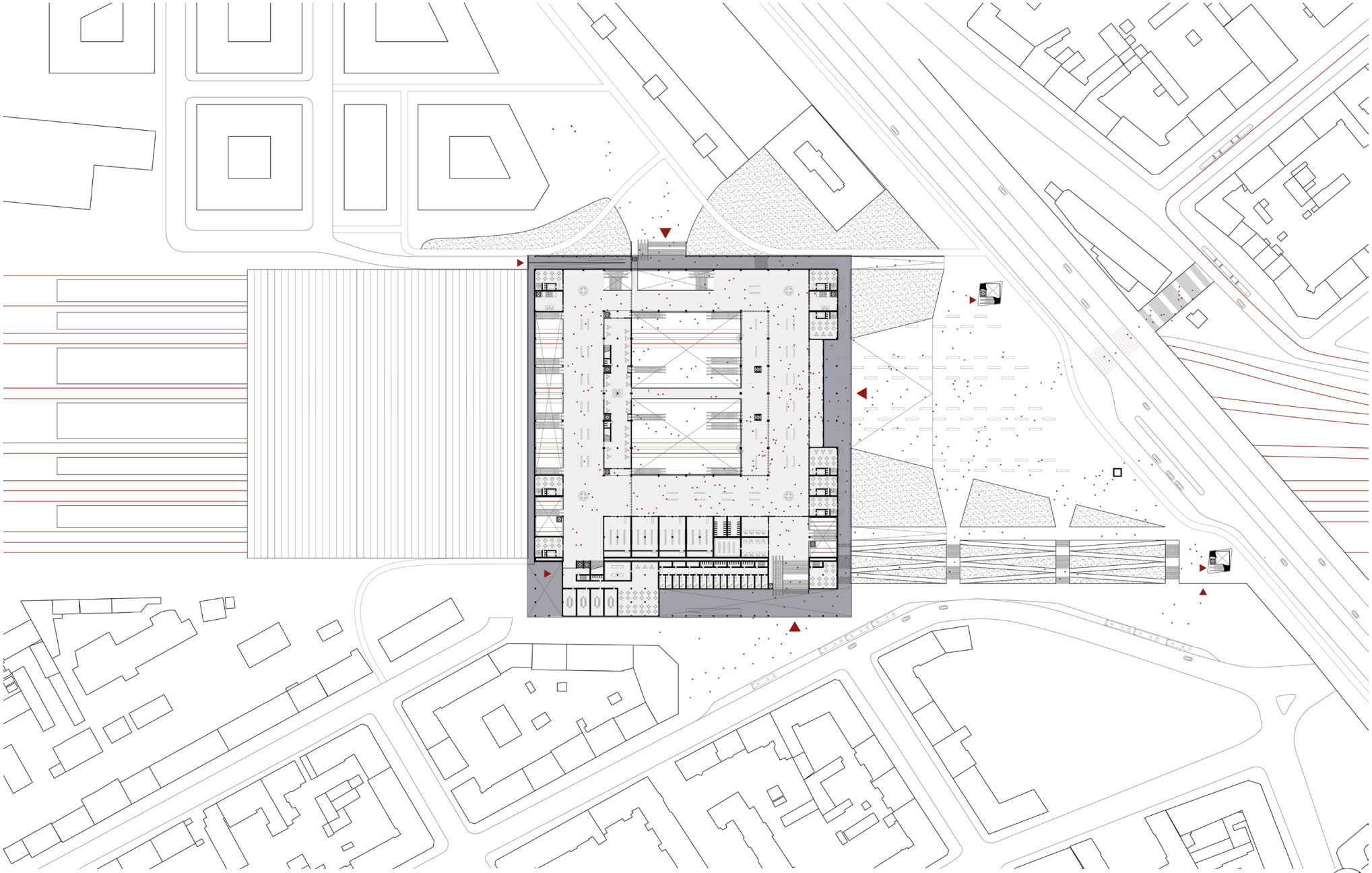
0m 10m 20m 40m 100m


BERLIN LICHTENBERG

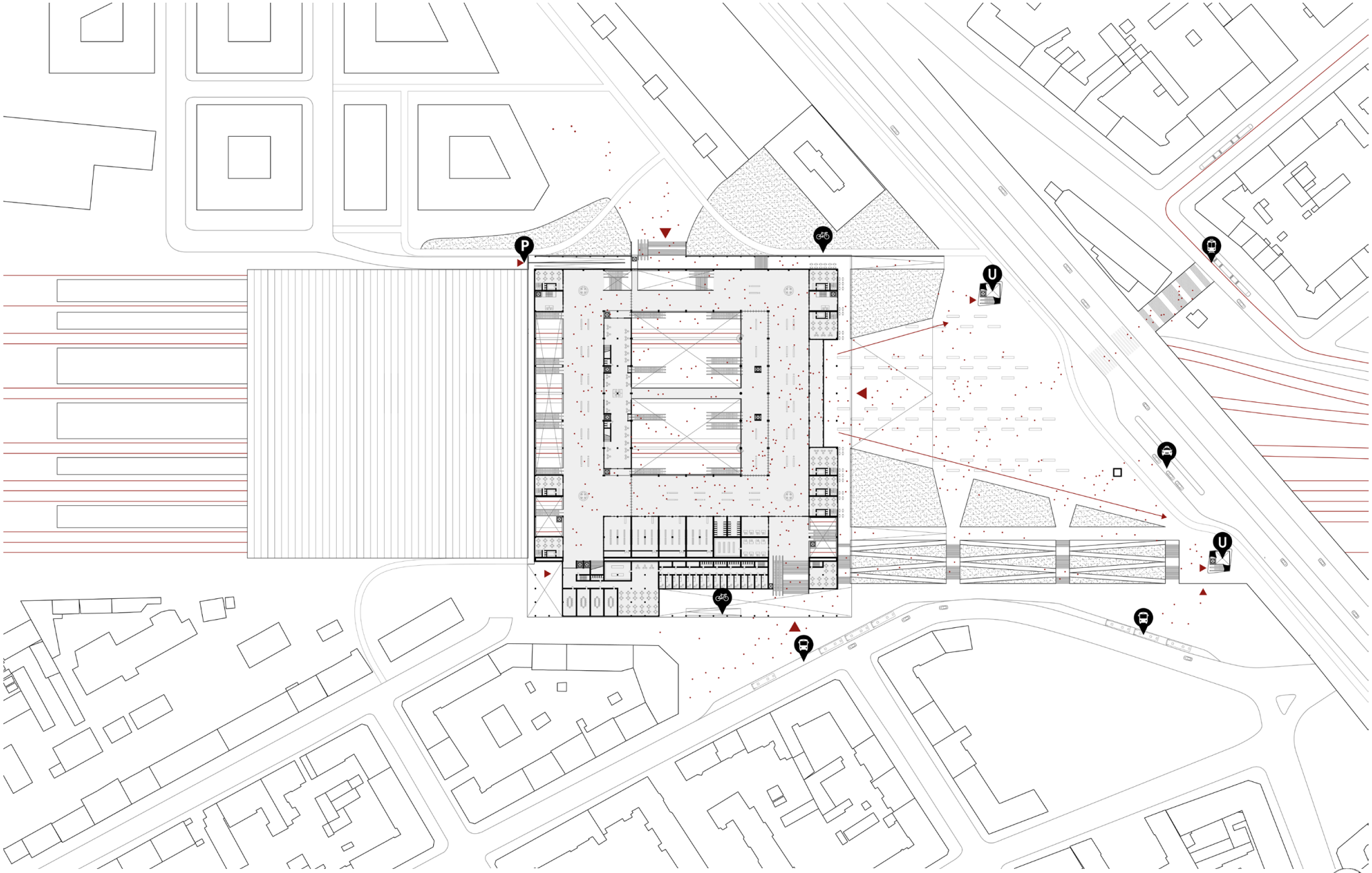
UBRAN IMPLEMENTATION BUILDING



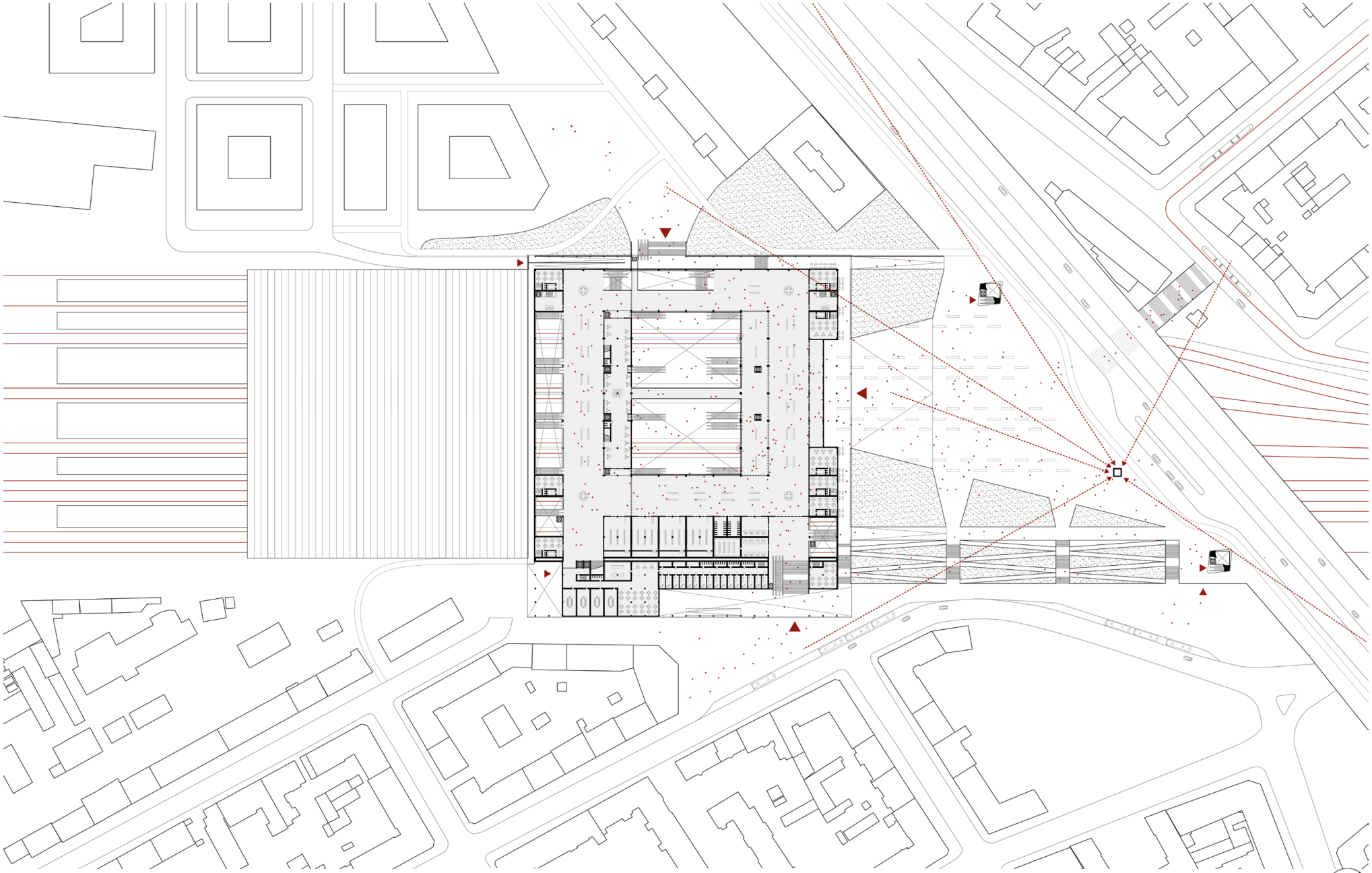
FLOATING ROOF



MODES OF TRANSPORT

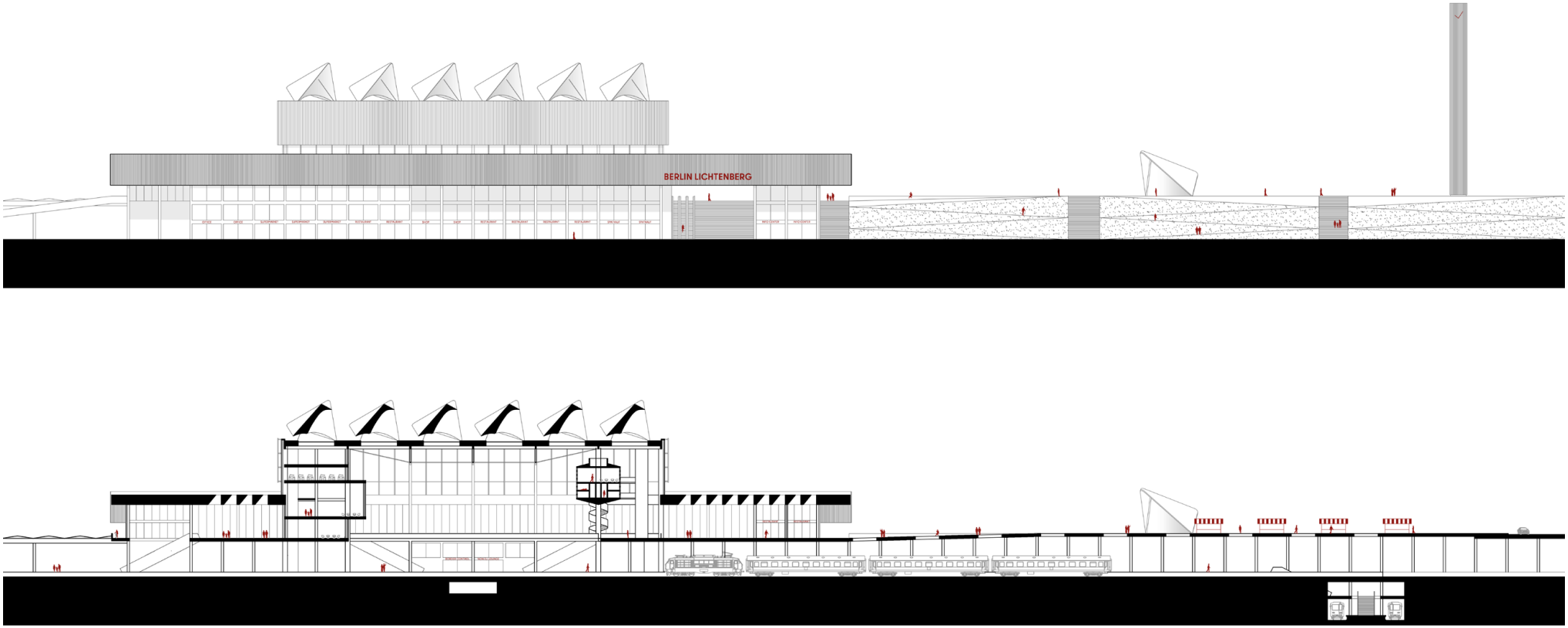


TOWER



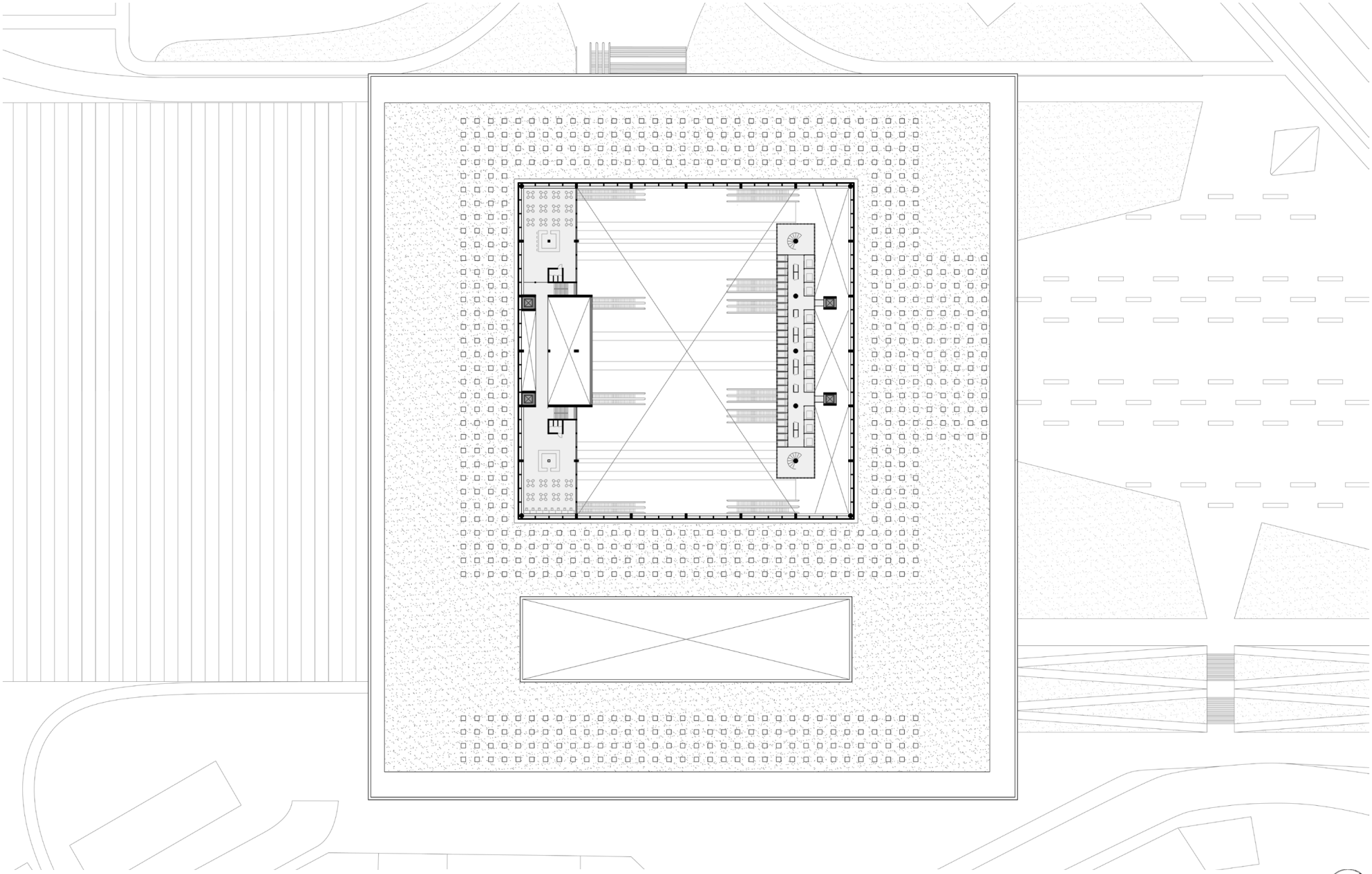
OLD LOCAL ENTRANCE

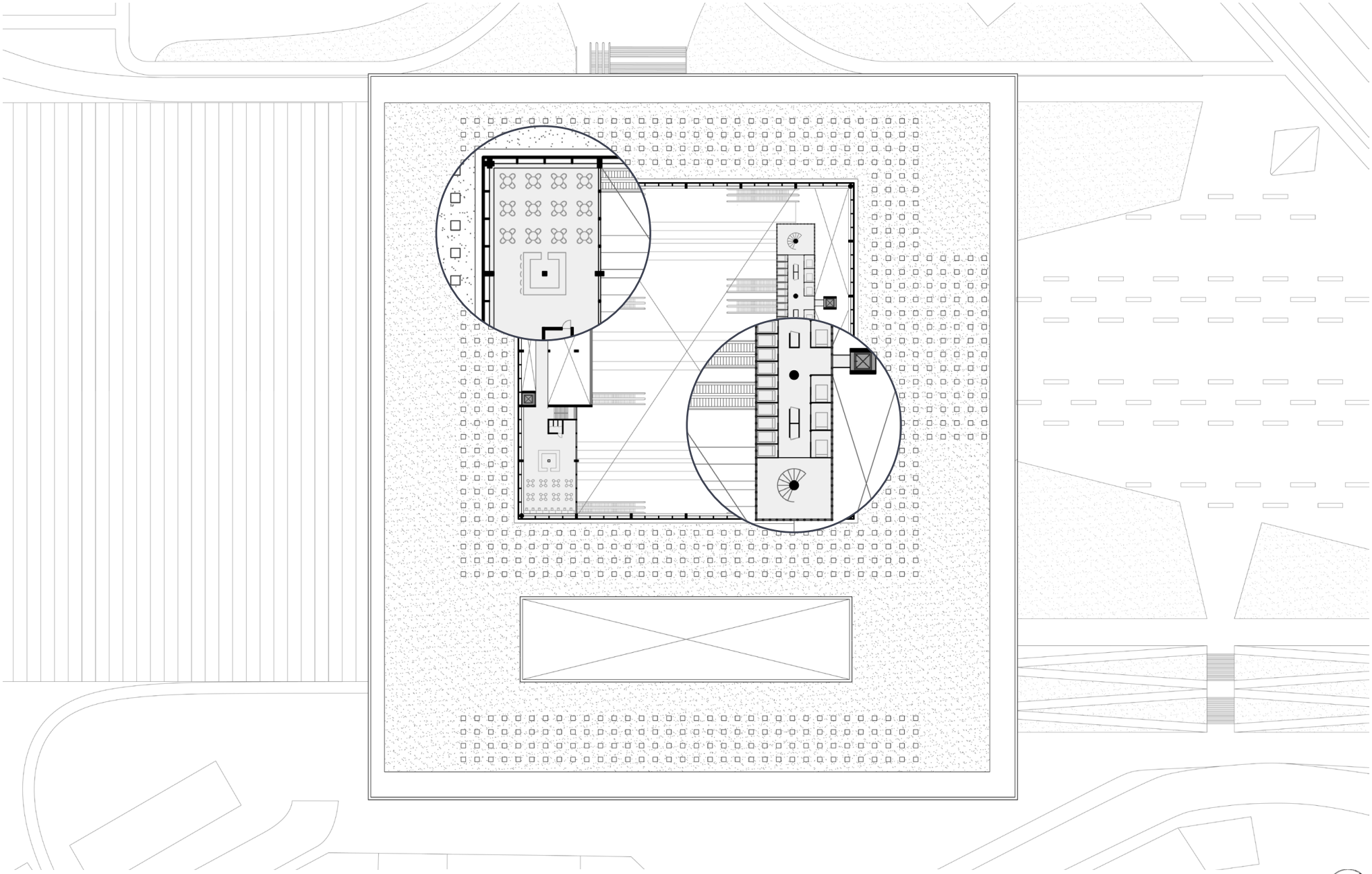
SECTION & ELEVATION



0m 10m 20m 40m 100m

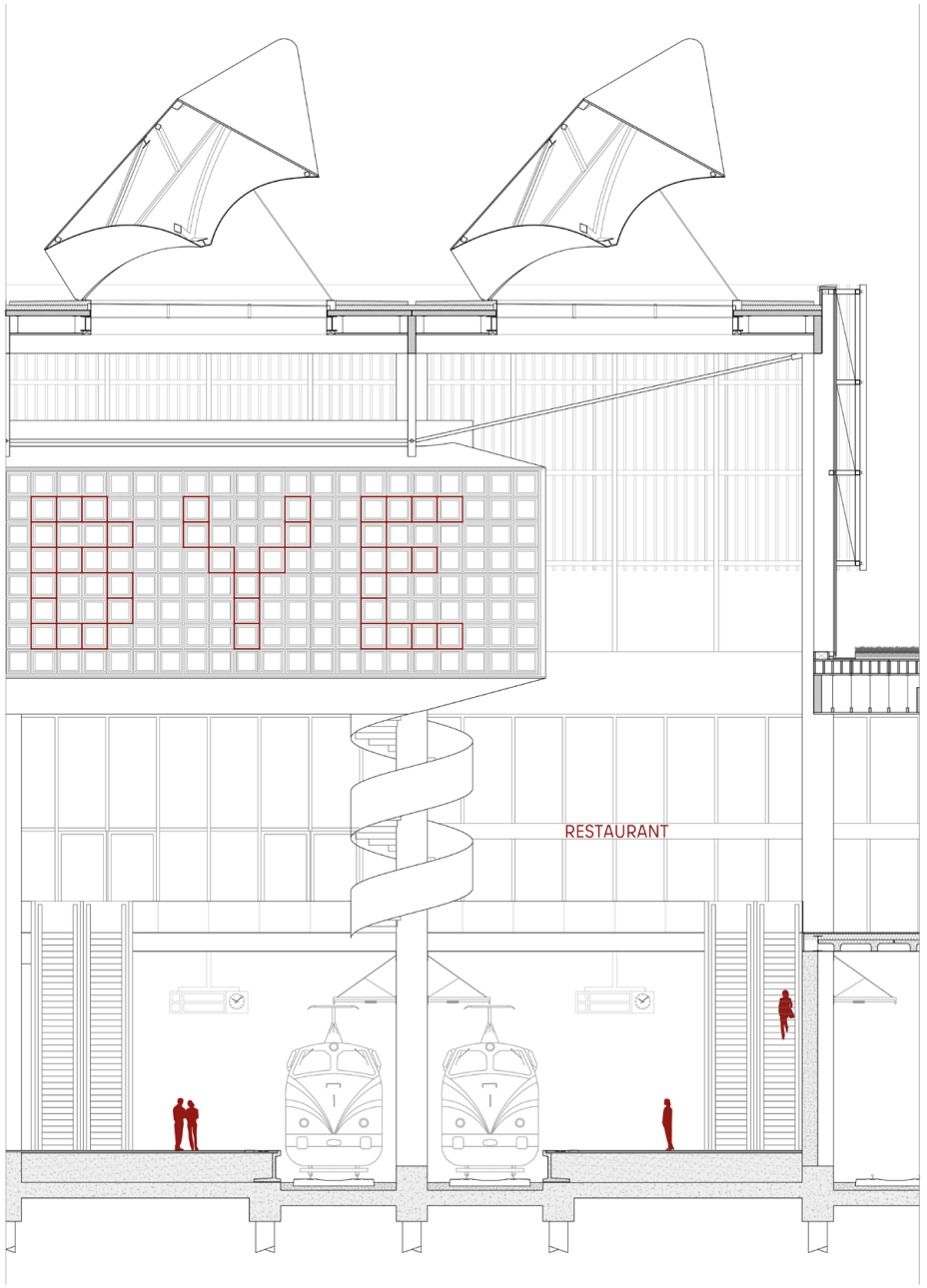
CROWN

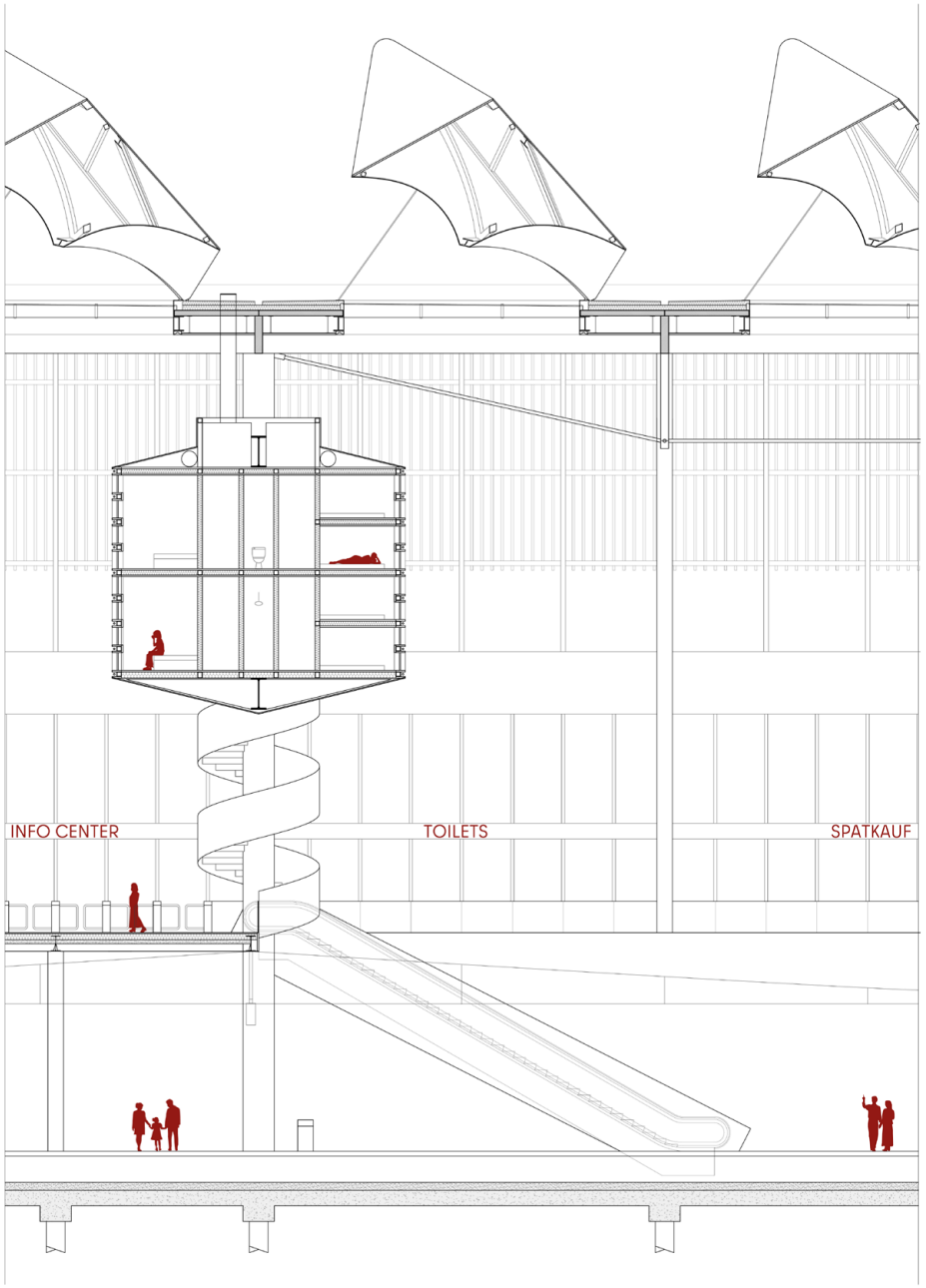



0m
10m
20m
40m
100m

RESTAURANT IN LOUNGE

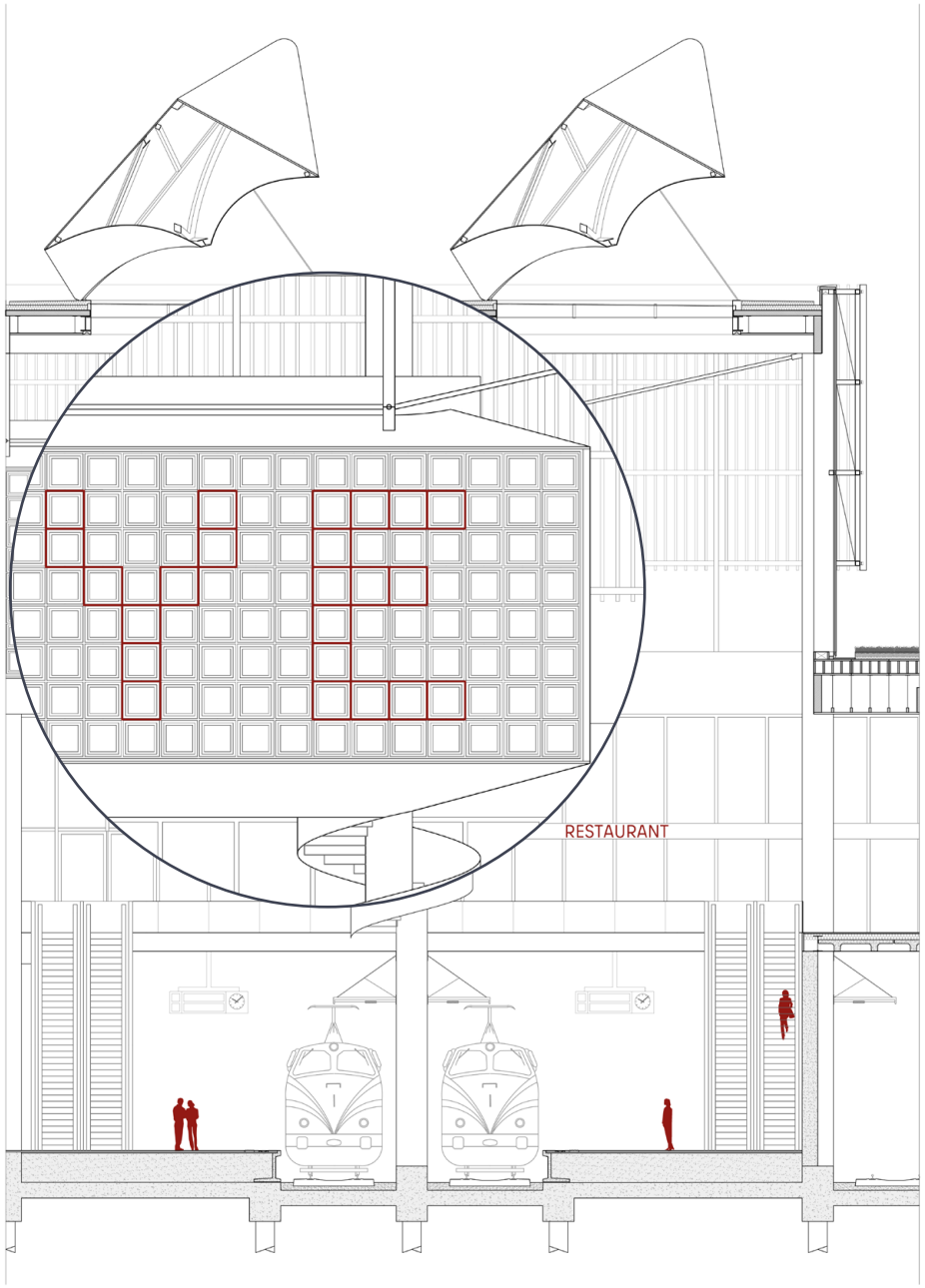
INTERIOR FRAGMENT

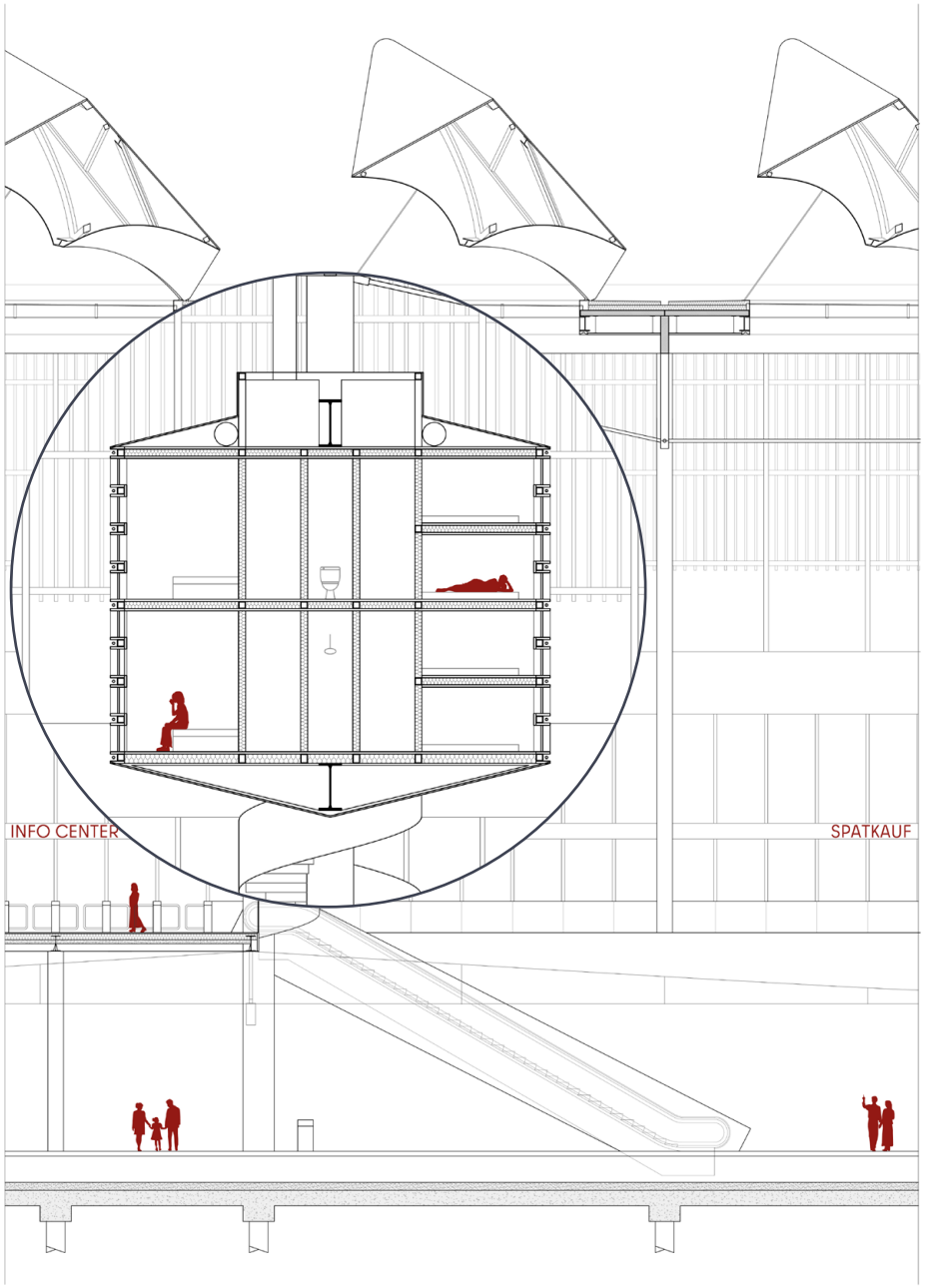




0m 2m 4m 8m 20m

INTERIOR FRAGMENT

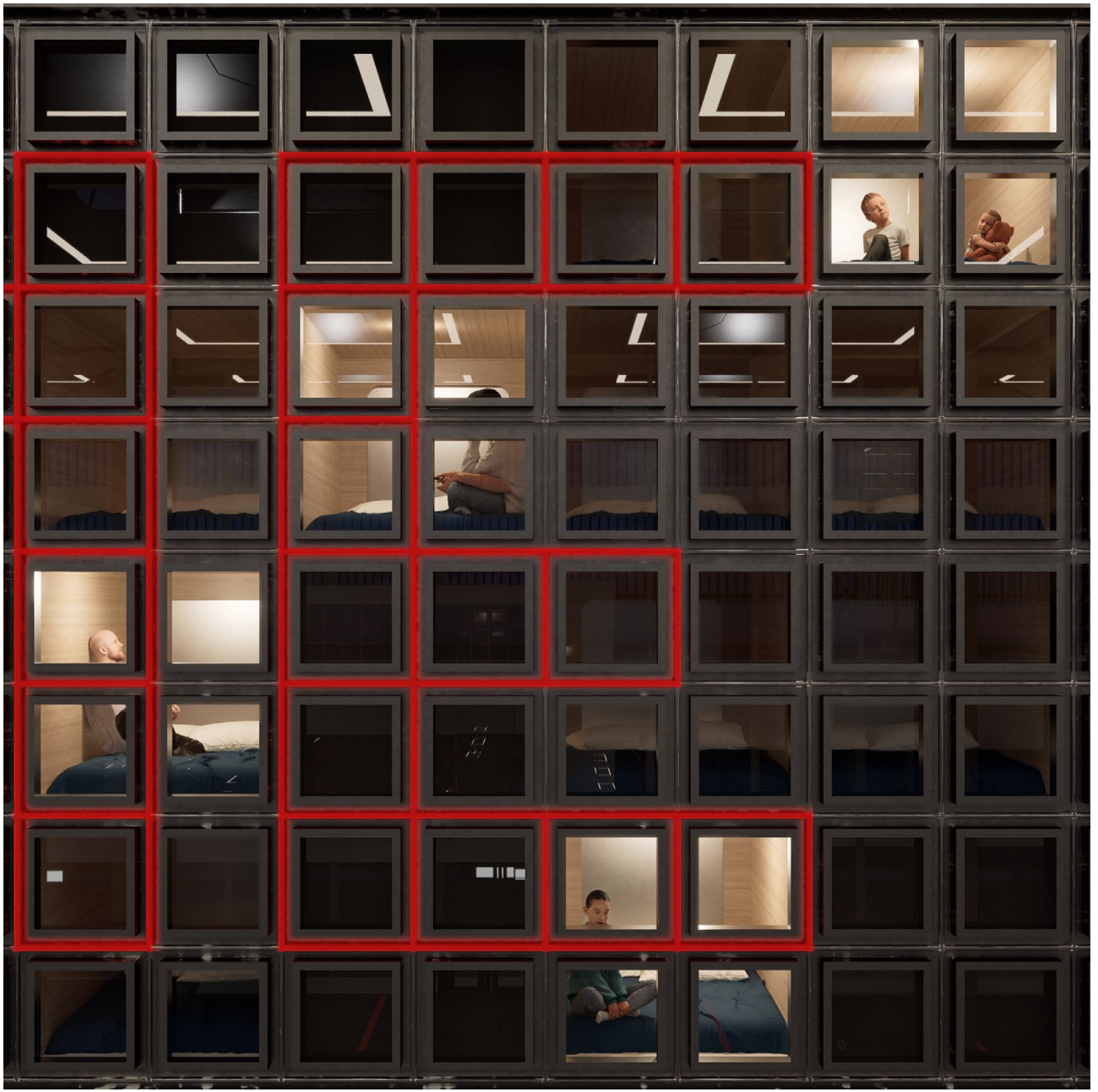




0m 2m 4m 8m 20m

implementation

CAPSULES



EVENING ON THE SQUARE


BERLIN LICHTENBERG

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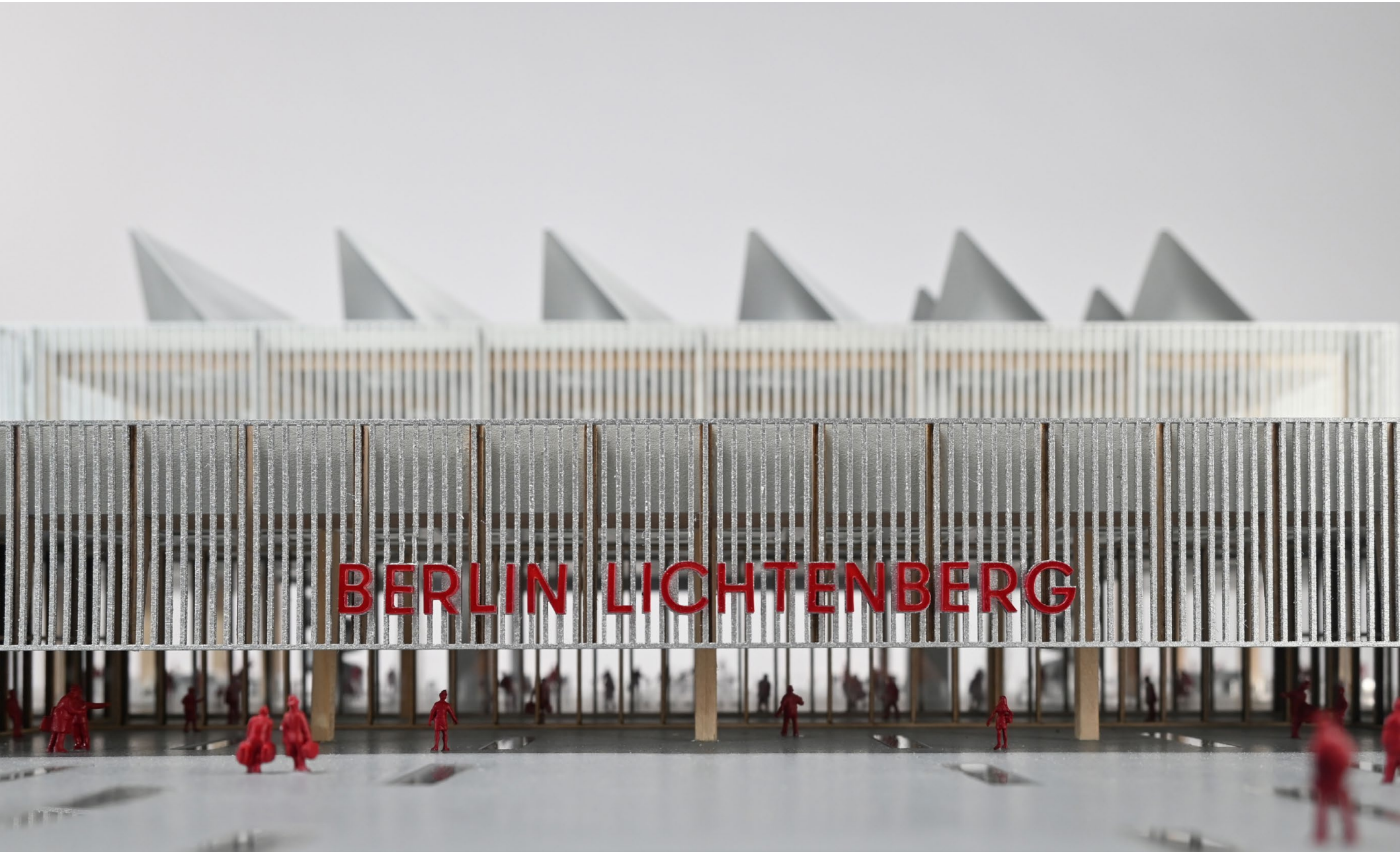
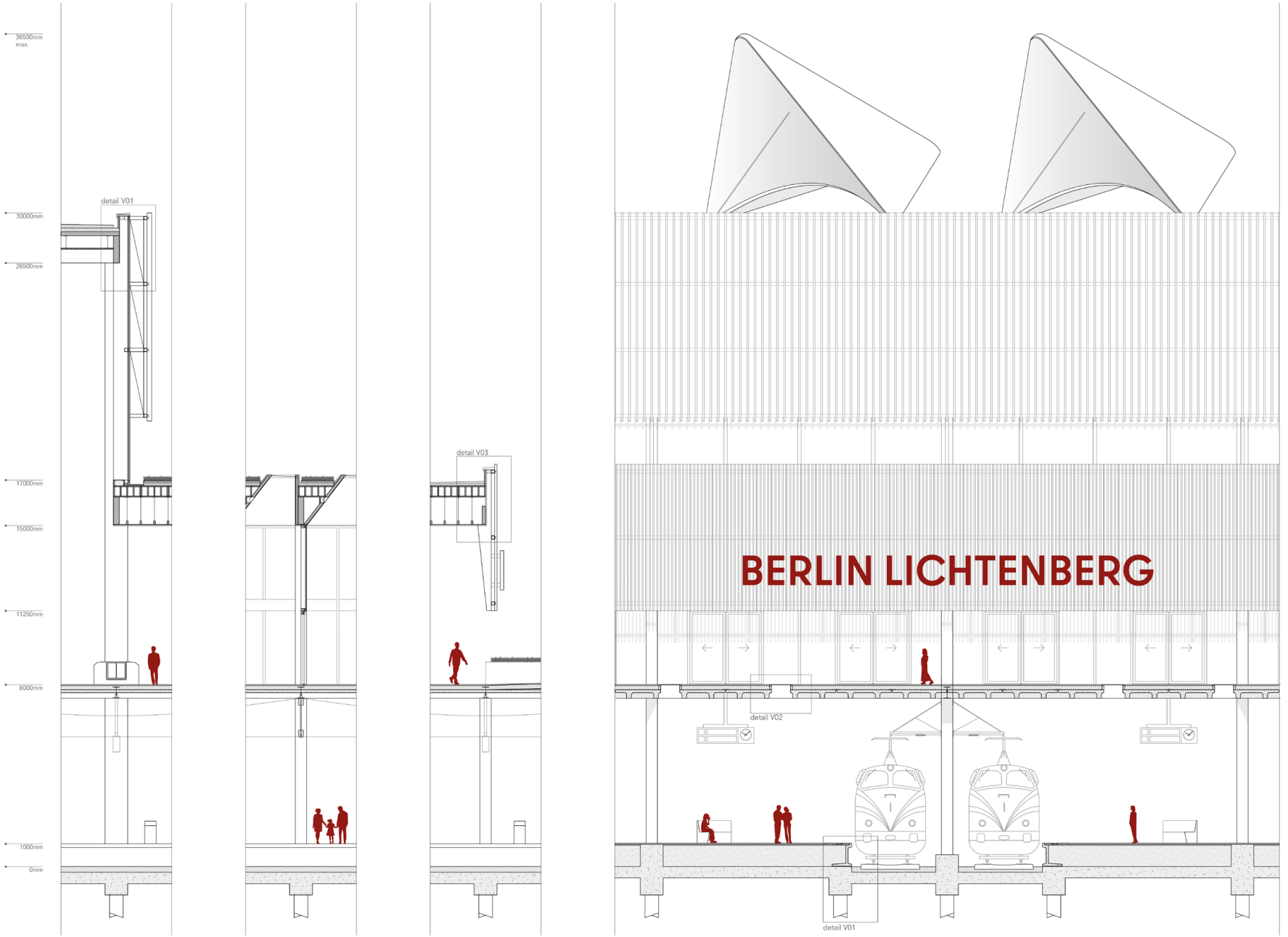
DEVELOPMENT
CONCLUSION

FACADE

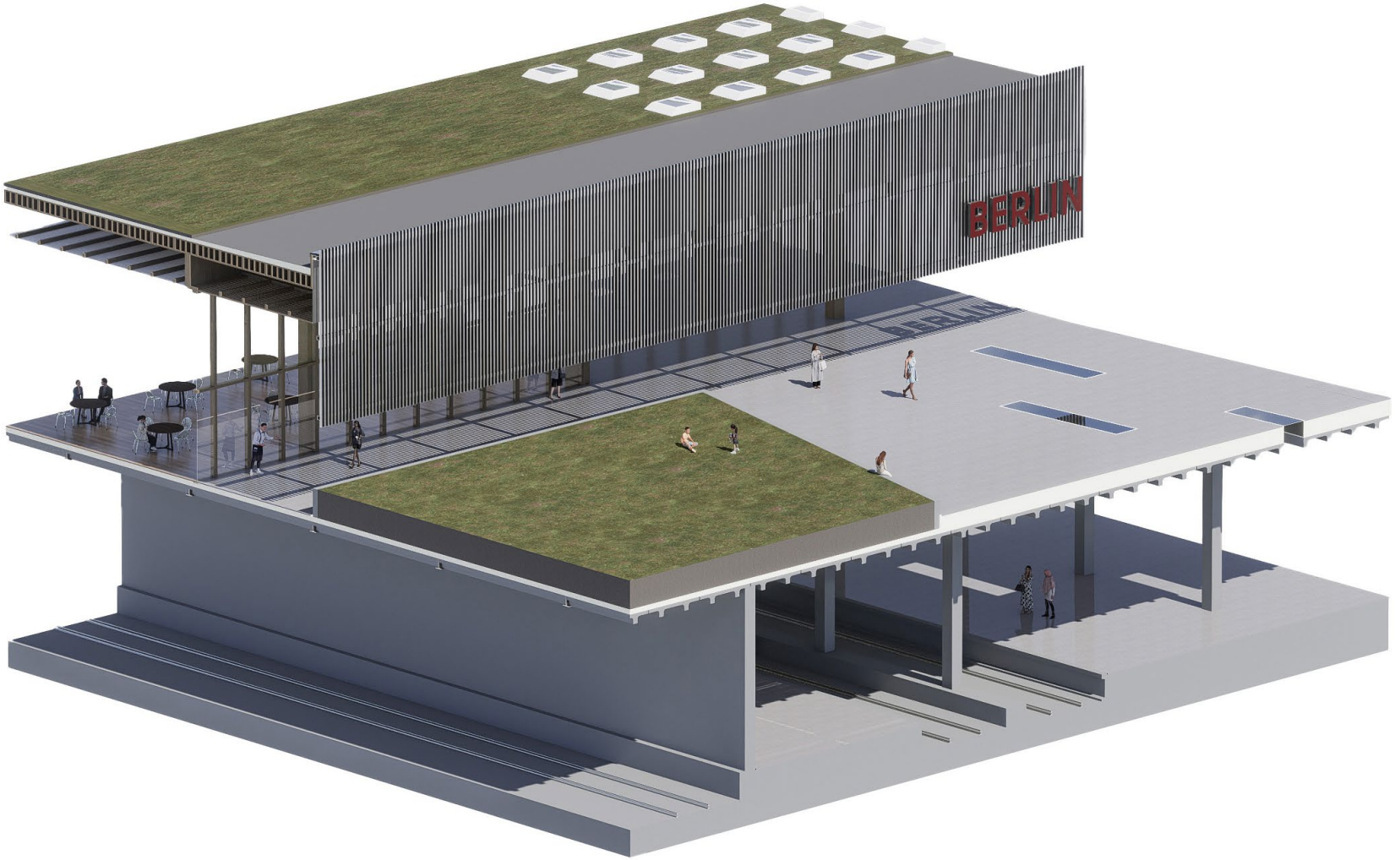


development

FACADE FRAGMENT



3D FACADE FRAGMENT DAY

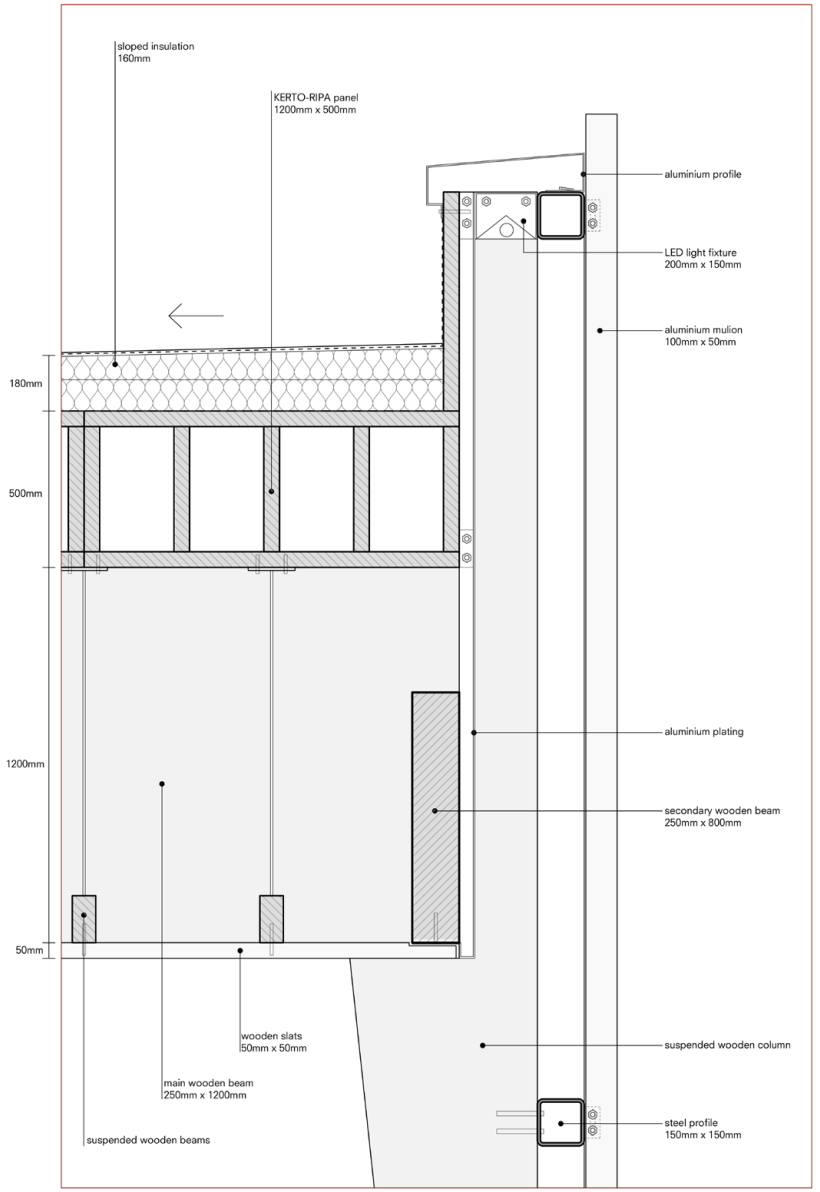


development

3D FACADE FRAGMENT NIGHT

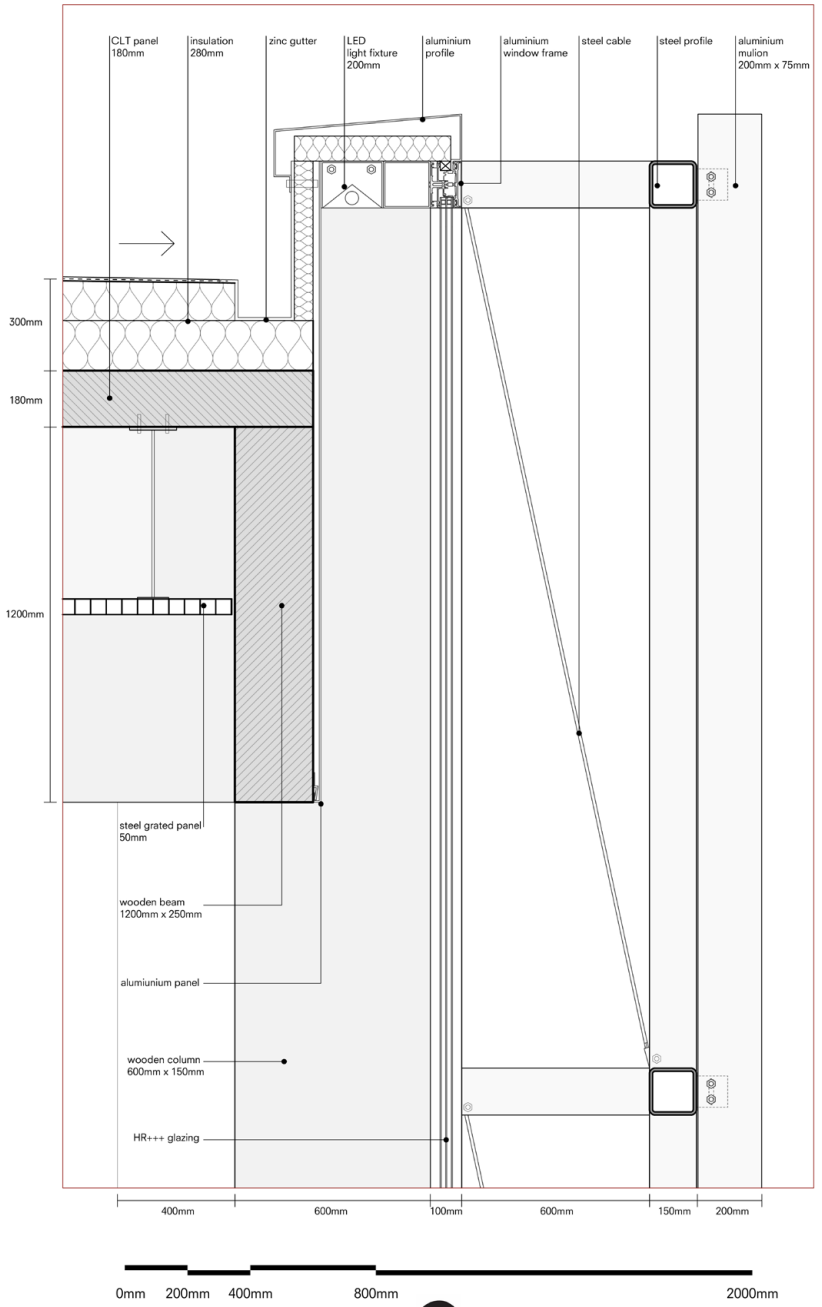
development

BUILDING ROOF DETAIL



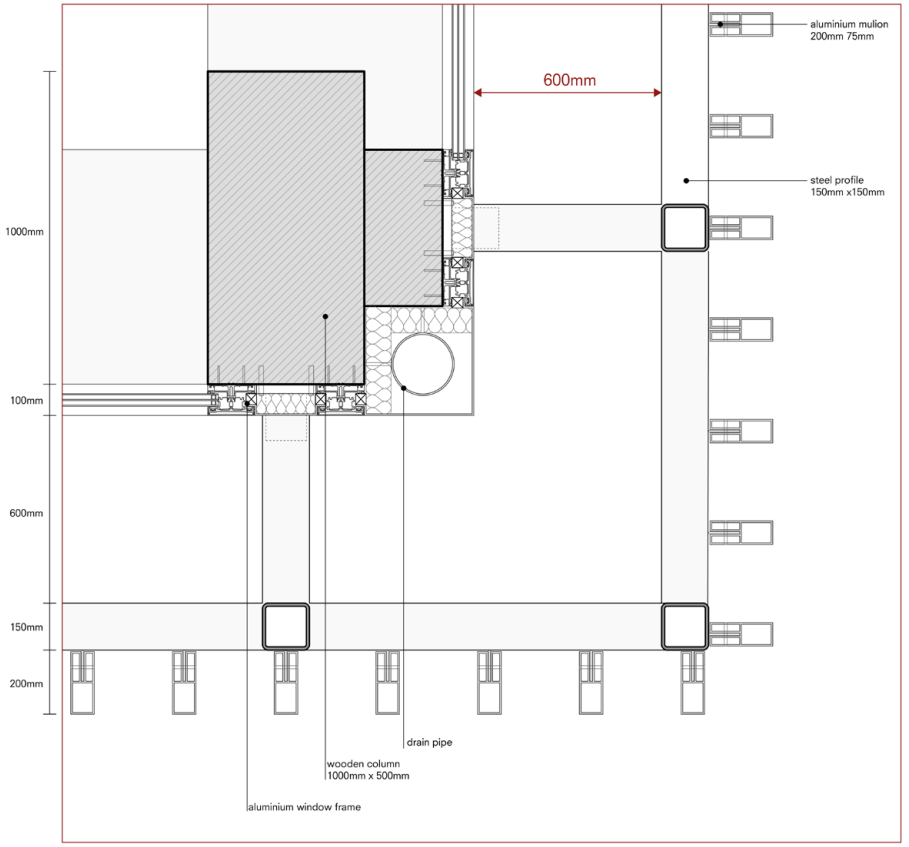
development

CROWN ROOF DETAIL



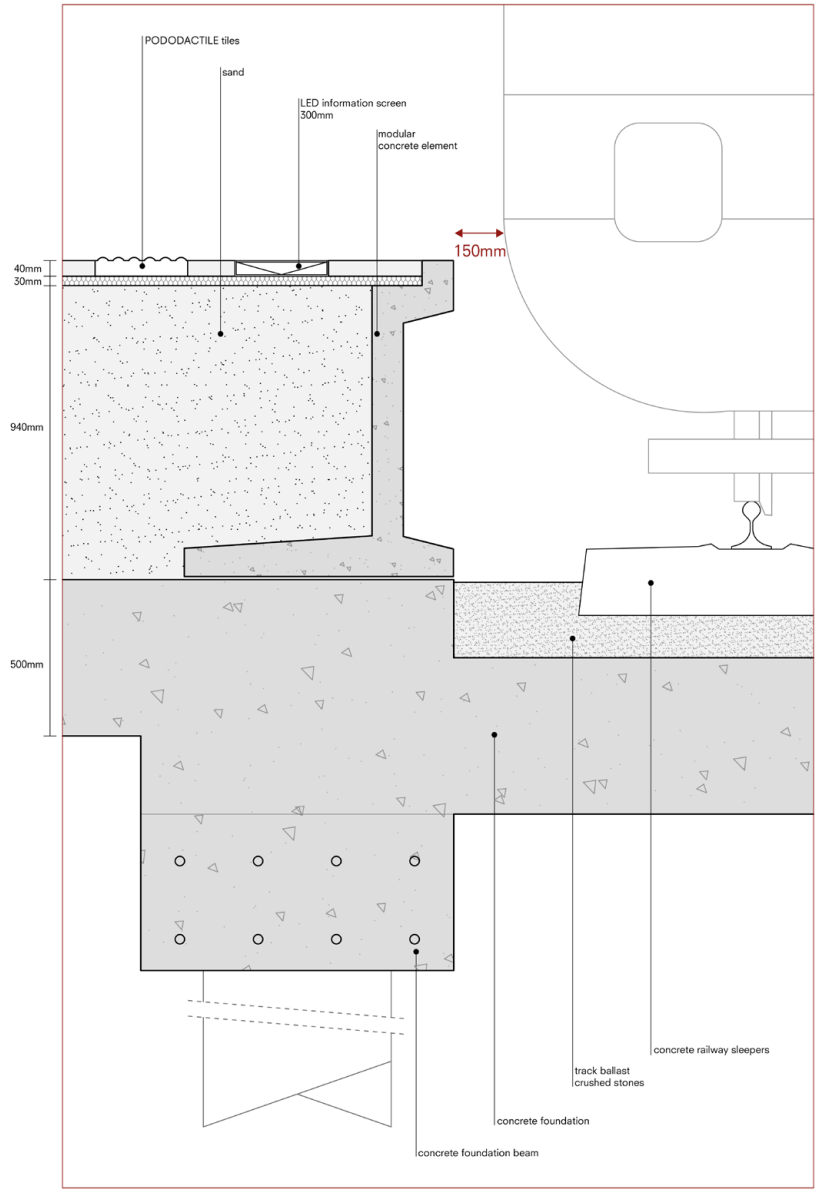
development

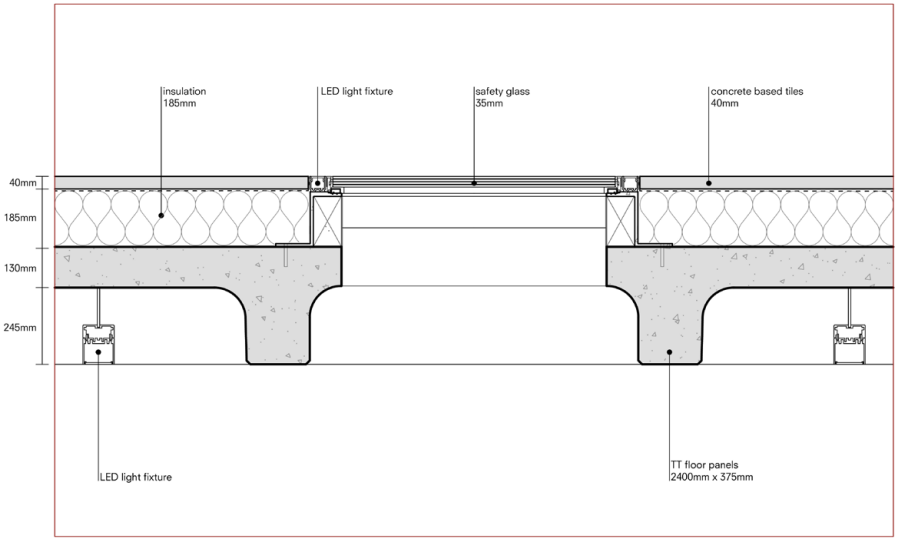
HORIZONTAL DETAIL



0mm 200mm 400mm 800mm 2000mm

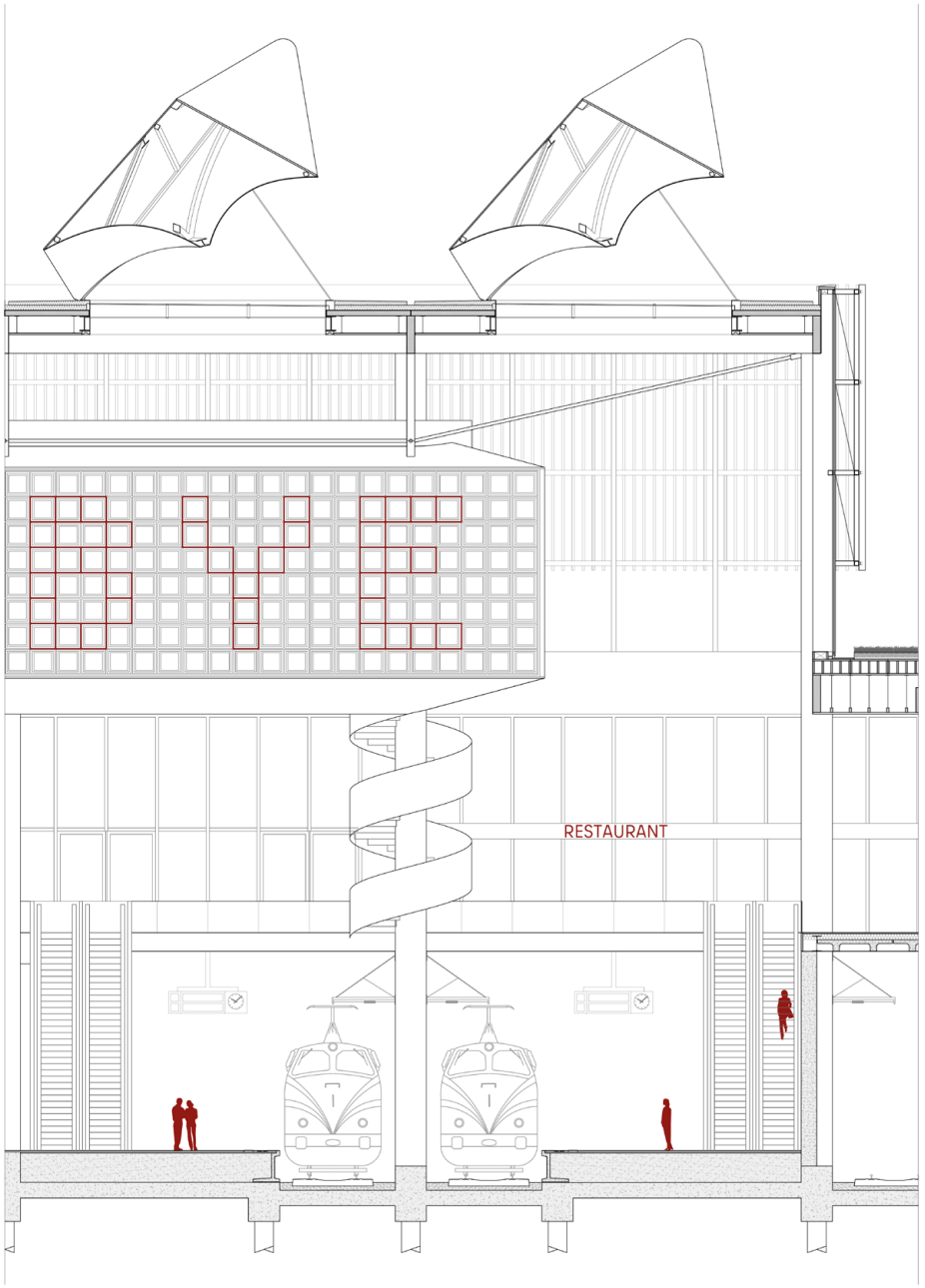
PLATFORM AND ROOF WINDOW DETAIL

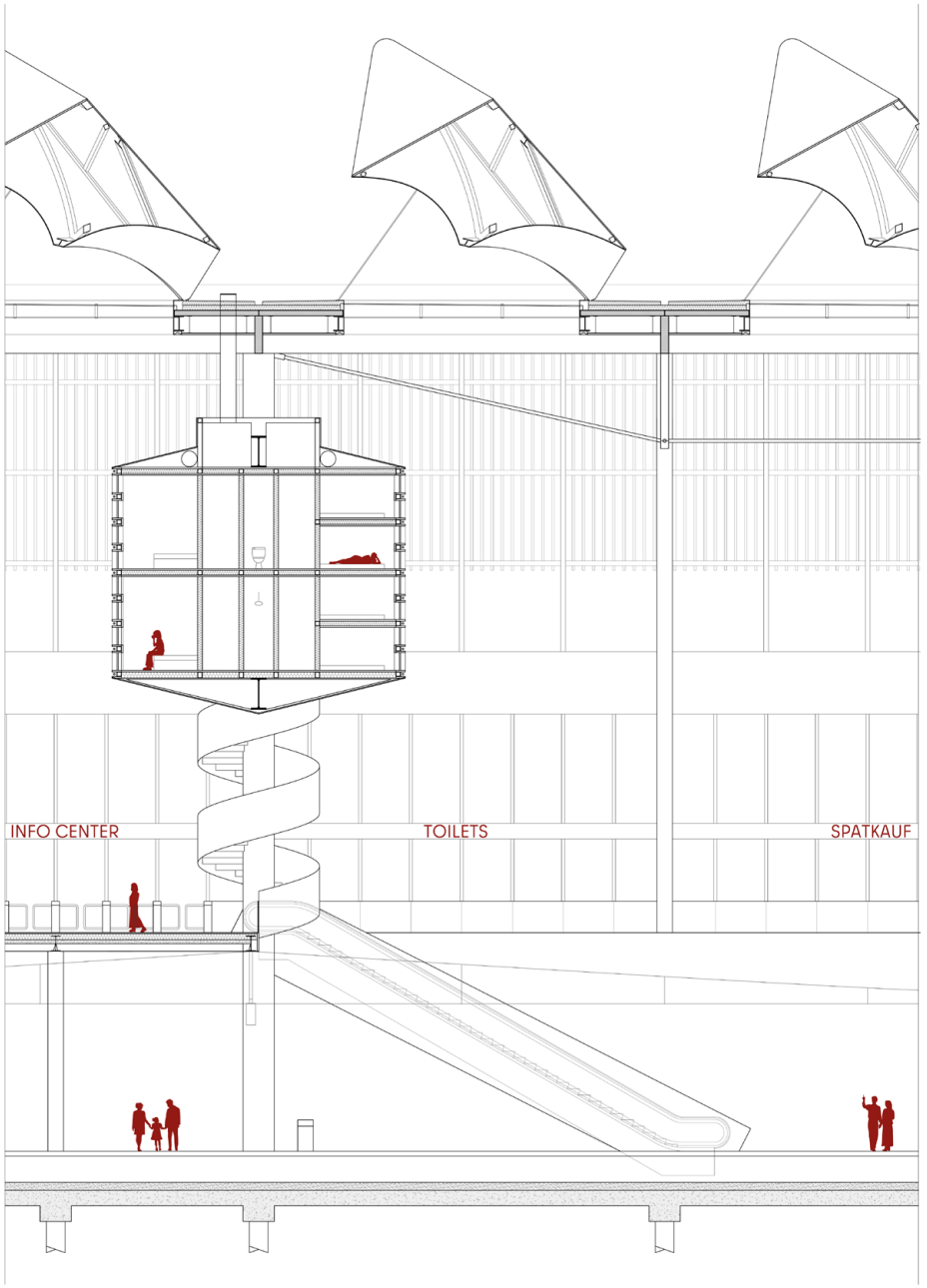




0mm 100mm 200mm 400mm 1000mm

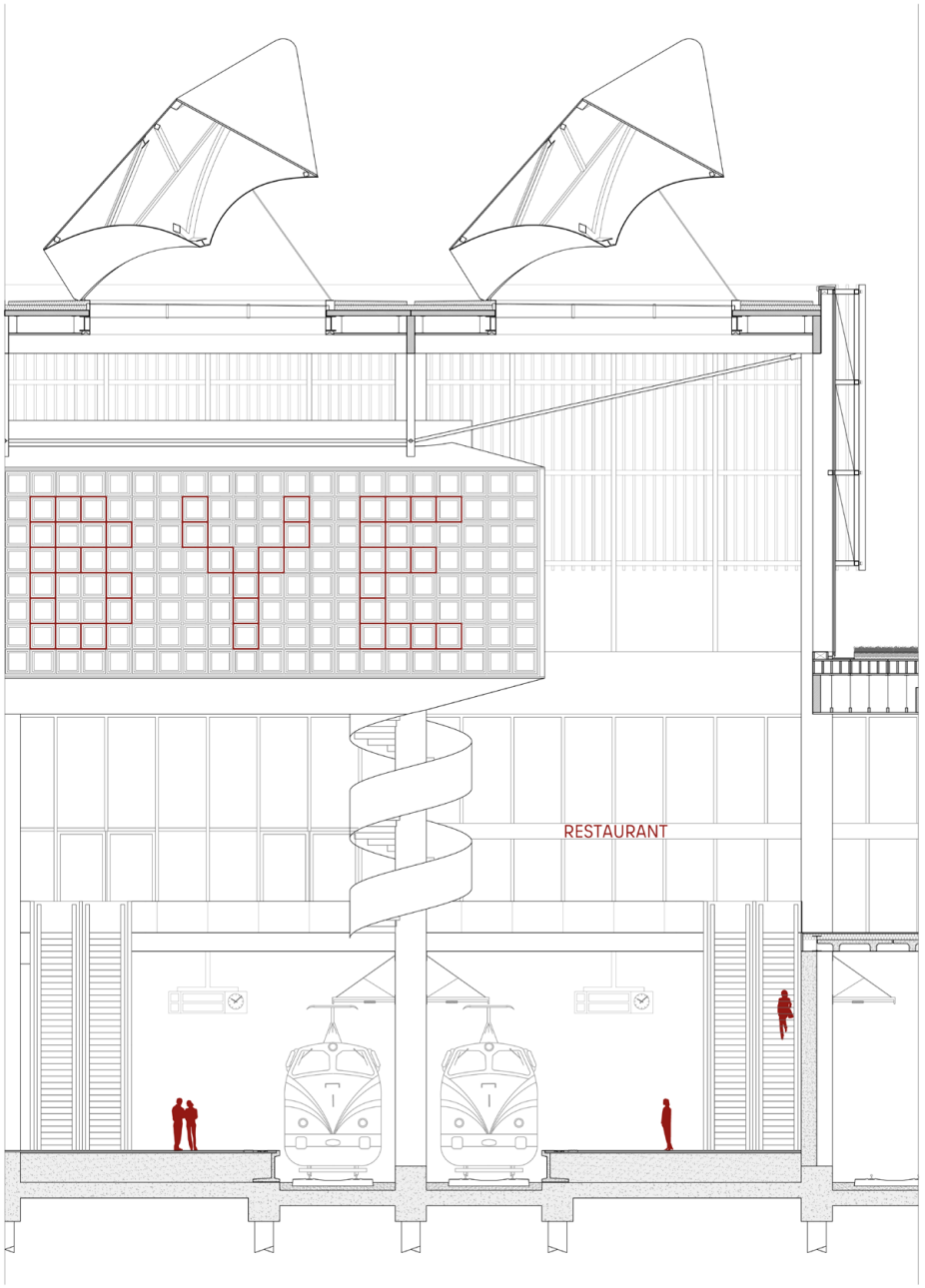
INTERIOR FRAGMENT

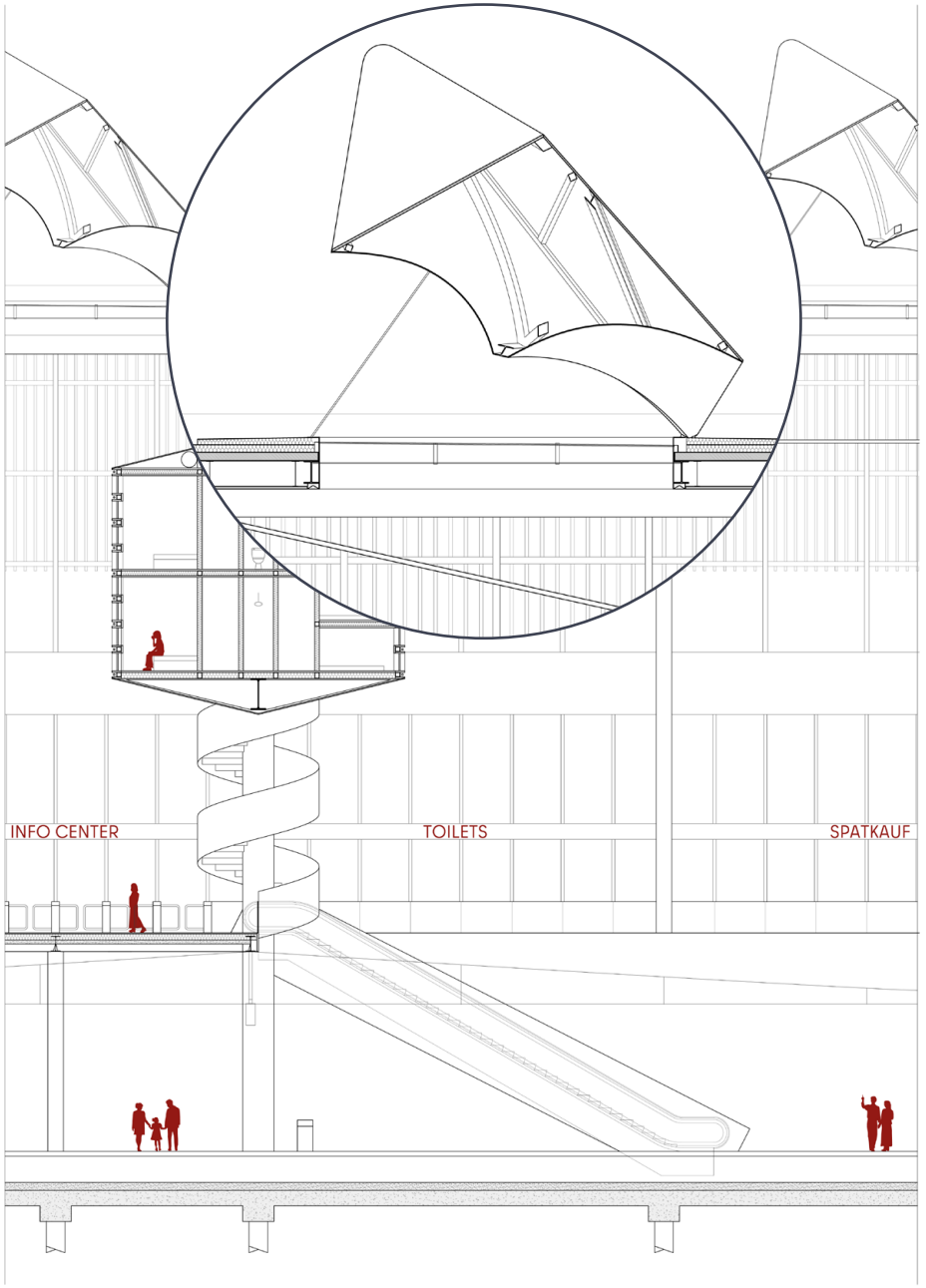




0m 2m 4m 8m 20m

INTERIOR FRAGMENT

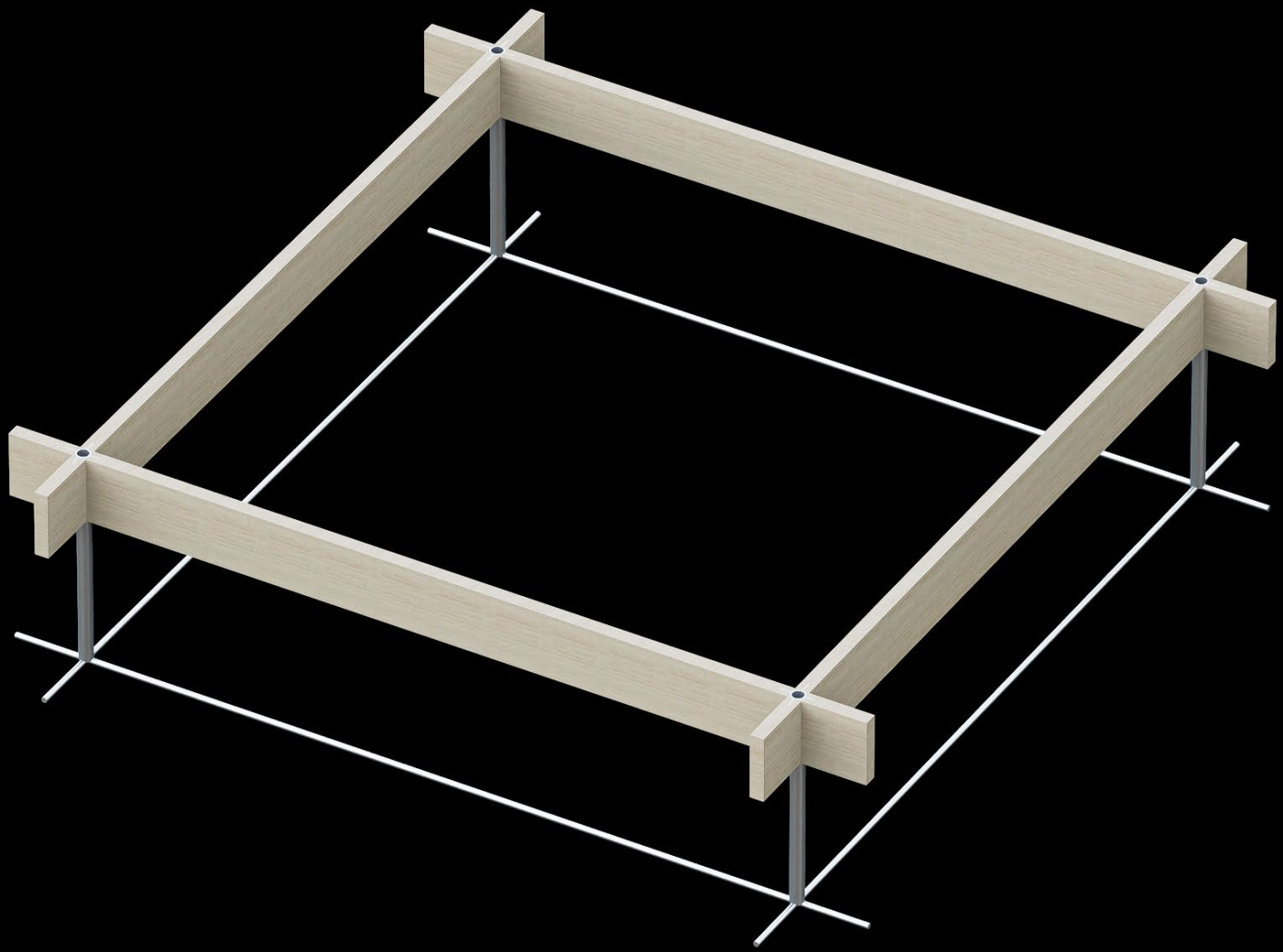




0m 2m 4m 8m 20m

development

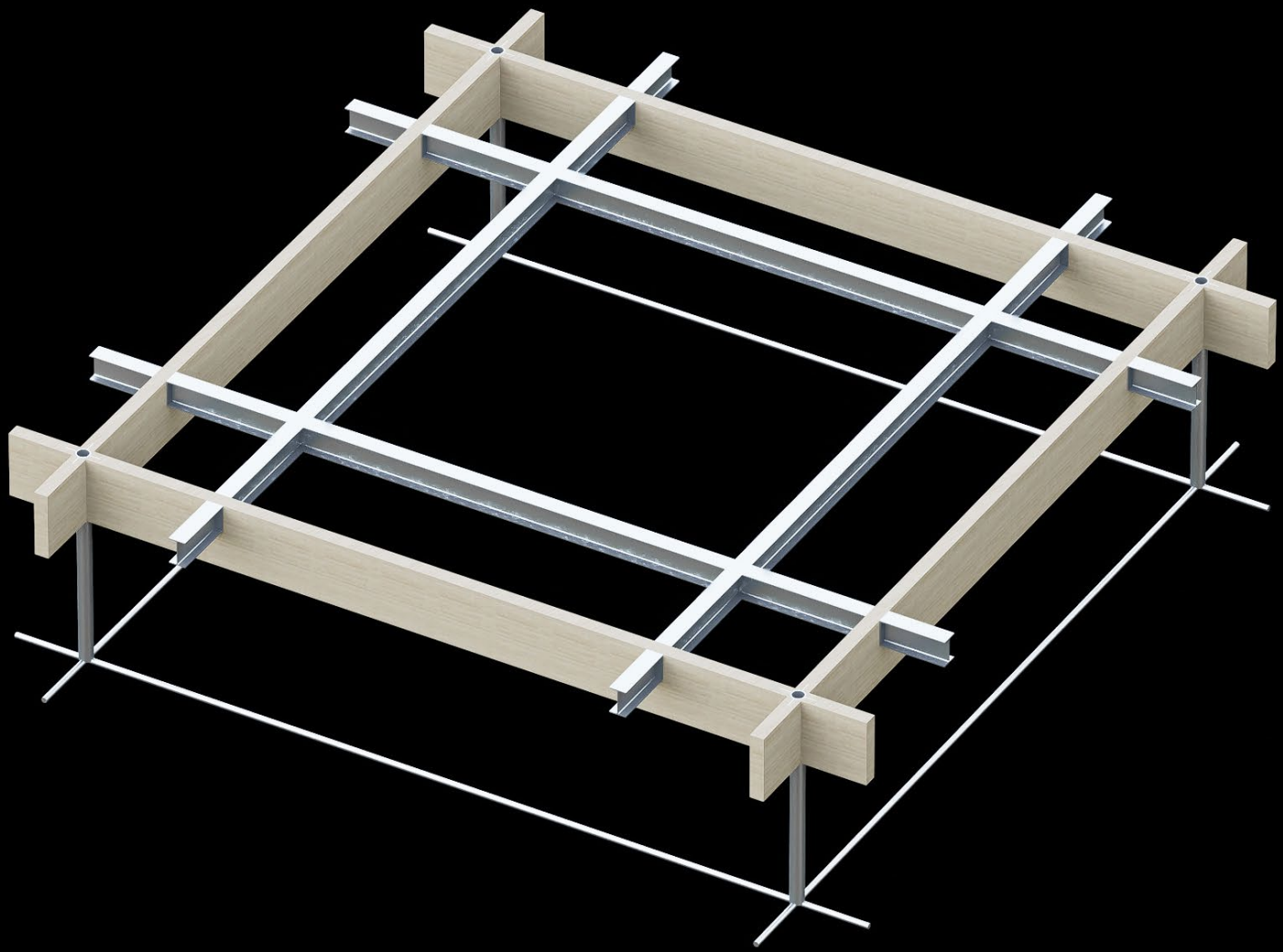
LIGHT CATCHER



main wooden beams, steel tensions cables and steel push rods

development

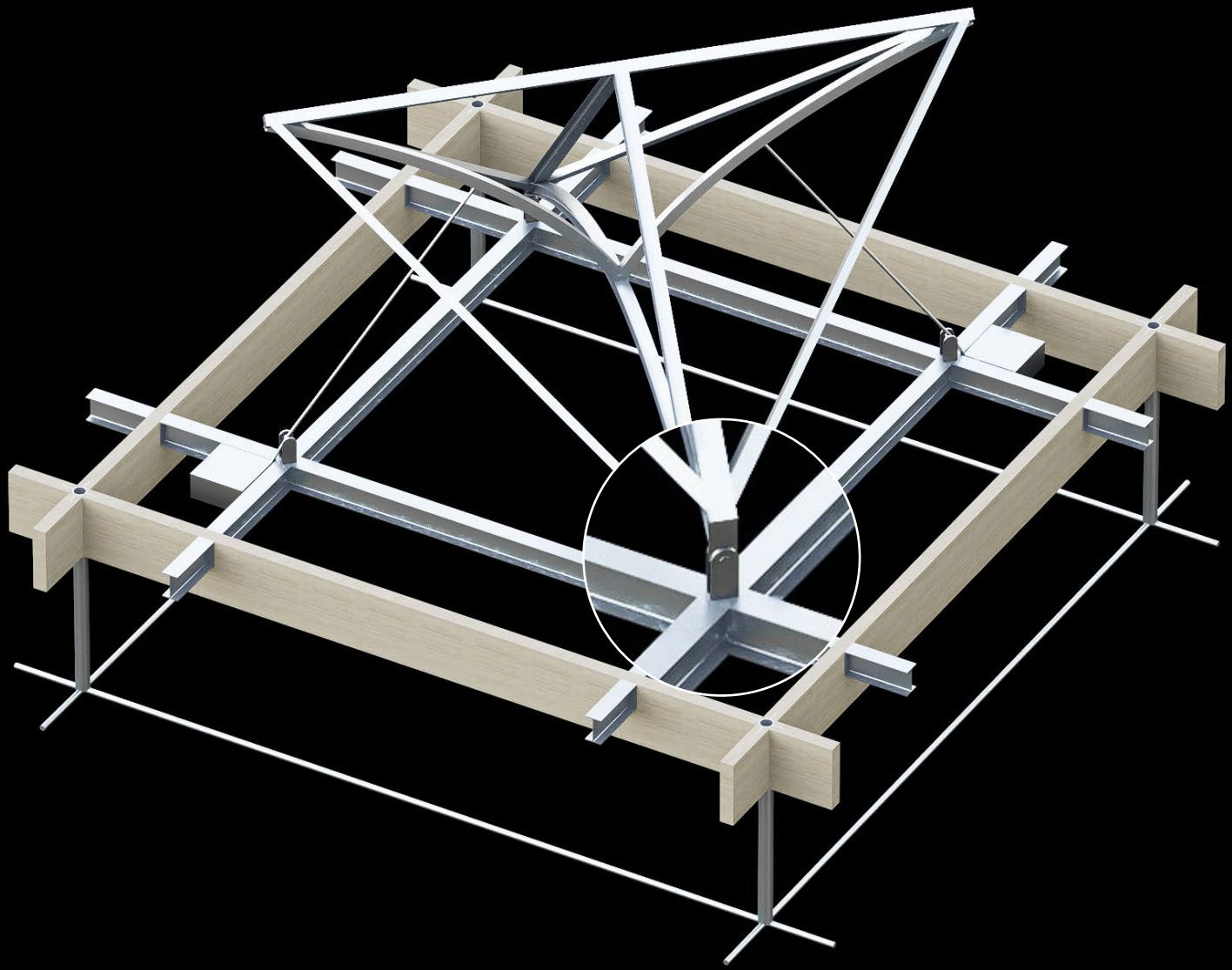
LIGHT CATCHER



secondary steel beams

development

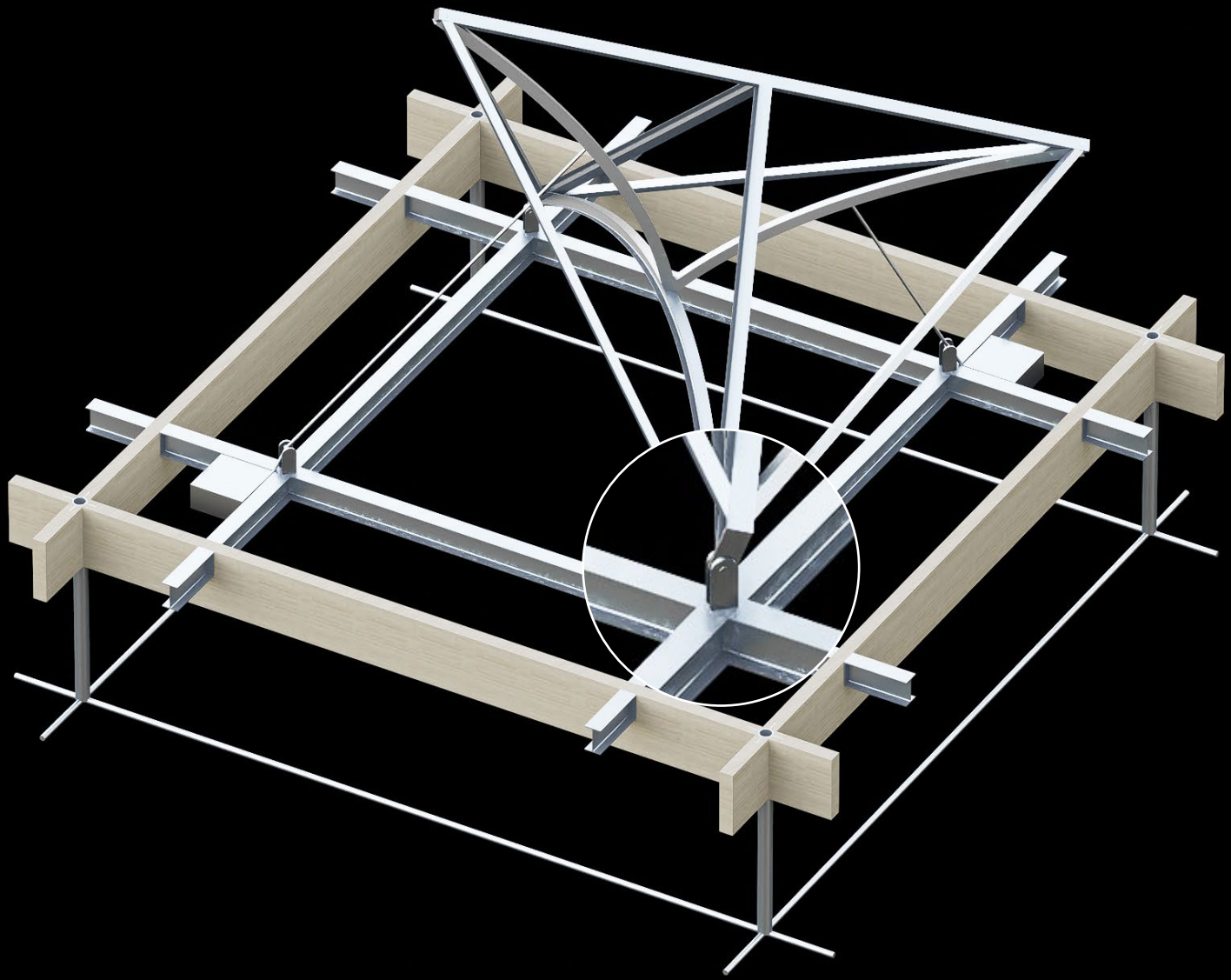
LIGHT CATCHER



steel frame light catcher balanced by tension cables connected to hinges

development

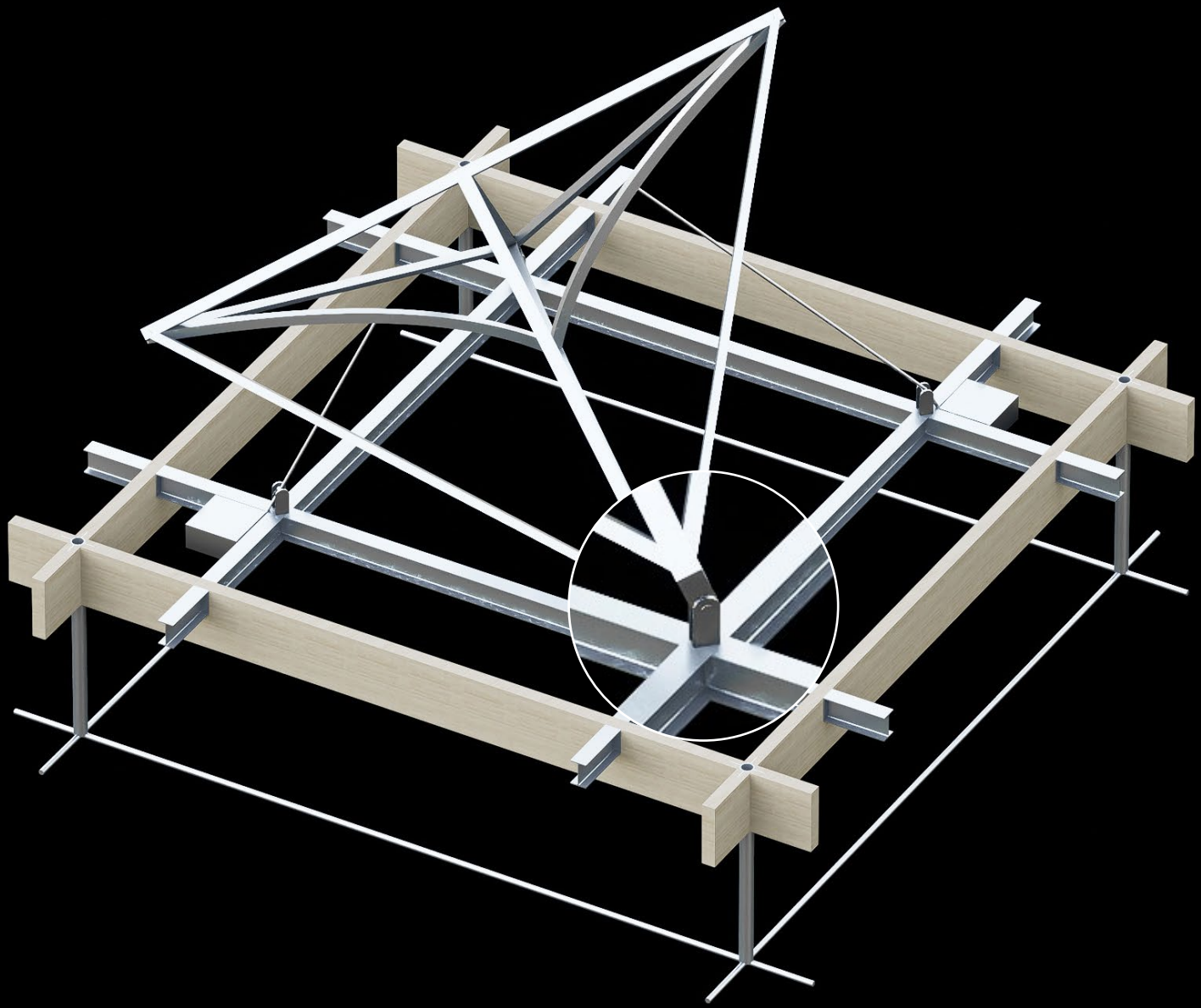
LIGHT CATCHER



position west 22.5 degrees

development

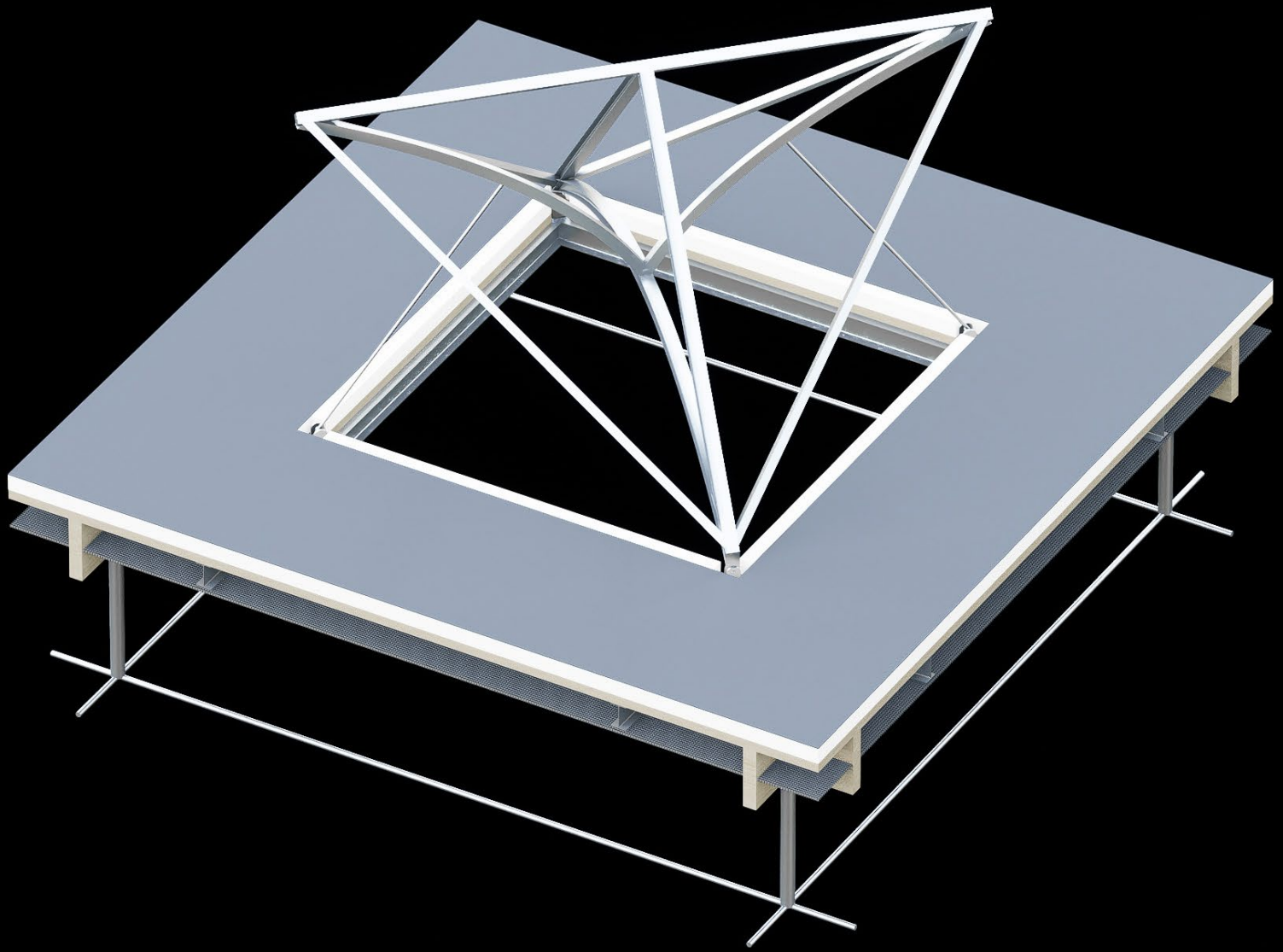
LIGHT CATCHER



position east 22.5 degrees

development

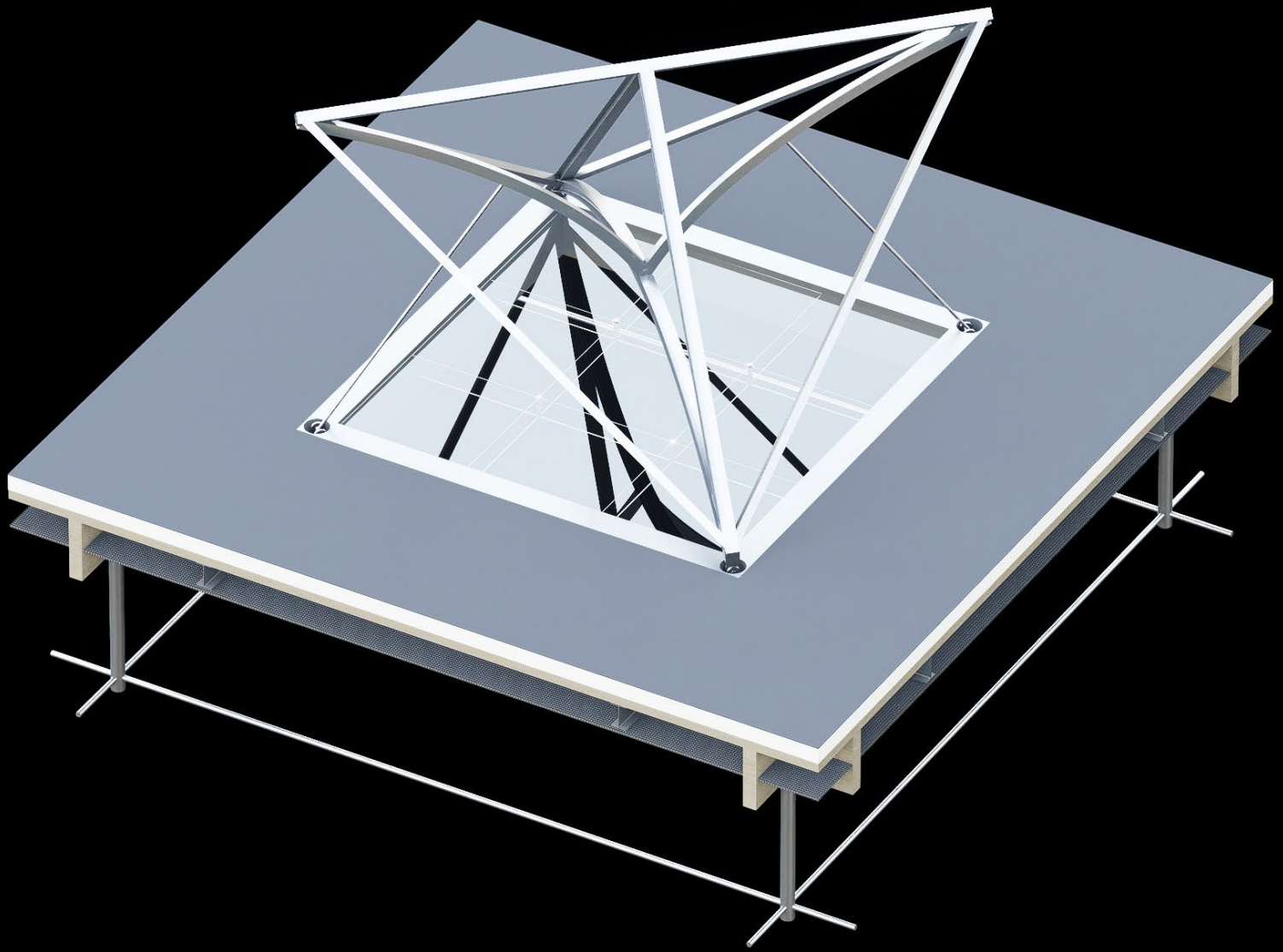
LIGHT CATCHER



suspended steel ceiling, clt roof, insulation & waterproof layer

development

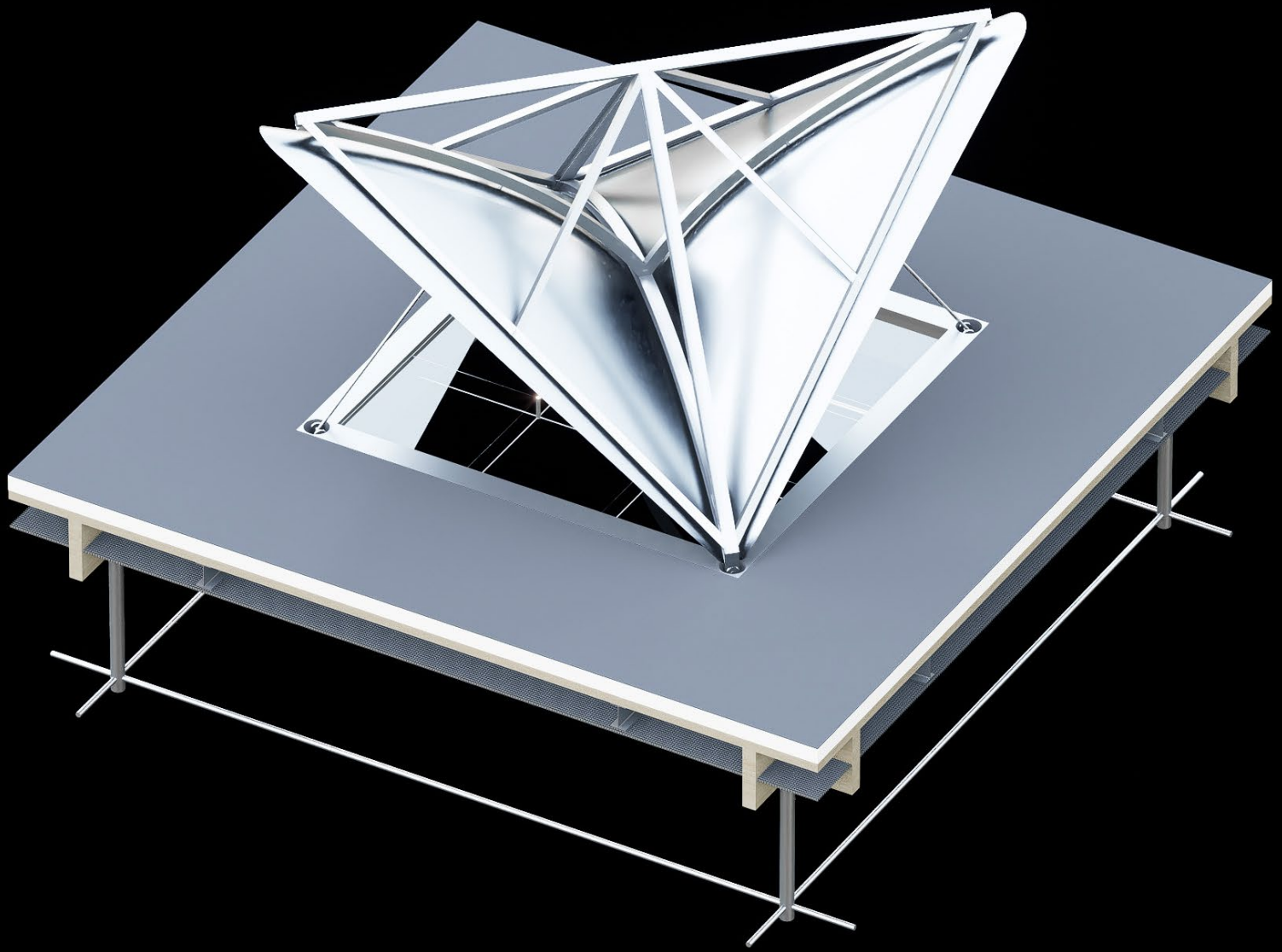
LIGHT CATCHER



glass solar roof including lighting supported by steel tension cables

development

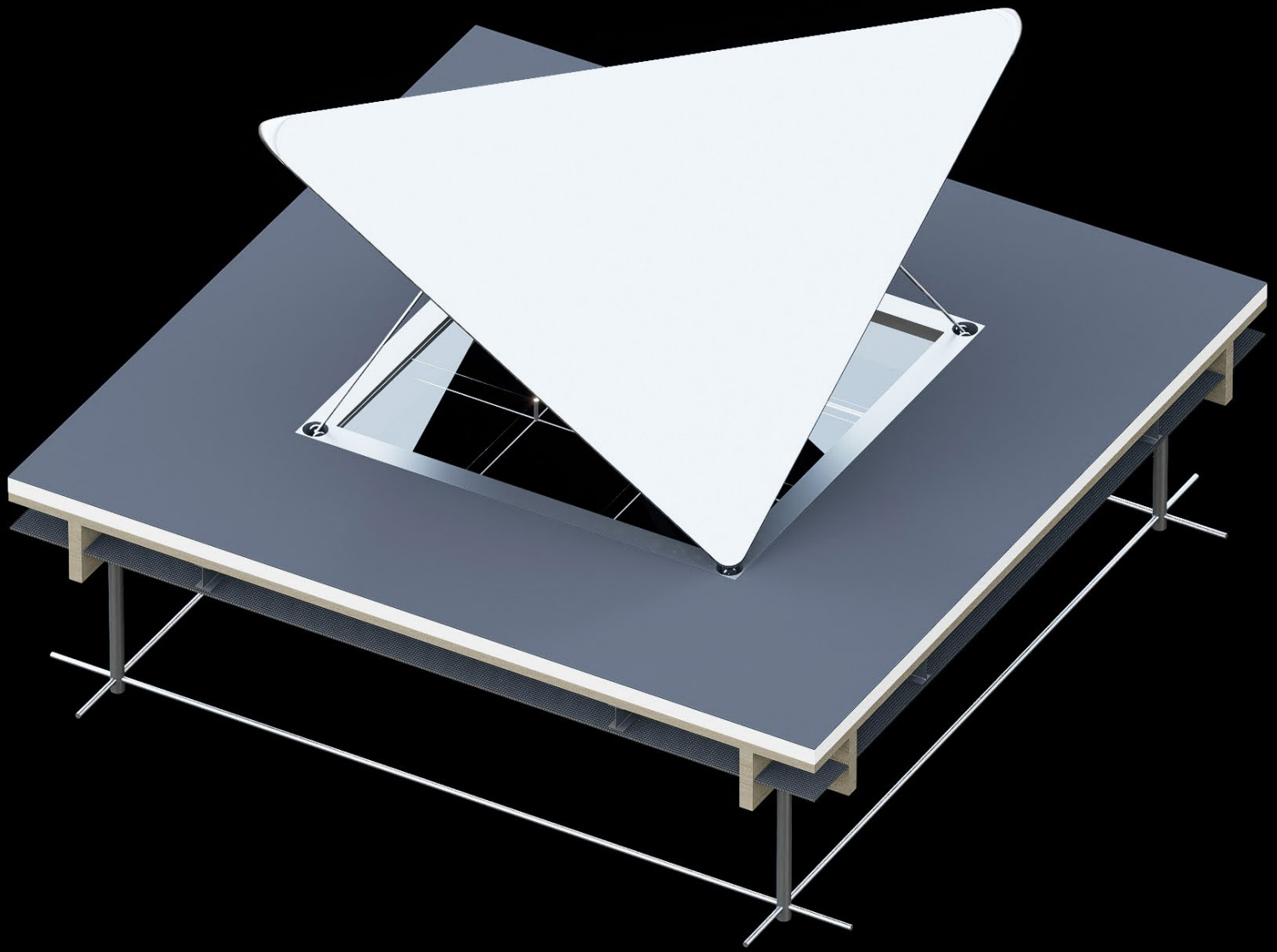
LIGHT CATCHER



inner aluminium curved surface to reflect sunlight

development

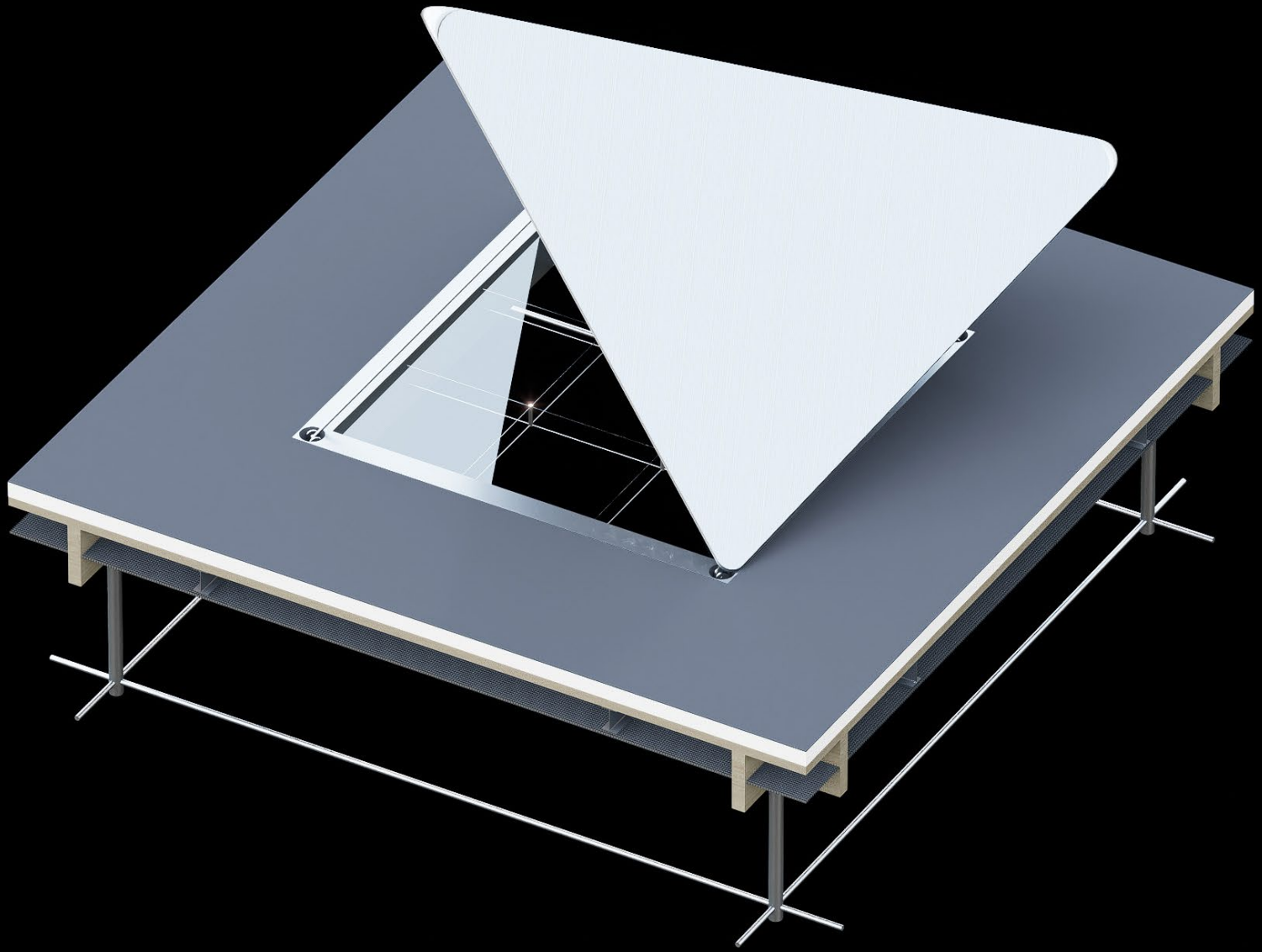
LIGHT CATCHER



outer aluminium surface

development

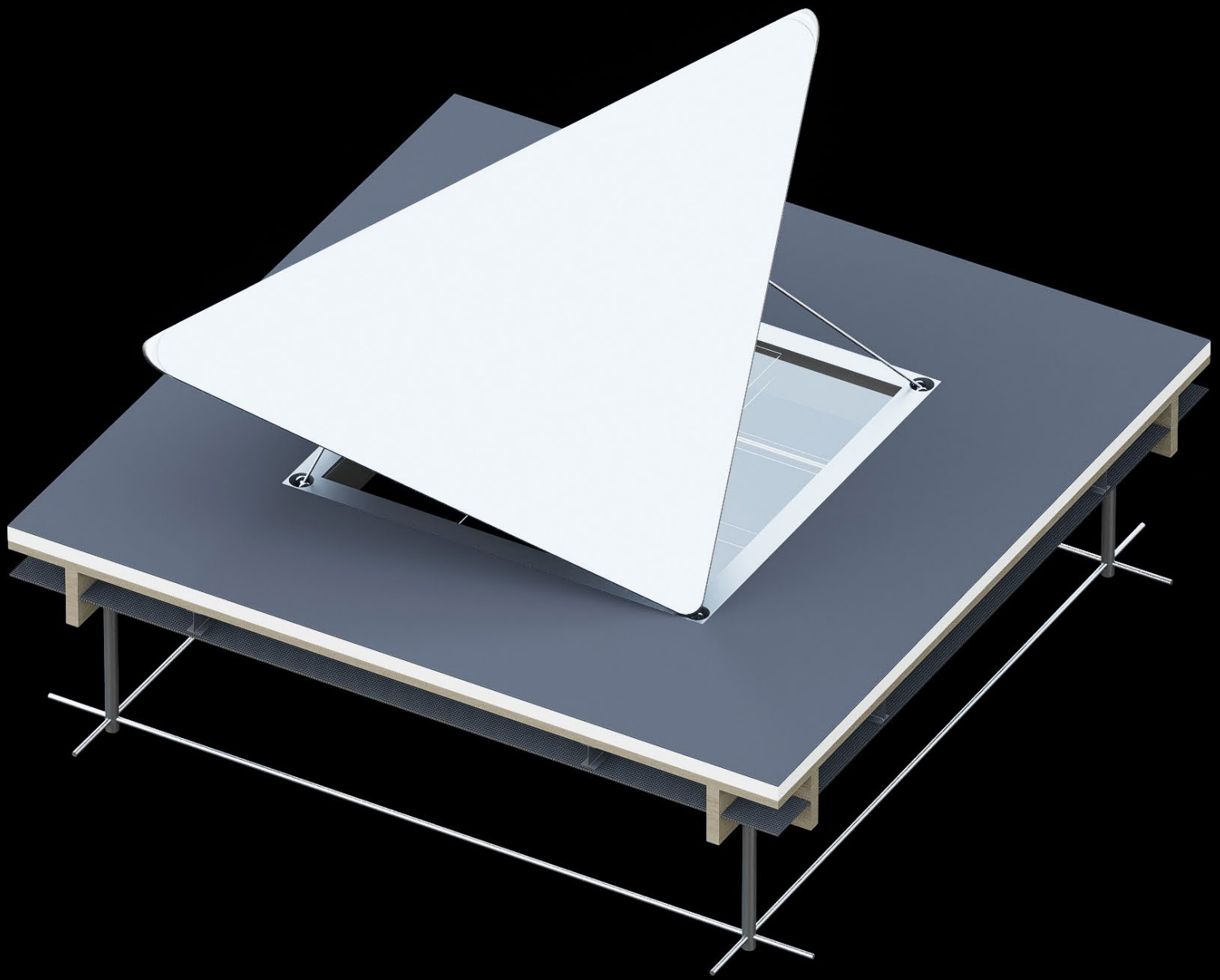
LIGHT CATCHER



position west 22.5 degrees

development

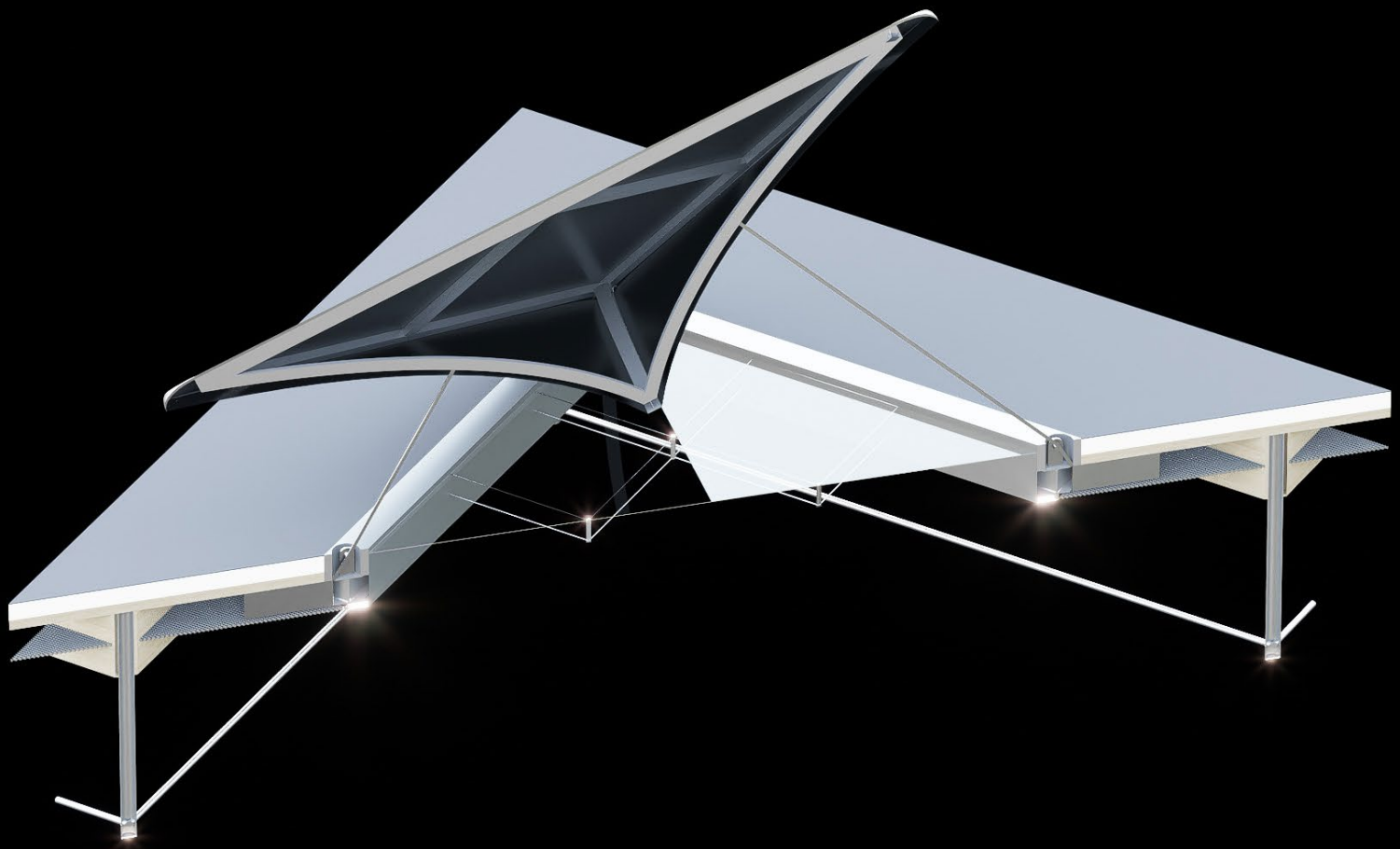
LIGHT CATCHER



position east 22.5 degrees

development

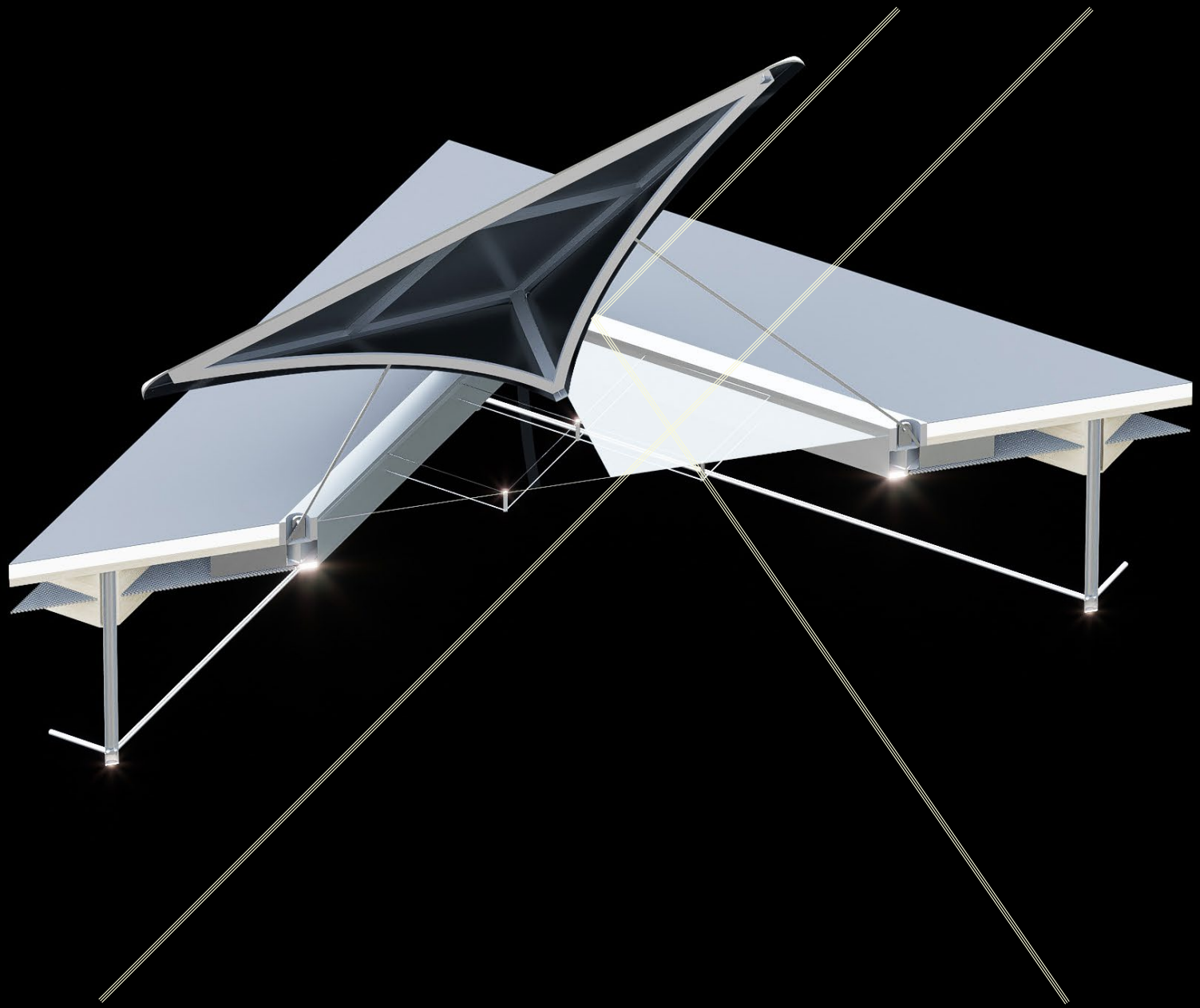
LIGHT CATCHER



section east position

development

LIGHT CATCHER

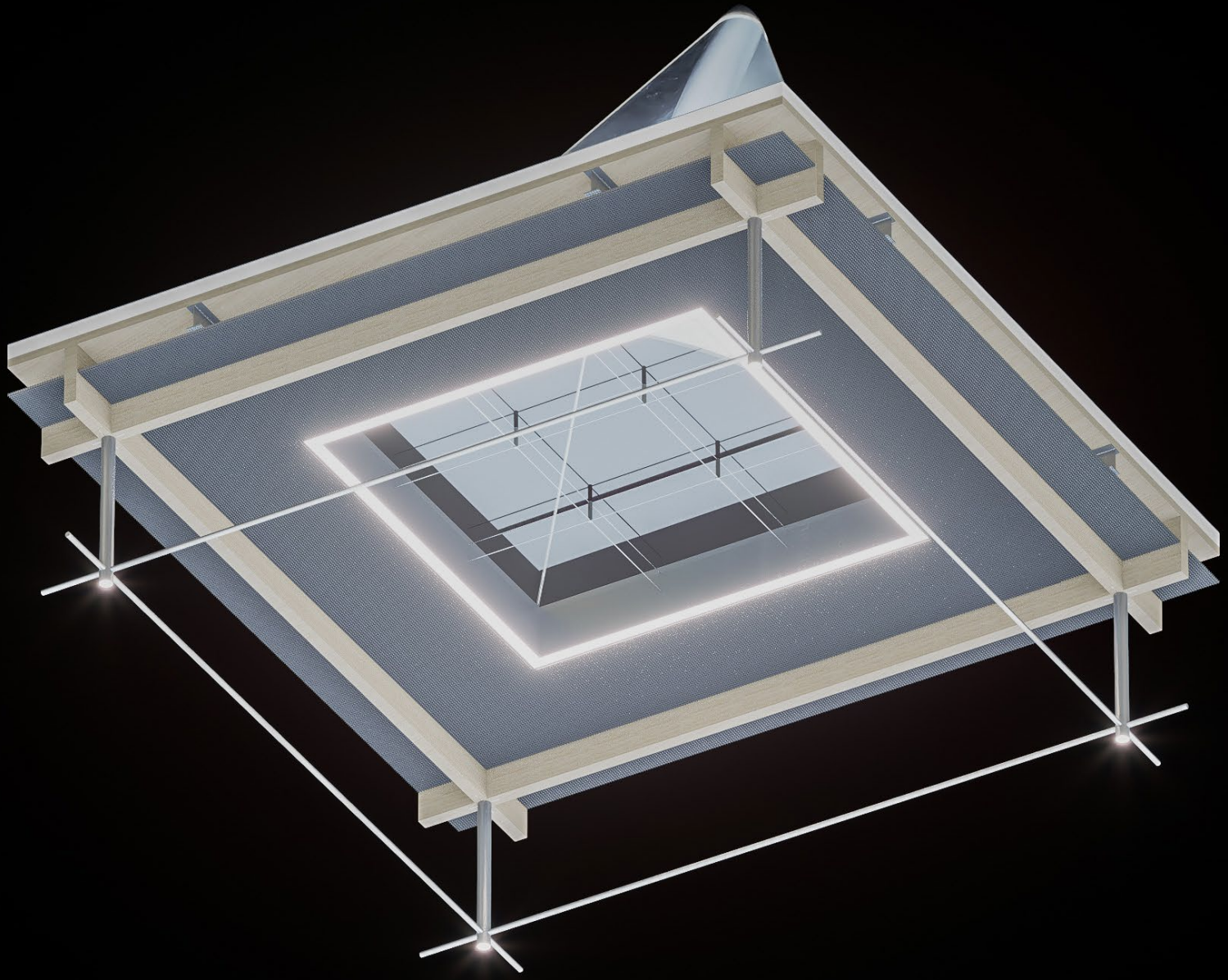


spread and maximize sunlight during morning and evening & increase energy production of glass solar panels

S. Julajaturasirarath et al. / Procedia Engineering 32 (2012) 522 – 530

development

LIGHT CATCHER



view from below

development

MORNING - EAST

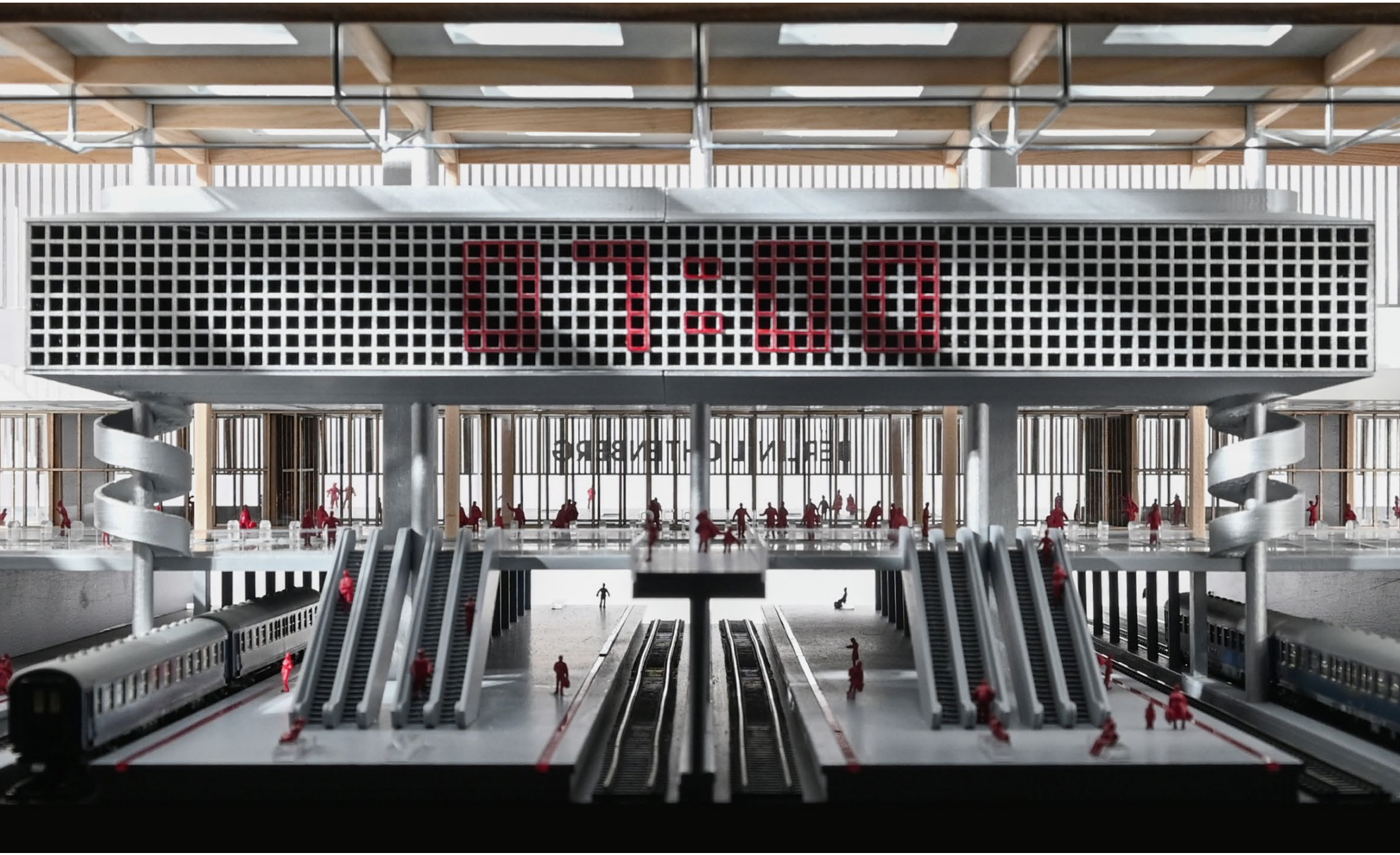
development

EVENING - WEST

development

BERLIN - EAST&WEST

INTERIOR EFFECT



STRUCTURE

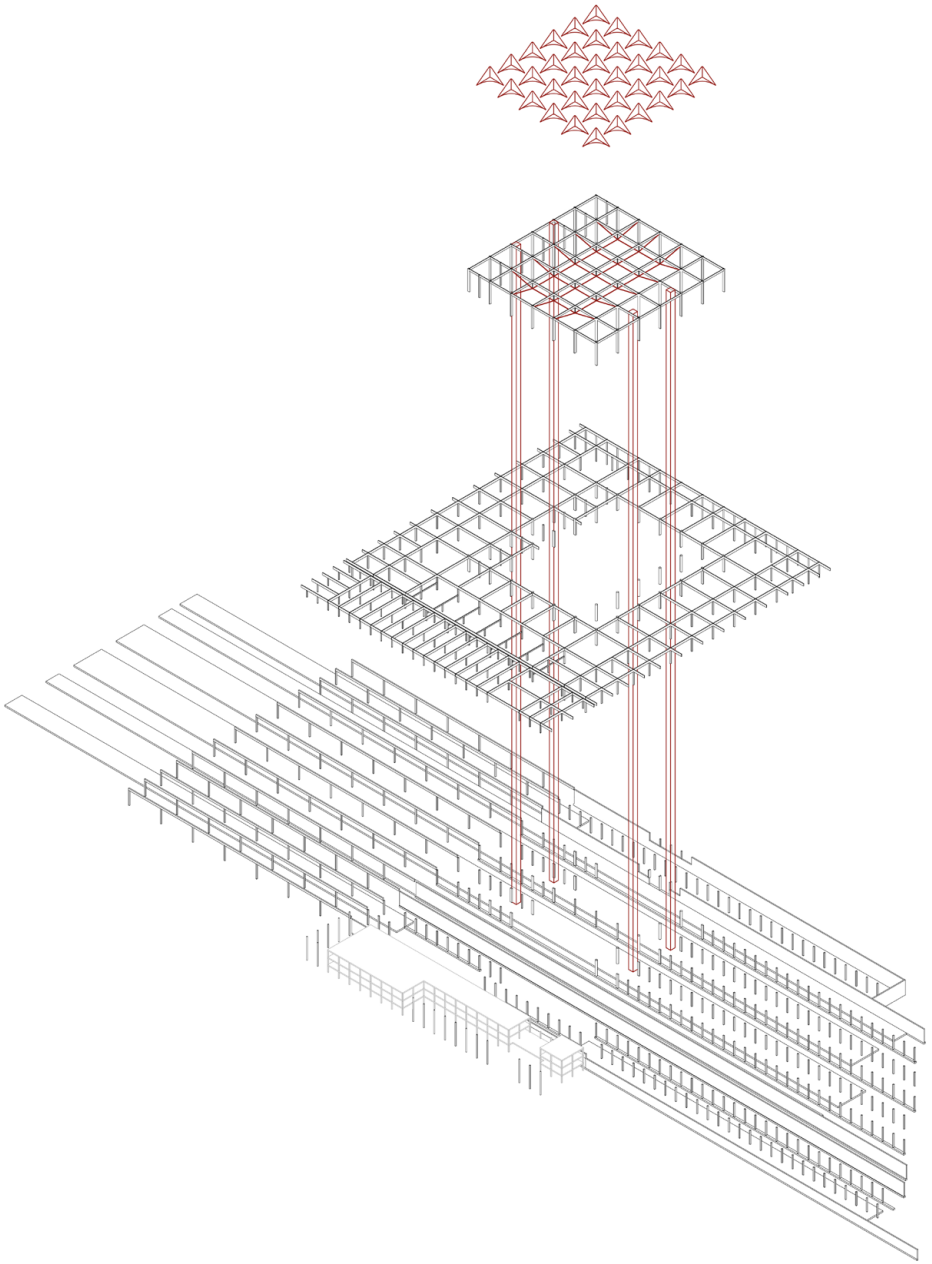
Skylights
steel construction, hinges on secondary metal structure, tensions cables for movement

Crown
wood construction, tension cables used for main span, stability from concrete cores

Building
wood construction, 6m overhangs for floating facade

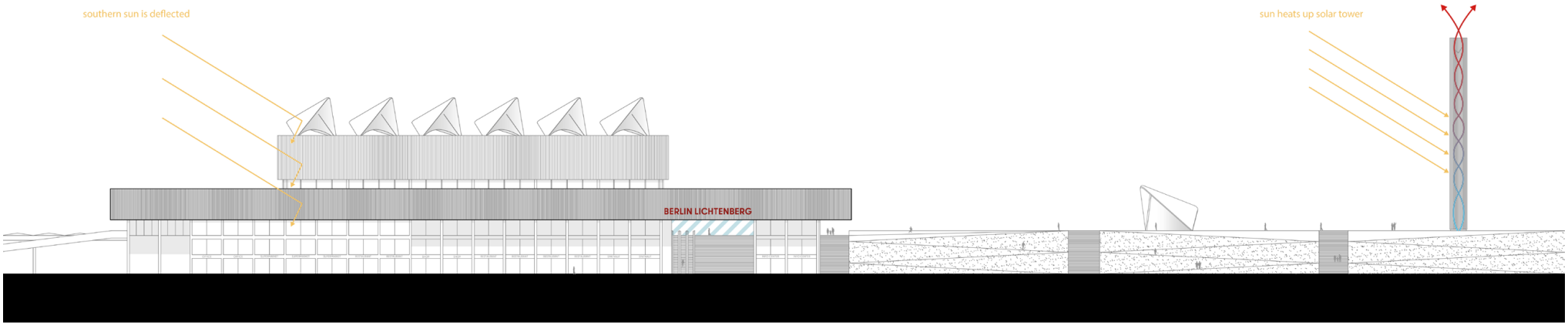
Base
mainly concrete, bolted together, circular connections, foundation for building and crown

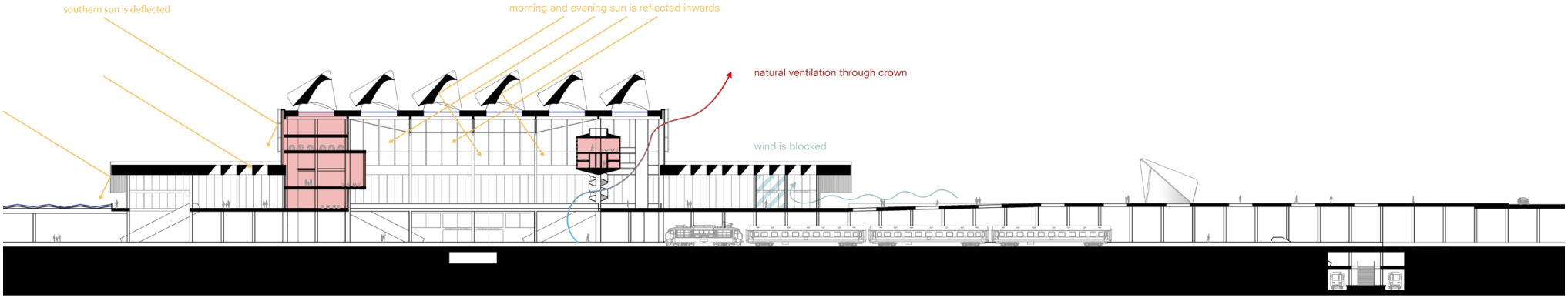
Existing Building
concrete structure re-used as office building and for restaurants, new entrance created through existing building



development

CLIMATE DESIGN





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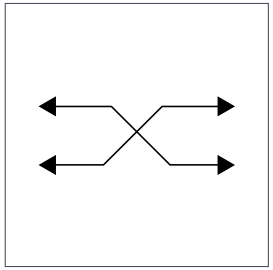
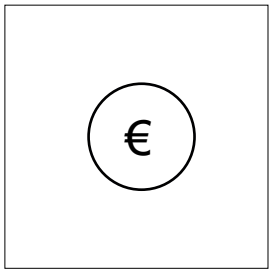
OVERVIEW THEMES

Studio

Berlin

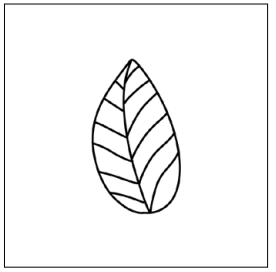


Flows



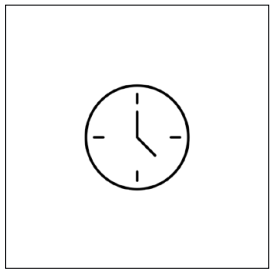
Economy

Research



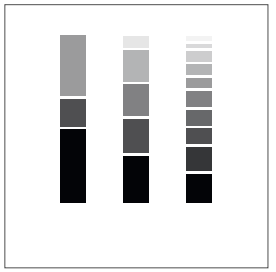
Sustainability

Comfort

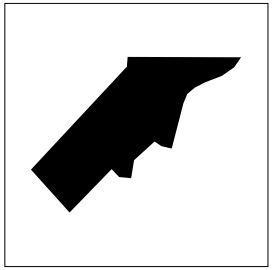


Time specificity

Design Brief



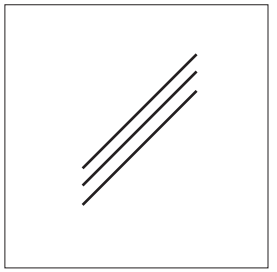
Program



Site

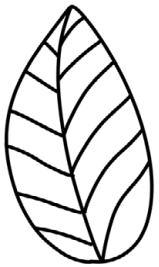
Client

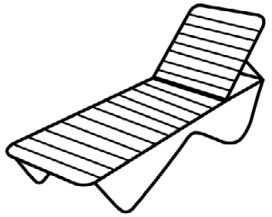
Design Driver



Light

GOAL



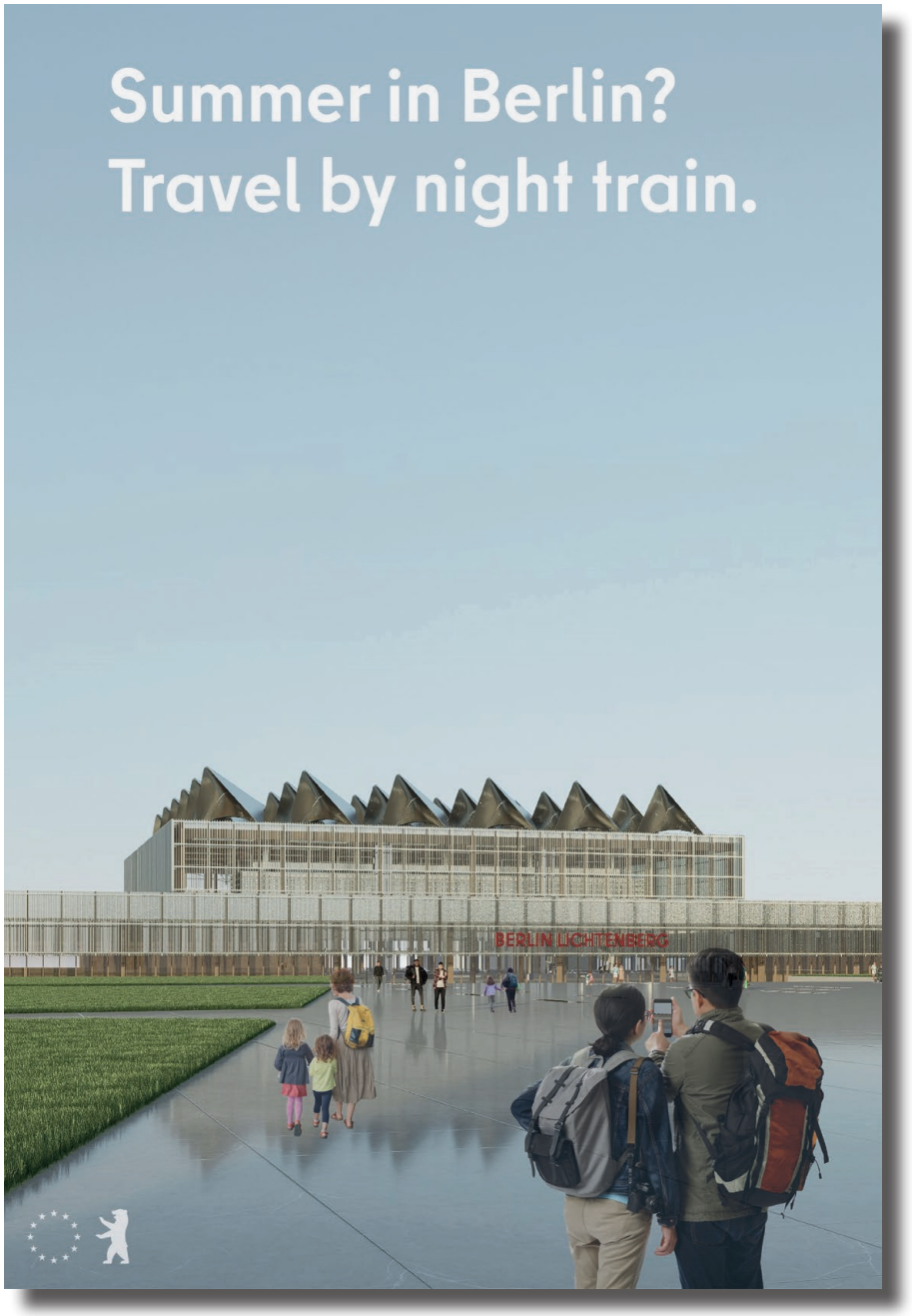


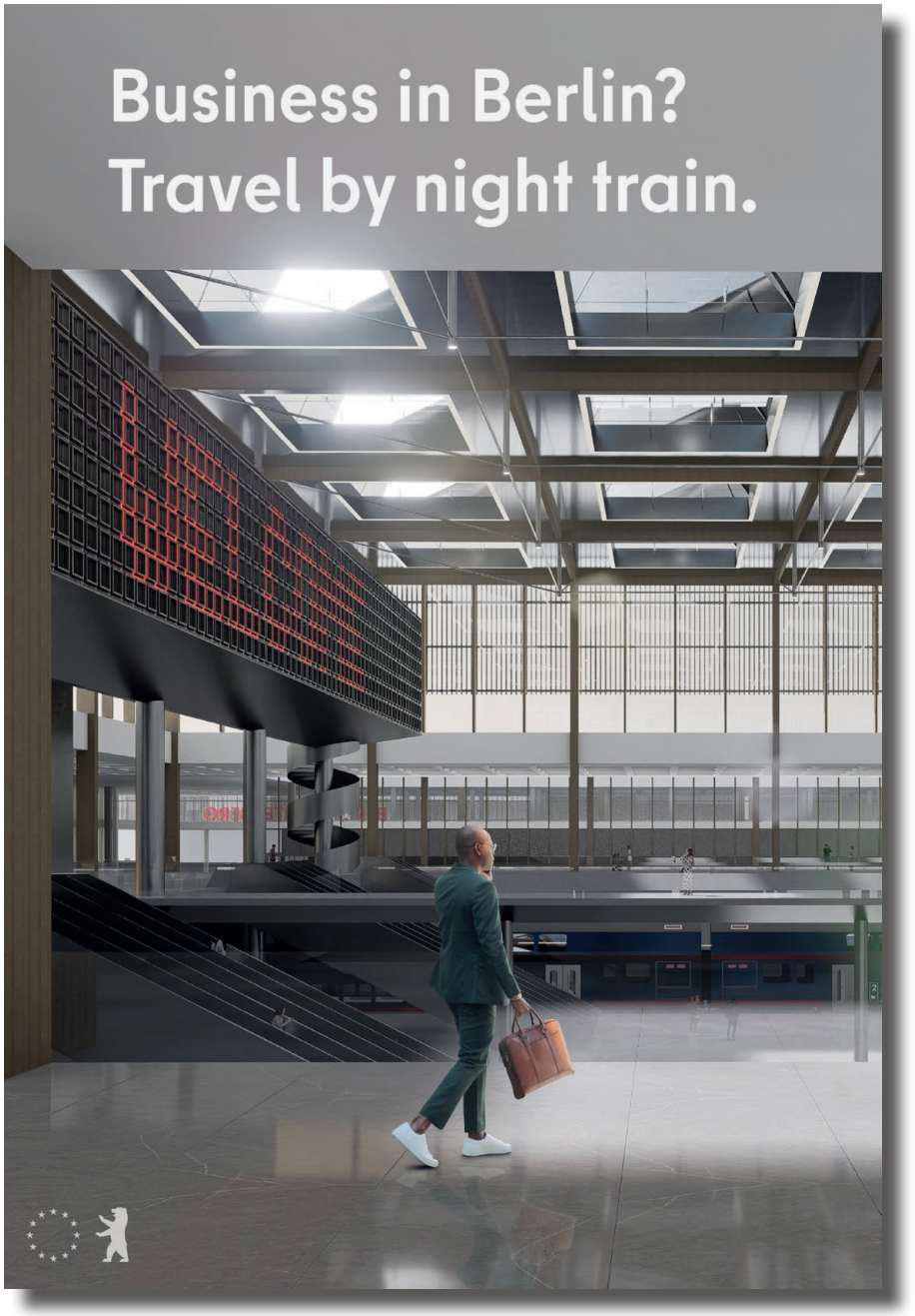
Sustainability

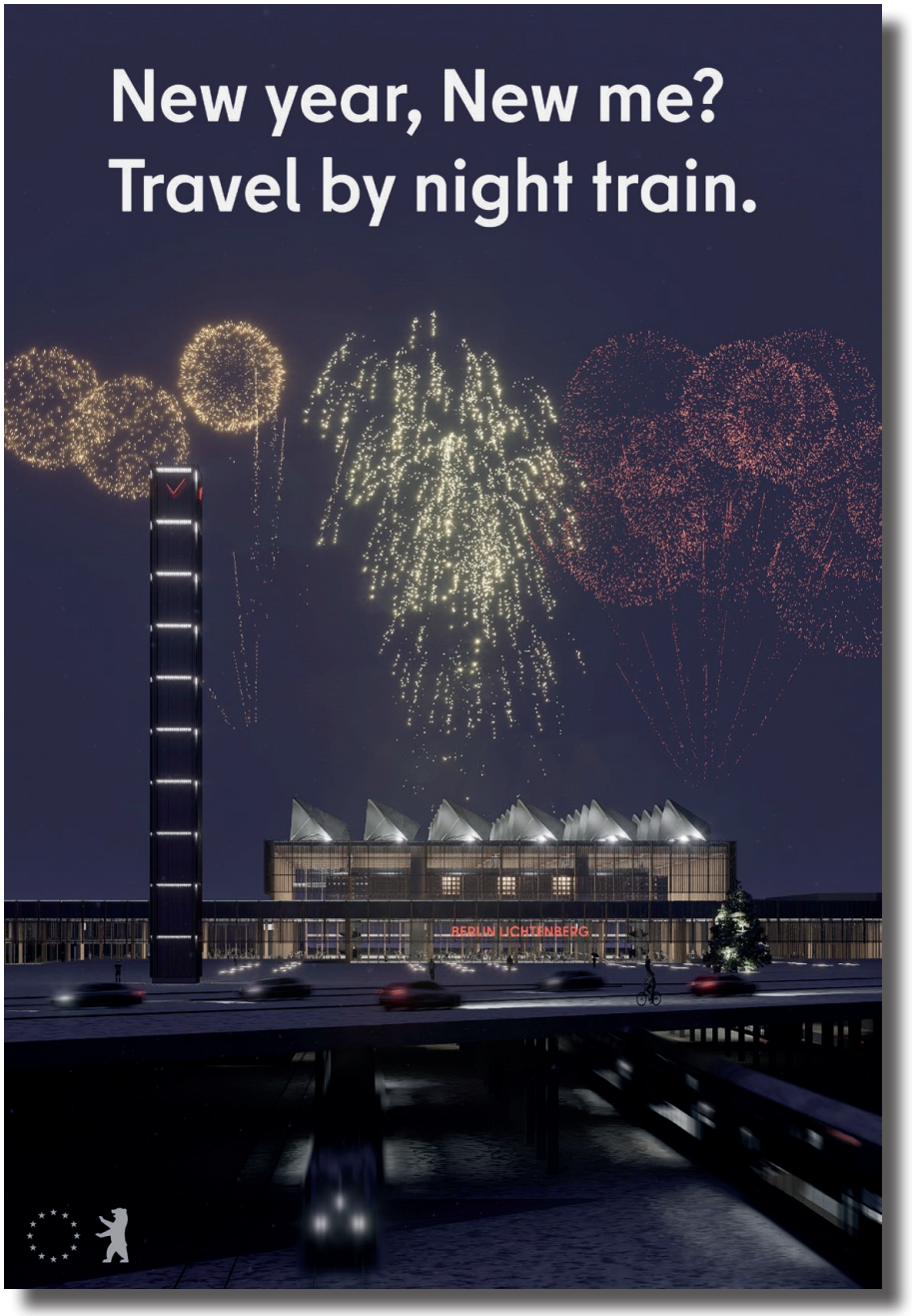
Comfort

Convince people with comfort, so that they will travel sustainable


Party in Berlin?
Travel by night train.
BERLIN LICHTENBERG


Summer in Berlin?
Travel by night train.
BERLIN LICHTENBERG


Business in Berlin?
Travel by night train.


New year, New me?
Travel by night train.
BERLIN LICHTENBERG

SUSTAINABILITY

80 kg co_2 x **15.000.000** : **282 kg co_2/m^3**

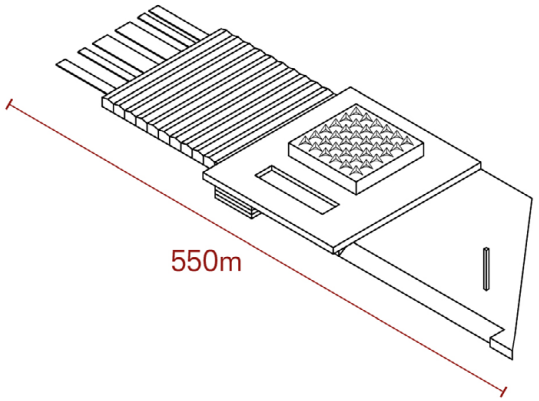
Emmisions saved per passenger per short flight

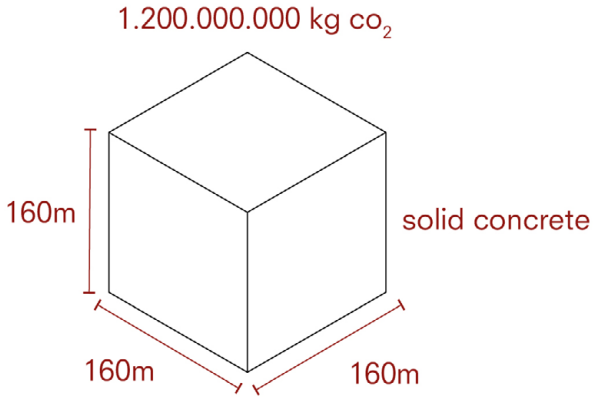
Estimation total annual passengers to and from Berlin instead taking night train

co_2 emmisions for $1m^3$ concrete C30/37

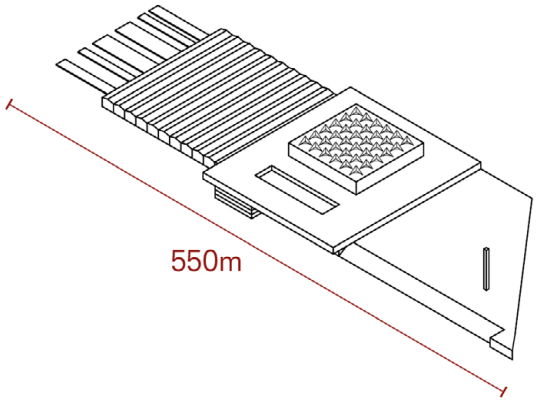
Kommenda, N. (2021, August 25). How your flight emits as much CO2 as many people do in a year. The Guardian. https://www.theguardian.com/environment/ng-interactive/2019/jul/19/carbon-calculator-how-taking-one-flight-emits-as-much-as-many-people-do-in-a-year
Byggeriets materialepyramide. (n.d.). KADK/CINARK. https://www.materialepyramiden.dk/

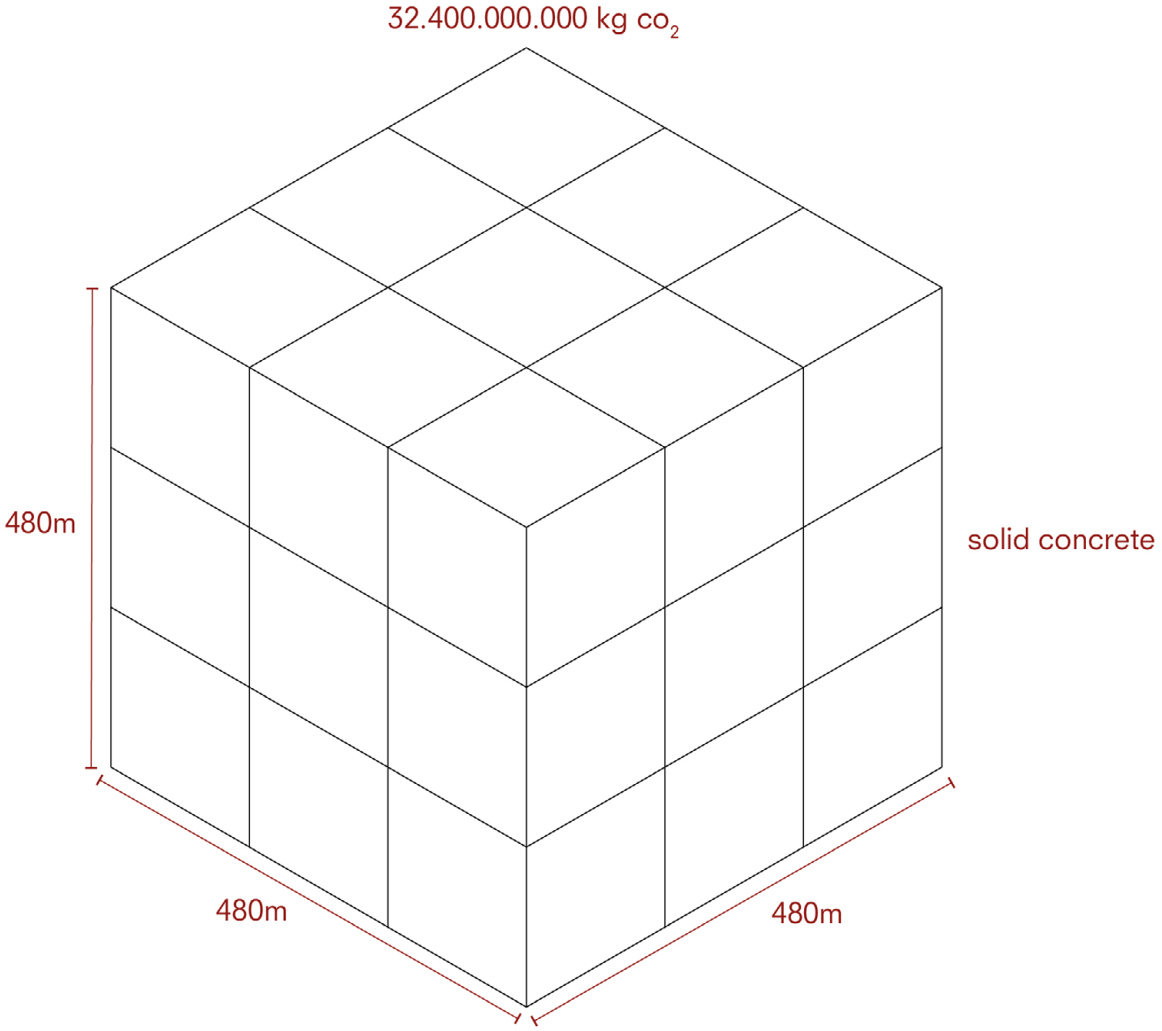
1 YEAR IMPACT





27 YEAR IMPACT

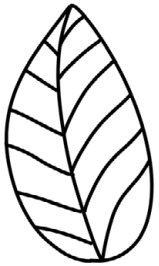


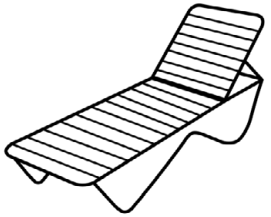


DOES CONTEMPORARY EUROPE NEED NIGHT TRAIN HUBS?

YES

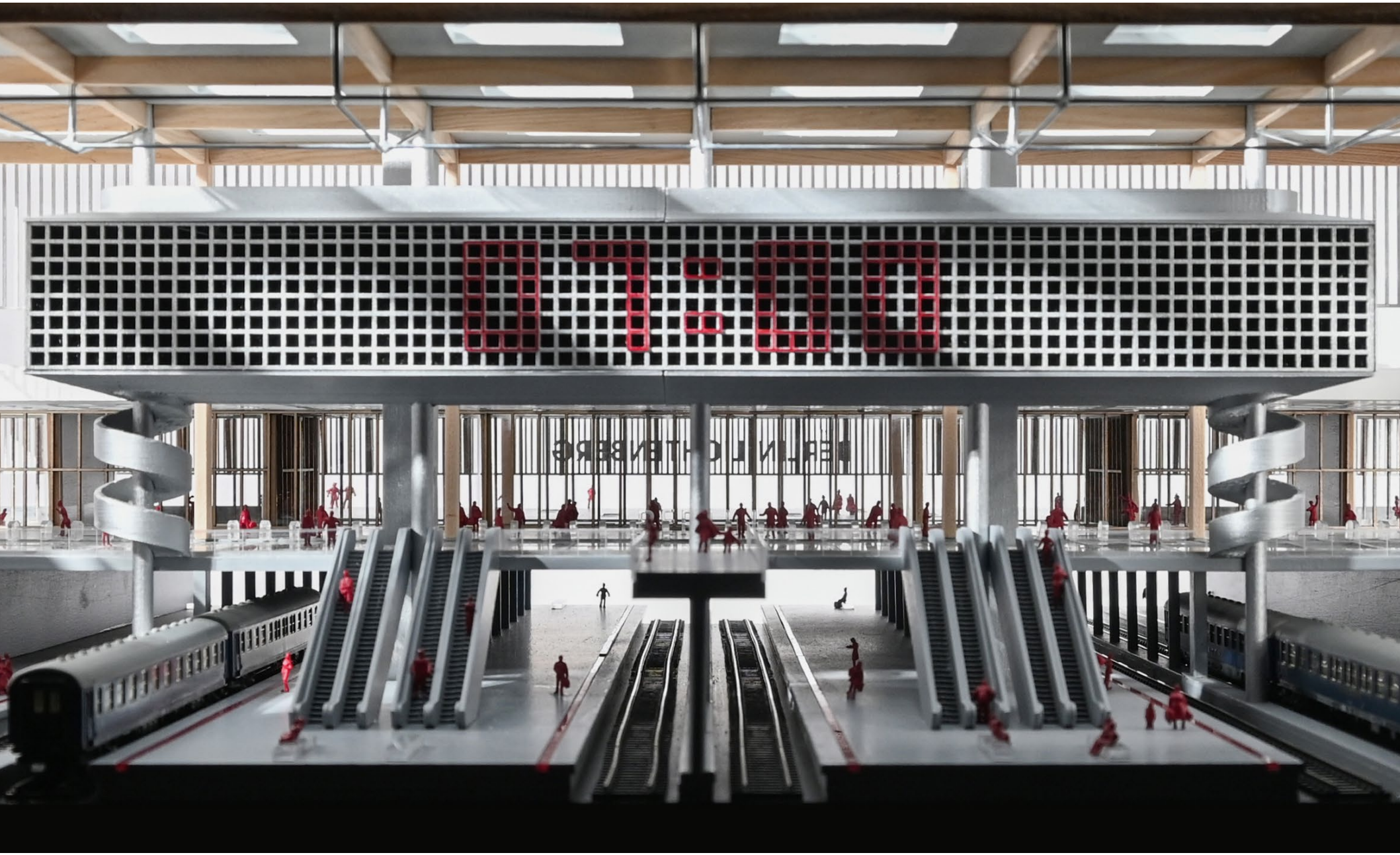
IT IS IMPORTANT TO KEEP IN MIND....





ARCHITECTURE SHOULD STRIVE TO FIND A BALANCE BETWEEN COMFORT AND SUSTAINABILITY

PAST, PRESENT & FUTURE



DO YOU WANT TO TRY THE NIGHT TRAIN?

Nightjet

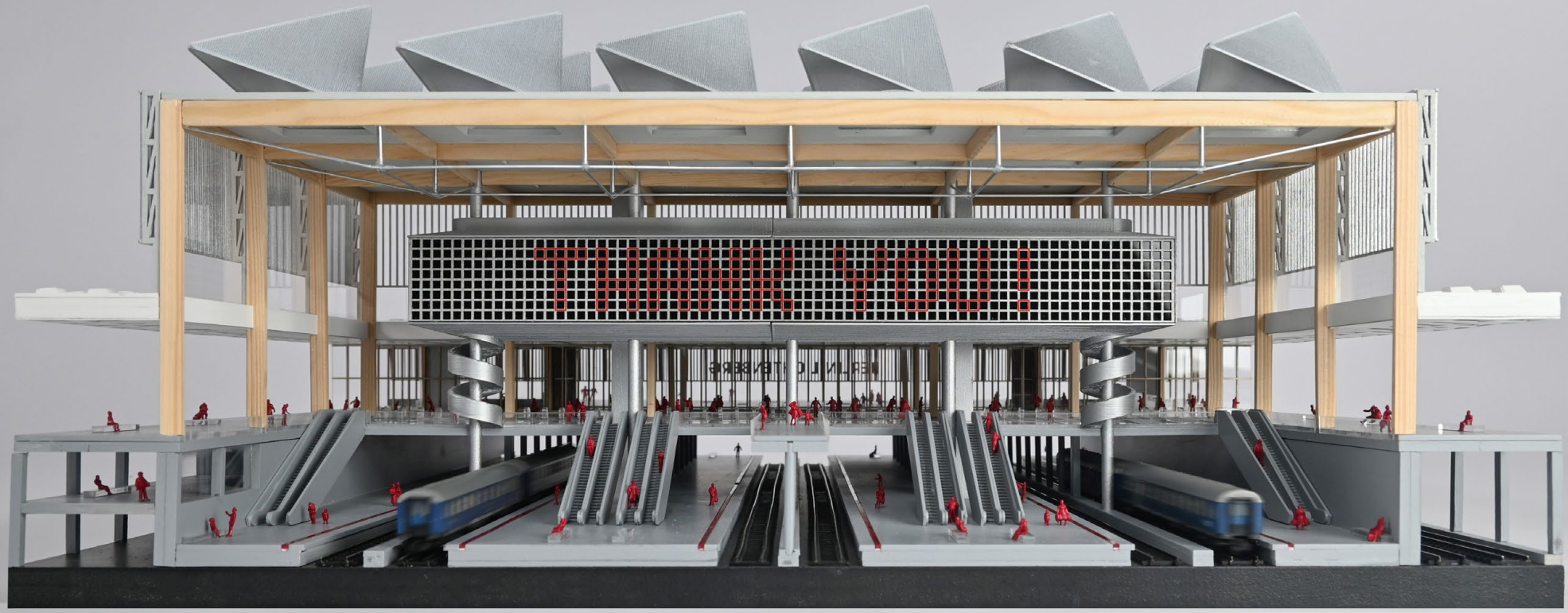
Vienna, Zurich, Basel, Munich, Innsbruck

https://www.nightjet.com/

European Sleeper

Berlin, Prague

https://www.europeansleeper.eu/


Transit Yard