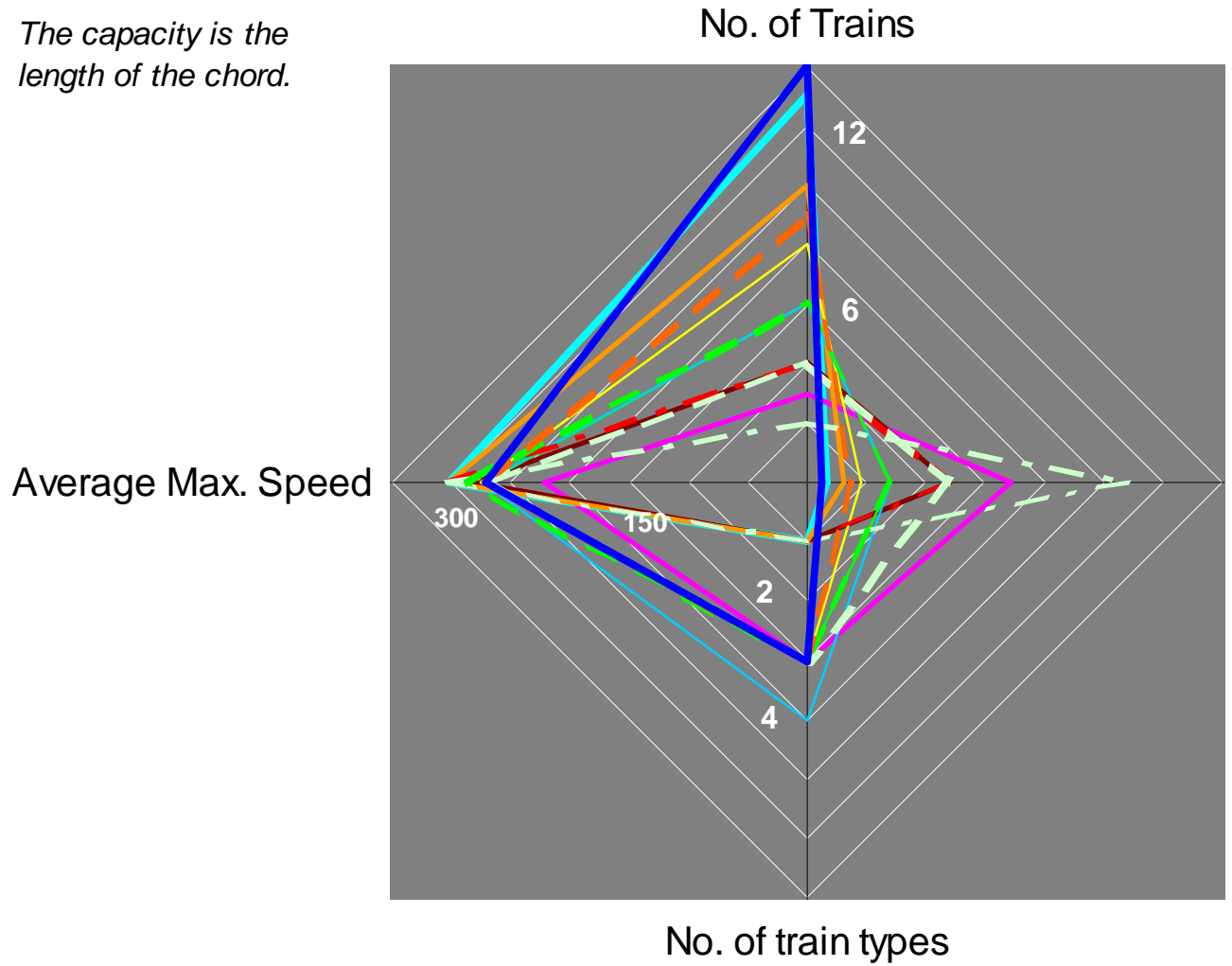


Collected data

Line and section	Types of trains	No. of Trains per hour	Maximum speed (km/h)
France LN1(Moisnay-Pasily)	TGV	13	300
Hamburg - Berlin	ICE 1/ ICE 2	1	230
	ICE T	1	230
	ICE TD	1	200
Berlin - Hannover	ICE 1/ ICE 2	4	250
Hannover - Fulda	ICE 1/ ICE 2	7	280
Köln - Frankfurt	ICE 3	10	300
Fulda - Würzburg	ICE 1/ ICE 2	5	280
	ICE 3	2	280
	ICE T	1	230
Nürnberg - Ingolstadt	ICE 1/ ICE 2	2	280
	ICE 3	2	300
	ICE T	2	230
Karlsruhe-Basel	ICE 1	2	250
	ICE 3	1	250
	TGV POS	1	250
Mannheim - Stuttgart	ICE 1/ ICE 2	2	280
	ICE 3	2	280
	TGV POS	1	280
	ICE T	1	230
Milano-Roma	"Frecciarossa" ETR 500	4	300
Roma-Napoli	"Frecciarossa" ETR 500	2	300
Madrid-Barcelona	AVE	4	300
	ALVIA	1	250
	AVANT	1	250
Madrid-Cordoba	AVE	4	300
	AVANT	4	250
	ALTARIA	1	200
Madrid-Valladolid	AVE	1	300
	ALVIA	2	250
	AVANT	1	250
Tokyo-Mishima	"Nozomi" Super express	9	270
	"Hikari" Express	2	270
	"Kodama" Ordinary	3	270

Image of the capacity balance

The capacity is the length of the chord.



- France LN1 (Moisnay-Pasily)
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- Nürnberg - Ingolstadt
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- Milano-Roma
- Roma-Napoli
- Madrid-Barcelona
- Madrid-Cordoba
- Madrid-Valladolid
- Tokyo-Mishima

Stability

Stability is defined here as the maximum permissible delay time not to cause extra delay of the following train. The value is relative and shows a kind of system margin to allow a delay of a train. Though the value is calculated under an assumption here, it should be obtained from the dimension of traffic system.