

Towards International Passenger Corridors

Can we create efficient capacity for the development of long-distance and cross-border passenger rail services over IPCs?

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Sustainable and Smart Mobility targets

- Doubling high-speed rail traffic by 2030; tripling by 2050 (**higher** annual traffic growth rate of 7% than 2.5%)
- Multimodal & smart core network by 2030; comprehensive TEN-T by 2050 (**timely completion** of the infrastructure but no new target);

Current figures:

- Current length of High Speed Network in EU (2019 data) **9.169km**
- By 2018, EU27 rail passenger traffic volumes accounted for **404 billion passenger kilometres** (annual increase by 2.5%)
- [High Speed lines in operation in China **27,684km**; **1.41 trillion passenger kilometres** in China by 2019]

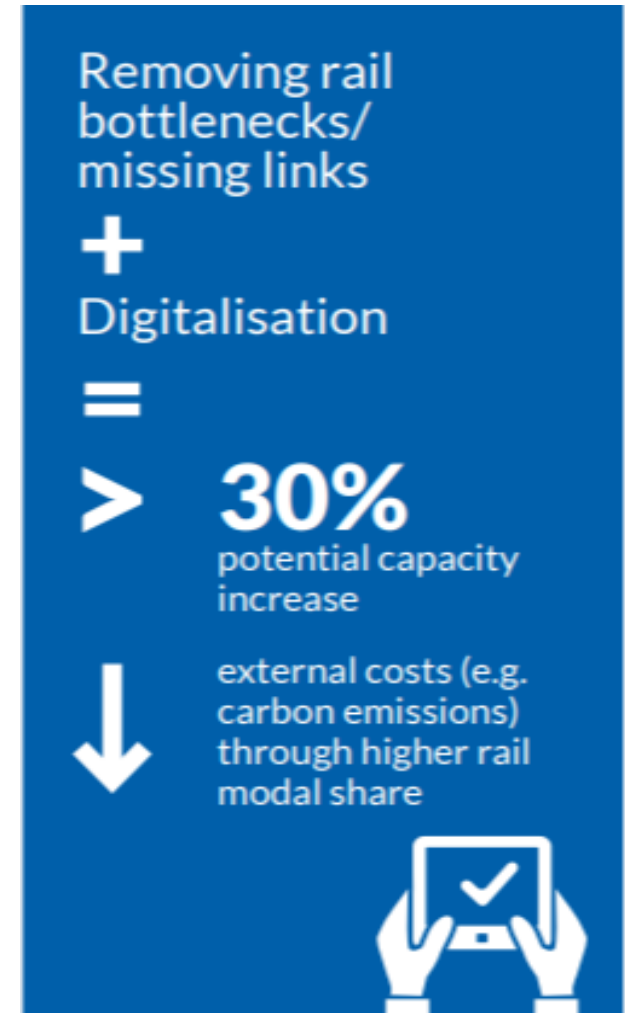
CER's position on international rail passenger

- CER welcomes the Ministers' initiative on International Rail Passenger Platform and its work;
- CER supports the realization of a high speed network connecting all capitals and major cities in order to achieve the doubling of passengers by 2030 and tripling by 2050;
- Consideration of the affordability of ticket prices, the speed and duration of rail passenger travel, as well as on-board services supported by 5G and 6G during the passenger trip as key elements of the customer experience.
- Rail competitiveness vis-à-vis air transport up to 800km

Thinking internationally without forgetting the national and regional dimensions

- Building and maintaining physical infrastructure
 - Maintenance of infrastructure
 - Upgrades, enhancements and renewals of infrastructure
- & investing in infrastructure

...will significantly increase capacity as well as the quality of infrastructure and rail passenger services.



Digitalization of capacity management & interoperability

- As a short-term solution, Timetable and Capacity Management Redesign is a game changer for capacity management.

**Early Strategic
Capacity Planning
with early capacity
offers**

**Internationally
connected IT for
full picture of
capacity**

**Balance of
requirements of all
traffic segments**

- The transformation of operations through the combination of European Rail Traffic Management System(ERTMS), Automated Train Operations (ATO) and Automated Train Supervision (ATS) will increase capacity, punctuality, interoperability, safety and in some cases output in terms of performance (speed).
- Running the train efficiently and in an interoperable way via harmonised Common Operational Rules will decrease cross-border delays and strengthen capacity.




The Voice of European Railways

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Thank you

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