European Commission – DG MOVE

21st Florence Rail Forum

Towards International Passenger Corridors

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Single European Railway Area

Moving people by rail (key statistics – EU 2018)

- **7%:** international traffic (pax-km)
- **7.8%:** land modal share of rail
- **60%:** PSO services (train-km)
- **14%**: share of alternative operators (**7%** genuine new comers)
- **9169 km**: high speed network (out of 201.000 km)

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Sustainable and Smart Mobility Strategy (1/1)

Relevant milestones for cross-border rail (baseline 2015):

By 2030: - high-speed rail traffic will double

- scheduled collective travel of under 500 km should be carbon neutral within the EU

By 2050: - rail freight traffic will double

- high-speed rail traffic will triple

Sustainable and Smart Mobility Strategy (1/2)

Point 33 of Flagship 3:

In 2021, the Commission will propose an action plan to boost long-distance and cross-border passenger rail services. This plan will build on efforts by Member States to make key connections between cities faster by better-managed capacity, coordinated timetabling, pools for rolling stock and targeted infrastructure improvements to boost new train services including at night. Platforms or other organisational structures for this purpose should be open to all Member States. Pilot services on some routes involving all interested stakeholders should be supported, and a combination of public service contracts and open access services could test different models for new connections and services, with the aim of boosting 15 pilots by 2030.

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Study on cross-border long distance passenger trains, including night trains

- Long-distance cross-border passenger services including night trains

- These services face similar obstacles:
  - **Easy ticketing for passengers**
  - Availability of rolling stock
  - **High track access charges**
  - Technical / operational barriers
  - **Infrastructure capacity allocation**
  - Structuring of cross-border PSO services (where needed)

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Possible themes for discussion

➢ **Efficient capacity**

- Very complex arrangements to book train paths

- Lack of cross-border coordination (investments, works, rules, paths)

- Lack of resilience, flexibility and responsiveness

➢ **Harmonised track access charges**

- High variations across States

- Lack of cross-border coordination (mark-ups, performance schemes)

➢ **Ticketing**

- Lack of access to the full set of data

- Marketing restrictions

- Unfair commercial conditions

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Thank you for your attention