



European
University
Institute

21st Florence Rail
Forum

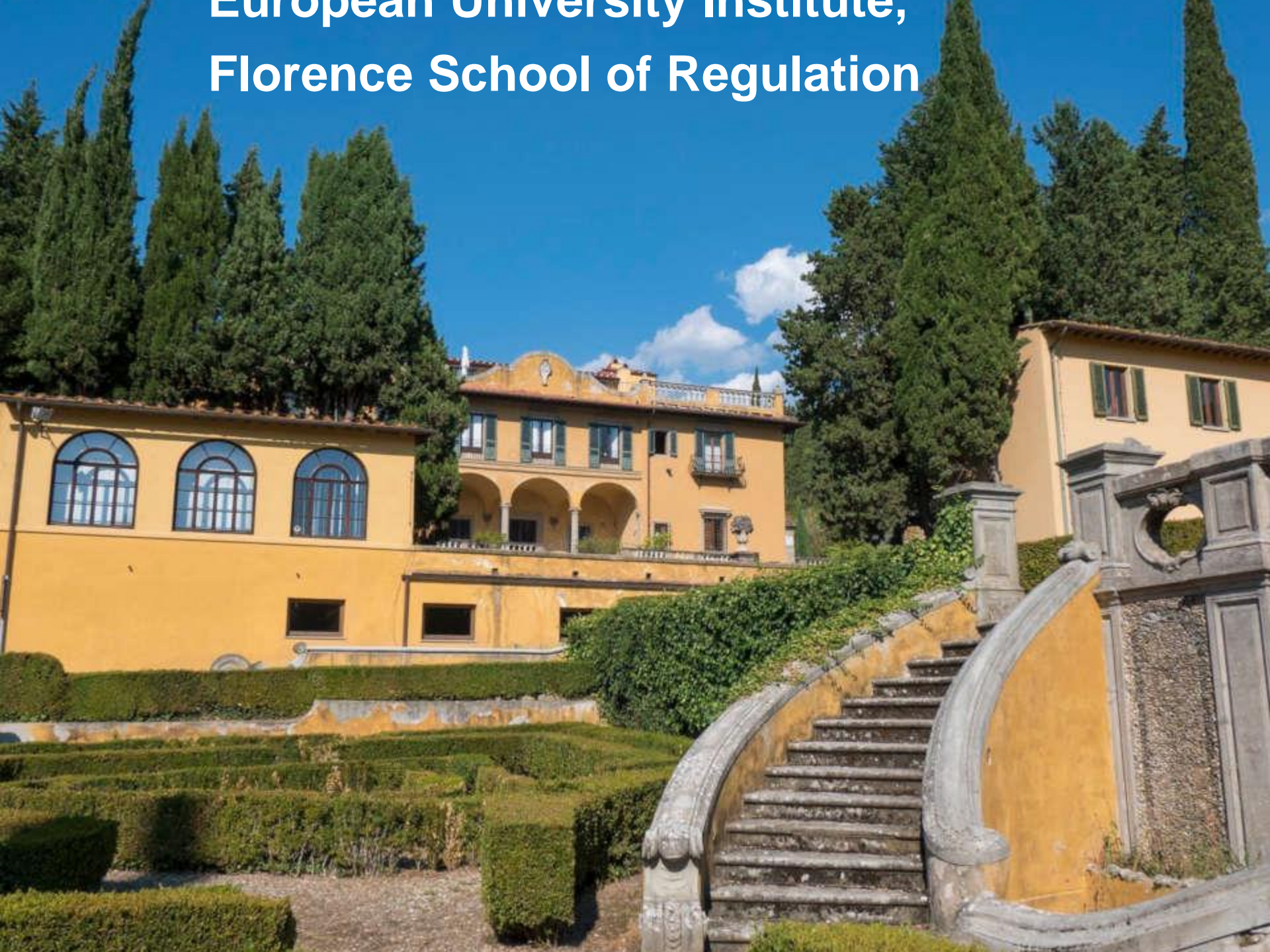


Florence School of Regulation

ROBERT
SCHUMAN
CENTRE FOR
ADVANCED
STUDIES

Towards International Passenger Corridors

European University Institute, Florence School of Regulation



European University Institute

- The European University Institute (EUI) was set up in 1972 by the six founding Member States of the European Communities to provide advanced academic training to doctoral researchers and to promote research at the highest level
- It opened its doors to the first researchers in 1976
- Since then it has expanded to include new Members States of the enlarged European Union and has associate links to other countries, including Switzerland, Norway and Turkey
- EUI carries out research in a European perspective in Economics, Law, History and Civilization, and the Political and Social Sciences
- As of 1994, a 5th Faculty was added: the Robert Schuman Center for Advanced Studies
- Each year more than 100 doctoral theses are defended at the EUI

Florence School of Regulation

- A project within the Robert Schuman Centre of the European University Institute (EUI) focusing on regulatory policies, and working closely with the European Commission
- Founded in 2004 by three European regulators in the energy sector
- Enlarged in 2009 to Telecommunications and Media
- FSR-Transport began its activities in 2010 focusing originally on railway regulatory policy
- Today, we cover rail, air, urban public, intermodal and maritime transport
- Funded by donations from transport operators
- Team: Matthias Finger, Juan Montero, Irina Lapenkova, Teodora Serafimova

Context of this Forum

- The modal share of passengers transported by rail in the EU Member States reached **6.9% in 2018**.
- ‘Sustainable and Smart Mobility Strategy’ >>> **high-speed rail traffic should triple by 2050**. To make this happen **TEN-T corridors need to be completed by 2030**.
- To speed up the process, the European Commission will propose in 2021 an **action plan to boost long-distance and cross-border passenger rail services**.
- **Night trains** >>> to compete with short haul flights and stimulate European tourism
- **Opening of the EU long-distance passenger-rail market** could mean more international city to city connections, more frequent path usage and cross-border services, including night train services.
- **Bottlenecks to be discussed today:**
 - capacity of corridors,
 - harmonisation of standards for track access charges,
 - ticketing system

Structure and principles of the day

- Introduction by the Commission:
Maurizio Castelletti, Head of Unit Single European Rail Area, DG MOVE, European Commission
3 thematic sessions, each kick-started with short input presentations and followed by an open discussion including **all** participants
- 33 participants in total representing railway undertakings, national regulatory and governmental bodies, academics
- Concluding remarks
- A video recording of the meeting only for **internal** purposes to produce an Observer (summarising policy brief)
- Please make sure to have **your name** displayed correctly >>> it helps to moderate the event
- **Chatham House rules**

The sessions

- A. Can we create efficient capacity for the development of long-distance and cross-border passenger rail services over IPCs?
- B. How to harmonise track access charges along the IPCs?
- C. Can we make progress in digital platforms for on-line search and ticket purchase, including through ticketing?

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