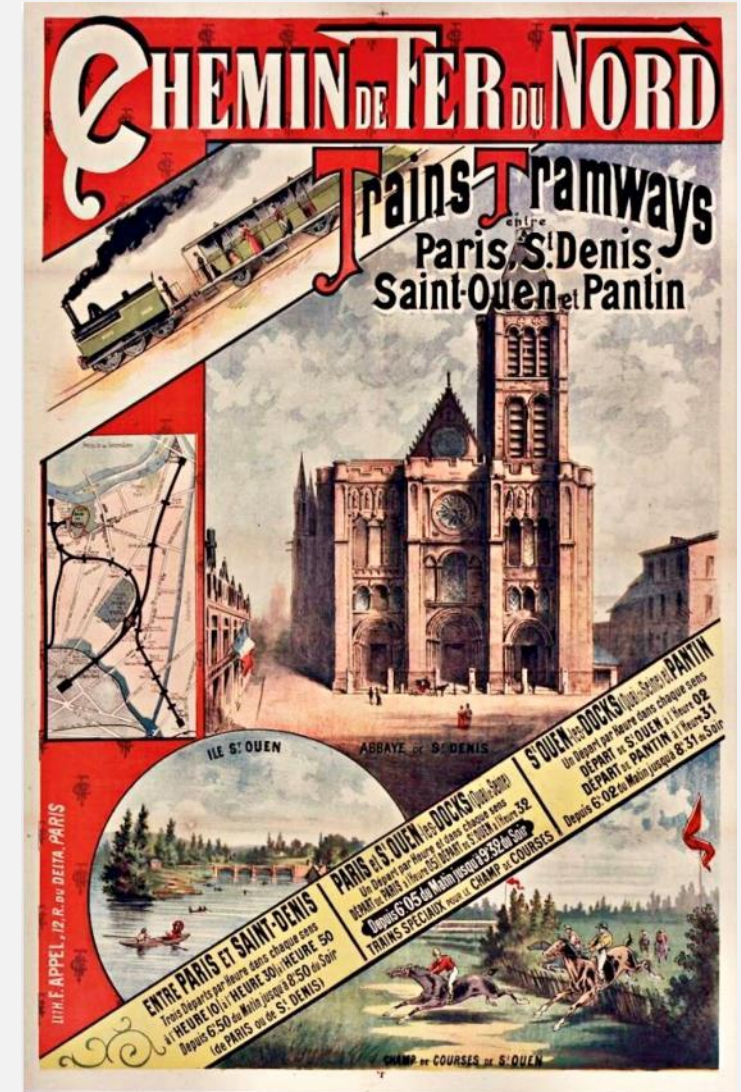
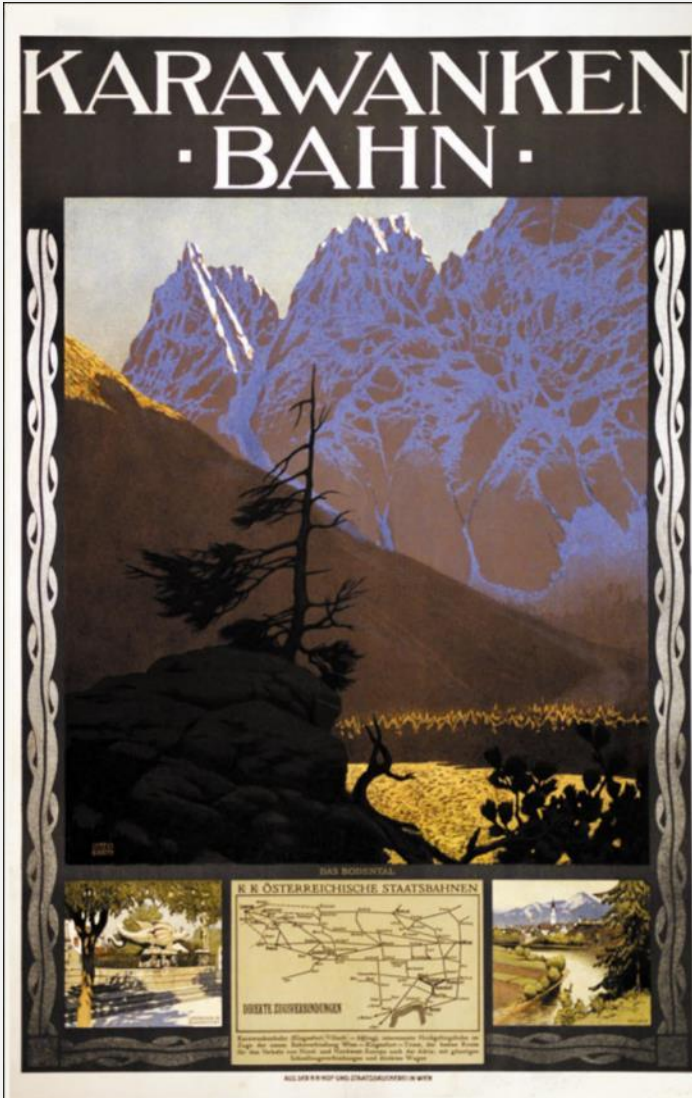


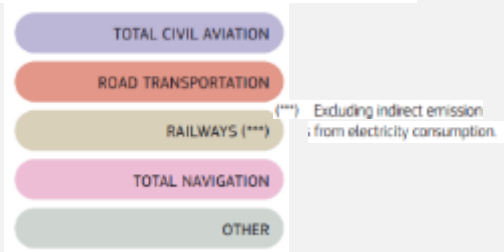
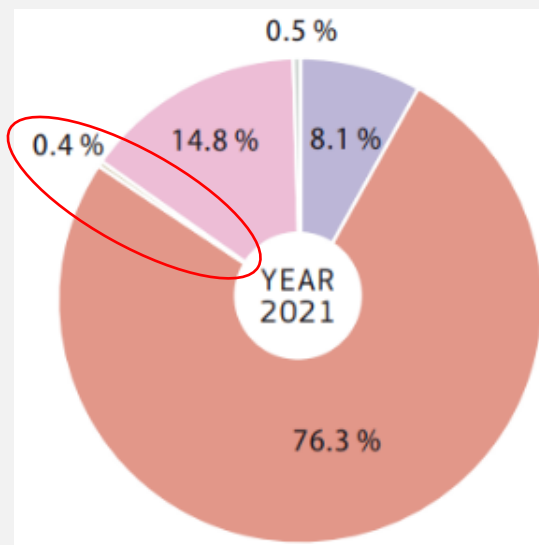
Tourism and Rail





Railways in Europe

GHG-Emissions Transport
(EU-27)



Ecological

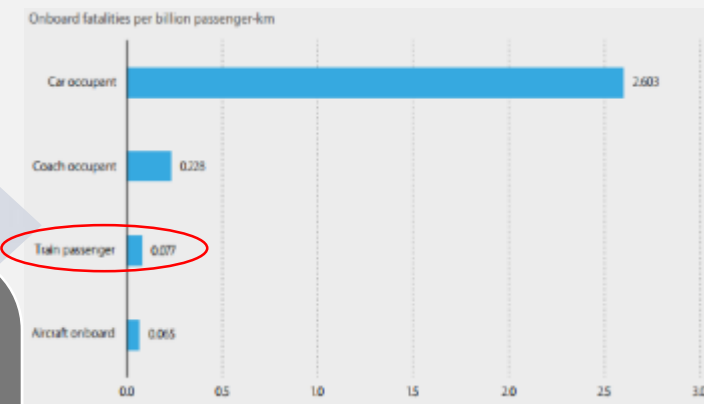
Energy
consumption/CO₂
5 – 10 x lower



Safe

Passengers
34 x more safe
than on the road

Safety of Transport Modes
(EU-27, 2012 - 2021)



Expensive Infrastructure

Invest and Maintenance



Exposed to Disturbances

Tracks, Vehicles,
Natural Disasters



Overview of European Railways

IN 2022 393 billion passenger km 200 000 km rail routes



4.31 bn
total train-km

Between
1 and **342**
railway undertakings
in each country



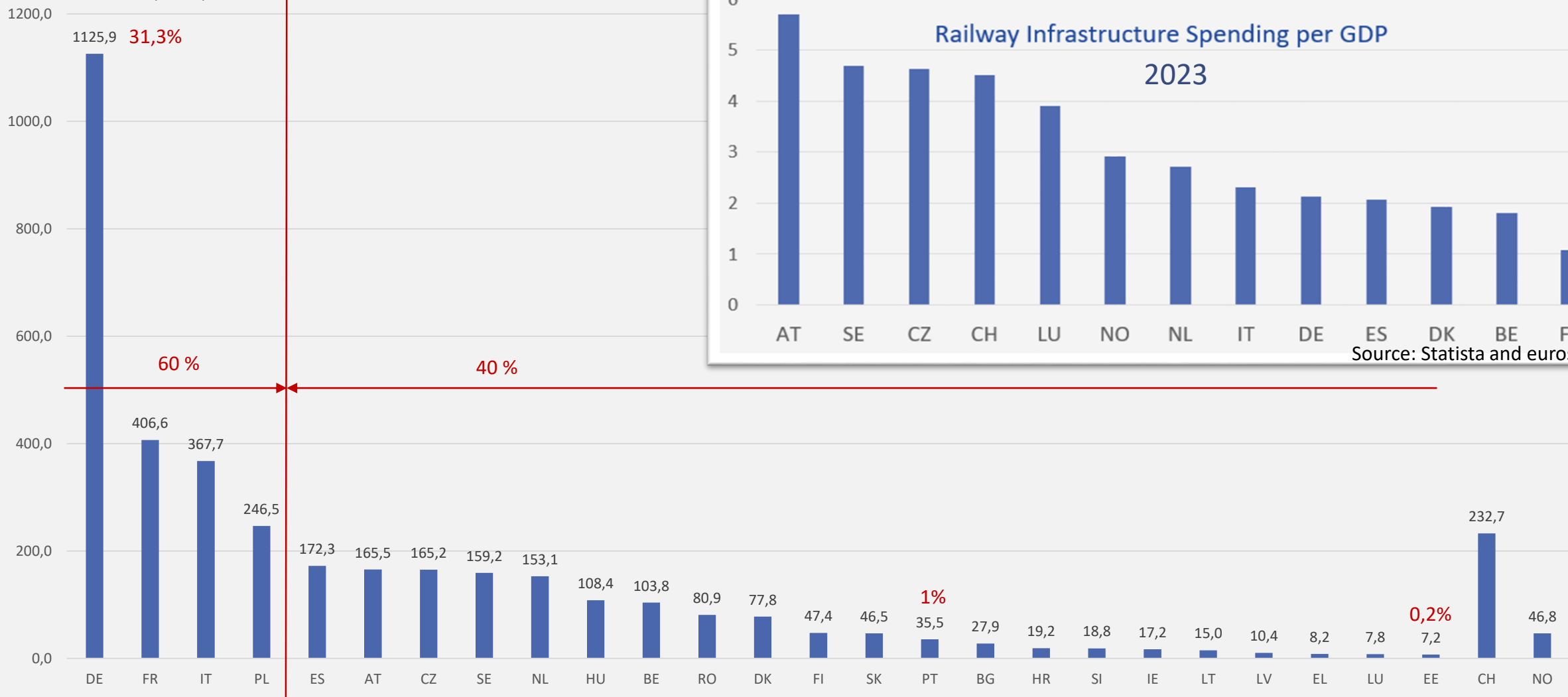
2018 > **+0.01%**
total train-km > 2022
(compound annual
growth rate)

Passenger services:
81% of total
train-km



The Railway System in the Member States

Total (EU-27) 3594 million train-km
Million train-km (2021)



Agency Study Examples

Cross Border Study

ERA report on the impact of technical and operational barriers on international freight train delays

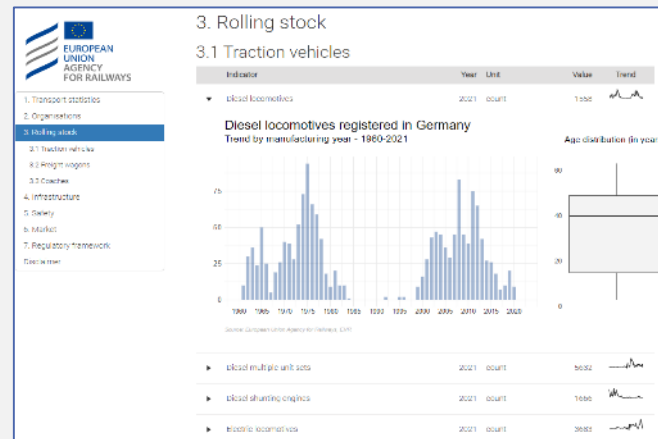
[Report available on the ERA website](#)



Country factsheets

Compiling data from multiple sources, showing key facts on countries' railway sector, including rail freight

[On the ERA Website](#)



Rail Environmental Report

Evaluating rail's (comparative) environmental performance and future progress

[On the ERA Website](#)



Efficient Long-Distance Passenger Rail Network - Targets

? Europa-Takt



- Linking all cities > 500 000 inhabitants (60 cities)
- Connecting the top 30 airports to rail
- Target: 800 km in 4 hours (minimum: 160 km/h)
- Complemented by a network of Night Trains

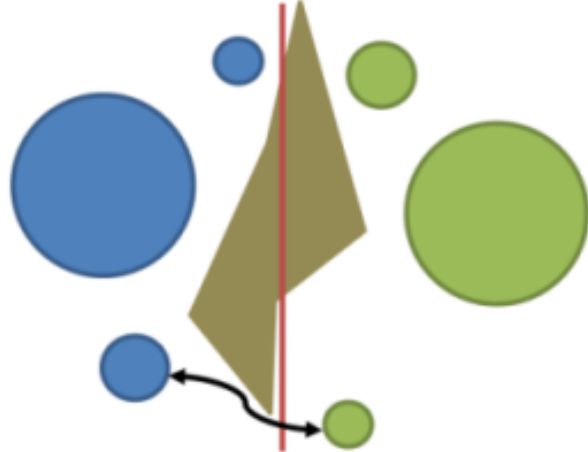
Train Connectivity for 45 Cities (sorted by percentages)

1	Vienna	59%	14	Cologne	31%	29	Podgorica	14%
2	Munich	52%	16	Bratislava	25%	30	Copenhagen	14%
3	Berlin	50%	16	Vilnius	25%	31	Sofia	13%
4	Zurich	46%	18	Marseille	23%	31	Valencia	13%
5	Paris	45%	19	Barcelona	23%	33	Edinburgh	12%
6	Bucharest	43%	20	Milan	21%	34	Naples	9%
7	Budapest	41%	21	Ljubljana	19%	35	Birmingham	9%
8	Brussels	39%	21	London	19%	36	Belgrad	6%
9	Prague	38%	23	Luxembourg	18%	37	Athens	0%
10	Hamburg	34%	23	Lyon	18%	37	Lisbon	0%
11	Riga	33%	25	Madrid	18%	37	Tallinn	0%
11	Stockholm	33%	26	Rome	17%	37	Pristina	0%
13	Warsaw	32%	27	Oslo	17%	37	Sarajevo	0%
14	Amsterdam	31%	28	Zagreb	15%	37	Skopje	0%

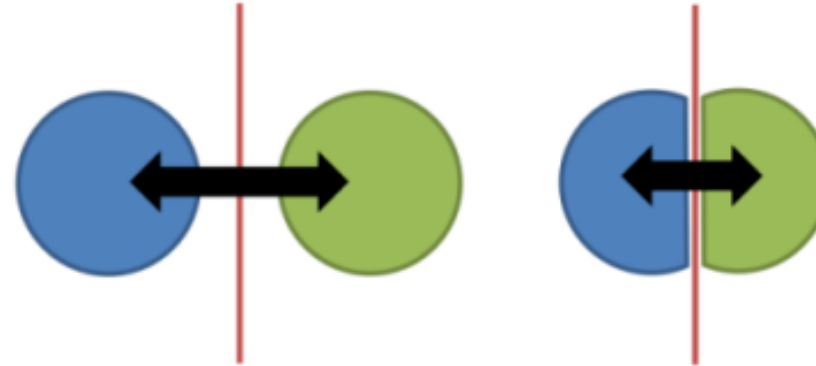
Percentage of available direct trains (ratio to possible direct trains)

Rail across Borders

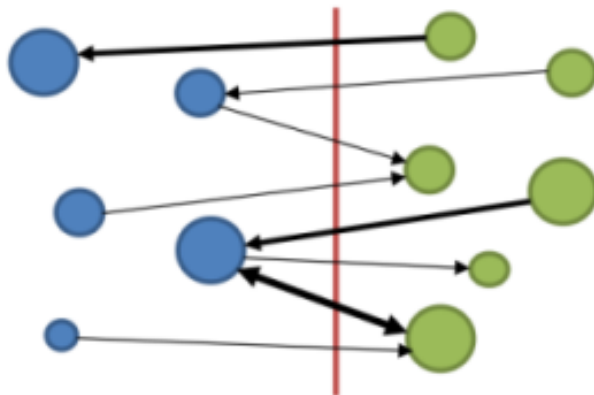
Limited cross-border movements (e.g. presence of a high mountain range and only one road crossing point)



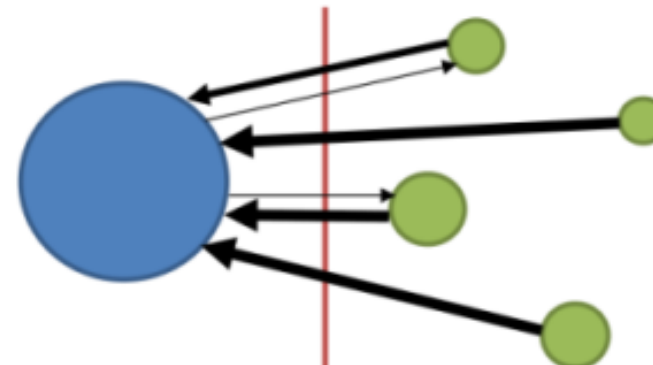
Strong two sided cross-border movements (e.g. close-by urban agglomerations or cross-border twin cities)



Highly dispersed and diverse cross-border movements (e.g. small and medium settlements in rural areas)



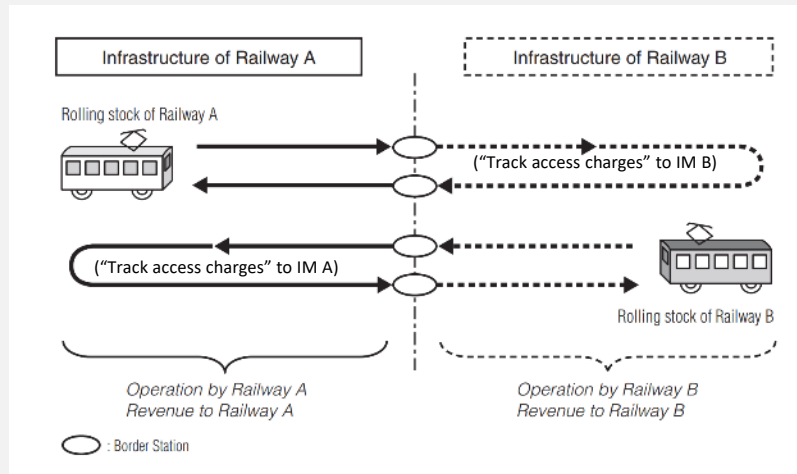
Strong unilateral cross-border movements (i.e. large urban agglomeration with dominant position)



Cross-Border Rail Services – how to?

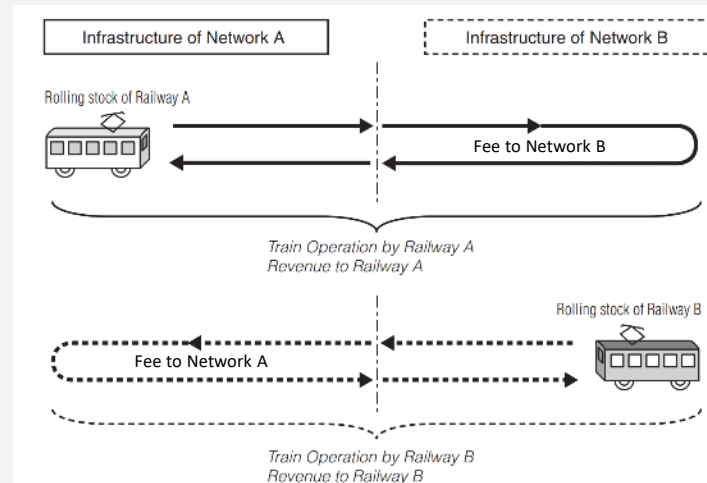
Possible contractual relationships

Handover

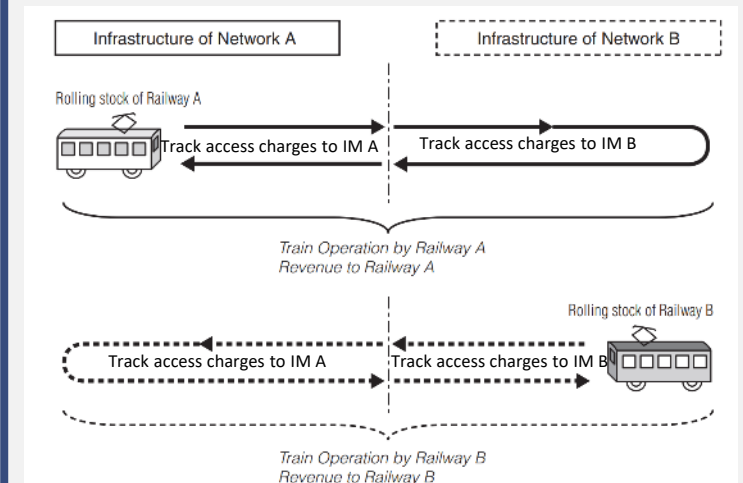


Péage

(for certain trains on certain routes)



Open access (disintegration)



(Separation of service provision from infrastructure: electricity, energy, telecommunications, ...)

Issues at Rail Borders

Country

A



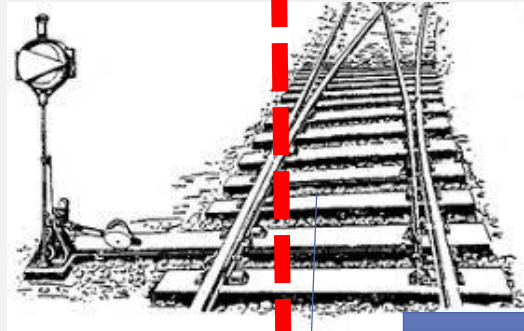
Country

B

Regime A

Regime B

Legal Boundary



Where to put
the operational
boundary?

- Fragmentation of Operations
- Ticketing
- Security checks
- National Rules
- Infrastructure charges
- Timetable mismatch
- Capacity mismatch
- Priority mismatch
- Change of train number
- Works not coordinated
- No real-time communication
-

- Fragmentation of Operations
- Ticketing
- Security checks
- National Rules
- Infrastructure charges
- Timetable mismatch
- Capacity mismatch
- Priority mismatch
- Change of train number
- Works not coordinated
- No real-time communication
-

Who is in charge for cross-border issues?
Clarity of decision making?
Who carries the extra cost?

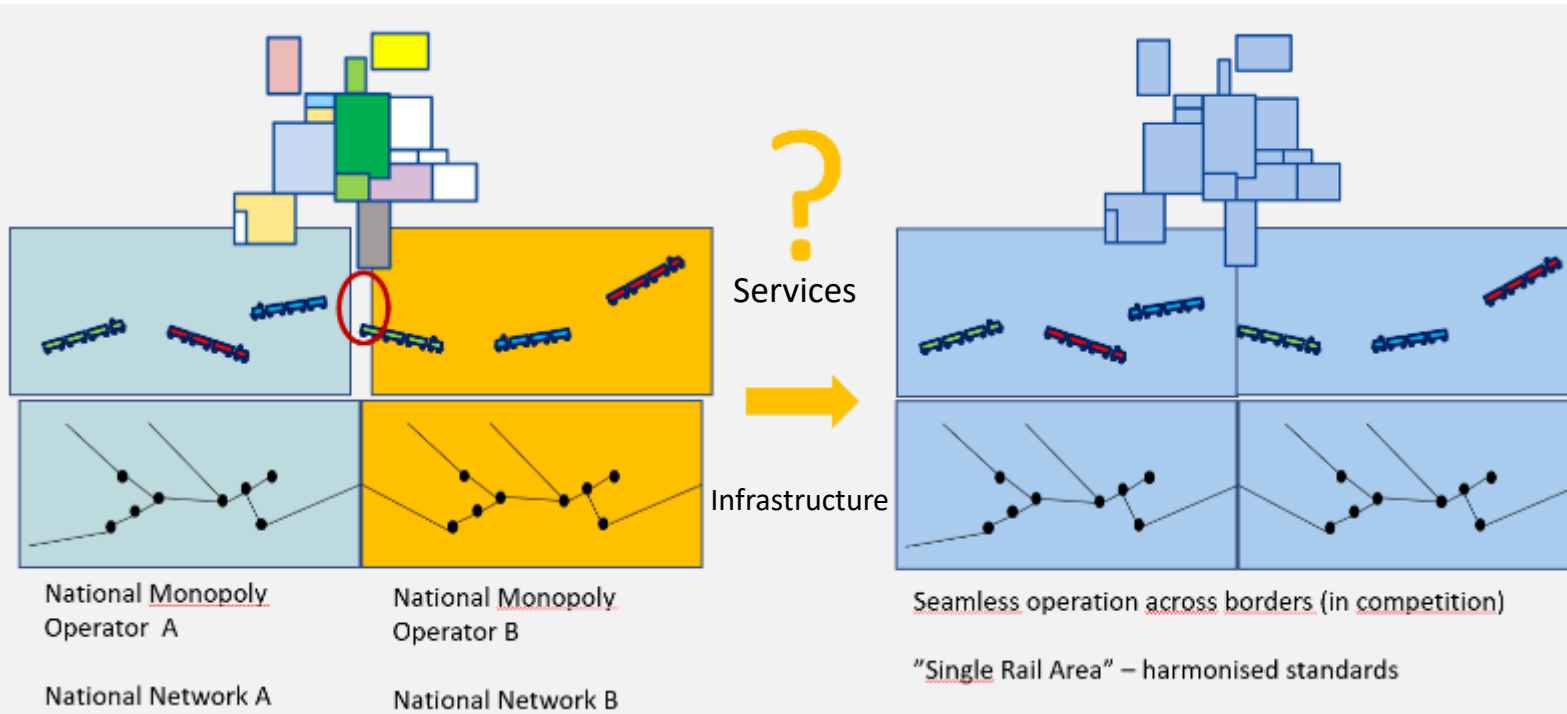


Recommendations

- High potential for time savings at rail cross-border sections by solving technical and operational issues
- Recommendations: further cleaning / reduction of the national rules and further harmonisation and revision of the TSIs (Technical Specifications for Interoperability)
- Strengthening European governance

Rail for Europe

The Single European Railway Area (SERA)



95%

"More than 95% of
our traffic is
domestic"

ERA as Union Authority: Massive Reduction of Bureaucracy

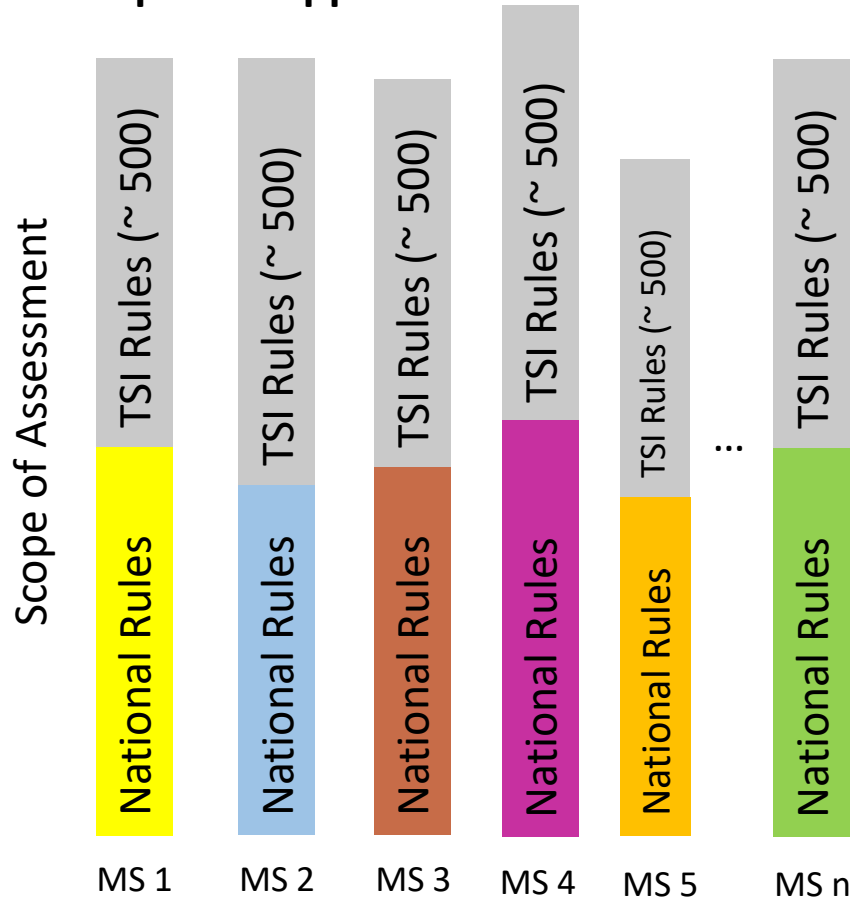
Example: Vehicle Authorisation

before

Language
of the MS

With 4th Railway Package

Separate Applications in each Member State



16 June 2019



TSI Rules (~ 500)

ERA



- **One** single application to ERA
- Assessment of TSI compliance **only** by ERA
- **Legally binding deadlines** for decision (1 + 4 months)
- Number of National Rules reduced by **95%** (from 14 300 in 2016 to ca. 800)



Applicant's choice
for language

Breaking News*

*) in November 2023



EU AgencyForRailways @ERA_railways · 1d

📢 Today ERA has authorised the New Generation sleeper #trains, built by @SiemensMobility for ÖBB's Nightjet sleeper service. 🌙🚂

#Nightjets are the first new design of sleeper trains in #EU, after decades of standstill, and will operate in 🇩🇪 🇮🇹 🇸🇰 🇨🇭

#railways #cooperation



3

39

175

28K



On 24 November ERA marked a significant milestone by formally authorising the first batch of new generation sleeper trains

These trains, capable of running at 230km/h, represent the first new design of sleeper trains in Europe, signalling a long-awaited departure from decades of stagnation in sleeper train development

“Definitively a big milestone made possible by the 4th railway package and a great project team.” (comment on LinkedIn)

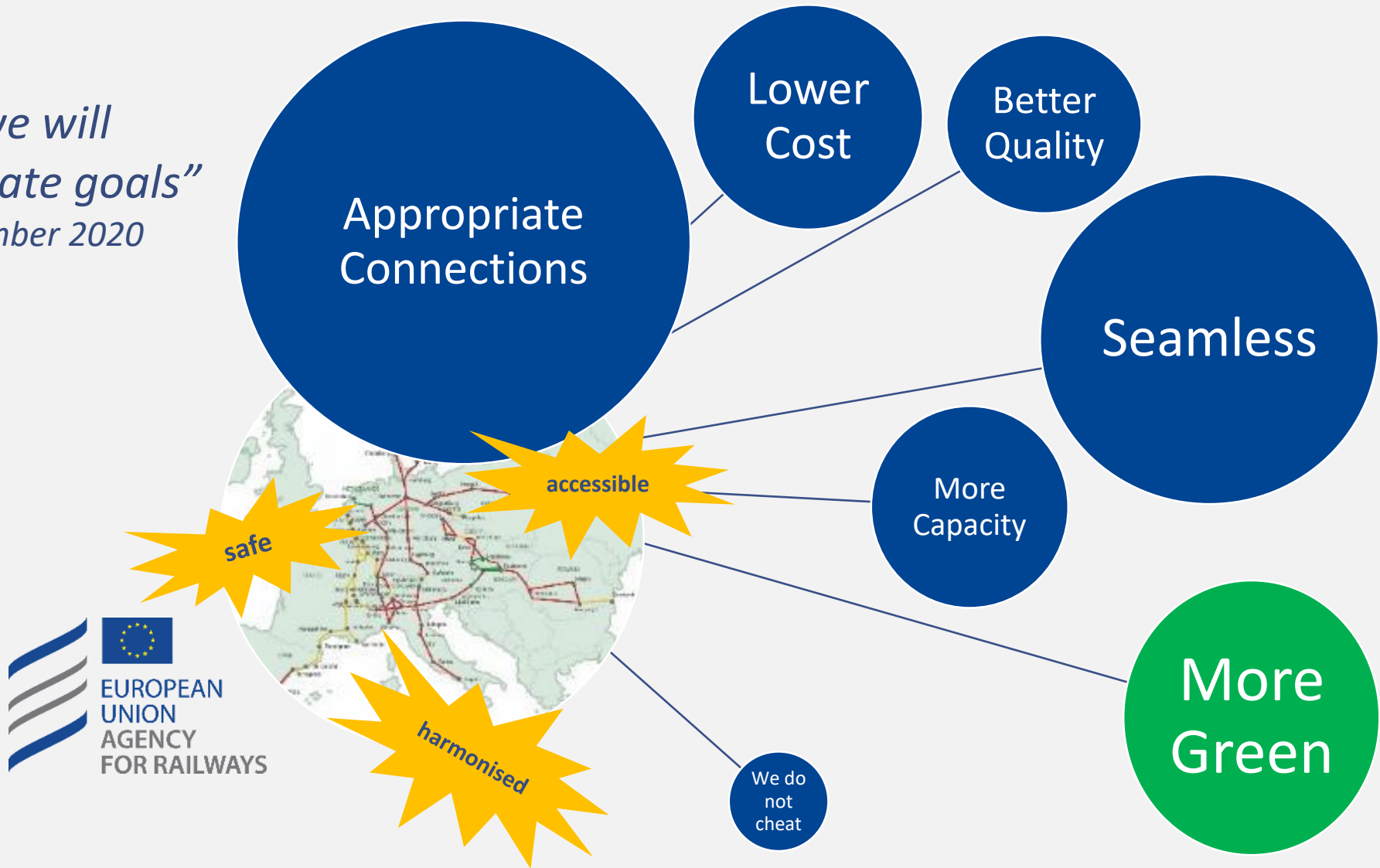
Ticket Prices of Planes vs. Trains

Average price of train tickets compared to flights

All routes for all 3 time perspectives	200% (Twice as much as the flight)
All routes, short-term bookings (within a week)	189% (1.9 times as much as the flight)
All routes, mid-term bookings (around a month in advance)	246% (2.5 times as much as the flight)
All routes, long-term bookings (around 4 months in advance)⁶	180% (1.8 times as much as the flight)

On Track for a Sustainable Europe

*“Only with rail we will
achieve our climate goals”
Angela Merkel, December 2020*



The Mobility of Tomorrow

1. Combine different modes at various stages of the same journey

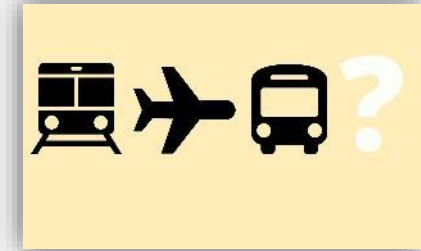
- + exploit best features of each mode
- need integration
- !! Hassle-free

Pollution, Global Warming
Congestion – self-blocking

2. Fair conditions, considering social and environmental aspects

- Taxation
- Emission Trading Scheme ETS

Global Shift of
Influence
Energy cost



Automotive:
autonomous
electrical

Regulation

Financing

European Mobility Data Space

3. Importance of data and data integration

- Cloud computing
- Machine learning/AI
- Connectivity
- Mobile Radio

Digital Assets

4. Soft and hard infrastructure, holistic view of investment

**Fully integrated
multimodal
transport system
(by 2050)**

Get people and goods from
A to B as fast, efficient, and
non-polluting as possible

Rail is the critical component



THANK YOU

Moving Europe towards a sustainable and safe railway system without frontiers.

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