

Journeys without borders

Ceļošana bez robežām
Cestovania bez hraníc
Cestování bez hranic
Gränsfria resor
Podróże bez granic
Potovanja brez mej
Пътувания без граници
Reesen ouni Grenzen
Reisen ohne Grenzen
Reizen zonder grenzen
Rejser uden Grænser
Ταξίδια χωρίς Σύνορα
Viaggi senza confini
Viajes sin fronteras
Viatges sense fronteres
Voiajuri fără granițe
Voyages sans frontières

*Freedom of Travel in Europe ?
Obstacles and Possible Improvements*

JOURNEYS WITHOUT BORDERS

INTRODUCTION

(English version)

In Europe in the 21st century it is easy to cross land borders and even certain water borders. Passport and customs controls have either disappeared or are usually swifter than they used to be. More than a dozen countries have the same currency. A tunnel links Great Britain to the Continent while tunnels and bridges link the large Danish islands and Sweden to the Continent.

It is therefore easier to live in one country and work, do business or spend one's leisure time in another. You can easily do it by car. How is it though, if you want to use the train or sometimes other public transport? What sort of competition does rail offer the private car?

In this report we examine the border crossings of the various EU countries, between each other and in some cases with their neighbouring states. Some of these are exemplary for long and short-distance traffic, or more than adequate, and we have given them grade "A". That has no legal or commercial significance, but is a simple way of describing how we, as customers, find them. Border crossings where international long distance trains might pass seamlessly, but where local traffic leaves a lot to be desired because of high fares or infrequent trains/buses, are awarded grade "B".

We have given grade "C" to lines where the trains (and perhaps buses on parallel roads) run infrequently or where connections are poor between trains and/or buses. At borders where there are no longer any daily passenger trains, but where the track or track-bed still exists and a re-opening could be considered, or where lines come close but do not connect, we have awarded grade "D".

We hope that our report will give ideas to decision-makers and public transport operators, national and regional governments, and the European Commission, which they will also be able to consider productively. It should also inspire customers' organisations in Europe to press for better international connections.

VOYAGES SANS FRONTIÈRES

INTRODUCTION

(Version française)

Dans l'Europe du 21^{me} siècle il est facile de traverser les frontières terrestres et mêmes maritimes. Les contrôles des passeports et des douanes sont disparus ou devenus d'habitude plus facile qu'autrefois. Plus d'une douzaine de pays ont la même monnaie. Un tunnel lie la Grande Bretagne au Continent tandis que des tunnels et des ponts lient îles grandes les danoises et la Suède à l'Europe continental.

Par conséquent il est plus facile d'habiter en un pays et travailler, conduire les affaires ou passer le temps libre en une autre. Avec la voiture, ça c'est facile. Mais, est-ce que c'est facile si on veut prendre le train ou un autre moyen de transport public ? Quelle sorte de concurrence le train offre-t-il à la voiture privée?

En ce rapport nous faisons une enquête sur les traversées des frontières des pays de l'Union Européenne entre eux, et quelquefois aussi avec leurs autres pays voisins. Il y a des cas où les traversées sont exemplaires pour le trafic à longue ou à courte distance, et nous leur avons données la note « A ». Cela n'a pas de signification légale ni commerciale, mais c'est un moyen simple pour

décrire les expériences des clients. Quant aux frontières ou les trains internationaux à longue distance roulent sans problèmes, mais où les voyages locaux sont moins faciles à cause des tarifs chers ou les trains ou bus peu fréquents, nous leur avons donnée la note « B ».

La note « C » est pour les frontières ou les trains (et peut-être les bus sur les routes parallèles) sont peu fréquents ou les correspondances entre les trains ou les bus sont mauvaises. Aux frontières où il n'y a pas de trains voyageurs mais où les rails ou le tracé existe toujours et l'on pourrait considérer une réouverture, nous avons donnée la note « D ».

Nous espérons que le rapport offrira aux ceux qui font les décisions et aux exploitants des transports publics, aux gouvernements nationaux et régionaux, et à la Commission Européenne, des idées auxquelles ils pourront donner de la considération productive. Il doit aussi inspirer les organismes de clients en Europe de s'engager pour de meilleures correspondances internationales.

REISEN OHNE GRENZEN

EINLEITUNG

(Deutsche Version)

Im Europa des 21. Jahrhunderts sind Landesgrenzen und sogar manche Wassergrenzen leicht zu überschreiten. Pass- und Zollkontrollen sind entweder verschwunden oder zumindest schneller als in der Vergangenheit. Mehr als ein Dutzend Länder haben die gleiche Währung. Ein Tunnel verbindet Großbritannien und das Festland, während Tunnel und Brücken die großen dänischen Inseln sowie Schweden mit dem westeuropäischen Festland verbinden.

Es wird zunehmend einfacher, in einem Land zu leben und in einem anderen zu arbeiten, Geschäfte zu machen oder dort seine Freizeit zu verbringen. Mit dem Auto gibt es in der Regel keine Grenze mehr. Wie ist es aber, wenn man mit dem Zug oder anderen öffentlichen Verkehrsmitteln fahren will? Wie ist dann die Konkurrenzsituation zwischen Bahn und privatem Pkw?

In diesem Bericht untersuchen wir die Grenzübergänge der verschiedenen EU-Staaten, zwischen einander und mit ihren Nachbarstaaten. Manchmal sind diese beispielhaft für Fern- und Nahverkehr und wir haben sie mit der Note „A“ bewertet. Dies erhebt keinen Anspruch auf eine abschließende Bewertung, ist aber ein Indiz für den Nutzen aus Kundensicht.

Grenzübergänge, wo internationale Fernzüge nahtlos fahren, Nahverkehr aber wegen hoher Preise oder einem schlechten Fahrplanangebot zu wünschen übrig lässt, haben wir mit „B“ bewertet. Strecken, wo Züge (und vielleicht Busse auf Parallelstraßen) nur unregelmäßig verkehren und schlechte Anschlussverbindungen bestehen, finden sich in der Kategorie „C“.

Grenzen, wo es keine Personenzüge mehr gibt, wo aber die Bahn oder deren Trasse noch da ist und eine Wiedereröffnung in Betracht gezogen werden könnte, haben wir mit „D“ bewertet.

Wir hoffen, dass unser Bericht den Betreibern und Entscheidungsträgern im öffentlichen Verkehr, in regionalen sowie nationalen Regierungen und der Europäischen Kommission Anhaltspunkte für neue Ideen und Projekte geben wird. Er soll auch Fahrgast- und Verbraucherverbände in Europa begeistern, bessere internationale Verbindungen zu fordern.

CROSS-BORDER REPORT: EXPLANATION OF DESCRIPTIONS IN TEXT AND NOTES FOR INTERPRETATION

The report is presented with appendices for each EU member state in alphabetical order, except that the three Baltic countries, Estonia, Latvia, Lithuania, are grouped together under B. For example **AUSTRIA** appears first, and the countries with which it has rail links are also presented in alphabetical order, e.g.: **Austria/Czech Republic**, then **Austria/Germany**, **Austria/Hungary**, and so on, (although we deviate from this where **Belgium/France/Luxembourg** have close and complex border crossings).

Each border crossing is listed in a geographical sequence as far as possible, (either clockwise or anti-clockwise) around the borders. Each of the crossing points are named, e.g. * Gmünd/České Velenice, separated by / symbol. Where these are small communities, the preceding or subsequent major town is named in parentheses, if not too far away. Other parentheses () are used for extra information where necessary. The crossing's current useful status is defined by the letters A, B, C or D. The timetable number (as in Thomas Cook's European Rail Timetable, May 2010) for the relevant routes described is included to assist identification of the services, although the service information has been obtained mostly from the national railways system timetables, where available.

The present service provision is defined. In all cases the standard Monday to Friday service is described as "daily" for convenience, although not an accurate term in this context. We exclude seasonal augmentation (or services which run less than four days a week). Thus a service described as "10 daily services" may have, perhaps, 5 or even none at weekends. Services which do not cross the border, but serve one side of it, are usually described where relevant. Weekend services are generally less frequent, but are not usually described, unless there is a Monday-Friday service but no weekend service at all, or where only a weekend service operates.

We then suggest improvements, and in some cases refer to these as "essential", where the present services are badly deficient or non-existent. We have also referred to proposals or plans, whether vague or firm, for any improvements, which have been mentioned in railway publications, or by individuals or associations supplying information to us. No reference is made to whether the railways have compatible electrification systems, or whether electrification exists on one side only, and we know that this is often the reason why services terminate at a border. We have identified where we believe there is a need for better links for cross-border travellers, regardless of the technical, operational, political or financial reasons which might currently prevent their provision.

Some closed border crossings have been omitted where there is no justification to restore links, with no major populations nearby, or where the railway route was indirect and of little use, or where it has been substantially built on and the cost of restoration would be disproportionate for the benefits gained.

Norway and Switzerland are not EU members but all their border crossings can be found in the text concerning their neighbouring countries. Border crossings with other countries not in the EU are excluded, except where other EU member states lie beyond, e.g. Hungary/Croatia/Serbia, for access to Slovenia, Italy and Greece. Cyprus and Malta, islands with no railways, are excluded.

AUSTRIA

Austria has railway border crossings with the Czech Republic, Germany, Hungary, Italy, Liechtenstein, Slovakia, Slovenia, Switzerland.

Austria/Czech Republic

B * (Freistadt-) Summerau/Horní Dvořiště (-České Budějovice) (Table 1132)

3 daily late afternoon-only irregular trains serve both border stations and 1 extra morning train to Austria on return. Also 2 other trains cross each way but do not serve Horní Dvořiště, including 1 Salzburg-Linz Hbf-České Budějovice-Praha, and 1 Zagreb-Ljubljana-Linz Hbf-České Budějovice-Praha hl.n. A regular 2-hourly service Linz-České Budějovice, serving both border stations, and possibly extended to Praha (Table 1130), would be a major improvement.

B * Gmünd /České Velenice (Table 1133)

7 daily trains (ČD) all terminating at Gmünd after crossing from České Velenice, (was 11 trains in 2007) coming from České Budějovice, plus a 2-hourly service from Veselí nad Lužnicí, terminating at České Velenice. Also a 2-hourly service with some extra trains (ÖBB) Gmünd-Wien FJ (Table 990). Joining up these services to provide 2-hourly all-day service Wien-České Budějovice-Plzeň or Wien-Veselí nad Lužnicí (connections to Praha) would be a major improvement. Planned electrification of České Budějovice-České Velenice-Gmünd from June 2010 should make this easier to achieve.

D *(Waldkirchen-)Fratres/Slavonice (Tables 990/1135)

This line (the Thayabahn) closed in 1945. The section Waldkirchen-Fratres-Slavonice is lifted. The section Waidhofen-Waldkirchen is closed to passengers. ÖBB runs 12 daily trains from Waidhofen a.d. Thaya to Schwarzenau, a few of which continue to Gmünd. ČD runs 9 daily trains to Dačice, Telč, or Jihlava. A lively local campaign on both sides of the border to reopen the link between these popular tourist areas, peaked in 2004, but has allegedly met with opposition from ÖBB. We suggest reconstruction and re-opening with possible EU funding and support and perhaps a 2-hourly service from Schwarzenau or Gmünd to Jihlava.

A * Retz/Šatov (-Znojmo) (Table 982)

8 daily (ÖBB) trains now run Wien-Retz-Šatov-Znojmo at approximately 2-hourly intervals (one 4-hour gap) following recent (December 2009) electrification Šatov-Znojmo. Retz is served by an hourly service from Wien. Elimination of the 4-hour gap would be a useful improvement.

A * (Hohenau-) Bernhardsthal/Břeclav (Tables 981/999)

9 daily local trains Wien to Břeclav, 11 Břeclav to Wien, mainly 2-hourly (in 2007 was 12 both ways). Also 10 daily express trains run Wien-Břeclav, (12 in 2007), of which 8 run to Praha (2 of these go on to Dresden, Berlin, Hamburg), and 2 run to Warszawa (formerly 3). Although a good basic service, there have been reductions since 2007. A regular 2-hourly service Wien-Praha-Dresden-Berlin and 4-hourly Wien-Ostrava-Warszawa/Kraków would be a worthwhile improvement in the Euro-City network linking Austria, Czech Republic, Germany and Poland.

Austria/Germany

A * (Bregenz-) Lochau Horbranz/Lindau (Tables 951/952)

Trains at least hourly. Most are local trains Bludenz-Bregenz-Lindau. Others run St Margarethen-Bregenz-Lindau. International trains include 4 daily Zürich-München services and one Salzburg-Innsbruck-Stuttgart-Köln-Münster service. When present DB electrification on Lindau-München route is completed, provision of a 2-hourly Zürich-München service would be a worthwhile improvement between these major cities.

A * (Reutte in Tirol-) Schonbichl/Pfronten-Steinach (-Kempten) (Table 888)

A * Ehrwald Zugspitzbahn/Griessen (-Garmisch-Partenkirchen) (Table 888)

These border crossings are on DB's Kempten-Reutte in Tirol-Garmisch-Partenkirchen line. There are two separate local 2-hourly services, which run briefly through Austria. All passengers must change at Reutte in Tirol, where connections are made. Ideally both services should be combined.

A * (Innsbruck-) Scharnitz-Mittenwald (Table 895)

Mittenwald is served hourly by DB/ÖBB from München. Alternate (2-hourly) trains run across the border to Scharnitz and on to Innsbruck.

A * Kufstein/Kiefersfelden(-Rosenheim) (Table 951)

Hourly local service Innsbruck-Rosenheim. Also 2-hourly express services Innsbruck-München, extended variously to/from Bozen(Bolzano), Verona, Milano(1) or Roma(1) non-stop between Kufstein and Rosenheim; also mainly 2-hourly Bregenz/Zürich-Innsbruck-Salzburg-Wien express services which do not call at stations in Germany.

A * Salzburg/Freilassing (Tables 890/891/951)

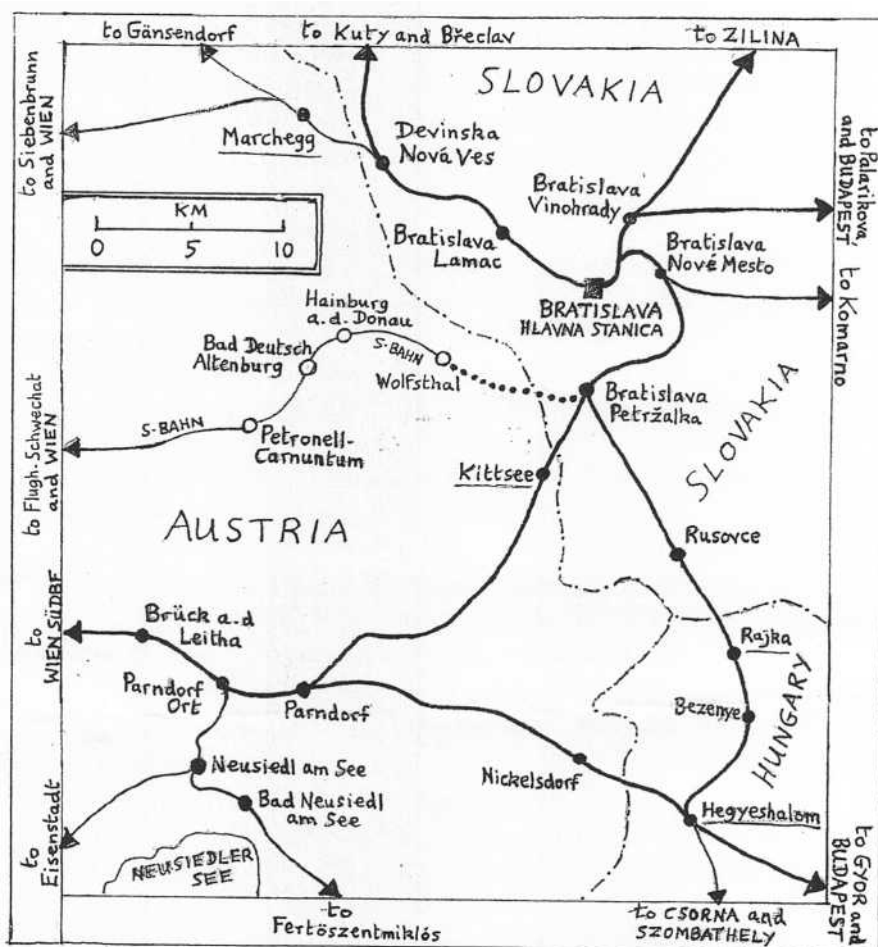
Hourly local service Salzburg-München (was 2-hourly in 2007), 2-hourly limited stop service Salzburg-München-Stuttgart/Frankfurt am Main, extended variously to/from Klagenfurt, Graz, Zagreb and Beograd. A much-enhanced (since 2007) 2-hourly express service runs from München to Salzburg, Wien, and Budapest. The line from Salzburg to Freilassing has been incorporated into Salzburg S-Bahn network, with S-Bahn trains every 30 minutes Salzburg to Freilassing, extended hourly to Bad Reichenhall.

B * Braunau am Inn/Simbach (Inn) (Table 962)

7 irregular daily trains Neumarkt-Kallham – Braunau am Inn – Simbach (Inn), of which 2 run Linz to München. Mainly hourly services run Neumarkt-Kallham – Braunau am Inn (ÖBB), and Simbach (Inn) - Mühldorf (DB) (Table 893). Joining these up to provide (mainly) hourly through services Neumarkt-Kallham - Mühldorf would be a major improvement.

B * (Schärding-) Wernstein/Passau (Table 920)

2-hourly local service Linz-Passau, and six 2-hourly express services run most of the day from Wien to Nürnberg, Frankfurt am Main and Dortmund. These should be enhanced to provide 2 earlier eastbound services from Passau(1) and Nürnberg(1) to Wien, and 2 later westbound services from Wien to Nürnberg(1) and Passau(1), to provide longer cross-border service duration.



Austria, Slovakia, Hungary (Bratislava area)

Austria/Hungary

A * Nickelsdorf/Hegyeshalom (Table 1250)

2-hourly local service (limited stop in Austria) Wien Südbahnhof-Hegyeshalom-Győr. 2-hourly express service München-Wien Westbahnhof-Hegyeshalom-Budapest Keleti. One train extended from Zürich, and one to Bucharest, Beograd and Sofia.

B * (Bruck an der Leitha-) Pamhagen/Fertőszéplak-Fertőd (-Fertőszentmiklós)

5 daily local trains run Wien Südbahnhof Ostbahn - Fertőszentmiklós. Before 11.00 only 2 trains run towards Wien (early morning) and none from Wien. These are part of an almost hourly service Wien-Pamhagen (ÖBB). Suggest regular all day 2-hourly service to Fertőszentmiklós needed.

A * (Ebenfurth-) Baumgarten/Sopron; and: A * Sopron/Deutschkreuz (Table 978)

Hourly local service Wien Meidling (while Südbahnhof being rebuilt)-Sopron-Deutschkreuz, crossing Austria-Hungary border twice.

A * (Wiener Neustadt-) Loipersbach-Schattendorf/Sopron (Table 978)

Hourly local service Wiener Neustadt-Sopron, and mainly hourly (some 2-hour gaps) faster service Wiener Neustadt – Sopron. 2 daily services extended to Szombathely, and 2 others as expresses from Wien Meidling (while Südbahnhof being rebuilt) to Győr-Budapest (1) or to Pécs and Zagreb (1). In 2007 more daily trains were extended to Szombathely.

B * (Fehring-) Mogersdorf/Szentgotthárd (Table 986)

1 local through train daily Graz-Szombathely (6 in 2007). 12 other irregular daily trains run Graz-Szentgotthárd (ÖBB), and 15 irregular daily trains Szentgotthárd-Szombathely (MÁV). Poor connections for some cross-border journeys. A regular hourly or at least 2-hourly service Graz-Szombathely would be a major improvement.

Austria/Italy**C * (Villach-) Arnoldstein - Thörl-Maglern/Tarvisio Boscoverde (Table 601)**

There are no stopping services at all between Arnoldstein and Tarvisio (10km). There are 3 international night trains only (mainly Wien-Venezia/Roma) which do not stop between Villach and Tarvisio. There are 11 irregular day trains (2 international expresses) between Tarvisio and Udine, and 12 local (ÖBB) trains Villach-Arnoldstein, mostly continuing to Kötschach-Mauthen still in Austria. ÖBB also runs four daily express bus services Villach-Venezia due to apparent lack of co-operation by FS. A 2-hourly local service Villach-Udine is essential, as well as restoration of Wien-Villach-Venezia express train services, also every 2 hours. However regional governments in both Austria and Italy, ÖBB, and local train operators now plan to use EU funds to restore a local service between Arnoldstein and Tarvisio, and eventually a Villach-Tarvisio-Udine service.

B * (Sillian-) Weitlanbrunn/Innichen(San Candido) (Table 596)

10 daily trains Lienz-Innichen(San Candido) (more in summer); the timetable changes often. Hourly service runs Innichen(San Candido)-Franzensfeste(Fortezza). 2 trains daily continue to Innsbruck, re-entering Austria at Brenner(Brennero) (see below). A regular 2-hourly service Lienz-Franzensfeste(Fortezza) would be a major improvement.

A * Brenner (Brennero) (Table 595)

Mainly hourly (ÖBB) service Innsbruck-Brenner, 2 daily trains extended to Lienz after re-entering Austria (see above). 2-hourly (FS) service Brenner(Brennero)-Verona or Bologna. Also 5 daily international expresses München-Verona/Milano/Roma/Napoli etc (there were 8 in 2007). Other express services terminate on both sides of the border. A regular interval 2-hourly express direct service München-Verona/Bologna would be a major improvement.

Austria/Slovakia**A * Marchegg/Devínska Nová Ves (Table 996)**

Mainly hourly service Wien Südbahnhof-Bratislava hl.st., but hourly evening frequency in 2007 now reduced to 2-hourly. Restoration of an hourly evening service between these two major cultural cities would be a major improvement.

D * Wolfsthal-Bratislava Petržalka

Closed line at present. There are active plans to rebuild this and provide a more direct route from Wien to Bratislava, together with direct new underground link between the two main Bratislava stations for S-Bahn and other services. We support this plan.

A * Kittsee/Bratislava Petržalka (Table 997)

Hourly service Wien Südbahnhof-Bratislava-Petržalka. Disappointingly, since 2007, weekend service now reduced to 2-hourly, and former last daily train in each direction withdrawn. Also now withdrawn are 3 daily express trains Wien Westbahnhof-Bratislava hl.st. or Košice. It is hoped that

these withdrawn services can be restored, including direct express services Wien to Košice, either via this route or preferably by the shorter route via Marchegg (Table 996).

Austria/Slovenia

C * Spielfeld-Straß/Šentilj (-Maribor) (Table 1315)

5 Šentilj - Maribor local services (SŽ), and hourly or better local service Graz - Spielfeld-Straß (ÖBB). Also 6 IC/EC trains run non-stop between Spielfeld-Straß and Maribor, mostly 2-hourly, on Wien - Graz - Maribor services, 1 of which extended to Ljubljana and Rijeka and 1 extended to Zagreb. 7 IC and 8 local services (SZ) run Maribor - Ljubljana (or Zidani Most). Consideration should be given to an improved local through service Graz - Maribor, and 2-hourly express IC service Wien - Graz - Maribor - Ljubljana (or Zagreb, etc).

B * Rosenbach/Jesenice (Table 1300)

2 local and 6 IC/EC trains daily on mixed services and destinations. However 5 other local (ÖBB) trains terminate at Rosenbach and 17 local (SŽ) and IC/EC trains run beyond Jesenice to Ljubljana. Suggest 2-hourly local and 2-hourly or 4-hourly IC/EC services Villach-Ljubljana would be a major improvement.

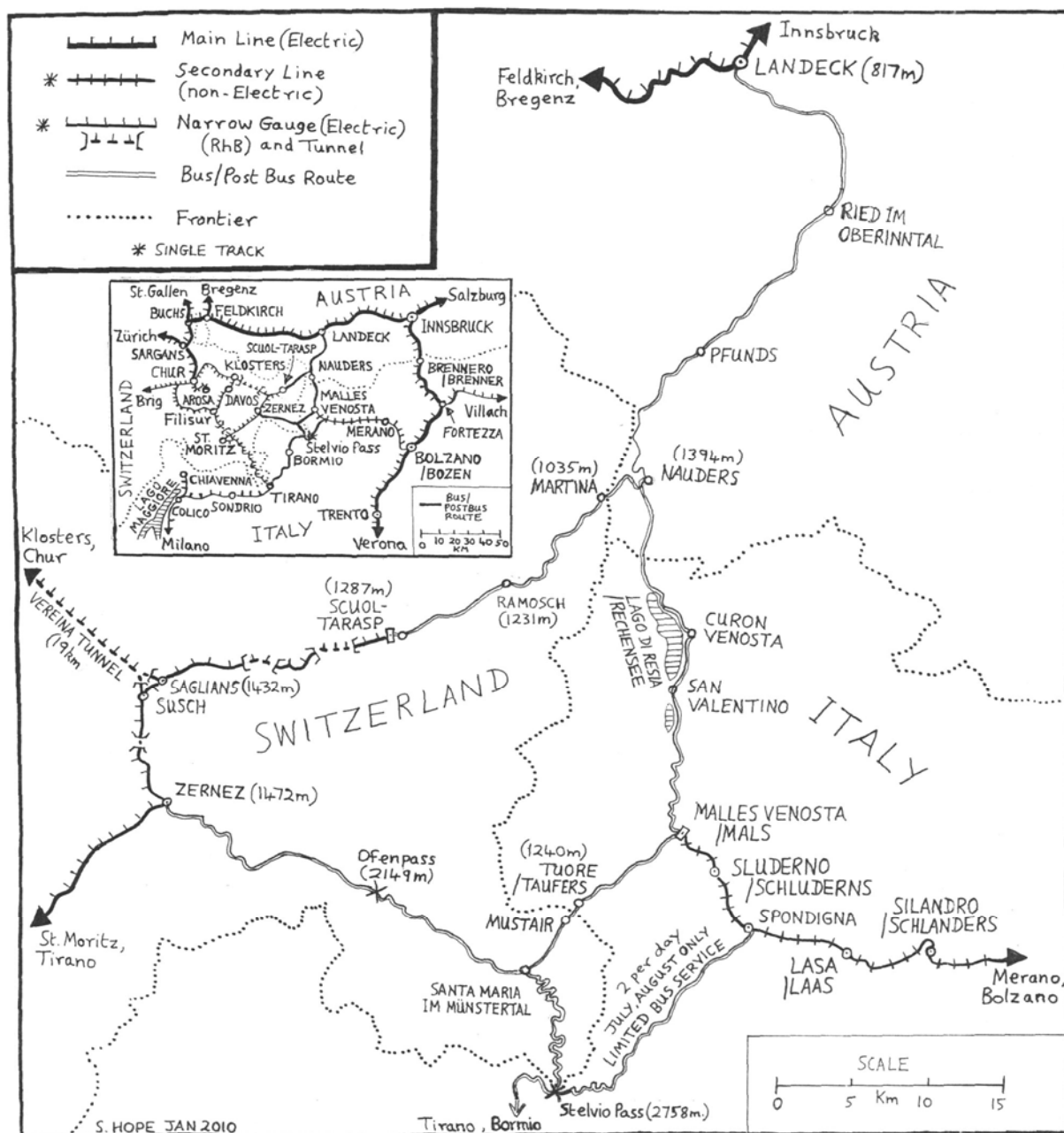
Austria/Switzerland (also Liechtenstein)

B * (Bregenz-) Lustenau Markt/St Margarethen (Table 951)

15 daily local trains (Lindau-) Bregenz-St Margarethen, calling at Lustenau, (Lustenau Markt served in peak periods). Also 4 express trains München-Zürich, non-stop Bregenz-St Margarethen. An hourly local service, and 2-hourly München-Zürich express service are suggested. Local organisations have proposed a Bodensee S-Bahn system, which would incorporate this and other routes near Lake Konstanz.

B * (Feldkirch-) Schaan-Vaduz/Buchs (with passage through Liechtenstein) (Tables 951/952)

10 daily local (ÖBB) services at peak hours only, serving most or all intermediate stations Feldkirch-Buchs, four of which are actually within Liechtenstein, and two in Austria. Also 4 daily express services run Wien/Salzburg/Innsbruck-Zürich, non-stop Feldkirch-Buchs, and 2 other IC/EN services. We suggest a regular local all-day service at least 2-hourly serving all stations. Two express services are branded "Railjet", and ÖBB plan to run a faster 2-hourly "Railjet" service on this route soon which would be a major improvement, but there have been reliability problems.



Bus links between Austria, Italy and Switzerland

Austria/Italy/Switzerland (Tables 546/954)

This item is listed separately as it describes connections provided by buses in a remote mountainous Tyrolean region on the borders of these three countries. The rail line (Vinschgerbahn) from Meran(Merano) to Mals(Malles) (Vinschgau(Venosta)) in Italy was reopened and modernised in 2005 with an hourly service. A bus service was provided to connect Mals(Malles) with Landeck in Austria (on Innsbruck-Feldkirch line) with a change of bus at Nauders in Austria, hourly in summer and in winter peaks, 2-hourly otherwise. This service also provides a connection between Landeck and Scuol-Tarasp (on RhB Pontresina line) in Switzerland, 2-hourly, changing at Nauders. Another bus service connects Zernezh, in Switzerland, (on Pontresina to Scuol-Tarasp line) with Mals(Malles), hourly in summer, 2-hourly in winter. Thus, local train and bus services involving three different bus companies provide excellent journey opportunities in a popular but remote tourist region, across three countries, and is an example of good practice of rail and bus co-ordination by neighbouring states.

THE BALTIC COUNTRIES (All services run on Russian broad-gauge track)

ESTONIA

Estonia has a rail link to Russia only, outside the EU. Following drastic closures since 1990, Estonian railways are few. The following links are mentioned however.

Estonia/Latvia

D * Valga/Lugazi (Tables 1830, 1870)

3 daily (Estonian Railways) trains Valga (Estonia)-Riga provide a cross-border facility, but no trains run from Tartu to Valga any more. 2 daily buses run Tartu-Valga-Rīga. Both countries run even worse train services than in 2007 within and between their countries. We recommend EC press for through rail links to be restored again, between major regional cities. Also 7 daily buses run Tallinn-Rīga, via Pärnu and Baltic coast.

LATVIA

Latvia has rail links with Lithuania, and with Belarus and Russia outside EU.

Latvia/Lithuania

D * Joniškis/Mytene (Table 1720)

The train which ran **every 4 days** Rīga-Vilnius (-Lviv, Ukraine) in 2007 has been withdrawn, and also the one train **every 2 days**, summer only, Rīga-Vilnius (-Simferopol, Ukraine). 2/3 daily buses run Rīga-Vilnius (was 4/5). We recommend EC press for rail links to be restored and enhanced.

C * Daugavpils/Turmantas (Table 1820)

1 daily train St. Petersburg-Daugavpils-Visaginas (Lithuania)-Vilnius (but no longer calls at Turmantas border station). Also 3 daily (Lithuanian Railways) trains (was 5 in 2007) run Turmantas-Visaginas-Vilnius. We recommend restoration of more daily trains across this border.

LITHUANIA

The railways of Lithuania link with those of Latvia and Poland within EU, and with Belarus and Russia, including Kaliningrad, outside EU.

Lithuania/Poland

C * (Šeštokai-) Mockava/Trakiski (-Sulwaki) (Table 1040)

Standard gauge, on this section. 1 daily express train Vilnius-Šeštokai. Connection with PKP train to/from Warszawa. Also 1 nightly bus Vilnius-Warszawa. We recommend EC examine whether better rail links can be provided at Šeštokai.

BELGIUM

The railways of Belgium link with those of France, Germany, Luxembourg, Netherlands.

Belgium/France

D * (Dinant-) Heer-Aigmont/Givet (no service) (Tables 299/430)

Line closed. Hourly service (SNCB) Liège-Namur-Dinant. 15 daily trains (SNCF) Givet - Charleville-Mezières. Extending the SNCF service to Dinant is essential to restore this connection, and Champagne-Ardenne Region supports it. At present there is no rail link across the France-Belgium border for 200 km.

C * Erquelinnes/Jeumont (Tables 262/427) 2km

8 local commuter trains daily (only 3 in 2007), long gaps, no weekend service. Hourly service (SNCB) runs Charleroi-Erquelinnes, two-hourly at weekends; 22 irregular trains (SNCF) Lille (or Aulnoye)-Jeumont. Essential to extend hourly SNCB service to Jeumont, or provide hourly Charleroi-Lille service.

C * (Mons-) Quévy/Feignies (-Maubeuge or Aulnoye Aymeries) (Table 427)

3 local trains Quévy-Maubeuge restored in 2005, 4 local trains Quévy-Aulnoye, avoiding Maubeuge, but all now withdrawn again. Hourly local service (SNCB) Bruxelles-Mons-Quévy (weekdays), and 22 irregular local trains (SNCF) Lille-Maubeuge-Jeumont (see above entry). Also 7 daily express services Paris-Maubeuge (approx. 2-hourly). Essential to extend Bruxelles-Quévy SNCB service to Maubeuge, or to extend Paris-Maubeuge SNCF express service to Quévy and Mons.

B * Ligne a Grande Vitesse: Bruxelles/Lille (Table 12/16a/18/20/21)

10 high-speed ("Eurostar") daily trains Bruxelles-Lille-London (was 9 in 2008-2009), 5 daily high-speed "TGV" services (Bruxelles-Lille-Paris CDG and beyond), and hourly (Amsterdam or Köln-Bruxelles-Paris) "Thalys" services not serving Lille. Regular hourly Lille-Bruxelles combined service by these trains is needed.

B * (Tournai-) Froyennes/Baisieux (-Lille) (Table 426)

14 services Tournai-Lille (was 17 in 2007), 7 serve both border stations but with long gaps, some serve all stations, some omit 1-3 stations or run non-stop Tournai-Lille. Most are (almost) regular hourly services from Liège to Lille via Tournai until mid-evening. Suggest this hourly service call all stations to Lille, and run later, to assist commuters in this developing area.

B * Mouscron/Tourcoing (Table 405)

11 daily trains Antwerp-Gent-Lille. An hourly local service runs direct (or by changing at Kortrijk) Antwerp (or Oostende)-Lille but a few trains run non-stop Mouscron-Lille, creating 2-hour gaps, and saving little time. Suggest regular hourly cross-border service calling at Tourcoing and Roubaix.

D * (Mons-) Quiévrain/Blanc Misseron (-Valenciennes)

Closed, but only 1.5km of track needs to be relaid. There are proposals to re-open this line for freight and possibly passengers. An hourly Mons-Valenciennes service linking 2 important centres would be ideal removing traffic from parallel autoroute. Alternatively the Bruxelles-Quévrain hourly service could be extended to Valenciennes. There are also plans to extend the recently opened Valenciennes tram system to Quiévrain. If it connects at Quiévrain station it could be an improvement on present situation.



Dunkerque-Givet (France/Belgium border)

D * Comines (Komen)(BE)/Comines (FR) (-Lille)

Line closed. An hourly service runs Poperinge-Ieper (Ypres)-Komen/Comines (Bel)-Kortrijk. An at least 2-hourly service Comines (Bel)-Lille essential in this well-populated area, connecting at Komen/Comines.

D * Comines (Komen)(BE)/Armentières

Line closed. We believe re-opening the line and restoration of a Comines-Armentieres service, at least every 2 hours, would be useful in this well-populated area.

D * De Panne/Bray-Dunes (-Dunkerque) (Table 259)

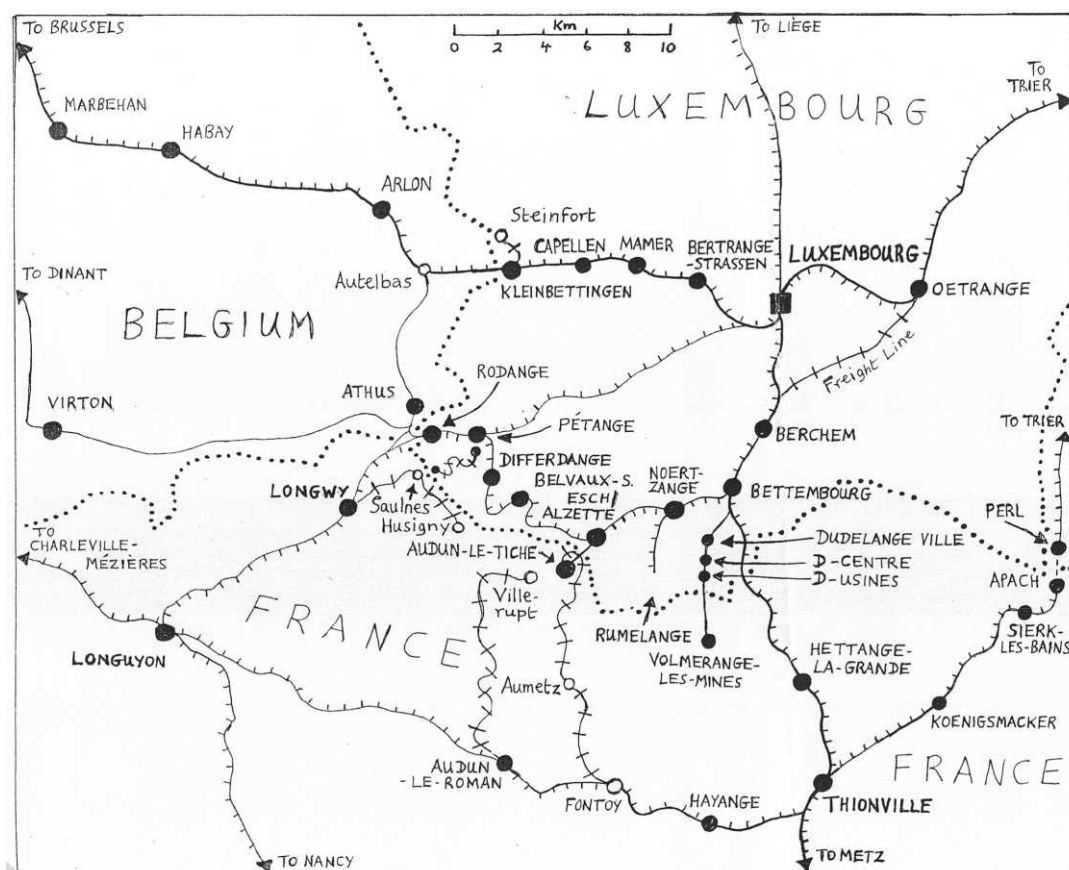
Line closed to passengers, but hourly bus service runs De Panne-Dunkerque. Hourly service (SNCB) runs Bruxelles-De Panne. There were tourist trains until 1992; there are plans for a possible Dunkerque light rail system. The Pas de Calais Government support restoration of local rail services. An hourly Bruxelles-De Panne-Dunkerque-Calais rail service would be a major benefit to the region's transport needs.

Belgium/France/Luxembourg

Complex routings exist in this area.

C * Rodange-Longwy (Table 393) LU/FR***A * Athus-Rodange-Luxembourg (Table 445) BE/LU******A * Arlon-Rodange-Aubange (Table 432) BE/LU/BE***

2-hourly service (SNCB) runs Arlon-Athus-Rodange-Aubange, and then to Virton and Libramont crossing the border twice (Table 432). Half-hourly service (CFL) runs Luxembourg-Rodange, extended hourly to Athus; some peak trains go on to Virton (Table 445). 8 irregular daily (SNCF) trains Longwy to Rodange, 10 return, most extended to /from Luxembourg. Mainly unbalanced peak period journeys (except for one midday train each way). Also 5 daily (SNCF) trains Longwy-Nancy (Table 393). All-day hourly service essential Longwy-Rodange-Luxembourg. If extended 2-hourly to Nancy it would be a further major improvement. There is no weekend service Arlon-Rodange-Virton at present, but one could be provided at very little extra cost as trains stand for almost 2 hours at Virton.



Luxembourg, France, Belgium

Belgium/Luxembourg

A * Gouvy/Troisvierges (Table 439)

2-hourly (SNCB/CFL) Liège-Luxembourg service; jointly hourly Troisvierges-Luxembourg.

B * Arlon/Kleinbettingen (-Luxembourg) (Table 430)

Hourly service Bruxelles-Luxembourg, and 3 daily express trains Bruxelles-Switzerland. None call at Kleinbettingen, served only by hourly CFL local service, which could be extended to Arlon.

Belgium/Germany

B * Welkenraedt/Aachen (Table 400)

2-hourly service (SNCB) Liège-Verviers-Welkenraedt-Aachen via the old line. 6 high-speed "Thalys" and 3 "ICE" trains (Paris-) Brussels-Köln (-Frankfurt) running non-stop Liège-Aachen via the HSL (changing to 4 ICE/5 Thalys Dec 2010). The Brussels-Köln (mostly high-speed) route should have at least combined hourly service. Suggest Liège-Aachen local service be increased to hourly. There should also be timetable and fare integration between Thalys and ICE services.



Belgium, Netherlands, Germany (Liège, Maastricht, Aachen area)

Belgium/Netherlands

A * Essen/Roosendaal (Tables 410/450)

A * Noorderkempen/Rotterdam (Tables 450/18)

Hourly local service (SNCB/NS) Antwerp-Essen-Roosendaal. Also hourly express service, operated jointly by SNCB and NS, Bruxelles-Antwerp-Roosendaal-Amsterdam, not calling at

Essen, but there are plans to withdraw this service when the high-speed Bruxelles-Amsterdam line is fully operational. NS fear that a service from Roosendaal into Belgium would endanger revenue on the new high-speed service, but there is a market for a more frequent faster service via the classic route. This has been demonstrated by research instituted by a number of regional authorities. The high speed line now open, is served by 2-hourly high-speed “Thalys” Paris-Amsterdam service, (non stop Antwerp-Rotterdam) (Table 18), and hourly fast SNCB service Antwerp-Noorderkempen (Table 410), which should be extended to Breda. When new NS high-speed trains are eventually delivered, a more frequent Bruxelles-Amsterdam high speed service will operate.

D * (Antwerp-Neerpelt-) Hamont/Budel (-Weert-Roermond)(Tables 407/470)

Freight only line, planned for improvement as part of major “Iron Rhine” route from Antwerp port to the German Ruhr industrial area. Hourly service (SNCB) Antwerp-Neerpelt. Half-hourly service (NS) Heerlen/Maastricht-Roermond-Weert-Amsterdam. NMBS/SNCB is to extend some services from Neerpelt to Hamont in 2012. There are plans to extend the hourly service from Neerpelt to Weert at a later stage, giving connections into NS Inter-City network, with ideally an Antwerp-Roermond service.

D * (Hasselt-Bilzen-) Lanaken/Maastricht

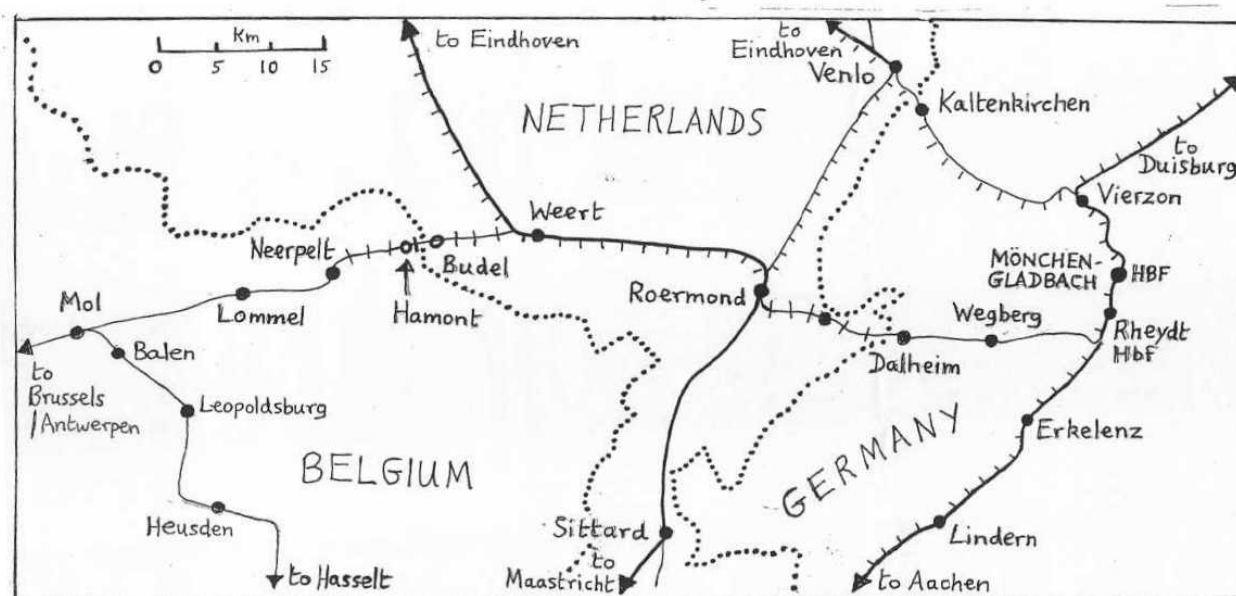
Line closed Bilzen-Lanaken, but freight runs Lanaken-Maastricht. Hourly service (SNCB) runs Hasselt-Bilzen-Liège. Regional authorities are equipping the line for a light rail service between Hasselt and Maastricht, expected to be open in 2013/2014.

B * (Liège-) Vise/Eijsden (-Maastricht)(Tables 403/471)

Hourly service Bruxelles-Liège-Maastricht not calling at Eijsden, and half-hourly service (Veolia) Maastricht-Randwyck-Kerkrade. Connections with NS services at Maastricht to/from Amsterdam have recently been improved. Suggest reinstatement of calls at Eijsden by international local trains.

A * Brugge-Breskens

Although no rail link exists, an hourly bus service runs Brugge station-Breskens ferryport. A frequent ferry Breskens-Vlissingen connects with half-hourly Vlissingen-Roosendaal service. Reference is made to this as a good example of integrated transport useful to residents and tourists.



Mönchengladbach – Roermond – Mol

BULGARIA

Bulgaria has border crossings with two EU member countries, Greece and Romania, and two non-EU countries, Serbia and Turkey. Serbia is included as it lies on routes to other EU countries.

Bulgaria/Greece

C * Kulata/Promanhonas (Table 1560)

3 daily express trains Sofia or Bucureşti-Thessaloniki or Athina. Also 3 local trains daily Sofia-Kulata. Suggest examine possible improvements, and reduction of 10-hour service gap into Greece.

D * Svilengrad/Ormenio (-Dikea) (Table 1400)

In 2007 we reported: “1 daily express train Athina to Svilengrad, but only 1 local train from Svilengrad to Ormenio and Dikea. Also 4 daily trains Svilengrad-Plovdiv, and 1 Beograd-Sofia-Istanbul express. 7 daily trains serve Ormenio or Dikea (9/16 km from Svilengrad). Suggest extension of most of these to Svilengrad, and improved connections there.” Although a detailed agreement between both railways was signed in 2009 to improve frontier controls, only one passenger train now crosses the border, and Dikea is served by only 3 daily trains from there to Alexandroupoli. We urge investigation why this passenger link between two EU member states has so few trains.

Bulgaria/Romania

C * Giurgiu Nord/Ruse (Table 1500)

3 express trains daily (4 in 2007), linking 2 or more of the following: Bulgaria, Greece, Turkey, with Romania, Hungary, Russia, Ukraine. An increased service between these two large Danube towns, and direct services Sofia-Bucureşti, would help develop links between these member states.

D * (Varna-) Kardam/Negru Vodă (-Medgidia)

Line closed. Previously local trains ran Varna-Medgidia, and daily express Varna-Warszawa/Kraków. Recently, a once daily summer-only service ran Bucureşti-Varna, but was withdrawn August 2009. Suggest line be re-opened for local services Varna-Medgidia, connecting at Medgidia with trains to Constanţa and Bucureşti.

D * Vidin/Calafat (Table 1510)

No railway link, but infrequent ferries. Vidin ferry point is 5 km from station. 5 daily trains run Sofia-Vidin, and 4 daily trains Calafat-Craiova. However an EU-(part) funded road and rail bridge across the Danube is now being built after many years of political and funding delays, linking both these depressed towns, and will take at least three years to complete. This bridge forms part of Pan-European Corridor No IV (Berlin-Praha-Budapest-Sofia-Thessaloniki/Istanbul). We recommend at least a 2-hourly service Sofia-Craiova after completion.

Bulgaria/Serbia

C * (Sofia-Dragoman-) Kalotina Zapad/Dimitrovgrad (Serbia) (Table 1380)

2 daily express trains Sofia-Beograd (one is night train Istanbul-Ljubljana-Wien). In 2006 there were reports of severe delays at this border crossing. These have only slightly improved, and considerable service enhancement is needed if this route is to regain its importance prior to 1990.

CZECH REPUBLIC

The railways of the Czech Republic link with those of Austria, Germany, Poland and Slovakia.

Czech Republic/Germany

A * (Klatovy-) Železná Ruda Město/Bayerisch Eisenstein (-Plattling) (Table 929)

The border station is located directly on the border and has a German part (Bayerisch Eisenstein) and a Czech part (Železná Ruda-Alžbětín), and all trains serve it. 2 daily trains Špičák-Plattling (up to 7 during summer weekends and skiing season). 11 daily (ČD) trains Plzeň or Klatovy-Bayerisch Eisenstein. Hourly (DB) service Bayerisch Eisenstein-Plattling including the trains from Špičák. The route should be considered for a through München-Plzeň service, or possibly to Praha.

A * Domažlice/Furth im Wald (Table 885)

5 local (ČD) daily trains Plzeň-Domažlice-Furth im Wald; 4 daily (regular 4-hourly) faster services Praha-Plzeň-Domažlice-Furth im Wald, then extended alternately to Nürnberg or Regensburg-München. Mostly hourly (some 2-hourly) (DB) service interval Furth im Wald-Schwandorf.

A * Cheb/Schirnding (Table 1121)

2-hourly (Vogtlandbahn) service Cheb-Schirnding-Marktedwitz; also up to 3 DB trains on same route. Although a reasonably good border link, electrification between Nürnberg and Cheb and faster journey times possible in both countries, would justify a 2-hourly direct Nürnberg-Praha express service. This should then replace the present Nürnberg-Praha express bus service operated by DB every 2 hours, because the rail option, changing at Marktedwitz and Cheb, is too slow.

D * (Cheb-Františkovy Lázně-) Aš/Selb (-Hof)

Line closed to freight in 1996 and now severed. Hourly (ČD) service Cheb-Aš; hourly (DB) service Selb Stadt-Hof. Local pressure exists to re-open line due to heavy road traffic. This could provide hourly service Cheb-Hof, with link from much of Bavaria to spa town Františkovy Lázně.

A * (Cheb-Františkovy Lázně-) Vojtanov/Plesna/Bad Brambach (-Adorf-Plauen) (Table 1122)

2-hourly (Vogtlandbahn) service Cheb-Plauen-Zwickau, crossing the border 3 times in this area.

B * (Karlovy Vary-) Potůčky/Johanngeorgenstadt (-Zwickau) (Table 884)

6 (ČD) daily trains Karlovy Vary-Johanngeorgenstadt, changes needed on some trips. Hourly (DB) service Johanngeorgenstadt-Zwickau. Suggest all-year service 2-hourly Karlovy Vary-Zwickau.

A * (Sokolov-) Kraslice/Klingenthal

Hourly (VIAMONT a.s.) service Sokolov-Kraslice, and hourly (Vogtlandbahn) service Kraslice-Klingenthal-Zwickau. The border was closed to trains from 1945 until 2000, when a new bridge was built at Klingenthal as part of the Expo project Egronet. This line became the most used between Germany and the Czech Republic, with an hourly service on the Czech side. These services are now shown in 2010 timetables as direct through hourly service Sokolov-Zwickau.

D * (Chomutov-) Vejprty/Bärenstein (-Cranzahl-Chemnitz) (Table 882)

In 2007, there was a 2-hourly (DB) service Vejprty-Bärenstein-Chemnitz. Now only 3 daily trains (5 at weekends), although still 2-hourly Cranzahl-Chemnitz. Also now 2 (ČD) trains, at weekends

only, Chomutov-Vejprty. Suggest services should be at least 4-hourly (2-hourly in summer) from Chomutov to Chemnitz to restore effective use of this link through a popular tourist area.

D * (Most-Litvinov-) Moldava/Holzhau (-Freiberg, Sachs)

Line closed (8.7km). 2 daily (ČD) trains Litvinov-Moldava. Hourly (FEG) train Holzhau-Freiberg. There have been sporadic campaigns to re-open line, currently a skiing trail, in a popular summer tourist and skiing area, including suggestion of diesel tram-train operation Litvínov-Freiberg, or even as extension of existing Most-Litvínov tram route. Recommend further investigation to link these two major areas of population, as well as better serving intermediate tourist area.

A * (Děčín-) Dolní Žleb/Schöna (-Bad Schandau) (Table 1100)

Improved service since 2007. 2-hourly local (DB) service from Decin to Bad Schandau, serving both these stations, and 2-hourly express service runs Praha-Děčín-Bad Schandau-Dresden-Berlin. Also half-hourly (DB) service Schöna-Dresden.

D * Dolní Poustevna/Sebnitz (Sachs) (Table 1116)

Railway line closed in 1945. From the Czech station Dolní Poustevna to the German railway line Sebnitz-Neustadt (Sachs) is a gap of only 800 metres to the former junction with line through Sebnitz. 2-hourly (ČD) service Rumburk-Šluknov-Dolní Poustevna. Also 2-hourly service (DB) Bad Schandau-Sebnitz (Sachs)-Neustadt (Sachs)-Pirna. The shortest connections from the towns of Šluknov, Velký Šenov, Mikulášovice and Dolní Poustevna to the Czech district council town Děčín, and the county town Ústí nad Labem, would be through a German area (crossing the national park Saxon Switzerland). Popular local political campaign in 2007 to re-open line at modest cost was approved, but there are ongoing discussions on subsidies.

C * (Rumburk-) Jiříkov/Ebersbach (Sachs)

2 kilometre journey taking 2 minutes. 6 (ČD) trains per day at weekends only, Rumburk-Jiříkov-Ebersbach. Tourist area; suggest study made of possible improvements (e.g. re-opening of the cross-border link from Sebnitz to Dolní Poustevna has been agreed, see above). Many journey possibilities would be opened up by a through service Děčín-Bad Schandau-Sebnitz-Rumburk-Ebersbach, and on to Löbau over closed freight line (see map below). Hourly service also runs Dresden-Ebersbach, extended to Zittau every 2 hours and Liberec (Czech) every 4 hours.



Germany, Poland, Czech Republic

A * (Liberec-) Hrádek nad Nisou/Zittau-Großschönau (Sachs)/Varnsdorf/Seifhennersdorf (Tables 855/1105/1117)

10 daily trains Liberec-Zittau, (crossing into and out of Poland also briefly without calling there); 4 (DB) trains run on 4-hourly to Dresden (at weekends twice from Tanvald); 6 (ČD) trains run on to Varnsdorf, crossing German/Czech border again. Additional on Saturday 2 (Veolia) trains Liberec-Zittau-Görlitz-Cottbus. Additional on Monday to Friday 4 (SBE) trains Liberec-Zittau-Varnsdorf-Seifhennersdorf with a stop at all German stations, 9 daily (SBE) trains are going only from Zittau via Varnsdorf to Seifhennersdorf. German trains from Zittau to Seifhennersdorf used to pass through the Czech station of Varnsdorf without stopping. They now call there, following an agreement between the German and Czech Interior Ministries.

Czech Republic/Poland

D * (Liberec-) Černousy/Zawidów (-Zgorzelec)

This line, in an area of great tourist interest, is closed for passengers. Hourly (ČD) service Liberec-Černousy, mostly direct, some with change of trains at Frýdlant v Čechách). Suggest extend service 2-hourly from Černousy to Zgorzelec (via Sulików), and possibly on to Görlitz (in Germany, see also Görlitz/Zgorzelec). Alternatively use closed line Zawidów-Ręczyn Junction, a point on the German Görlitz-Zittau line, where it passes through Poland; a study of these routes is suggested.

D * Harrachov/Jakuszyce (-Szklarska Poręba)

Line closed to all traffic, but track in place. Formerly electrified, some masts still in place; a 100th anniversary service ran one day in 2002. 2-hourly (ČD) service Liberec-Tanvald-Harrachov. There is a joint Czech/Polish proposal to repair track in 2009 and reinstate a service. 3 daily (PKP) trains Szklarska Poręba-Jelenia Góra, electrified. Suggest re-open line, and extend ČD service to Jelenia Góra, or similar link, providing services between regional centres of Liberec and Jelenia Góra, and opening up large parts of the Isergebirge and Riesengebirge mountains to rail-based tourism.

D * (Trutnov-) Královec/Lubawka (-Jelenia Góra) (Table 1145)

Freight only line. ČD and PKP railways ran an experimental cross-border service for two months in summer 2008, but PKP ceased operation due to lack of funds. ČD support full service restoration. 3 daily (ČD) trains Trutnov-Královec, and Praha-Trutnov service runs 2-hourly. Also withdrawn. Lubawka-Marciszów (PKP) service.

D * (Hronov-) Meziměstí/Mieroszów (-Boguszów-Wałbrzych)

Line closed few years ago. Hourly (ČD) service Týniště nad Orlicí (junction for Hradec Králové)-Meziměstí-Broumov. Suggest re-open line and run 2-hourly service Hradec Králové-Týniště nad Orlicí-Boguszów-Wałbrzych, which would benefit both local people and tourists.

C * Lichkov/Międzyzlesie (-Kłodzko-Wrocław) (Tables 1095/1146)

1 daily express train Pardubice-Kłodzko-Wrocław (formerly Praha-Wrocław); 4 daily trains Lichkov-Międzyzlesie. Line is undergoing major repairs. This is shortest route for Praha-Warszawa, but slower. Also 12 daily (ČD) trains Letohrad-Lichkov, and 10 daily (PKP) trains Międzyzlesie-Wrocław. Suggest link these two services to run at least 2-hourly, and to connect, and run 4-hourly express Praha-Hradec Králové-Kłodzko-Wrocław, when line fully restored.

C * (Jeseník-) Mikulovice/Głuchołazy/Jindřichov ve Slezsku (-Krnov) (Table 1166)

2-hourly (ČD) service Krnov-Jeseník, (4-hourly Ostrava-Krnov-Jeseník) serving these stations and crossing border twice. Reversal at Głuchołazy required. However only 2 (PKP) trains run weekend dates only, Ostružná or Jeseník-Głuchołazy-Nysa or Opole; 2 daily PKP trains served Głuchołazy in 2007. Suggest restore and improve services from Głuchołazy to other Polish towns.

C * Bohumín/Chałupki (-Racibórz and -Rybnik) (Table 1079)

2 daily (PKP) trains Ostrava/Bohumín-Chałupki-Rybnik-Katowice, and 1 Ostrava-Chałupki-Racibórz-Kędzierzyn-Koźle. Frequent (ČD) trains serve Bohumín. Also 6 daily (PKP) trains Chałupki-Racibórz and 7 daily trains Chałupki-Rybnik and beyond. Suggest all PKP trains extended to Bohumín, or possibly Ostrava, in this densely populated area.

C * (Ostrava-Bohumín-) Petrovice u Karviné/Zebrzydowice (Table 1076)

6 daily express trains Praha/Wien-Ostrava-Kraków/Katowice/Warszawa, (overnight services split/join portions at Bohumín), but with up to 9-hour gaps. Also 2 daily local services. Also irregular local (PKP) trains run Zebrzydowice-Katowice. Suggest at least 2-hourly daytime services Praha/Wien-Ostrava-Kraków/Katowice-Warszawa, as well as night services.

C * Český Těšín/Cieszyn (Table 1077)

Service withdrawn since 2007; formerly 1 daily (PKP) train Český Těšín-Cieszyn-Katowice, and 1 daily (PKP) train Český Těšín-Bielsko-Biala. Frequent ČD trains serve Český Těšín. Other irregular (PKP) trains run Cieszyn-Katowice or Bielsko Biala. Suggest restoration of all day daily service with all PKP trains extended to Český Těšín.

Czech Republic/Slovakia**B * (Český Těšín-) Mosty u Jablunkova/Čadca (Table 1160)**

7 daily local (ČD) trains on several services from beyond Český Těšín to Čadca, and 8 express trains, mostly Praha-Ostrava-Čadca-Žilina, and mostly non-stop between Český Těšín and Čadca. Suggest consistent regular 2-hourly pattern for both local and express services.

B * (Horní Lideč-) Střelná/Strelenka (-Púchov) (Table 1160)

8 various local (ČD) services Horní Lideč (some from Přerov)- Púchov. 3 express services (4-hourly) Praha-Žilina (1 on to Košice). Suggest 2-hourly local service and 2 more express services.

C * (Vsetín-Bylnice-) Vlárský Průsmyk/Horné Srnie (-Trenčianska Teplá) (Tables 1168/1181)

10 daily local (ČD) trains (most from Kunovice-) to Bylnice (almost 2-hourly) but only 3 continue to Vlárský Průsmyk and then to Trenčianska Teplá (1 returns from Trenčín). Also 11 other daily local (ZSSK) trains Horné Srnie-Trenčianska Teplá; 3 run on to Trenčín. In 2007 14 trains crossed the border and connections at Vlárský Průsmyk were good. We urge restoration of former service levels, and a regular 2-hourly service from Bylnice (or Vsetín) to Trenčín.

C * (Veselí nad Moravou-) Vrbovce/Myjava (-Nové Mesto nad Váhom)

In 2007, 6 daily (ČD) trains (mostly from Hodonín-) Veselí nad Moravou-Vrbovce, but now only 4 (2 with a change of trains at Velká nad Velikou). 4 daily (ZSSK) trains Vrbovce-Myjava-Nové Mesto nad Váhom, and 6 other trains Myjava-Nové Mesto nad Váhom. Regular 2-hourly services Veselí nad Moravou-Nové Mesto nad Váhom would be a major improvement.

D * (Veselí nad Moravou-) Sudoměřice nad Moravou/Skalica na Slovensku (-Kúty)

13 daily (ČD) trains (3 from Vrbovce-) Veselí nad Moravou-Sudoměřice nad Moravou continuing to Hodonín. 13 daily (ZSSK) trains Skalica na Slovensku-Kúty. In 2007 5 daily (ZSSK) trains crossed the border between Sudoměřice nad Moravou and Skalica na Slovensku (-Kúty), but service now withdrawn. This connection in this populated area should be restored by extending ZSSK trains the short 2km distance to Sudoměřice nad Moravou, at least 2-hourly.

A * (Břeclav-) Lanžhot/Brodské (-Kúty) (Table 1150)

11 daily local (ČD) trains Břeclav-Kúty; 8 (formerly 11) daily express trains, (mostly non-stop Břeclav-Kúty) from Praha or Brno (some from Berlin or Hamburg) to Bratislava (some go on to Budapest). Also hourly (ZSSK) local trains Kúty-Bratislava hl.st, and 2-hourly express service Praha-Břeclav-Bratislava-Budapest are major improvements since 2007 on this busy route.

DENMARK

The railways of Denmark link with those of Germany and Sweden.

Denmark/Germany***A * (Ribe-) Tønder/Niebuß (Table 709)***

Mainly 2-hourly (Arriva) service. Also hourly connecting service (DSB) Esbjerg-Tønder, and hourly connecting service (DB) Hamburg-Niebuß-Westerland. At weekends (March-October) a through (Arriva) 2-hourly service operates Esbjerg-Niebuß, and ideally should operate at all times.

A * Padborg/Flensburg (Tables 710/823)

2-hourly (DB) service Padborg-Flensburg-Hamburg, and 2 express trains daily Århus-Hamburg. Additional 2-hourly service (DB) Flensburg-Hamburg, and hourly service (DB) Flensburg-Kiel. Good connections at Padborg with 2-hourly (DSB) service Padborg-Fredericia.

A * Rødby/Puttgarden (train ferry) (Tables 720/825)

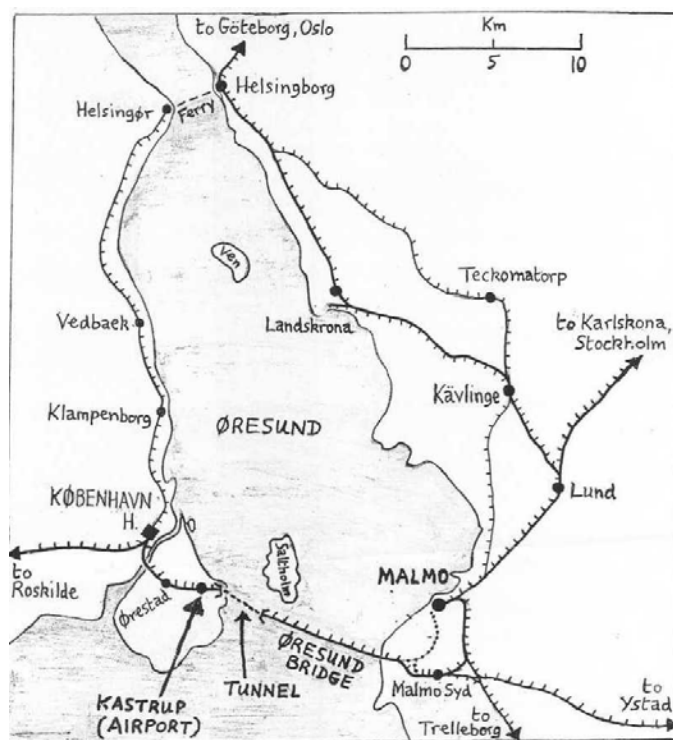
2-hourly train ferry as part of København-Hamburg 2-hourly express service except for a 4-hour midday gap in the winter service. This gap should be filled. These trains also serve Lübeck and four Danish towns. Major plans now approved for replacing ferry with combined rail/road bridge.

Denmark/Sweden***A * København Lufthavn (Airport)/Malmö (Table 703)***

Mostly 20 minute service, by local and express services from/to wide number of cities in Denmark and Sweden. Further improvements expected when Malmö City tunnel is commissioned soon.

B * Helsingør/Helsingborg (Table 2345)

This frequent ferry service links the two ports taking 20 minutes. Not directly connected to rail services in either port, and short walks involved to reach rail stations. Recent suggestions for a new 4km international rail bridge outside the towns are being discussed, but would be expensive and funded entirely by Sweden.



Denmark, Sweden Øresund Link

FINLAND

The broad-gauge railways of Finland link only with those of Russia (outside EU). Buses only run to Norway and Sweden. These limited services are described here.

Finland/Norway (all in Table 789)

B * Rovaniemi-Karasjok, one bus daily, extended to Nordkapp from June to August.

B * Rovaniemi-Tanabru, one bus daily.

B * Rovaniemi-Tromsø, one bus daily June-September.

We have no information whether there is a need to improve these limited services.

Finland/Sweden

D * (Kemi-) Tornio/Haparanda (Table 769)

Freight only line, closed to passengers in 1992. 800 metre walk; 19 buses run daily Kemi-Tornio (via Kemi station for train connections). 10 buses daily run Haparanda-Luleå. 7 daily (VR) trains run Kemi-Helsinki (direct or with one change). However, there are plans to reconstruct railway from Kemi to Boden via Haparanda and Morjärv, and for a completely new line from Haparanda to Kalix (on freight-only line from Morjärv to Karlsborg) by 2012, with EU funding assistance.

FRANCE

The railways of France link with those of Belgium, Germany, Italy, Luxembourg, Spain, Switzerland and the United Kingdom.

France/Luxembourg

B * (Thionville-) Hettange Grande/Bettembourg (-Luxembourg) (Tables 388/390)

18 daily irregular (SNCF) local trains serving these stations, and also 10 express services (including 6 Luxembourg-Paris TGVs) daily cross this border, but there is a 4-hour afternoon gap in local service. A regular hourly service calling at these border stations would be a major improvement. Bettembourg also served by half-hourly (CFL) service Luxembourg-Bettembourg-Rodange.

B * Audun-le-Tiche/Esch sur Alzette (Table 445)

Half-hourly peak and lunch period only shuttle service between these two stations; some journeys run on to Luxembourg. An all day service is needed.

A * Volmerange-les-Mines/Dudelange (Table 445)

Half-hourly local (CFL) services now cross the border, restored for heavy commuter traffic to/from Luxembourg and surrounding industrial area.

France/Germany

D * (Thionville-) Apach (Moselle)/Perl (-Trier) 2km (Table 915)

Electrified line mostly for freight. 3 daily (SNCF) trains Thionville-Apach. 2 regional trains per day, weekends only, cross the border, and a 2-hourly (DB) service runs Perl-Trier (suspended May 2009 for a year for tunnel repairs). A 2-hourly Thionville-Trier service is really needed every day.

D * (Thionville-) Bouzonville/Niedaltdorf (-Dillingen-Saarlouis)

Cross-border section closed. 1 daily (SNCF) train runs Thionville-Bouzonville (2 return trains), and hourly (DB) service Niedaltdorf-Dillingen. Suggest re-open and run experimental through service.

B * (Forbach-) Stiring-Wendel/Saarbrücken (Tables 390/394)

17 trains daily Metz-Saarbrücken, some with a change at Forbach, and 5 TGV/ICE express services Paris-Frankfurt. However there are some 3-hour gaps in service. No trains call at Stiring-Wendel, which should be reopened and a regular minimum hourly direct local service be provided.

B * Sarreguemines/Hanweiler-Bad Rülchingen(-Saarbrücken) (Table 395)

A half-hourly light rail service runs from Sarreguemines SNCF station to Saarbrücken Hbf. 6 daily trains (SNCF) run Strasbourg-Saarbrücken, and another 5 run only Strasbourg-Sarreguemines. All intermediate German stations are closed. An hourly service throughout would be an improvement.

B * Wissembourg/Schweighofen (-Winden [Pfalz]) (Tables 396/918)

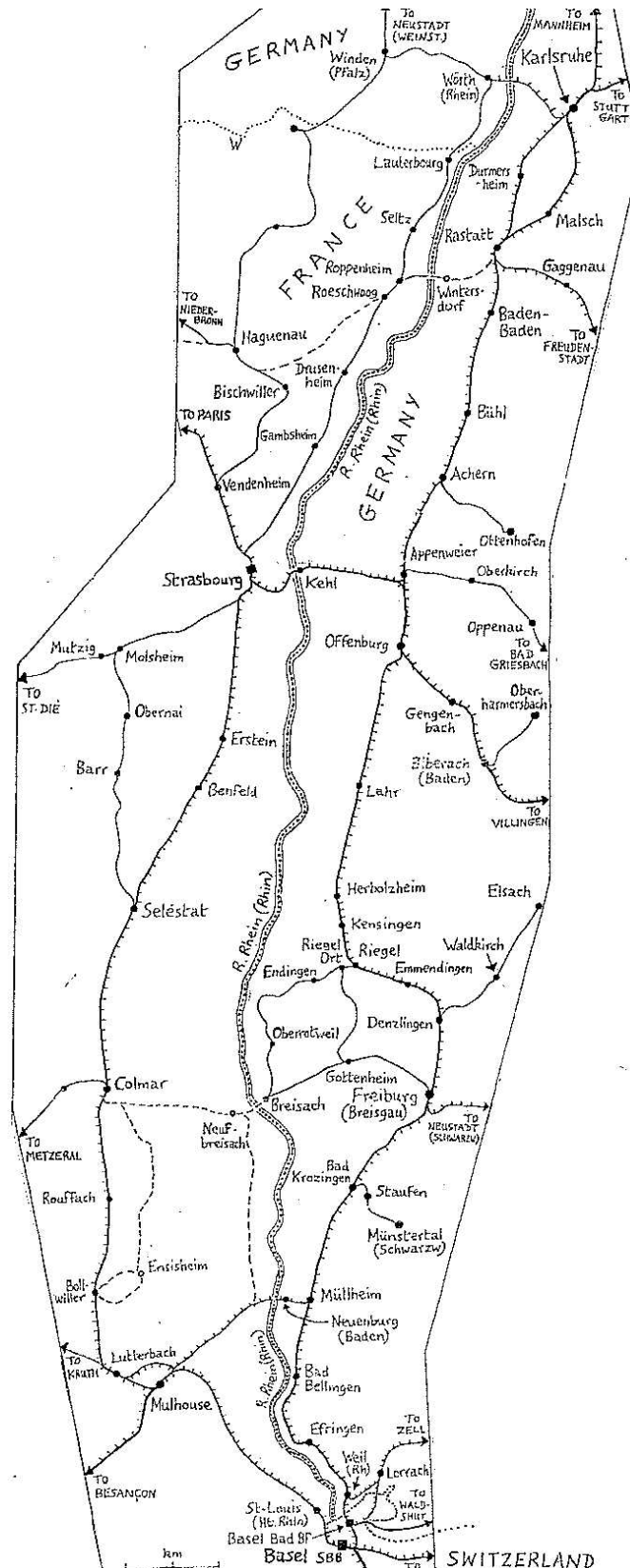
Hourly service (DB) runs Wissembourg-Winden-Neustadt (Weinstraße). 10 irregular daily (SNCF) trains run Strasbourg-Wissembourg (Table 396). An hourly SNCF service, with good connections at Wissembourg would be a major improvement.

A * Strasbourg/Kehl (Tables 390/ 912)

Hourly service (half-hourly at peak periods, one 2-hour gap) (DB) Strasbourg-Kehl-Appenweier-Offenburg, and 4 TGV daily express trains Paris-Strasbourg-Karlsruhe (-Stuttgart-München), planned to be increased. Passengers change at Appenweier for other local DB services.

B * (Strasbourg-) Lauterbourg/Wörth (not in T. Cook timetables)

10 daily (SNCF) trains Strasbourg-Lauterbourg, (long midday gaps) augmented by a few buses. Hourly service Lauterbourg-Wörth. Suggest at least 2-hourly service Strasbourg-Wörth.



Basel-Lauterbourg/Karlsruhe

D * (Strasbourg-) Roppenheim/Wintersdorf (-Rastatt)

Line closed. 10 local daily trains run Strasbourg-Roppenheim-Lauterbourg (see above). Suggest reopening and consider running 2-hourly service Roppenheim-Rastatt-Karlsruhe by light rail.

D * Mulhouse/Mülheim(Baden)

Line used for 6 trains each way on summer Sundays only. We suggest introducing regular service Mulhouse-Mülheim-Freiburg im Breisgau. We note that there are now no daily passenger rail links across the Rhein between France and Germany for 140 km between Strasbourg and Basel.

France/Italy***C * Modane/Bardonecchia (Table 584)***

2 (previously 3) daily express TGV trains Paris-Milano. 10 daily trains (SNCF) run Lyon or Chambéry-Modane. 10 daily trains (Trenitalia) run Bardonecchia-Torino. Since an expensive high-speed line is planned between Lyon and Torino, the deteriorating cross-border service is surprising. Essential to improve this to a 2-hourly Paris or Lyon to Torino or Milano service as soon as possible, or to extend either Trenitalia or SNCF local trains across border, to connect regularly.

B * (Cuneo-) Limone/Vieuvola (-Tende); Breil-sur-Roya/Olivetta-San Michele (Table 581)

The Trenitalia trains on the line from Cuneo to Ventimiglia cross the border twice. SNCF trains no longer run from Cuneo to Nice or cross a border. Some short journeys cross one or no frontier. 10 FS trains daily cross at Limone; 9 Trenitalia trains cross border at Breil-sur-Roya. A regular service pattern would be a major improvement; e.g. hourly Cuneo-Breil-sur-Roya - Ventimiglia (Trenitalia), and 2-hourly Breil-sur-Roya - Nice (SNCF), connecting at Breil-sur-Roya.

A * Menton/Ventimiglia (Table 360)

Frequent local (SNCF) (Grasse-Cannes-) Nice-Ventimiglia services, mostly half-hourly, and 4 daily express services, 2 Paris-Ventimiglia, 2 Nice-Milano. All other Trenitalia services terminate at Ventimiglia. More direct Nice-Genova-Milano services would be useful.

France/Spain

All cross-border services involve change of gauge between 1.435m SNCF and 1.668 RENFE systems, carried out while moving on international services.

B * Cerbère/Port Bou (Tables 355/657)

Both gauges cross the border. About half the SNCF services terminate at Port Bou and half at Cerbère, but all return from Cerbère only. Half RENFE services terminate at Port Bou and half at Cerbère, but all return from Port Bou only. 2 express trains Montpellier-Barcelona (one extended to Cartagena), which require gauge-changing. 14 irregular SNCF local and express trains run Cerbère-Perpignan, most extended to either Narbonne, Montpellier, or as far as Paris or Lille. 12 RENFE local and express trains run Port Bou-Barcelona or beyond. Connections at Cerbère and Port Bou are poor and random, often failing. Regular connecting local and express services are essential, to provide an hourly link between Perpignan and Barcelona. From December 2010 some new services will start using the part-completed Perpignan-Figueres section of the high-speed line to Barcelona, but improved local service connections at Port Bou/Cerbère will still be essential.

B * Latour de Carol/Puigcerdá (Tables 312/354/656)

Latour de Carol is served by three different gauge systems including tourist metre-gauge (SNCF) service Latour de Carol-Villefranche, with from 2 to 5 seasonal daily trains, a mostly 2-hourly service (SNCF) Toulouse-Latour de Carol, but with one 4-hour interval midday, and 4 daily trains (RENFE) La Tour de Carol to Barcelona, 5 returning. Connections are generally very poor. Essential that the Toulouse and Barcelona services should connect in both directions.

D * L'hospitalet-Andorra la Vella

Buses serves principality of Andorra from France via this route. No rail links.

D * Oloron/Canfranc (Table 324)

Line closed by floods in 1970s but there are plans to re-open it. 3 daily buses Oloron-Canfranc, connect at Oloron with trains to/from Pau, but not at Canfranc. Also 3 daily (RENFE) trains run Canfranc-Zaragoza. If line was rebuilt and re-opened it would be a useful freight and passenger link. Recommend eventually at least 4 trains daily, perhaps 4-hourly, Pau-Zaragoza.

B * Hendaye/Irún (Tables 305/325/653/689)

Both gauges cross the border but no through international trains. About half SNCF services terminate at Irún, half at Hendaye, but all return from Hendaye. Most RENFE services terminate at Hendaye, but all return from Irún. 17 daily local and express (SNCF). trains Hendaye-Bordeaux or beyond, and more trains run in summer and at weekends. 10 daily express or longer distance local trains (RENFE) run Irún-San Sebastian/Donostia and beyond, but 5-hour gaps in service exist. Connections are uncoordinated. Minimum regular 2-hourly interval service (local or express) is essential, with good connections at Irún in both directions. Also mainly half-hourly local (RENFE) service Irún-San Sebastian; also metre-gauge half-hourly service ("Euskotren") runs Hendaye-San Sebastian Amara, but latter station is not convenient for interchange with RENFE.

France/Switzerland***A * (Mulhouse-) St. Louis (Haute Rhin)/Basel (Tables 383/385/390)***

Hourly local service, (half-hourly in peaks), runs Strasbourg-Mulhouse-Basel. Also 5 TGV express services run Paris-Basel-Zürich, and 3 express Bruxelles-Basel services, non-stop Mulhouse-Basel.

A * (Belfort-) Delle/Boncourt (-Basel)

Line closed from 1991 to 2006. Service now restored by extension of (SBB) Biel-Boncourt service to Delle, with 12 trains daily (6 at weekends). Further extension from Delle to Belfort is planned by 2011. We warmly welcome this initiative.

C * (Besançon-) Morteau/Le Locle (-La Chaux de Fonds) (Tables 378/512)

6 irregular daily (SNCF) trains run Besançon-La Chaux de Fonds, some with a change at Morteau. Also 2 trains per hour (SBB/CFF) run Le Locle-La Chaux de Fonds-Neuchâtel, and a new shorter route is to be built. A regular 2-hourly service Besançon-Neuchâtel would be a major improvement.

C * Pontarlier/Les Verrières (-Neuchâtel) (Table 375)

1 daily express TGV train (was 2 in 2007) runs Paris-Bern, non-stop between Pontarlier and Neuchâtel. Further 3 daily trains run Paris/Dijon/Dole-Pontarlier. Les Verrières appears to be served only by 2 steam trains per year from Travers! Buses operate locally, hourly in Switzerland,

but infrequently to/from Pontarlier. Many SBB/FFS services available at Neuchâtel. Suggest 2-hourly service Pontarlier-Neuchâtel, and serving reopened intermediate Swiss stations.

C * *Frasne/Vallorbe (-Lausanne) (Table 375)*

4 daily express TGV services Paris-Lausanne call at these two stations. Hourly service (SBB/CFF) Vallorbe-Lausanne, and 2 daily local (SNCF) trains run between Frasne and Dole or beyond. Additional TGVs would be a major improvement, ideally every 2 hours.

B * *(Bellegarde-) Pougny-Chancy/La Plaine (-Genève) (Tables 341/345/364)*

9 local trains Bellegarde-La Plaine peak hours and lunchtime only. Half-hourly service (SBB/CFF) runs La Plaine-Genève. 19 other local and express trains run from beyond Bellegarde to Genève, not calling at local stations. A regular hourly local service Bellegarde-Geneve should be provided and should not be difficult to achieve with this total level of service.

B * *(Annemasse-) Ambilly/Genève Eaux Vives (Tables 363/364)*

Half-hourly service (SNCF), at peaks and lunchtimes only, with 2 hour and longer gaps mid-morning and late evening. Minimum hourly service would be a major improvement. The line will be incorporated into a Geneva S-Bahn (CEVA) network and extended across Geneva by 2012.

D * *(Evian-les-Bains-) St. Gingolph(Fr)/St. Gingolph(Sw) (-Monthey)*

Line closed. 11 daily trains (SNCF) run Evian-les-Bains to Annemasse and to Genève, Bellegarde or Lyon. Mainly hourly (SBB/CFF) service, augmented by buses, runs St. Gingolph-Monthey-St. Maurice (-Martigny). Suggest re-open line from Evian-les-Bains (locally supported), and run 2-hourly services in both countries connecting at St. Gingolph, if through service impractical.

France/United Kingdom

C * *Calais Fréthun/Ashford International (Table 10/12) (via Channel Tunnel)*

Eurostar has increased its market share of London-Paris/Bruxelles rail and air demand, since completion of high speed link to London St. Pancras at end of 2007, with reduced journey times. However only 1 daily express (Eurostar) train serves both Ashford and Calais Fréthun, (2 daily from France at weekends but none to France!). Seasonal variations apply. 23 daily trains cross the border (mostly London-Paris or Bruxelles, more at weekends), but only 4 serve Ashford and only 2 serve Calais. However Eurotunnel operates passenger shuttles Folkestone-Calais Fréthun every 30 minutes, inaccessible to rail or foot passengers, and ferry operators serve Dover-Calais at least hourly. After many failed political and campaigning efforts to persuade Eurostar to serve Ashford, Calais and Lille better, an alliance by Kent and Pas de Calais regional authorities is seeking to operate an alternative London-Lille (and beyond) service, called Trans Manche Link, calling at these stations. A minimum 2-hourly service calling at both Ashford and Calais is essential.

GERMANY

The railways of Germany link with the railways of Austria, Belgium, Czech Republic, Denmark, France, Luxembourg, Netherlands, Poland and Switzerland.

Germany/Luxembourg

A * (Trier-) Igel/Wasserbillig (-Luxembourg) (Tables 445/915)

Mainly hourly (DB) local service Trier-Luxembourg, and 2-hourly express service Emden-Luxembourg (not calling at Igel). Also hourly (CFL) service Luxembourg-Wasserbillig.

Germany/Netherlands

A * (Aachen-) Herzogenrath/Eygelshoven Markt (-Heerlen) (Tables 471/802)

Hourly (NS/DB) service Aachen-Heerlen. Regional authorities would like to extend Amsterdam-Heerlen service to Aachen, or Köln-Aachen semi-fast trains across the border, which we support.

D * (Mönchengladbach-) Dalheim/Roermond (Table 802)

Closed to passengers, but being reopened for freight (Iron Rhine project). Hourly (DB) service Rheydt-Mönchengladbach-Dalheim. Suggest re-open to passengers also and extend this service to Roermond to make more viable, or to Antwerp (see Belgium: Neerpelt-Weert-Roermond).

D * (Kleve-) Kranenburg/Groesbeek (-Nijmegen) (Table 802)

Line closed 1991, partly lifted. Hourly (Nordwestbahn) service Düsseldorf-Kleve. Frequent (NS and Veolia) services on 3 routes from Nijmegen. There is a current local campaign to reopen the line, resisted by some local politicians. Suggest reopen and restore former DB service, by extending at least hourly from Kleve to Nijmegen.

A * Kaldenkirchen/Venlo (Tables 472/802)

Hourly (Eurobahn) service Hamm-Düsseldorf-Venlo. Also other regular services (NS) Venlo-Rotterdam-Den Haag and (Veolia) Nijmegen-Venlo-Roermond. There used to be through trains from Köln to Den Haag, and it would be useful either to join these services, or extend Den Haag service to Köln as new fast link.

C * (Oberhausen-) Emmerich/Zevenaar (-Arnhem) (Tables 28/802)

No local cross-border service. 2-hourly express (NS/DB) service Frankfurt-Amsterdam, non-stop between Oberhausen and Arnhem. Also hourly (DB) service Koblenz-Köln-Emmerich and hourly (Syntus) service Arnhem-Zevenaar-Winterswijk. Essential to extend German regional express from Koblenz to Arnhem. From December 2005 to May 2006, a service ran from Arnhem to Emmerich but lacked publicity and good connections, and the very short trial period meant that few passengers were carried.

A * Gronau/Enschede (Tables 480/492/803)

Hourly (PEG, DB from December 2010) services Dortmund-Enschede and Münster-Enschede; two half-hourly (NS) services Schiphol-Enschede and Zwolle-Enschede. A planned passing loop at Glanerbrug would improve connections at Enschede. Dortmund-Zwolle and Münster-Schiphol would be ideal new services.

B * Bad Bentheim/Oldenzaal (-Hengelo) (Tables 22/498/810)

Mainly 2-hourly (NS/DB) express service Berlin-Schiphol, non-stop between Bad Bentheim and Hengelo. Also hourly (Westfalenbahn) local service Herford or Bielefeld-Bad Bentheim, and half-hourly (Syntus) service Zutphen-Oldenzaal. A 3-year pilot project with regional trains (Syntus)

Hengelo-Bad Bentheim will start December 2010; later ideally there would be a through service at least from Hengelo to Rheine.

A * (Leer-) Weener/Nieuweschans (Table 495)

Hourly (Arriva) service Groningen-Nieuweschans, continuing 2-hourly to Leer.

Germany/Poland

A * Ahlbeck Grenze/Świnoujście Centrum (Tables 845/1010)

Line reopened September 2008, and hourly (Usedomer Bäderbahn) service (Stralsund-) Züssow-Ahlbeck Grenze extended to the Polish port of Świnoujście; may be extended south to the airport. A ferry connects the two parts of the port, and separate PKP services run to Szczecin and beyond.



Ahlbeck Grenze/Świnoujście

A * (Pasewalk-) Grambow/Szczecin Gumieńce (Table 836)

2-hourly (DB) service Lübeck-Szczecin Główny.

B * (Angermünde-) Tantow/Szczecin Gumieńce (Table 845)

Partly 2-hourly (DB) service mainly Angermünde-Szczecin Główny, (one daily express service Amsterdam-Berlin-Szczecin Główny). Service should be regular 2-hourly with better connections.

A * Küstrin-Kietz/Kostrzyn (Table 832)

Hourly (NEB) service Berlin Lichtenberg-Kostrzyn. The NEB is campaigning for extension to Gorzów and ultimately a through service Berlin-Gdańsk. Also infrequent (PKP) domestic services on five routes from Kostrzyn.

C * (Frankfurt an der Oder -) Oderbrücke/Śluby (-Rzepin) (Table 1001)

3 daily (PKP) local services Frankfurt an der Oder-Rzepin. Also 3 express (DB) trains Berlin-Warszawa, non-stop between Frankfurt an der Oder and Rzepin, with supplementary fares; also 2 trains Berlin-Russian cities (not daily nor for local travel). Also two hourly services (DB) Frankfurt an der Oder-Berlin-Magdeburg/Brandenburg. A 2-hourly service Berlin-Warszawa, calling Frankfurt an der Oder and Rzepin seems essential, to provide better inter-city links on this busy route.

D * Guben/Gubin

PKP service Guben-Gubin-Krosno Odrzańskie-Czerwieńsk, withdrawn 2002, should be restored.

C * (Cottbus-) Forst/Zasieki (-Żary) (Table 1086)

2 daily express trains (Hamburg or Berlin-Kraków, non-stop Forst-Żary; 2 daily (PKP) local trains Forst-Żary-Żagań. Suggest 3 daytime 4-hourly express services Berlin-Katowice/Kraków plus existing night train on this popular, though slow, tourist route.

C * Görlitz/Zgorzelec (Table 1085)

3 daily (DB) limited stop services Dresden-Wrocław reinstated are only cross-border services. 6 other infrequent daily (PKP) trains run Zgorzelec-Węgliniec. Hourly bus service runs Görlitz-Zgorzelec. Also (DB) hourly service Cottbus-Görlitz-Zittau and 2-hourly service Dresden-Görlitz. Suggest Dresden-Wrocław service be improved to 2-hourly, either local or express in Poland.

Germany/Switzerland**A * Konstanz/Kreuzlingen (Table 535)**

Hourly express (SBB) service Konstanz-Kreuzlingen-Zürich-Biel, and hourly local (SBB) service Konstanz-Kreuzlingen-Weinfelden. Other domestic services at both points.

D * Singen/Etzwilen (-Stein am Rhein) (see Table 940)

Line closed, but a section partly reopened by enthusiasts' group VES. Suggest assist, and also introduce service to reduce tourist traffic congestion in Stein am Rhein (from Germany mostly), by extending 2-hourly local (DB) Stuttgart-Singen service initially, to Stein am Rhein.

A * (Singen-) Bietingen/Thayngen (-Schaffhausen) (Tables 939, 940)

Half hourly local (SBB) service Singen-Schaffhausen. Also hourly (DB) service Singen-Schaffhausen-Waldshut-Basel (crossing border three times), and 2-hourly express (DB) service Stuttgart-Zürich, both non-stop Singen to Schaffhausen.

A * (Schaffhausen-) Trasadingen/Erzingen (-Waldshut-) Grenzach/Basel Bad (Table 939)

Hourly local (DB) service Singen-Schaffhausen-Erzingen, crossing border twice; hourly local (DB) service Lauchringen-Waldshut-Basel Badischer Bf, crossing border twice; hourly limited stop (DB) service Singen-Schaffhausen-Erzingen-Waldshut-Basel Badischer Bf, crossing border three times (see previous entry above), not serving Trasadingen or Grenzach.

A * Waldshut/Koblentz(CH)

All SBB services: Hourly Waldshut-Koblentz(CH)-Bulach-Winterthur; hourly Waldshut-Koblentz(CH)-Baden(CH), connecting at Koblentz(CH) with hourly Bad Zurzach-Baden(CH).

A * Lörrach-Stetten/Riehen (-Basel)

Half-hourly local (SBB) service Zell (Wiesental)-Basel Badischer Bf-Basel SBB.

A * (Freiburg im Breisgau-) Weil am Rhein/Basel Badischer Bf (Table 912)

Hourly local (DB) service runs Offenburg-Basel Badischer Bf. Also 3 express trains in every 2 hours from Berlin/Köln to Basel SBB (-Zürich/Interlaken), non-stop Freiburg-Basel Badischer Bf. Also a new tram route from Basel to Weil am Rhein is planned for completion by 2012, and new bus services Rheinfelden (CH)-Rheinfelden (DE), and Basel-Grenach commenced in 2008.

GREECE

The railways of Greece link with those of Bulgaria within EU, and Macedonia and Turkey outside.

HUNGARY

The railways of Hungary link with those of Austria, Romania, Slovakia, Slovenia, within EU, and with Croatia, Serbia and Ukraine outside EU. Links with Croatia and Serbia are covered here where relevant, because of onward links to other EU states.

Hungary/Croatia**C * (Villány-) Magyarbóly/Beli Manastir (-Osijek) (Table 1345)**

2 daily (MÁV) trains Pécs-Magyarbóly-Beli Manastir, 1 daily train Budapest-Osijek-Sarajevo. Also 10 local (MÁV) trains Villány-Magyarbóly; 10 local (HŽ) trains Beli Manastir-Osijek. Suggest at least useful 4-hourly Pécs-Osijek local service by joining up some of these services.

C * Gyekenyes/Koprivnica (Table 1340)

3 daily express trains, Budapest or Praha-Zagreb or Venezia. Other (MÁV) trains serve Gyékényes on 3 routes. Also 6 other local (HŽ) or express trains run (Osijek-) Koprivnica-Zagreb. Suggest 4-hourly cross-border local service, and 4-hourly express service Budapest-Zagreb (or beyond).

C * (Nagykanizsa-) Murakeresztur/Kotoriba (-Cakovec-Varaždin) (Table 1335)

3 local (HŽ) trains cross border, (2 run on to Varaždin), and 1 daily express Budapest-Zagreb. 12 (MÁV) trains run Nagykanizsa (or beyond) to Murakeresztur, and Gyékényes. 12 other local (HŽ) trains run Kotoriba-Varaždin or Zagreb. Suggest 2-hourly local service Nagykanizsa-Varaždin.

Hungary/Romania**C * (Mátészalka-) Tiborszállás/Carei (Tables 12761277)**

2 daily (MÁV) trains Mátészalka-Carei (was 3 in 2007). Suggest improve to at least 4-hourly, possibly by extending some of the 2-hourly Nyíregyháza-Mátészalka service to Carei.

C * (Debrecen-) Nyírábrány/Valea lui Mihai (Tables 1277/1618)

3 daily local trains Debrecen-Valea lui Mihai, (1 to Oradea, 1 to Satu Mare/Baia Mare). Also 5 daily (MÁV) trains Debrecen-Nyírábrány, which provide 2-hourly joint service. Suggest extend these to Valea lui Mihai. Also 7/8 daily (CFR) trains run Valea lui Mihai-Oradea or -Satu Mare.

C * (Püspökladány-) Biharkeresztes/Episcopia Bihor (-Oradea) (Table 1275)

1 daily local (MÁV) train Püspökladány-Oradea, and 4 daily express trains Budapest-Oradea-Cluj Napoca, (almost 4-hourly), 2 continue to Braşov. 4 local (MÁV) trains also run Püspökladány-Biharkeresztes, and 7 (CFR) trains run Episcopia Bihor-Oradea. Suggest regular 4-hourly interval Budapest-Oradea-Cluj Napoca, and join local trains to run 2-hourly Puspokladany-Oradea service.

B * (Békéscsaba-) Lőkösháza/Curtici (-Arad) (Table 1280)

1 local daily train Békéscsaba-Arad, and 8 daily express trains (mostly 2-hourly) Budapest-Arad/Timişoara, (some from Praha, Wien/München, Venezia, Kraków, to Bucureşti. 4 local (MÁV) trains run Békéscsaba-Lőkösháza, and 7 (CFR) trains run Curtici-Arad. Suggest join up to provide 2-hourly local service throughout, as well as 2-hourly express service.

Hungary/Serbia**C * (Szeged-) Roske/Horgoš (-Subotica) (Table 1377)**

Modern direct road connections, but only 1 daily (MÁV) train Szeged-Subotica, and 1 Szeged-Horgoš. Hourly Budapest-Szeged (MÁV) service, and 12 local (ZS) trains serve Subotica.

C * (Kiskunhalas-) Kelebia/Subotica (Tables 1295, 1360)

Only 3 daily express trains (Wien/Praha-) Budapest-Beograd cross border. Combined 2-hourly (MÁV) service Budapest/Kobanya-Kelebia; also 12 local (ZS) trains serve Subotica.

Hungary/Slovakia**D * (Hegyeshalom-) Rajka/Bratislava Petržalka (Table 1252)**

Cross-border service withdrawn 2009, except 1 daily (summer only) train Bucureşti-Budapest-Bratislava-Praha (Amicus). 4 daily (MÁV) trains Hegyeshalom-Rajka (1 from Budapest). Suggest restore service to run 2-hourly Hegyeshalom (or Moson-Magyaróvár) to Bratislava Petržalka.

D * Komárom/Komárno (Tables 1171/1250)

One city with a Hungarian and a Slovakian part, but the connecting line closed for passengers in 2008. Limited cross-border bus service, Monday to Saturday. Hourly (MÁV) services Budapest-Komárom-Győr, also local (MÁV) trains Székesfehérvár-Kisbér-Komárom, local (ZSSK) trains Komárno-Dunajská Streda-Bratislava, hourly local (ZSSK) services Komárno-Nové Zámky (-Galanta-Zvolen). Suggest reopen line for passenger trains, and introduce MÁV service from Székesfehérvár to Komárno and ZSSK trains from Komárom to Dunajská Streda or Nové Zámky.

C * (Vac-) Szob/Štúrovo (-Nové Zámky) (Table 1175)

3 daily local (MÁV) trains Budapest-Štúrovo, and 5 daily express trains Budapest-Bratislava (-Berlin-Hamburg) not calling at Szob. Hourly local (MÁV) service Budapest-Szob (half hourly in peak periods); suggest extend hourly to Sturovo, from where 20 local (ZSSK) trains run to Nové Zámky or Levice.

D * (Vel'ký Krtíš-) Busince/Nógrádszakál and Ipolytarnóc/Kalonda (-Lučenec)

Until the late 1980s, the (ČSD) trains ran Vel'ký Krtíš-Lučenec, crossing the border twice without stopping at the Hungarian stations. The cross-border sections of line are now freight-only, but 10 daily (MÁV) services run Balassagyarmat-Nógrádszakál-Ipolytarnóc. 10 daily (ZSSK) trains Fil'akovo-Lučenec-Zvolen. Suggest reopening lines with trains calling also at Hungarian stations Nógrádszakál, Ráróspuszta, Litke and Ipolytarnóc.

C * (Salgótarján-) Somoskőújfalu/Fil'akovo (-Lučenec) (Tables 1189/1190/1262)

3 daily (ZSSK) trains cross border. Hourly daily (MÁV) service Hatvan-Somoskőújfalu; also 12 daily (ZSSK) trains Fil'akovo-Lučenec-Zvolen, and 10 Fil'akovo-Jesenske (or beyond). Suggest extend either MÁV or ZSSK service, ideally 2-hourly.

C * (Putnok-) Bánréve/Lenartovce (-Tornaľa)

1 daily (ZSSK) train from Hungary, 2 return (4 minute journey). Hourly (MÁV) service Miskolc-Banreve, and 7 (ZSSK) trains run Jesenske (or beyond)-Lenartovce-Tornaľa (or beyond). Suggest reinstate connection with services at Lenartovce, at least 4-hourly.

C * (Miskolc-) Hidasnémeti/Čaña (-Košice) (Table 1265)

Only 2 express (MÁV) trains Budapest-Miskolc-Košice now cross border (was 4 in 2007), and do not serve any local stations in Slovakia; 2-hourly daily local (MÁV) service Füzesabony-Miskolc-Hidasnémeti; also 2 local (ZSSK) daily trains Čaña-Košice. Suggest run compromise 2-hourly Budapest-Miskolc-Košice limited stop service, calling all stations Hidasnémeti to Košice.

D * Sátoraljaújhely/Slovenské Nové Mesto (Tables 1195/1261)

Only one daily pair of trains (Budapest-Slovenské Nové Mesto) crossed the border before withdrawal from 2008. Hourly (MÁV) service (2-hourly Budapest-) Szerencs-Sátoraljaújhely. 10 daily (ZSSK) trains Čierna nad Tisou-Slovenské Nové Mesto-Košice with intervals of 1-3 hours. Suggest all MÁV trains, or at a 2-hourly intervals, are extended to Slovenské Nové Mesto.

Hungary/Slovenia***B * (Zalaegerszeg-Őriszentpéter-) Bajánsenye/Hodoš (-Murska Sobota) (Table 1313)***

This line was substantially rebuilt throughout, with EU funding before Hungary and Slovenia joined the EU. 9 daily local (MÁV) trains Zalaegerszeg-Hodoš and 1 daily express (Budapest-Ljubljana) cross the border. 6 other local and express (SZ) trains run Hodoš-Murska Sobota or beyond. Initially there were reports of considerable delays for operational or security reasons at the frontier. The line was rebuilt to develop tourist area as well as for freight, and we suggest most services run at least Zalaegerszeg-Murska Sobota and possibly to Ljubljana, to justify investment.

IRELAND

The railways of Ireland link with those of Northern Ireland (UK). Only one link exists today. Others were closed long ago. These were in areas of low-density population.

B * Dundalk/Newry (Table 230)

8 daily (IE/NIR) Dublin-Dundalk-Newry-Belfast. We suggest consideration of an hourly service Dublin-Belfast, which are both major cities. The fares for the service are generally two to three times those of the hourly express coach service which competes with almost similar journey times.

*** Dublin-Monaghan-Omagh-Londonderry (Table 234)**

*** Dublin-Cavan-Enniskillen-Donegal (Table 234a)**

*** Londonderry-Donegal-Sligo-Claremorris-Galway (-Limerick-Cork) (Table 235)**

These bus routes (Bus Eireann) provide links across border areas, formerly served by railway lines, closed 40 years or more, about every 2 hours (4 daily on Londonderry-Galway service). However bus/train interchange at Sligo, Claremorris, and Londonderry, in particular, could be much improved to encourage more journeys by public transport.

ITALY

The railways of Italy link with those of Austria, France, Slovenia and Switzerland.

Italy/Slovenia

C * (Trieste area-) Villa Opicina/Sežana (Tables 1302/1305) (A "TEN" route)

1 remaining nightly express trains Venezia-Budapest (avoiding Trieste) is only cross-border train. A funicular tram runs Trieste (Piazza Oberdan)-Villa Opicina, but there is a gap of 2km between the tram terminal and the train station. Hourly (Trenitalia) service Trieste-Venezia; 13 daily (SŽ) trains Sežana-Divaca (-Ljubljana), and 5 daily trains Sežana-Nova Gorica (-Jesenice). We suggest 2-hourly Ljubljana-Venezia, with better bus/tram connections for Trieste at Villa Opicina. From this station there is an hourly connection by city bus to Trieste, but it is not possible to buy a bus ticket.

D * Gorizia Centrale/Nova Gorica (Tables 606/1302)

A short freight-only line crosses border. 18 daily (Trenitalia) trains run (2-hourly from Venezia-) Udine-Gorizia Centrale-Trieste; 8 (SZ) daily trains Jesenice-Nova Gorica, and 6 daily (SZ) trains Nova Gorica-Sežana (some run through). Suggest extend all SZ trains to Gorizia Centrale to connect there with Trenitalia services, providing useful journey opportunities for local people and tourists, and a second Italy-Slovenia rail link.

Italy/Switzerland

B * (Domodossola-) Iselle di Trasquera/Brig (Table 590)

4 daily local (SBB) trains (early morning) Domodossola-Iselle-Brig, 4 return (1 early morning, 2 evening peak, 1 late night); also buses Domodossola-Iselle every 90 mins, connecting at Iselle with auto-trains Iselle-Brig Autoquai, 8 minute walk from Brig station. 7 daily express services Milano-Brig, then 4 to Geneva, 3 to Basel, not calling at Iselle, but there were 9 express services in 2007, and there are now gaps up to 5 hours. A 2-hourly express service is needed to enhance quality of this cross-border service for most passengers, or 2-hourly direct local train service without buses.

A * (Domodossola-Re-) Ribellasca/Camedo (-Locarno) (Table 528)

10 daily irregular express (FART) service Domodossola-Locarno), with request stops. Also 4 local daily trains Domodossola-Re, and mostly hourly local service Camedo-Locarno.

A * (Luino-) Pino Tronzano/Ranzo-San Abbondio (-Cadenazzo) (Table 592)

Mostly 2-hourly local (Trenitalia) service Luino-Cadenazzo-Ranzo; Also hourly bus service Cadenazzo-Ranzo complements this. However no evening trains or buses run.

A * Como san Giovanni/Chiasso (Table 550)

2-hourly daily express service Milano-Como-Chiasso-Zürich, and hourly daily local (SBB) service Como-Chiasso-Bellinzona. Also hourly daily (Trenitalia) local service runs Milano-Como.

D * Varese/Mendrisio

The FMV (Ferrovia-Mendrisio-Varese) project is part of the regional railway plan for the canton of Ticino (CH) and Lombardy region (IT) to link Varese in Italy with Mendrisio in Switzerland, on the Lugano-Chiasso line, and provide direct services from Lugano via Varese to Milan Malpensa Airport, as well as other useful Italy-Switzerland connections, with completion in 2013.

A * Tirano/Campocologne (Table 547)

Mostly hourly local (RhB) service Tirano-St Moritz, augmented by seasonal express trains. Also 2-hourly local (Trenitalia) Milano-Tirano service.

LUXEMBOURG

The railways of Luxembourg link with those of France, Belgium and Germany.

NETHERLANDS

The railways of the Netherlands link with those of Belgium and Germany.

POLAND

The railways of Poland link with those of Slovakia, the Czech Republic, Germany and Lithuania within the EU, and with Belarus, and Russia (Kaliningrad) outside the EU.

Poland/Slovakia**C * Zwardoń/Skalité-Serafínov (-Čadca)(Table 1077)**

4 daily local trains, Katowice-Zwardon-Skalite-Čadca-Žilina; also 7 local (PKP) trains Katowice-Zwardoń, and 6 local (ZSSK) trains Skalite-Čadca (2 continuing to Žilina). Suggest at least 2-hourly direct local service Katowice-Žilina in this heavily populated industrial region.

D * Muszyna/Plaveč (-Lipany) (Table 1078)

Line now closed except for only 1 nightly summer only train, Kraków-Košice-Budapest-Bucharest. 5 daily trains run Nowy Sącz (or from beyond)-Muzyna-Krynica, with extra seasonal trains. Also 5 daily (ZSSK) trains run Plaveč-Lipany or beyond, and 9 daily (ZSSK) trains Plaveč-Stará Ľubovňa or beyond. Suggest restoration of service in this tourist region, with at least 4-hourly connecting service Muzyna-Plaveč-Lipany or Muzyna-Plaveč-Stará Ľubovňa, the largest regional town.

C * (Zagórz-) Lupkow-Medzilaborce (Table 1079)

There are only 2 cross-border (ZSSK) trains, summer weekends only, Lupkow-Medzilaborce, and only a summer weekend service Zagórz-Lupkow. 10 daily (ZSSK) trains Medzilaborce-Humenné or beyond. As this is a remote region, we make no recommendation for enhanced services.

PORTUGAL

The railways of Portugal link with those of Spain.

C * *Valença do Minho/Tui Frontera (-Vigo) (Table 696)*

2 daily local (CP) trains Porto-Vigo are the only cross-border trains, even though CP and RENFE planned a high speed line Porto-Vigo, now postponed. Also 8 (CP) trains run Valença-Viana do Castelo-Porto. We suggest a 2-hourly service Porto-Vigo.

C * *(Guarda-) Vilar Formoso/Fuentes de Onoro (-Salamanca) (Table 692)*

1 nightly express train Lisboa-Irún is only cross-border train. Also 6 local (CP) trains Guarda-Vilar Formoso. CP and RENFE planned a high speed line Porto-Madrid, now cancelled. We suggest scheme be revived, or a compromise 4-hourly Porto-Pampilhosa-Salamanca (-Madrid) service.

C * *Marvão Beirã/Valencia de Alcántara (-Cáceres) (Table 677)*

1 nightly express train Lisboa-Madrid is the only cross-border train. Also 2 local (CP) trains Marvão Beirã-Torre das Vargens (connections to Lisboa); admittedly low population levels near border. CP and RENFE are building a high speed line and improving other lines to provide a fast Lisboa-Madrid service, which we welcome.



Spain, Portugal (Vigo area)

D * Elvas/Badajoz (Table 677)

Line now closed. 2 daily (CP) trains Entroncamento-Elvas. Also 1 express and 1 local (RENFE) train Badajoz-Madrid, and 4 local trains Badajoz-Merida (one beyond). The planned new lines (see above) should not delay needed cross-border improvements. Suggest 4-hourly service by one of the operators.

D * Vila Real de Santo António-Guadiana/Ayamonte (-Huelva) (Table 676)

No cross-border railway. Ferry links the two stations every 40 minutes. Mostly 2-hourly (CP) service Faro-Vila Real. Ayamonte-Huelva line closed. Mostly hourly bus services Ayamonte-Huelva, some to Sevilla. We suggest this line is re-opened, and good connections across river established, with 2-hourly services in this tourist area.

ROMANIA

The railways of Romania link with those of Bulgaria and Hungary within the EU, and with Moldova and Ukraine outside the EU.

SLOVAKIA

The railways of Slovakia link with those of Austria, Czech Republic, Hungary and Poland within the EU, and with Ukraine outside the EU.

SLOVENIA

The railways of Slovenia link with those of Austria, Hungary and Italy within the EU, and with Croatia outside the EU.

Slovenia/Croatia***C * (Divača-) Rakitovec/Buzet (-Pula) (Table 1303)***

2 daily trains cross the border, 1 Divača (from Maribor in summer)-Pula, 1 Divača-Buzet. Also 4 daily (HŽ) trains Buzet-Pula. Ideally a more frequent service should be provided in summer months to serve this popular coastal tourist area.

C * (Pivka-) Ilirska Bistrica/Sapjane (-Rijeka) (Table 1305)

1 daily local (SZ) train Pivka-Sapjane, 1 daily express train Ljubljana-Rijeka; also 1 daily summer-only express train Wien-Ljubljana-Rijeka. Also 3 daily local (HŽ) trains run Sapjane-Rijeka.

B * (Krško-) Dobova/Sutla (-Savski Marov-Zagreb) (Table 1300)

8 daily express trains Ljubljana-Zagreb, (some from München, Villach or Praha; some continue to Beograd). Also hourly local daily (SŽ) service Ljubljana-Dobova; mainly hourly local (HŽ) service Sutla-Zagreb. No trains stop at both Dobova and Sutla, but 9 trains serve both Dobova and Savski Marov. It would be logical to extend HŽ local service to Dobova, or to join up both hourly services.

C * (Ormož-) Obrež/Sredisce (-Čakovec) (Table 1313)

2 daily local trains Ormož-Čakovec. Poor service.

Croatia/Serbia

This single border crossing below is included here, because it lies on the route between several EU member states including Slovenia, and the two member states of Bulgaria, and Greece.

C * (Vinkovci-) Tovarnik/Šid (Beograd) (Table 1320)

3 daily local trains, (Zagreb-) Vinkovci-Šid (1 continues to Beograd), and 4 daily express trains Zagreb-Beograd, with portions variously from Venezia, Zürich, München, Villach, Ljubljana.

SPAIN

The railways of Spain link with those of France and Portugal.

SWEDEN

The railways of Sweden link with those of Denmark within the EU, and with Norway outside the EU, and by bus with Finland. Links with Norway are included here.

Sweden/Norway

C * Ed/Kornsjø (-Halden) (Table 770)

3 daily express trains (2 daily at weekends) Göteborg-Oslo (formerly Malmö-Oslo), not calling at Kornsjø (no apparent passenger service). We believe the service between these major cities should be much better. Also mostly 2-hourly local (NSB) service Halden-Oslo). We suggest at least a 4-hourly daily service (4 daily trains), and ideally 2-hourly between these major cities. Also a popular bus service from Halden to Strömstad, terminus of a further rail line from Göteborg, was reinstated in 2007, providing 8 return trips a day.

C * Charlottenburg/Skotterud (Table 750)

4 daily trains Karlstad (only 2 from Stockholm)-Oslo. Also 6 daily local (SJ) trains Karlstad-Charlottenburg, and 4 other trains Stockholm-Karlstad. We believe the service between these 2 capital cities should be much better, ideally with a faster 2-hourly service, or at least with more direct linked up services.

B * Storlien/Koppera (Table 760)

2 daily (Veolia) trains Östersund-Trondheim. We are informed that EC are funding extension of these to Ånge and on to Sundsvall on east coast. Also 1 nightly (SJ) train Malmö/Göteborg-Stockholm-Storlien. Although very limited service, we accept it is probably adequate for this region.

B * (Narvik-) Riksgränsen/Bjornfjell (-Kiruna) (Table 759)

3 daily (Veolia) trains: 1 Luleå-Narvik, 1 Stockholm-Narvik. 1 Kiruna-Narvik.

UNITED KINGDOM

The railways of the United Kingdom link with those of France and Ireland.

CROSS BORDER FARES

Cross-Border services are sometimes hampered by fare problems. Also the continued existence of a "frontier tax" is also cited as one of the reasons why cross-border rail fares are so high for short journeys in particular, and are therefore a strong disincentive for journeys by rail instead of by road.

An example which demonstrates the problem is the border of Luxembourg. If the domestic fare scales were applied to cross-border journeys, CFL (Chemins de Fer Luxembourgeois) would suffer a major loss of revenue from passenger traffic. Half of this revenue is from border transit journeys, and it is estimated that the application of the domestic fare scales would lead to a reduction in total passenger receipts of 35-40%. However discussions are currently taking place between consumer groups, the railways, and the Transport Ministry to address the issue.

For cross-border traffic from Luxembourg to France via Rodange, the railways apply the higher international fare scale, but the buses apply the domestic fare scale. Rail Pass tickets are subsidised by the Belgian government and consequently they are not sold in Luxembourg, and are only valid from the border station, not the border point. Brussels-Luxembourg Inter City trains are counted as domestic trains within Belgium, and the fares are specified by the Government, but within Luxembourg they are counted as international trains and so must pay their full costs within the country.

Until a short time ago, commuter tickets were also valid on express trains using the cross-border route to Thionville in France. However since the introduction of French TGV high-speed trains on the route, they are no longer accepted. The cross-border service to Audun-la-Tiche in France is a CFL franchise, operated into France, and treated as a Luxembourg domestic service, as is that to Volmerange-les-Mines in France.

In some areas of Europe a more positive attitude has been adopted to assist passengers, and the cross-border co-operation produces what is known as a EUREGIO. Cross-border train and bus services are jointly planned and marketed by adjoining countries as a regional entity. A very good example is the Maas-Rhine region, where the train and bus services of Belgium, Germany and the Netherlands, in an area covering Liège, Maastricht and Aachen, are closely co-ordinated. Future plans include a common electronic ticketing facility and multi-lingual call centre.

These are ideas which can surely be copied in many other cross-border regions, so that fares, ticketing, and different national fares policies do not remain a further hindrance to developing better cross-border journeys by public transport, especially by rail.

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The European Passengers' Federation is an international non-profit association constituted under Belgian law.

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For more information about EPF and its 32 member organisations visit the website: www.epf.eu

NOTE: We have made every effort to provide up-to-date information in this list, but cannot be held responsible for any errors or out-of-date information.

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