POSSIBLE EUROPEAN INTERNATIONAL EUROCITY TRAINS NETWORK

A DISCUSSION PAPER
produced for the European Passengers' Federation
by Ian MacDonald and Michael Bienick

PROPOSED EUROPEAN INTERNATIONAL EURO-CITY TRAIN SERVICES NETWORK: BEYOND 2015 (Revision of 2012 paper)

Across Europe many countries are developing their railway networks to provide much improved "Inter City" services on longer distance national journeys, serving only the most important towns, and junctions where optimal connections with other train services can be accessed. Where these services cross international boundaries, they usually become constituent parts of a growing network of "Euro City" (EC) services, providing coaches which are more modern, in which passengers can expect certain minimum standards of comfort and convenience to apply, in both first and second class. Increasingly these form networks of regular-interval services where departure times, stopping patterns, and journey times are consistent, and consequently easy for passengers to memorise, and attractive for those who value regularity and frequency.

One of the core membership objectives when countries join the European Union is a commitment to promote improved transport links between neighbouring member states. Some have been slow to invest in their railway systems, or to promote cross-border rail services, while financing construction of new highway links at far greater average cost per kilometre. Simultaneously, budget airlines have built up new international air services, unconstrained by surface transport limitations or political boundaries. However as the threats from climate change advance, the environmental damage from increased aviation and road transport cannot continue to be trivialised.

Therefore a much expanded network of international Euro City express train services is essential, both to stimulate greater transport availability and flexibility across national borders, and also to lessen the damaging impacts of competing

modes of transport such as air and road transport. Economic recession must not be used as an excuse for reducing the importance of investment in railway based alternative travel; and the recession will not last indefinitely. Railway route infrastructure is slow to be built; economic swings cannot sensibly determine whether investment should take place in any given period, when the threat of global warming will not wait.

Germany, Austria, and Switzerland host the best domestic IC and international EC services, and 2-hourly regular services are the most common. We therefore propose a cross-Europe network of EC train services, wherever there is evidence to us that a regular service is justified, running at least 4-hourly.

Most of these would ideally be 2-hourly where large cities are served, or hourly where heavy passenger traffic flows are already in evidence. We have excluded reference to night services, or daytime services operating twice a day or less, and where no improvement is considered justified at present.

No reference is made to other national IC services on routes shared with proposed EC services, unless relevant to do so. Notes are added where an explanation is helpful. Where it is obvious which present services are proposed for improvement, no additional note is made. We also recommend abolition of fare supplements which cause many passengers to use slower trains, and certain compulsory reservations which discourage or prevent instant journey opportunities. Many would accept the risk of standing if not booked in advance, rather than not travelling. Formalities at EU internal frontiers should be abolished, or carried out on the trains. The excessive security checks boarding UK Eurostar trains are hard to justify, inconvenient, and frustrate economic extension of present UK services across Europe, when frequent through services beyond Paris and Bruxelles are now needed.

Explanation of service proposals

The services shown in the proposals generally link two or more neighbouring EU member states. The following countries are excluded from the proposals at present because they fall into one or more of the following categories:

(a) Island states and no railways (Cyprus, Malta);

(b) No (or minor) railway connections with EU member neighbours (Finland);

(c) Insufficiently developed railway network (Greece);

(d) Different track gauge;

(e) Insufficient demand for such services at present:

Bulgaria, Estonia, Finland, Latvia, Lithuania all fall into these categories.

Spain and Portugal are now included since the 2014 start of planned high speed (standard gauge) links with France, although Spain-Portugal proposed lines have been shelved. Non-EU states included are Norway and Switzerland as they are already closely integrated with their neighbours for most practical purposes.

We are aware that many of the services proposed will need both electric and diesel locomotive haulage to accomplish the overall journey, that multi-voltage electric locomotives or multiple units (or locomotive changes) will be needed for many services, and that high speed TGV, AGV, and ICE train-sets will not be available nor justifiable for many of the services proposed. These trains should continue to be used where operators can secure maximum time-savings or modal competitive advantage.

The proposed service interval is shown in the first column, followed by the service terminals in bold type, then the calling points. Where an existing station call is omitted by the proposed replacement EC service, demand should be met

European Passengers' Federation
Fédération Européenne des Voyageurs

EPF

Europäischer Fahrgastverband
Europese Reizigersfederatie

adequately by other stopping services. Services shown in single parenthesis with no line spacing, are grouped, because they share a common routeing pattern, and form joint services.
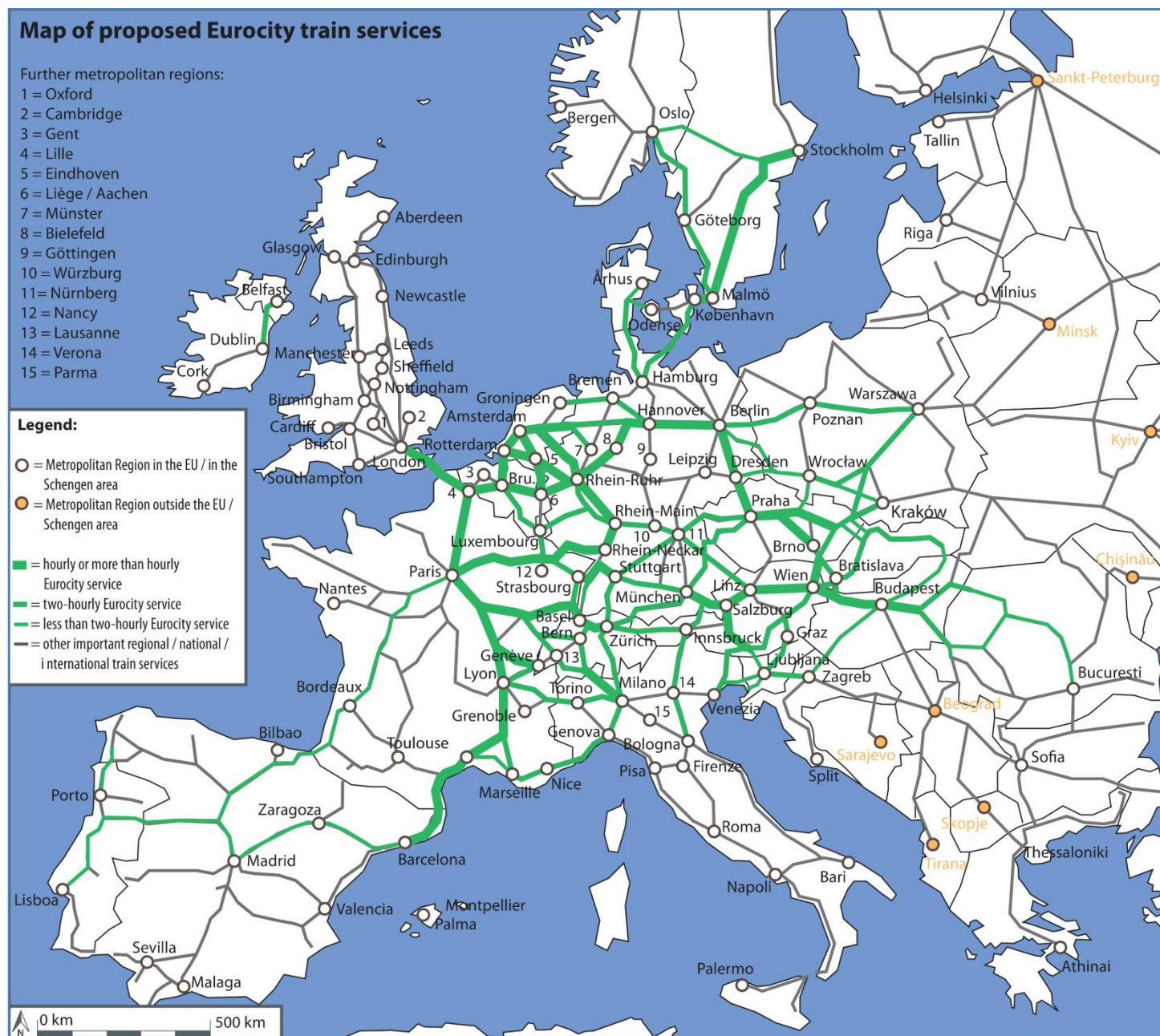
In setting out the services it is difficult to select a particular sequence, because they have different route lengths, and may serve more than two countries. However an attempt has been made, in the following vague sequence for services starting in Ireland, the UK, France, Switzerland, Italy; then Netherlands, eastwards to Germany, Denmark, Sweden, Poland, Czech Republic, Austria, Hungary, but it will be seen that this is not at all absolute. In each city the principal or logical station served is not defined where it is obvious for the route being described, unless there is a need to eliminate possible confusion. Where significant or surprisingly generous service enhancements are advocated, this is because there is a perceived essential need, current potential demand is stifled, or because air competition is excessive.

We hope readers will find the (revised) proposals interesting and thought-provoking, and that relevant European politicians, transport officials and railway operators will act to develop the proposed services in the way we have suggested, or with similar variations, likely to stimulate international long-distance rail travel as an alternative to the other less sustainable modes. The current economic situation (late 2014) must not delay planning major future rail service improvements, when airlines are only too pleased to fill any gaps in service provision when a demand becomes apparent.

MAP OF PROPOSED EUROPEAN INTERNATIONAL EURO-CITY TRAIN SERVICES (2014)

Map of proposed Eurocity train services

Further metropolitan regions:
1 = Oxford
2 = Cambridge
3 = Gent
4 = Lille
5 = Eindhoven
6 = Liège / Aachen
7 = Münster
8 = Bielefeld
9 = Göttingen
10 = Würzburg
11= Nürnberg
12 = Nancy
13 = Lausanne
14 = Verona
15 = Parma

Legend:

◯ = Metropolitan Region in the EU / in the Schengen area

🟠 = Metropolitan Region outside the EU / Schengen area

🟩 = hourly or more than hourly Eurocity service

— = two-hourly Eurocity service

— = less than two-hourly Eurocity service

— = other important regional / national / i international train services

0 km   500 km

European Passengers' Federation
Fédération Européenne des Voyageurs

EPF

Europäischer Fahrgastverband
Europese Reizigersfederatie

PROPOSED EUROPEAN INTERNATIONAL EURO-CITY TRAIN SERVICES (2014)

Every X hours	Service terminals and calling points (City station served is the relevant logical one for the route concerned, unless otherwise indicated; e.g Central(e), Hauptbahnhof, Hlavni nadrzi Nadrazi, Glowny, etc)	notes
2	**Dublin Connolly – Belfast Central**, via Drogheda, Dundalk, Newry, Portadown	
1)	**London – Paris**, via Ashford and Calais, or Ebbsfleet only (alternate hours)	
1)	**London – Paris**, non-stop	
4	**London – Lyon Perrache**, via Ashford, Lille, Paris CDG, Marne-la-Vallee, Lyon Part-Dieu	Propose 4 daily services
1)	**London – Amsterdam**, via Ashford (or alternate hours Ebbsfleet), Lille, Bruxelles Midi, and Nord, Antwerp, Rotterdam, Schiphol	
1)	**London – Frankfurt am Main Hbf**, via Bruxelles Midi, and Nord, Liège, Aachen, Köln, Frankfurt Flughafen	London-Brussels 30 trains daily replace present 10
1)	**Paris – Amsterdam**, via Bruxelles Midi, and Nord, Antwerp, Rotterdam, Schiphol	
4	**Den Haag – Lyon Perrache**, via Den Haag HS, Rotterdam, Antwerp, Bruxelles Nord, and Midi, Paris CDG, Marne-la-Vallee, Lyon Part Dieu	
2)	**Paris – Berlin Ostbahnhof**, via Bruxelles Midi and Nord, Liège, Aachen, Köln, Wuppertal, Hagen, Hamm, Bielefeld, Hannover, Berlin Spandau and Hbf	
2)	**Paris – Essen**, via Bruxelles Midi and Nord, Liège, Aachen, Köln, Düsseldorf, Duisburg	

2)	Bonn – Berlin Ostbahnhof, via Köln, Wuppertal, Hagen, Hamm, Bielefeld, Hannover, Berlin Spandau and Hbf	This service included for full route picture. All these also replace present Paris-Köln and Köln-Berlin, via Hamm, services
2	**Bruxelles Midi – Basel SBB**, via Central, Nord, B.Luxembourg, Arlon, Luxembourg, Thionville, Metz, Strasbourg, Selestat, Colmar, Mulhouse	
2	**Paris – Luxembourg**, via Metz, Thionville	Propose 8 trains replace present 5
1	**Paris Est – Frankfurt am Main Hbf**, via Forbach, Saarbrücken, Kaiserslautern, Mannheim	Also replaces other IC services Saarbrucken – Frankfurt or Heidelberg
2)	**Paris Est – Stuttgart**, via Strasbourg, Baden-Baden, Karlsruhe	
2)	**Paris Est – München**, via Strasbourg, Baden-Baden, Karlsruhe, Stuttgart, Ulm, Augsburg, München Pasing	Also replaces some Frankfurt-München IC services
2)	**Paris Est – Strasbourg**, extended 4-hourly to Colmar	
2)	**Paris Est – Strasbourg**, extended 4-hourly to Offenburg, Freiburg im Breisgau	
2)	**Paris Lyon – Bern**, via Dijon, Mouchard, Frasne, Pontarlier, Neuchatel	Not via Basel
2)	**Paris Lyon – Lausanne**, via Dijon, Mouchard, Frasne, Vallorbe	These two services provided by splitting/joining trains at Frasne

1	**Paris Lyon – Zürich**, via Dijon or Belfort (alternately), Mulhouse, Basel SBB	
1	**Paris – Genève**, via Bourg-en-Bresse, Bellegarde	
2	**Paris – Milano**, via Chambery, Modane, Bardonecchia, Oulx, Torino Porto Susa	First and last trains run Paris- Torino and Lyon Perrache – Milano; propose 5 daytime through services replace present 3
2)	**Paris – Barcelona**, via Valence TGV, Nimes, Montpellier, Narbonne, Perpignan, Figueres Vilafant, Girona	6 daily trains instead of currently planned 3/4
4)	**Genève – Barcelona**, via Bellegarde, Lyon Part Dieu, Valence TGV, Nimes, Montpellier, Beziers, Narbonne, Perpignan, Figueres Vilafant, Girona	
4)	**Genève – Marseille**, via Bellegarde, Lyon Part Dieu, Valence TGV, Avignon TGV, Aix-en-Provence TGV	Genève-Lyon: 8 daily trains replace present 3
4)	**Marseilles – Madrid**, via Avignon TGV, Nimes, Montpellier, Beziers, Narbonne, Perpignan, Figueres Vilafant, Girona, Barcelona	
4)	**Paris – Irun**, via Bordeaux, Bayonne, Biarritz, St.Jean de Luz, Hendaye	connecting to:
4)	**Irun – Madrid**, (Alvia dual gauge) via St.Sebastian/Donostia, Vitoria/Gasteiz, Miranda de Ebro, Burgos, Valladolid	2 daily Paris-Madrid, 1 Bordeaux-Madrid, 1 Paris-Burgos services, with change at Irun

4)	**Madrid – Lisboa S. Appolonia**, either Alvia dual gauge via Segovia, Medina del Campo, or broad gauge via Avila; then Salamanca, Ciudad Rodrigo, Fuentes d'Onoro, Vilar Formoso, Guarda, Coimbra, Lisboa Oriente	3 daily trains; no daytime trains currently
4	**Porto – Vigo**, (broad gauge) via Nine, Viana do Castelo, Valenca	4 daily trains replace 2
2)	**Genève – Milano**, via Lausanne, Montreux, Sion, Brig, Domodossola, Stresa, Arona, Gallarate	
2)	**Basel – Milano**, via Liestal, Olten, Bern, Thun, Spiez, Brig, Domodossola, Stresa, Arona, Gallarate	
2)	**Zürich – Milano**, via Zug, Arth-Goldau, Bellinzona, Lugano, Como	
2)	**Basel – Milano**, via Olten, Luzern, Arth-Goldau, Bellinzona, Como	
2)	**Marseilles – Milano**, via Toulon, Cannes, Nice, Menton/Monte Carlo, Ventimiglia, Bordighera, San Remo, Impria Porto Porto Maurizio, Alassio, Albenga, Finale Ligure Marina, Savona, Genova Piazza Principe, Tortona, Pavia	
2	**München – Bologna**, via Rosenheim, Kufstein, Worgl, Jenbach, Innsbruck, Brennero, Fortezza, Bressanone, Bolzano, Trento, Rovereto, Verona	Withdraw projections to Roma, Milano, Venezia, connected instead by IC/Eurostar FS services
2	**Venezia S. Lucia – Wien Hbf**, via Venezia Mestre, Treviso, Conegliano, Udine, Tarvisio, Villach, Klagenfurt, St. Veit an der Glan, Unzmarkt, Judenburg, Knittelfeld, Leoben, Bruck an der Mur, Wiener Neustadt, Wien Meidling	

European Passengers' Federation
Fédération Européenne des Voyageurs

EPF

Europäischer Fahrgastverband
Europese Reizigersfederatie

1)	**Liège – Amsterdam**, via Maastricht, Sittard, Roermond, Weert, Eindhoven, 's-Hertogenbosch, Utrecht, Amsterdam Amstel	
1)	**Aachen – Amsterdam**, via Herzogenrath, Sittard, then as Liège-Amsterdam service	Both these replace present services, except Liège-Maastricht section is additional to present local SNCB services
1	**Den Haag Centraal – Köln**, via Den Haag HS, Rotterdam, Dordrecht, Breda, Tilburg, Eindhoven, Helmond, Venlo, Monchengladbach	Replaces half present Den Haag-Venlo service; new Venlo-Köln fast service
4)	**Luxembourg – Köln**, via Wasserbillig, Trier, Koblenz, Bonn	
4)	**Luxembourg – Frankfurt am Main Hbf**, via Wasserbillig, Trier, Koblenz, Mainz, Frankfurt Flughafen	
1	**Amsterdam – Frankfurt (Main) Hbf**, via Utrecht, Arnhem, Emmerich, Oberhausen, Duisburg, Dusseldorf, Köln, Frankfurt Flughafen	
2)	**Amsterdam – Berlin Ostbahnhof**, via Hilversum, Amersfoort, Apeldoorn, Deventer, Amelo, Hengelo, Oldenzaal, Bad Bentheim, Rheine, Osnabruck, Minden, Hannover, Wolfsburg, Stendahl, Berlin Spandau and Hbf	
2)	**Amsterdam – Münster**, as above to Hengelo, Enschede, Gronau	
2)	**Groningen – Hannover**, via Leer, Oldenburg, Bremen	

4)	**Hamburg – Arhus**, via Neumunster, Flensburg, Padborg, Kolding, Fredericia, Vegle	
4)	**Hamburg – Odense**, via Neumunster, Flensburg, Padborg, Fredericia	
2	**Hamburg – København**, via Lübeck, Oldenburg (Holst.), Puttgarden, on ship, Rødby Nykøbing (Falster), Naestved, Høje-Taastrup	2-hourly all year, not just summer
4)	**København – Oslo**, via Lufthavn (Kastrup), Malmö, Lund, Hassleholm, Halmstad, Göteborg, Varburg, Trollhaten, Oxnered, Halden, Sarpsborg, Fredrikstad, Moss	
4)	**København – Oslo**, as above but via Helsingborg, instead of Hassleholm	
1	**København – Stockholm**, via Lufthavn (Kastrup), Malmo, Lund, Hassleholm, Alvesta, Nassjo, Mjolby, Norrkoping, Sodertalje Syd or Flemingsberg (alternately)	
4	**Oslo – Stockholm**, via Lillestrom, Sorumsand, Arnes, Skarnes, Kongsvinger, Charlottenberg, Arvika, Kil, Karlstad, Kristinehamm, Dagerfors, Hallsberg, Katrineholm, Sodertalje Syd	Propose 4 daytime through trains replace present 2
2	**Berlin Hbf – Warszawa Wschodnia**, via Berlin Ostbahnhof, Frankfurt-an-der-Oder, Rzepin, Poznan, Warszawa Centralna	Propose 7 daytime trains replace present 4
4	**Berlin Hbf – Krakow**, via Berlin Ostbahnhof, Cottbus, Forst, Zary, Zagan, Legnica, Wroclaw, Opole, Gliwice, Katowice	Propose 3 daytime trains, plus 1 Berlin-Wroclaw
4	**Dresden - Warszawa Wschodnia**, via Neustadt, Bautzen, Gorlitz, Zgorzelec, Weglienec, Boleslawiec, Chojnow, Legnica, Wroclaw, Opole, Czestochowa, Piotrkow, Warszawa Centralna	Propose 4 daytime trains replace present 3 Dresden – Wroclaw, and extend 3 to Warszawa

European Passengers' Federation
Fédération Européenne des Voyageurs
EPF
Europäischer Fahrgastverband
Europese Reizigersfederatie

2)	**Zürich – Nürnberg**, via Bülach, Schaffhausen, Singen, Tuttlingen, Rottweil, Horb, Stuttgart, Schwäbisch Gmünd, Aalen, Ellwangen, Crailsheim, Ansbach	Replaces present Zürich-Stuttgart and Stuttgart-Nürnberg IC services
2)	**Nürnberg – Praha**, via Marktredwitz, Schirnding, Marianske Lazne, Plzen, Beroun, Praha Smichov	Join up both these services if possible; replace DB direct bus service
2)	**München – Praha**, via Freising, Landshut (Bayern), Neufahm (Nederbay), Regensburg, Schwandorf, Cham, Furth im Wald, Domazlice, Plzen, Rokycany, Beroun, Praha Smichov	Replaces present 4-hourly Schwandorf-Praha section, and 2 daily services each from Nürnberg and München
4	**Praha – Warszawa Wschodnia**, via Lysa nad Labem, Nymjburk, Podebrady, Hradec Kralove, Tyniste nad Orlici, Letohrad, Lichkov, Miedzylesie, Klodzko, Kamieniec Zabkowicki, Wroclaw, Ostrow Wielkopolski, Kalisz, Lodz Kaliska, Lodz Widzew, Kolusz, Skierniewiceki, Warszawa Centralna	Propose 4 replace present 2 Praha-Wroclaw services, and replaces present 4-hourly Wroclaw-Warszawa service, faster Praha-Warzawa journeys possible via Ostrava and Katowice (see below)
1)	**München – Budapest Keleti**, via Salzburg, Linz, St. Pölten, Wien Hbf, Hegyeshalom, Mosonmagyarovar, Györ, Tatabanya, Kelenfold	

European Passengers' Federation
Fédération Européenne des Voyageurs
EPF
Europäischer Fahrgastverband
Europese Reizigersfederatie

2)	**Zürich – Wien Hbf**, via Sargans, Buchs, Feldkirch, Bludenz, Innsbruck, Salzburg, Linz, St. Pölten	
2)	**Bregenz – Wien Hbf**, via Dornbirn, Feldkirch, Bludenz, Langen am Arlberg, St. Anton am Arlberg, Landeck-Zams, Imst-Pitztal, Ötzal, Innsbruck, Jenbach, Wörgl, Kufstein, Salzburg, Linz, St. Pölten	
2)	**Berlin Hbf – Wiener Neustadt**, via Dresden Neustadt and Hbf, Bad Schandau, Decin, Usti nad Labem, Praha Holesovice, and Hlavni nadrzi nadrzi, Pardubice, Brno, Breclav, Wien Hbf	
2)	**Berlin Hbf – Budapest Keleti**, as Berlin-Wien service to Breclav, then Kuty, Bratislava Hlavna, Nove Zamky, Sturovo, Vac	Combined services double present 2 hourly Berlin-Praha section
2)	**Wien Westbahnhof – Warszawa Wschodnia**, via Wien Meidling, Breclav, Hodonin, Stare Mesto, Otrokovice, Pferov, Ostrava Hlavni nadrzi, Bohumin, Zebrzydovice, Katowice, Sosnowiec, Warszawa Centralna	Hourly Wien-Breclav, combined with Berlin-Wien service
2)	**Praha Hlavni nadrzi – Krakow**, via Pardubice, Olomouc, Ostrava Svinov and Hlavni nadrzi, Bohumin, Zebrzydowice, Czechowice-Dziedzice, Oswiecim, Trzebinia-Sierza	Replaces 2-hourly Praha-Ostrava "SC" service; level interchange between Warszawa and Krakow services at Ostrava Hlavni nadrzi; much enhanced cross-border EC services

2	**Wien Hbf – Kosice**, via Marchegg, Devinska Nova Ves, Bratislava Hlavna, Trnava, Trencin, Zilina, Liptovsky Mikulas, Poprad-Tatry, Spisska Nova Ves, Kysak	Replaces alternate hourly Wien-Bratislava services; propose 8 daily trains replace 6 present 4 IC trains Bratislava- Kosice; slower 2-hourly express service is unaltered
4	**Praha Hlavni nadrzi - Zilina**, via Kolin, Pardubice, Ceska Trebova, Olomouc, Hranice na Morave, Valasske Mezirici, Vsetin, Puchov	4 daytime trains replace present 3; night trains run on to Kosice, as now
4	**Praha Hlavni nadrzi – Zilina**, via Kolin, Pardubice, Ceska Trebova, Olomouc, Hranice na Morave, Ostrava Svinov, and Hlavni nadrzi, Bohumin, Karmina, Cesky Tesin, Cadca	
2	**Dortmund Hbf – Wien Hbf**, via Essen, Düsseldorf, Köln Messse/Deutz, Frankfurt Flughafen and Hbf, Würzburg, Nürnberg, Regensburg, Plattling, Passau, Wels, Linz, St Pölten	Propose run via HSL Köln-Frankfurt, not via Koblenz
4	**Budapest Keleti – Presov**, via Fuzesabony, Miskolc, Szikszo, Encs, Hidasnemeti, Kosice, Kysak	4 daytime trains replace present 2 Budapest-Kosice; extend to Presov
2	**Budapest Keleti – Oradea**, via Szolnok, Puspokladany, Biharkeresztes, Episcopia Bihor (extend every 4 hours to Cluj Napoca)	
4	**Budapest Keleti – Timisoara**, via Szolnok, Mezotur, Bekescsaba, Lokoshaza, Curtici, Arad	

4)	**Budapest Keleti – Arad**, as above to Arad, jointly 2-hourly, but extended to Brasov, Bucuresti or Targu Mures as present, or as required	
4	**Budapest Keleti – Venezia**, via Kelenfold, Szekesfehervar, Siofok, Balatonfoldvar, Balatonlelle, Fonyodd, Balatonszentgyorgy, Nagykanizsa, Gyekenyes, Koprivnica, Knzevci, Zagreb, Dobova, Sevnica, Zidani Most, Ljubljana, Postojna, Pivka, Divaca, Sezana, Villa Opicina, Monfalcone, Portogruare-Caorle, Venezia Mestre	
4)	**Wien Hbf – Zagreb**, via Wiener Neustadt, Bruck an der Mur, Graz, Spielfeld-Strass, Maribor, Pragersko, Celje, Sevnica, Dobova. (now reduced to 1 daily train).	
4)	**Wien Hbf – Trieste**, as above to Celje, Zidani Most, Ljubljana, Postojna, Pivka, Divaca	Wien-Ljubljana now reduced to 1 daily train
2	**München – Klagenfurt**, via Ost, Rosenheim, Prien am Chiemsee, Traunstein, Freilassing, Salzburg, Golling-Abtenau, Bischofshausen, St. Johann im Pongau, Schwarzach St. Veit, Bad Hofgastein, Bad Gastein, Mallnitz-Obervellach, Spittal-Millstattersee, Villach	
4	**München – Zagreb**, via Salzburg, Schwarzach St. Veit, Villach, Jesenice, Lesce-Bled, Kranj, Ljubljana, Zidani Most, Sevnica, Dobova	

European Passengers' Federation
Fédération Européenne des Voyageurs

EPF

Europäischer Fahrgastverband
Europese Reizigersfederatie

POSSIBLE EUROPEAN INTERNATIONAL EUROCITY TRAINS NETWORK

A DISCUSSION PAPER

produced for the European Passengers' Federation
by Ian MacDonald and Michael Bienick

Text and idea:

Ian MacDonald

Layout, map, illustrations:

Michael Bienick

March 2015

European Passengers' Federation
Fédération Européenne des Voyageurs

EPF

Europäischer Fahrgastverband
Europese Reizigersfederatie