

# POSSIBLE INTERNATIONAL EURO-CITY TRAIN NETWORK

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# WHAT IS EURO-CITY?

- Fast trains of a guaranteed minimum standard on international routes.
- Running at regular intervals
- Linking major cities, conurbations and hubs.

## FOR EASY AND SUSTAINABLE MOBILITY BETWEEN EUROPEAN COUNTRIES....

- The Euro-City network needs to be expanded.
- It can supplement high-speed lines – which do not go everywhere.
- Euro-City services based on Germany/Austria/Switzerland can be a model for elsewhere.

# HOW FREQUENT SHOULD THEY BE?

- If there is an actual or potential demand ...
- Ideally trains should run every 2 hours between large cities or conurbations.
- Otherwise they should run every 4 hours.

# WHAT ABOUT FARES AND EXTRAS?

- Should there be fare supplements?
- Should there be compulsory reservations?

## DELAYS AT BORDERS?

- Locomotives or fixed formation trains should be interoperable as much as possible
- This reduces the time spent at borders.

# WHAT ABOUT BORDER CHECKS?

- To what extent should there be security and customs checks at borders?
- To what extent can such checks be done on the train?

## *EXAMPLES : NEW REINSTATED SERVICES*

- Brussels – Luxembourg – Strasbourg – Basel
- Paris – Dijon – Frasnay – Berne/Lausanne
- Berlin – Cottbus – Wrocław – Krakow
- Marseille – Madrid
- Vienna – Maribor – Ljubljana - Trieste



*EXAMPLES: JOINING UP OR INCREASING  
FREQUENCY*

- Vienna – Villach – Udine – Venice
- Luxembourg – Trier – Koblenz – Frankfurt
- Budapest – Szolnok – Arad – Timisoara
- Dresden – Wroclaw – Warsaw
- Prague – Ostrava – Krakow
- The Hague – Eindhoven – Venlo - Cologne

*OUR REPORT AIMS TO STIMULATE DISCUSSION  
AND WILL BE SENT TO...*

- European Commission, Parliament and Railway Agency
- Train operators
- National Transport Ministers
- Other international bodies (Community of European Railways, Union internationale des Chemins de fer, etc.)

*Thank you to everyone who has  
contributed so far...*

- *- and thank you for your attention!*

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