

# The Future of International Rail Passenger Transport

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# My presentation today

1. Improvement of international passenger network as seen by CER
2. Study on 'Smart and Affordable High-Speed Services in the European Union'
3. Metropolitan Network: A strong European railway for an ever-closer union - Entrepreneurial reflections



# **Improvement of international passenger network as seen by CER**

# Topics to improve international rail passenger networks

## Create a seamless travel experience across Europe

- train driver licenses to suit today 's challenges (possibility to extending train driver licenses to the entire network/corridor with the same principle as in vehicle authorization)
- making the most efficient use of railway capacity through cooperation with IMs, with the aim of achieving the best timetable integration balancing international and domestic needs
- In order to optimize the results, the rolling stock authorization process should be simplified in line with the initial ambitions of the 4th Railway Package
- CER Ticketing Roadmap implementation to achieve seamless user experience when searching, selecting and buying their railways services, including first and last mile transport.

# Topics to improve international rail passenger networks

## European high-speed network

- A high frequency European high speed rail network connecting major urban centres is essential to realise international rail passenger services.
- Besides infrastructure, the level of integration of timetables is a necessary condition.
- Financial support for upgrading new rolling stock with multi-system possibility for international operations should

# Topics to improve international rail passenger networks

## Achieve decarbonization targets and European green deal objectives

- High-speed, international and night trains are sustainable alternatives to cheap flights within the 1.000 km range if appropriate political support is provided, particularly as regards to improving intermodal conditions
- Tax regulations should be designed in favour of environmentally and climate-friendly transport. Important factors in creating a level playing field are removing value added tax on international train tickets and ensuring equal treatment in terms of energy taxation.
- The revenues generated by polluter pays initiatives should be earmarked for investments in rail infrastructure to accommodate the modal shift and strengthen rail's competitive position.

# CER's position on TEN-T Regulation

- Current projects must be **completed!**
- Promotion of a European **high-speed network** linking European major cities, with **international passenger corridors** to better coordinate train paths and investments
- Further integration of **urban nodes** and **freight terminals** in TEN-T, further to ports and airports
- **No to general 160km/h** minimum speed for passenger trains



- Massive investments are still needed to connect railways, both physically and digitally, and with other transport modes, increasing both inter- and multimodality.
- Now more than ever, with a global climate emergency and clear EU climate objectives to meet, it is vital to invest in green transport like rail at the heart of the TEN-T.

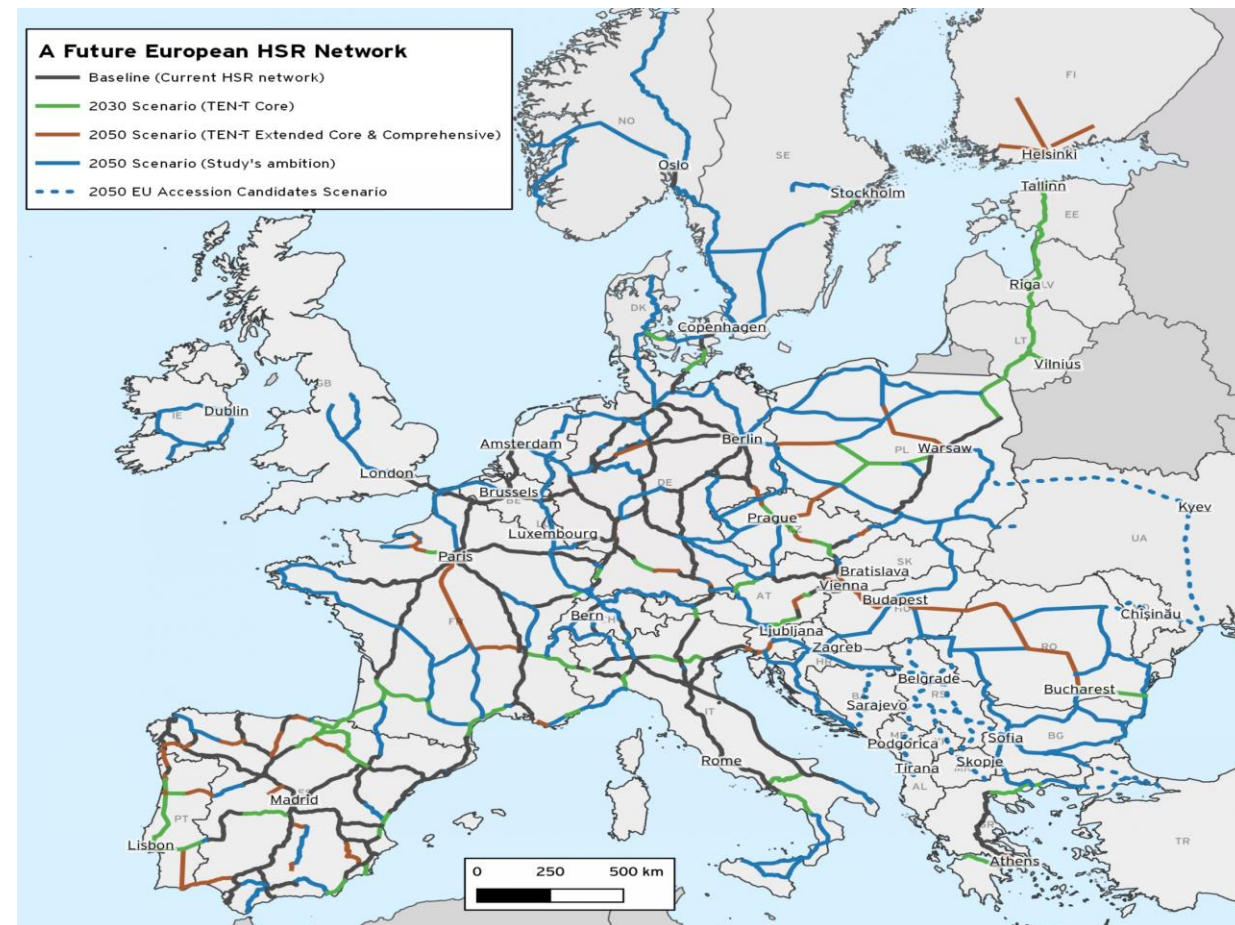


# **Study on 'Smart and Affordable High-Speed Services in the European Union'**




# An economic case for implementing a high-speed rail masterplan

- By 2050 almost 50.000 km will be needed (increasing 4x of existing HSR network) to connect all major urban agglomerations in the EU and accession countries
- Investment costs will be high averaging €550 bn but in return provide to the society net positive benefit of €750 bn
- HSR network may not only deliver 5 bn tonnes of CO2 saving for the EU Green Deal but also provide 1.5 million job years for the economy in the long-run
- Investment need to be coupled with a sound transport policy promoting technology and sustainable mobility to deliver the EU goals of modal shift



- The shift in traffic will considerably reduce the total CO2 emissions of the passenger transport sector.
- HSR will become the dominant mode of transport, provided that a comprehensive HSR network is constructed along with the implementation of sound policies and the deployment of railway technologies.
- The shift in traffic will create welfare for society, in terms accidents avoided, time saved, congestion reduced and less noise emitted.
- The construction of the HSR network will generate significant value added for local regions.
- The economic benefits will far outweigh the costs. A positive return on investment in all scenarios and construction costs scenarios.



# **Metropolitan Network: A strong European railway for an ever- closer union - Entrepreneurial reflections**

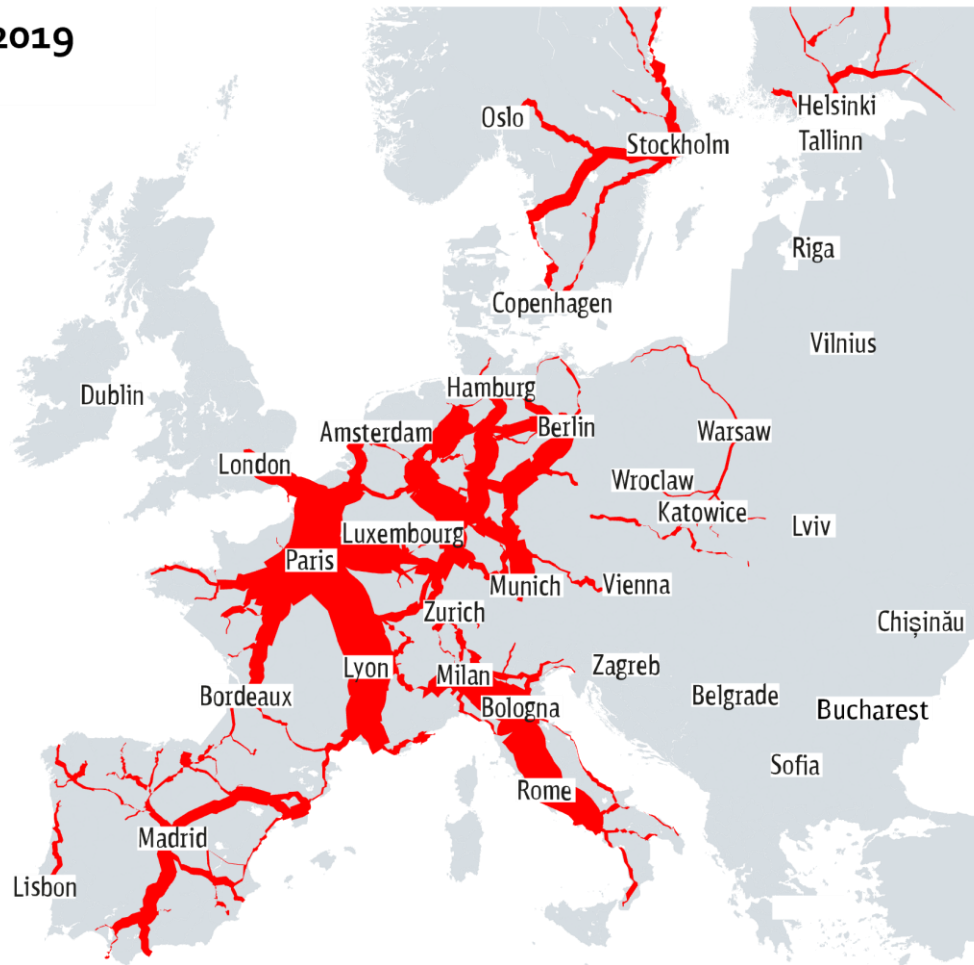
# Metropolitan Network would significantly boost HSR demand

Numerous new high-demand corridors could emerge across Europe

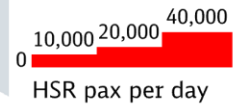
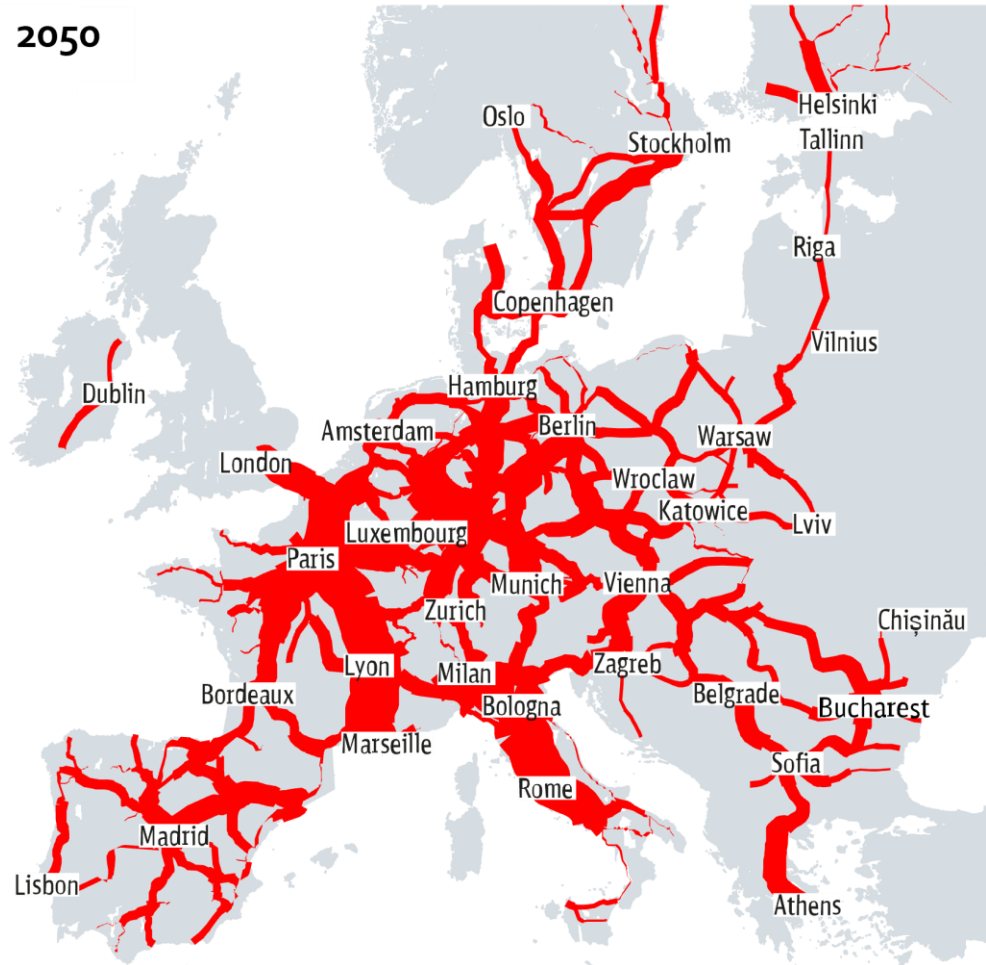
## HSR passenger volumes 2015 vs. 2050

[in pax per day, bars with more than 40,000 passengers are not differentiated in width]

2019



2050



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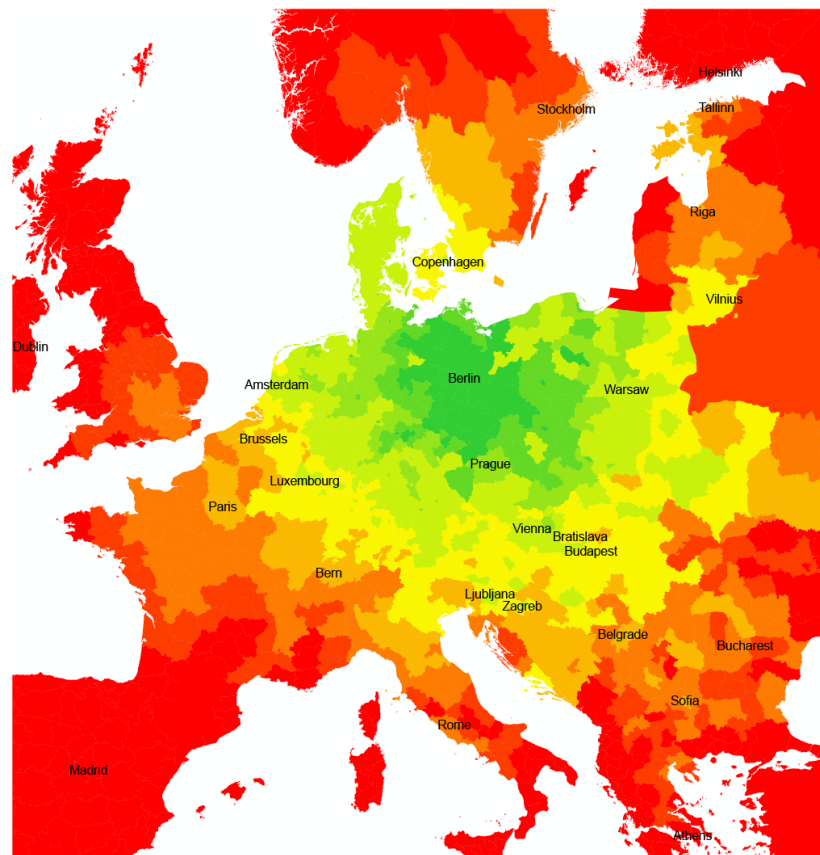
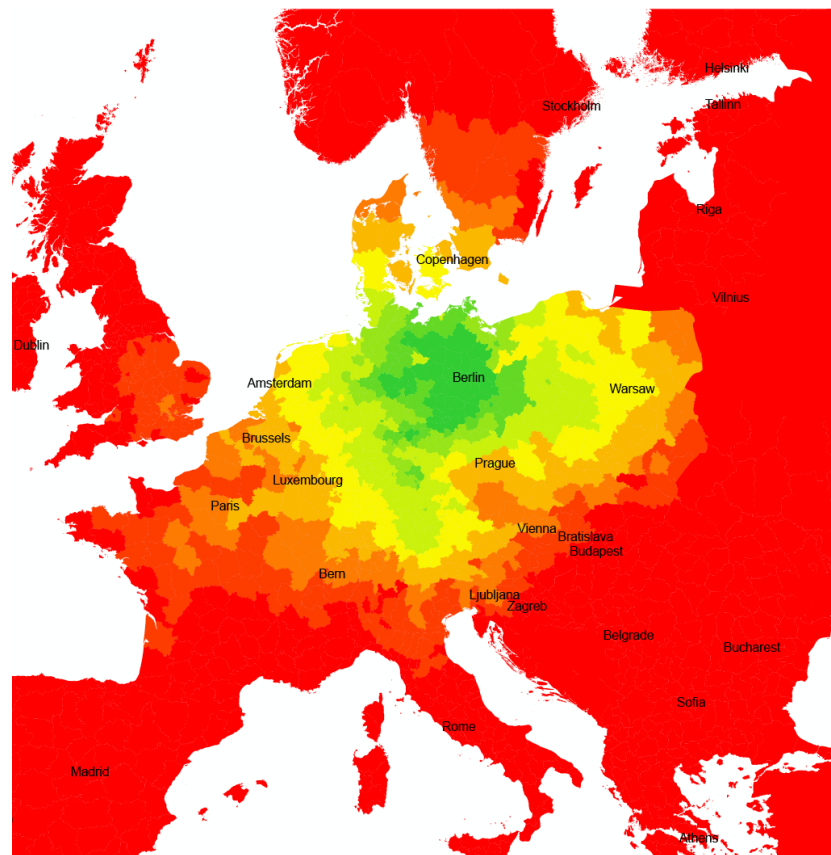
# Europe grows together

## Metropolitan Network connects significantly more people

Perceived travel time of Berlin

2019

2020



Perceived travel time  
low... medium... high travel time

Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

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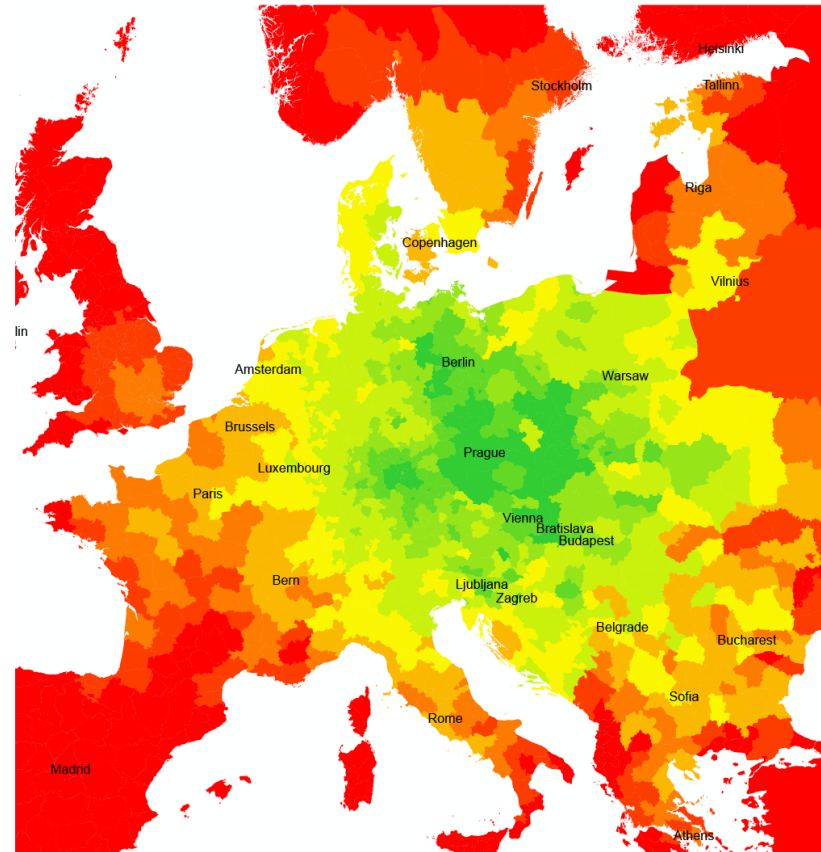
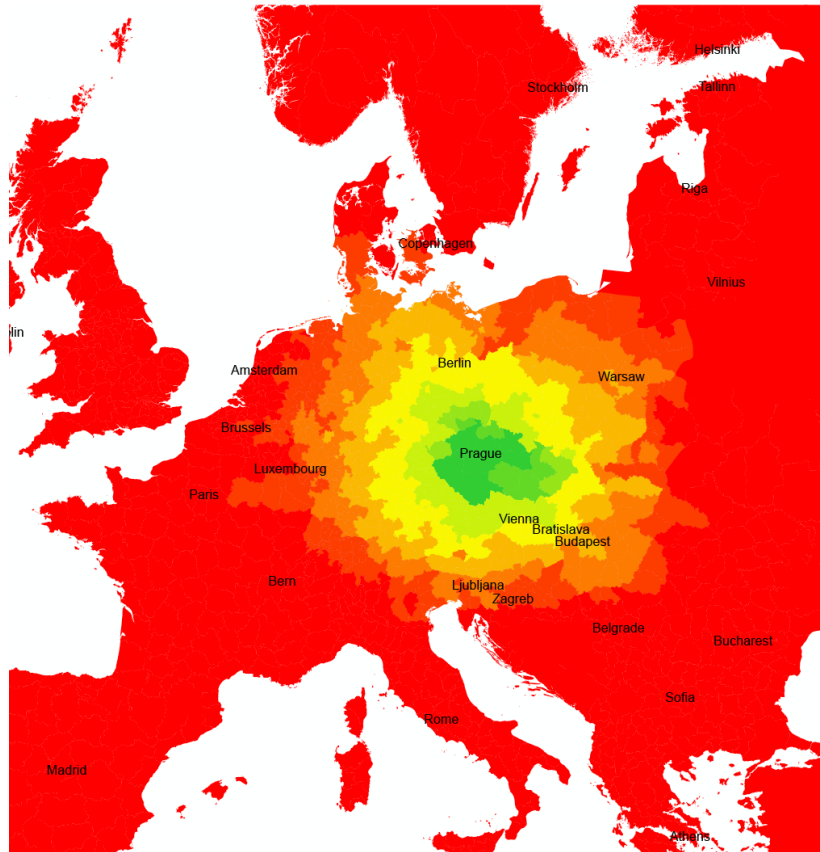
# Europe grows together

Metropolitan Network connects significantly more people

Perceived travel time of  
Prague

2019

2050



Perceived travel time  
low... medium... high travel time

Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

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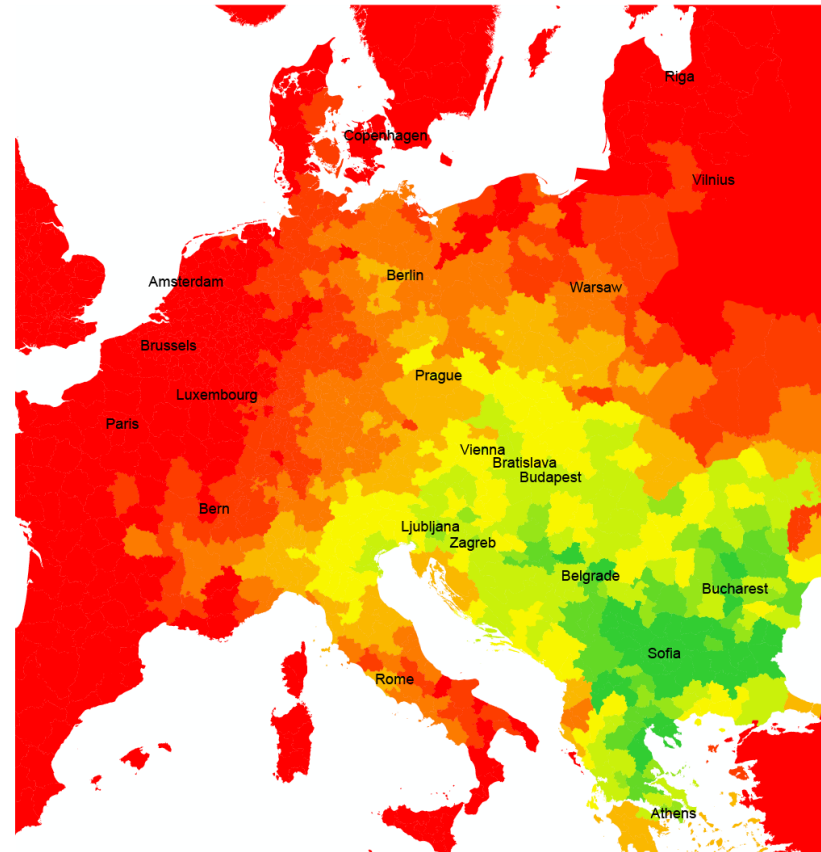
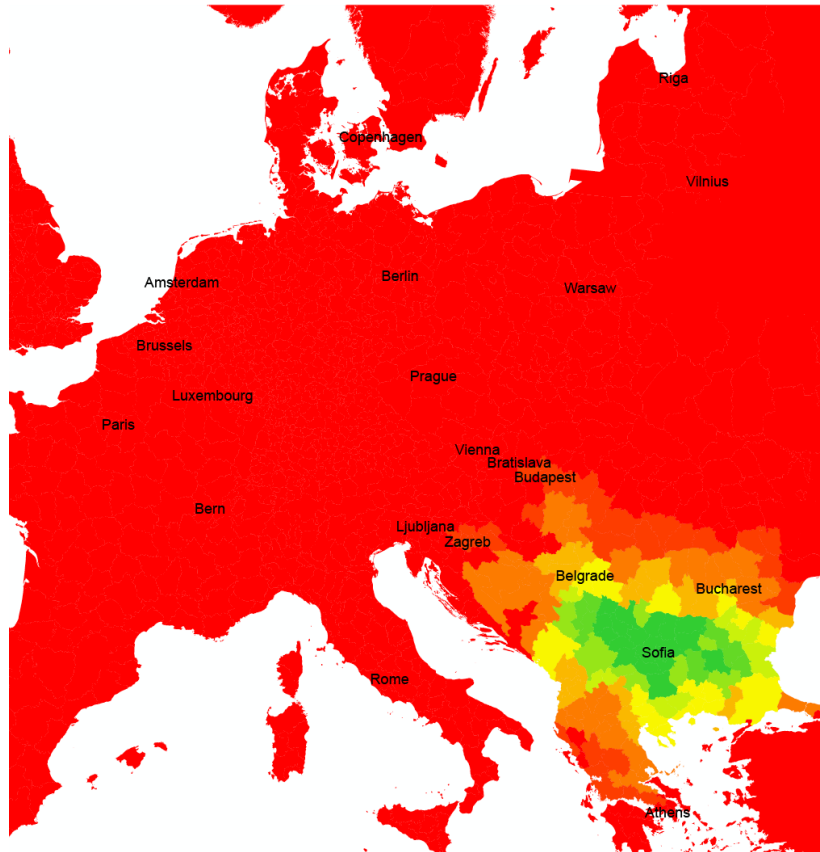
# Europe grows together

Metropolitan Network connects significantly more people

Perceived travel time of  
Sofia

2019

2050



Perceived travel time  
low... medium... high travel time

Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

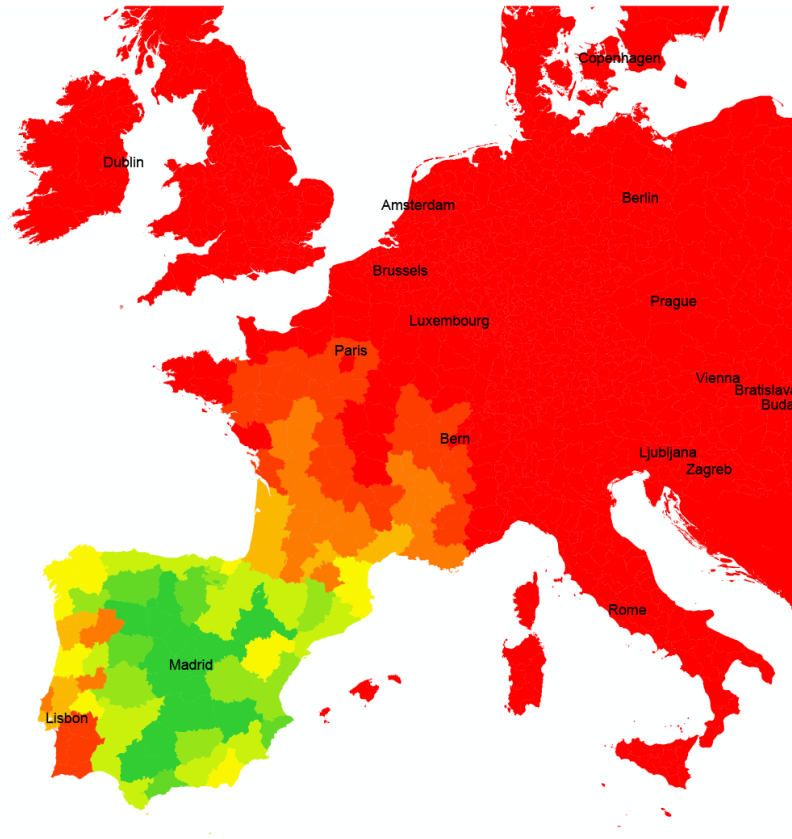
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# Europe grows together

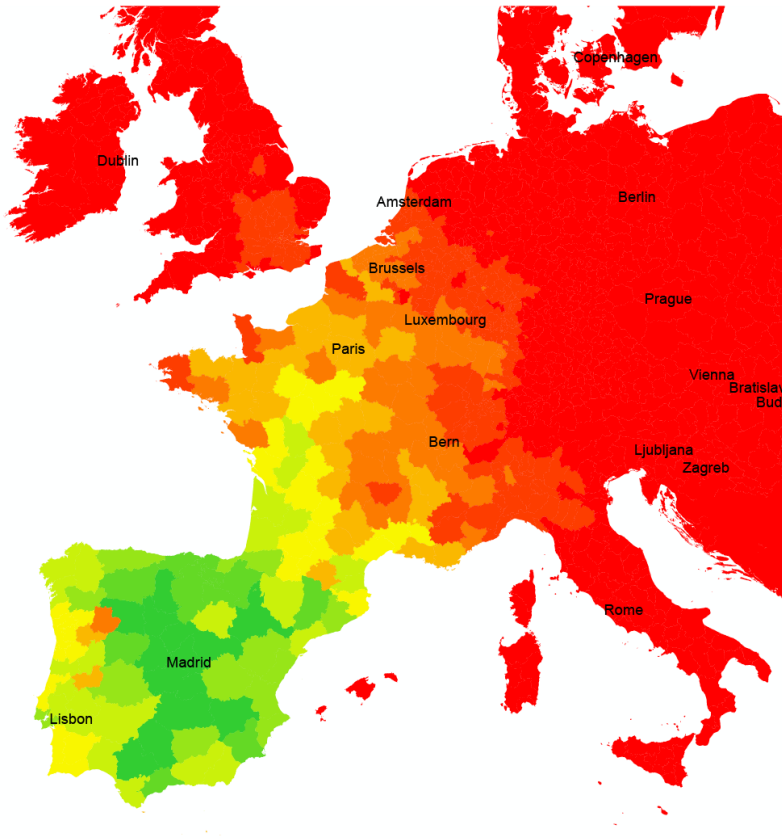
Metropolitan Network connects significantly more people

Perceived travel time of  
Madrid

2019



2050



Perceived travel time  
low... medium... high travel time

Includes access time per NUTS-3 zone, waiting time at start, and travel and interchange times (with higher values for new HSR hubs).

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# The way forward

Joint European effort is necessary to achieve the EU targets



**Connect all metropolitan regions with high-speed rail**



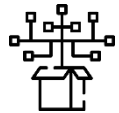
If **all of Europe's metropolitan regions** were linked by a high-speed rail network at hourly intervals at least, the volume of **high-speed rail traffic** could be **tripled by 2050**.



**Implement a Europe-wide effort**



Considerable action and **financial investments in infrastructure** needs to be taken in **nearly all European countries**, which will probably exceed the scope of the current funding mechanisms.



**Go further than the TEN-T network**



To complete a Europe-wide network, a **significant extension of current infrastructure** should be discussed and added to the program.



**Create capacities for both conventional rail and freight**



Using this **new infrastructure** efficiently would maximise the **capacity gain**. This would **enhance connectivity and reduce congestion**.



**Bring Europeans closer together**



The **Metropolitan Network** would allow every European citizen to experience the **free movement of people, goods, and services** – the foundation on which Europe is built.

# For further information:

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# Backup

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# Management summary

- **Green Deal:** Expanding rail for green growth in Europe is essential for climate-friendly European transport policy. Aim is to **double European high-speed rail traffic by 2030 and triple it by 2050.**
- **Current plans for the extension of Europe's infrastructure are not sufficient to achieve these targets:** Traffic growth based on current plans up to 2030 and the plans of the TEN-T network are not sufficient to achieve an interconnected European HSR network and the targeted growth.
- **Additional infrastructure is needed in Europe:** The **Metropolitan Network** proposal is a **rail network** with HSR infrastructure **connecting all metropolitan regions and major European cities.** Frequent connections will enable the targeted **tripling of HSR passenger kilometres by 2050.** This will require **massive infrastructure expansion** in European countries.
- The Metropolitan Network could **reduce travel time and increase frequency, enabling an increase of HSR's market share to almost 30% for distances from 300 km to 1,000 km by 2050.** Market share will be gained primarily from motorised private transport.