



Economic and Social Council

Distr.: General
4 March 2022

Original: English

Economic Commission for Europe

Working Party on Rail Transport

Group of Experts on International Railway Passenger Hubs

Third session

Geneva, 23–25 May 2022

Item 3 of the provisional agenda

Identification of stations on the AGC network

to be defined as an international passenger railway hub

Defining an international railway passenger hub

Submitted by the secretariat

I. Introduction

1. This document has been prepared in accordance with the decision at the second meeting of the Group of Experts (ECE/TRANS/SC.2/HUBS/2021/6 paragraphs 12 and 13). It provides the comments received by experts on defining international railway passenger hubs as well as the potential list of stations included in annex 1 of document ECE/TRANS/SC.2/HUBS/2021/8.

II. Comments from experts

A. Belgium

2. On the identification of stations on the AGC network to be defined as an international passenger railway hub (ECE/TRANS/SC.2/HUBS/2021/8), we would like to underline the importance of taking into account the future potential when defining an international hub and to not solely consider the current traffic as main identifier.

3. The classification of the international hubs, in accordance with different levels of service is a welcomed approach.

4. The “Demand side drivers” and “supply-side drivers” as set forward in document ECE/TRANS/SC.2/HUBS/2021/8 seem a valid first step to determine an international hub. Nevertheless, we would like to draw attention to following points:

- How would we determine the number of annual international passengers passing through the station and who would bear the responsibility for the numbers?
- Also, do we include transiting passengers in this definition or not?
- Furthermore, the total amount of passengers might be less relevant than the percentual one, given the differences in population and surface between countries. Therefore, the

proposal of a minimum share of at least 10% of traffic to be international traffic in primary hubs seems more suitable.

5. Additionally, we might need to think about specific parameters for airport stations as they might need other, more suitable parameters given their unique properties.
6. Concerning the list of stations in annex 1, Belgium would like to propose two additional stations to come to the following list of international passenger hubs:
 - Brussel – Zuid/Bruxelles-Midi as a primary hub
 - Antwerpen – Centraal as a secondary hub
 - Liège – Guillemins as a secondary hub
 - Brussels – Airport as a secondary hub for air-rail connections.

B. Turkey (TCDD)

7. It is noted that in document ECE/TRANS/SC.2/HUBS/2021/8, Haydarpaşa Gar (İstanbul) and Ankara Gar (Ankara) are suggested. However ‘Haydarpaşa Gar’ is currently out of service due to the archaeological site discovered during the rehabilitation works of MARMARAY (the tube channel laid beneath the Bosphorus). There is currently no exact date in which the works will finish to make the station operational again. As a result, TCDD would like the list amended to have the following potential stations of Turkey within the hubs:

- Ankara: Ankara Gar & YHT Gar (the historical train station and the new HST station are located side by side and interconnected)
- İstanbul: Sirkeci Gar; Halkalı Train Station.

8. TCDD understands that this is a preliminary work for choosing the hubs of the members and it will be in progress until the end of the mandate of the working group in line with the criteria to be studied within the group’s works. Therefore, we will be assessing the potential of our stations throughout the mandate of the Group of Experts.

C. UIC

9. With reference to document ECE/TRANS/SC.2/HUBS/2021/8, UIC would like to highlight the following:

- Paragraph 12 mentions: “The number of annual passengers passing through the station: with a particular focus on the last four to five years. For a “primary” hub at least twenty million passengers per year would be necessary.” UIC notes that it may be difficult to estimate the number of passengers for this and that it would be important to count only passengers, and not other station users, in this calculation. A survey directed at station managers may help with this.
- Paragraph 12 also mentions: “The share of total international passengers passing through the station: For a “primary” hub at least 10 per cent of all international railway passenger traffic through the country would need to pass through the hub”. The term “needs” should be changed as it refers to a minimum requirement. UIC suggests that it may be premature to start to classify hubs as primary or secondary and that first the full list of hubs should be identified and subsequently differentiation could be made between primary and secondary hubs. UIC also questions whether a secondary hub should have more than two international destinations. Probably one is enough while noting that not all stations with one international connection have to be classified as a hub.
- On paragraph 13 UIC questions the utility of having any supply side parameters and whether it is really necessary to have requirements in relation to the number of platforms, tracks and station size. The point of connectivity though is important and could potentially be moved to the demand side parameters in paragraph 12.

10. As a separate point, UIC pointed to the importance of agreeing an internationally harmonized classification system for the hubs in line with the classification of the E-railways taking a form similar to “CLASSIFICATION_HUB.REGION.NUMBER” where:

- CLASSIFICATION_HUB could be: 1 or 2 depending on whether it is a primary or a secondary hub
- REGION could be: E for Europe, NA for North America, LA for Latin America, A for Asia and ME for Middle East.
- NUMBER could be: an assigned number for each hub tied to the corresponding E-railway were relevant.

D. In session comments to the document

11. The Russian Federation noted that additional stations should be added to the network of Hubs, particularly two additional stations in Moscow and three in St. Petersburg.

12. It was also noted in discussions that Helsingborg (Sweden) and Helsingor (Denmark) should be added as important international railway hubs connected to international passenger ports.

III. International hubs on the AGC network

13. Based on the information set out above an initial list of potential international railway passenger hubs has been identified in the annex. The list has been updated compared to the one included in ECE/TRANS/SC.2/HUBS/2021/8. The table highlights new additions in bold and removed stations with a strikethrough.

IV. Next steps

14. Given these comments and suggested changes, it would be premature at this stage to provide an updated list of criteria. Experts are invited to review these comments along with document ECE/TRANS/SC.2/HUBS/2021/8 and to discuss a further refinement of the criteria at the third session of the Group.

Annex**Potential international railway passenger hubs on the AGC network**

<i>Country</i>	<i>City</i>	<i>Station</i>	<i>E-railways</i>	<i>Classification</i>	<i>Connections available</i>
Armenia	Yerevan	Central railway Station	E693	(Primary or secondary hub to be defined in due course where not identified below)	(International, Regional, Long distance domestic, Urban public transport, airport/port, etc. To be defined and inserted for each of the stations)
Austria	Wien	Hauptbahnhof	E63, E65, E50		
Azerbaijan	Baku	Central railway Station	E595, E694, E60		
Belarus	Minsk	Pasazyrski	E20, E20/3,		
Belgium	Bruxelles	South	E15, E25, E20, E10	Primary	
Belgium	Antwerpen	Centraal	E15	Secondary	
Belgium	Liège	Guillemins	E10, E20, E27	Secondary	
Belgium	Bruxelles	Airport	E15	Secondary	
Bosnia-Herzegovina	Sarajevo	Central railway Station	E771		
Bulgaria	Sofia	Central railway Station	E855, E680		
Croatia	Zagreb	Glavni kolodvor	E751, E753, E71, E70		
Czech Republic	Praha	Hlavni nadrazi	E55, E551, E61, E40		
Denmark	Kobenhavn	Central railway Station	E45		
Estonia	Tallinn	Baltic Station	E751, E753		
Finland	Helsinki	Central railway Station	E10		
France	Paris	Gare du Nord	E09, E051, E15		
France	Paris	Gare de l'Est	E40, E42		
France	Paris	Gare de Lyon	E50, E70		
France	Marseille	Saint-Charles	E15, E90,		

<i>Country</i>	<i>City</i>	<i>Station</i>	<i>E-railways</i>	<i>Classification</i>	<i>Connections available</i>
France	Lille	Europe	E09		
Georgia	Tbilisi	Central railway Station	E60, E692		
Germany	Koln	Hauptbahnhof	E35, E43, E10, E20		
Germany	Frankfurt Main	Hauptbahnhof	E43, E32, E40, E46,		
Germany	Munchen	Hauptbahnhof	E43, E45		
Germany	Berlin	Hauptbahnhof	E51, E451, E55, E61, E18		
Germany	Dresden	Hauptbahnhof	E30, E32, E55, E61		
Greece	Thessaloniki	New Thessaloniki railway Station	E85, E855		
Greece	Athens	Larissa	E85		
Hungary	Budapest	Keleti	E69, E71, E85, E50, E52, E56		
Ireland	Dublin	Connolly	E03		
Italy	Milan	Centrale	E25, E35		
Italy	Rome	Termini	E35, E90		
Kazakhstan	Almaty	Almaty-1	E50		
Latvia	Riga	Central railway Station	E14, E75		
Lithuania	Kaunas	Central railway Station	E75, E20/3		
Lithuania	Vilnius	Central railway Station	E20/3		
Luxembourg	Luxembourg	Central railway Station	E25, E27		
Moldova	Chinisau	Central railway Station	E95		
Netherlands	Amsterdam	Centraal	E15, E35		
Netherlands	Rotterdam	Centraal	E15, E16		
Montenegro	Podgorica	Central railway Station	E79		
North Macedonia	Skopje	Central railway Station	E85		
Norway	Oslo	Central Station	E45		

<i>Country</i>	<i>City</i>	<i>Station</i>	<i>E-railways</i>	<i>Classification</i>	<i>Connections available</i>
Poland	Warszawa	Central railway Station	E65, E75, E20		
Poland	Poznan	Glowny Railway station	E20, E59		
Portugal	Lisboa	Santa Apolonia	E05, E90		
Republic of Moldova	Chinisau	Central railway Station	E95		
Romania	Bucuresti	Gara de Nord	E95, E54, E56, E562		
Russian Federation	Moskva	Leningradsky railway Station	E10		
Russian Federation	Moskva	Belorussky railway Station	E12, E20		
Russian Federation	Moskva	Kazansky railway Station	E24, E20		
Russian Federation	Moskva	Paveletsky railway Station	E50		
Russian Federation	Moskva	Yaroslavsky railway Station	E10		
Russian Federation	Moskva	Kievsky railway Station	E95		
Russian Federation	St. Petersburg	Vitelbsky railway Station	E10		
Russian Federation	St. Petersburg	Finlyandsky railway Station	E10		
Russian Federation	St. Petersburg	Ladozhsky railway Station	E10		
Russian Federation	St. Petersburg	Moskovsky railway Station	E10		
Russian Federation	Kaliningrad	South railway Station	E20/3		
Serbia	Beograd	Central railway Station	E79, E85, E66, E70		
Slovakia	Bratislava	Main Railway Station	E61, E63, E52		
Slovenia	Ljubljana	Central railway Station	E65, E69, E70		
Spain	Madrid	Atocha	E07, E053, E90		
Spain	Barcelona	Sants	E90		
Sweden	Stockholm	Central Station	E55, E61		
Sweden	Malmo	Central Station	E55, E61		

<i>Country</i>	<i>City</i>	<i>Station</i>	<i>E-railways</i>	<i>Classification</i>	<i>Connections available</i>
Switzerland	Geneve	Cornavin	E50		
Switzerland	Zurich	Hauptbahnhof	E50		
Switzerland	Basel	Banhof	E25, E35		
Turkey	Istanbul	Haydarpasa	E70		
Turkey	Istanbul	Sirkeci Gar	E70		
Turkey	Istanbul	HalKah Train Station	E70		
Turkey	Ankara	Gar	E70		
Turkey	Ankara	YHT Gar	E70		
Turkmenistan	Ashgabat	Central railway Station	E60		
United Kingdom	London	St.Pancras	E03, E16		
Ukraine	Kiev	Pasazhyrskyi	E30, E95		
Ukraine	Lvov	Holovnyi	E851, E30, E50		
Uzbekistan	Tashkent	Northern	E60, E696		