The Future of International Rail Passenger Transport

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A workshop for the Working Party on Rail Transport (SC.2)
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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
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
Benefits

- 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
Europe grows together
Metropolitan Network connects significantly more people

Perceived travel time of
Berlin

2019

2050

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
Europe grows together
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Perceived travel time of Sofia

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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

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