

**Van:** Frank Menger

**Onderwerp:** Expertmeeting Internationaal spoor in Oostenrijk. Context met Wunderline, Lelylijn en Nedersaksenlijn

**Datum:** woensdag 8 mei 2024 11:48:52

**Bijlagen:** [Vortrag Hugo Houppermans Anders Reizen14032024.pdf](#)

[Vortrag Jon Worth crossborderrail14032024.pdf](#)

[Vortrag Katharina Jaschinsky VCO14032024.pdf](#)

[Vortrag Torben Holvad ERA14032024.pdf](#)

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Geachte leden van de Staten en gemeenteraden,

Half maart had de Oostenrijkse organisatie de VCÖ een bijeenkomst over internationaal spoor in de vorm van een expertmeeting.

- <https://vcoe.at/projekte/vcoe-veranstaltungen/detail/vcoe-fachveranstaltung-grenzueberschreitenden-verkehr-in-der-eu-auf-schiene-bringen>



Vortrag Philip Haselmayr Bernegger14032024.pdf

Deze bijeenkomst en presentaties zijn zeer informatief om u zich eens in te verdiepen. Evenals de eerste kwartaaluitgave van de VCÖ over internationaal spoor.



VCÖ-Magazin 2024-01 Nachfrage nach mehr Ba...

Hoop dat u dit nuttig gaat gebruiken in de politieke debatten met uw colleges.

Met vriendelijke groet,

Frank Menger

A blurred high-speed train, likely a Shinkansen, is shown in motion at a modern train station platform. The train is white with blue accents and is moving from left to right. The platform is crowded with people, some standing and some walking, all appearing blurred due to the motion. The station has a modern design with large glass windows and a high ceiling. The text "Travel Different" is overlaid on the image, with "Travel" in white and "Different" in green.

**Travel Different**

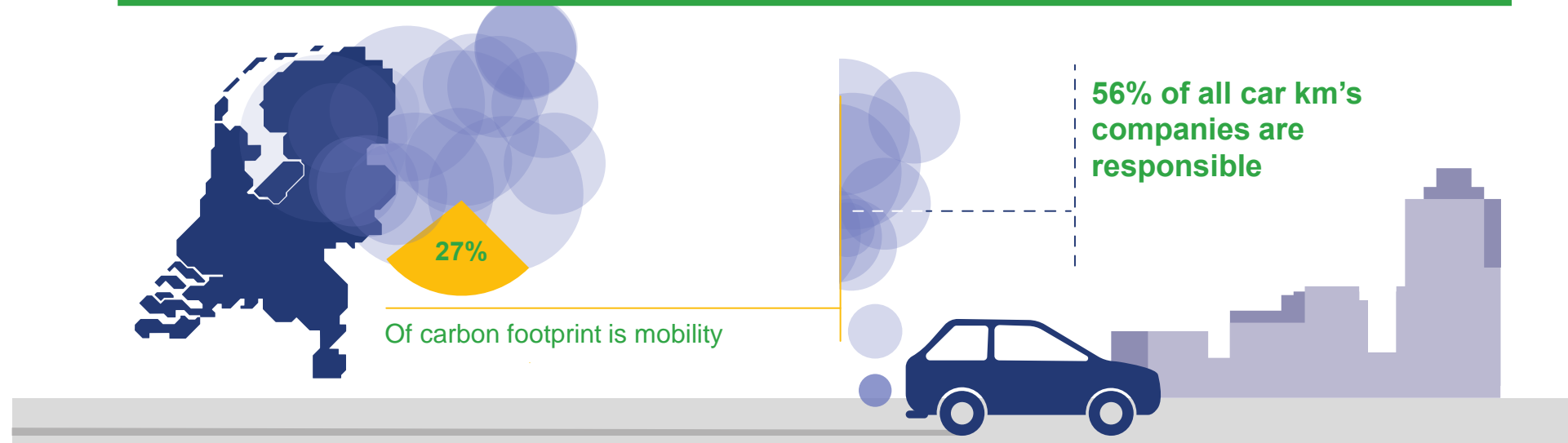
Hugo Houppermans

Director Travel Different Coalition



# How to reduce carbon footprint on business mobility?

## Carbon footprint



# 50% CO2 reduction business travel 2016-2030



ABN-AMRO	accenture	ochmeo	AEON	anwb	apg	ARCADIS	BNP PARIBAS	asito	α. S. I.
ATHLON	AutoBlink	Capgemini	CGI	CONCLUSION	de volksbank	Deloitte	de Nederlandse Organisatie voor Wetenschappelijk Onderzoek	Eneco	ENEXIS GROUP
EY	FoodoraCompass	Gemeente Rotterdam	ING	KPMG	kpn	W	natron	NATUUR & MILIEU	
ORDINA	PGB pensioenspecialisten	PGGM	PHILIPS	pen	Port of Rotterdam	ProRail	provincie Drenthe	PROVINCIE FLEVOLAND	provincie frysia provincie frysia
provincie Gelderland	provincie groningen	Provincie Noord-Holland	Provincie Noord-Holland	Provincie Zeeland	provincie Zuid-Holland	pwc	Rabobank	randstad	renewi
rijksoverheid	Royal HaskoningDHV	Schiphol group	Shell	signify	STEDIN	Strukton	SWECO	TAUW	THALES
tennet	TNO	Triodos Bank	VATTENFALL	VAN LANSCHOT KEMPEN	Vebego	Vitens	VN ONCW	vodafone Ziggo	ASML

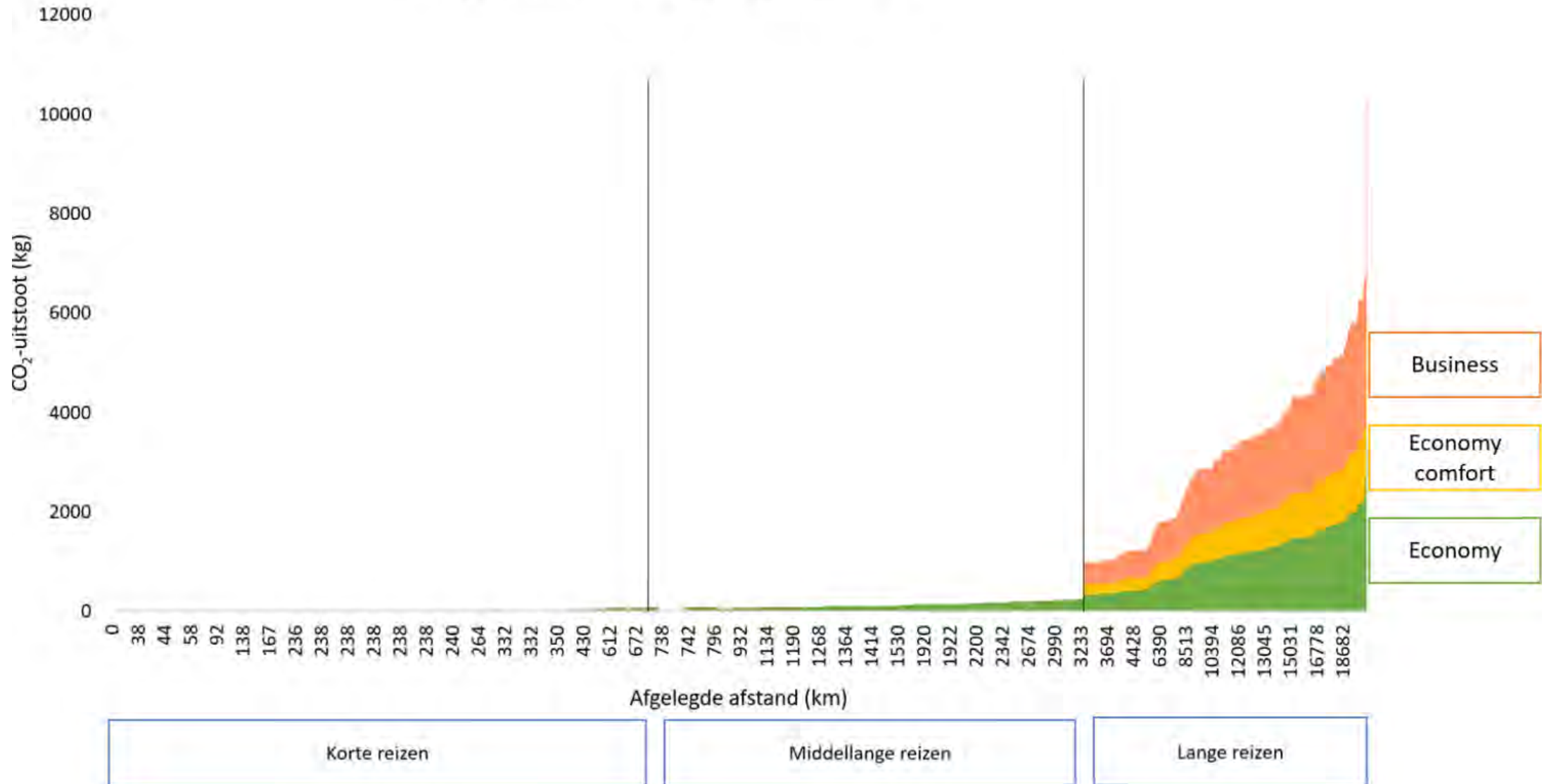
## 70 companies, 550.000 employees

Duurzaam reizen, het nieuwe normaal

ANDERS REIZEN

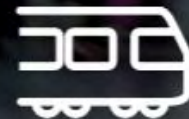
# Analyse the CO<sub>2</sub> potention

CO<sub>2</sub>-uitstoot, naar afgelegde afstand





# From plane to train



Checklist



## Step 1

# Develop a successful train policy together

Make sure your travel policy is in line with the **purpose of** your organisation. That way, you make choices that are understandable and explainable to your employees.

Set the standard in your policy: an effective form is to reverse the usual practice. **Travelling by train is the norm, unless...** By reversing the logic, flying becomes the exception rather than the norm.

Choose simple **criteria:** when do you travel by train and when by plane. This can be based on:

- For a travel distance of up to 700 km (from normal place of work), for example, rail travel is the standard;
- Destinations: travel to London, Paris, Frankfurt and Berlin by rail. A new destination can easily be added later.
- Combination of travel distance with travel time: up to 700 km by rail, provided the (train) journey does not exceed 7 hours or 1.5x longer than the door-to-door time for air travel.

Decide how to handle **exceptions** and who decides on exceptions. At CGI Netherlands, for example, all requests for air travel are submitted to the management. This makes you think even more consciously about your choice.

Explain, and draw up a Q&A. In it, also give a clear description of what you mean by travel time. With clear explanations and clear definitions, you create more support for the policy.

To make the policy implementable, it is important to let HR, the Works Council and the facility co-determine the principles of policy. Get input and involvement from staff who travel a lot to reflect on policies and establish exception situations and principles.

Provide departments and management with **a dashboard** containing CO<sub>2</sub> reporting and exceptions.



## ✓ Step 2 Achieve sustainable goals together with your travel agent

### Checklist

Customise the travel booking tool to fit seamlessly with your policies.

Make arrangements with your travel agent to offer trains only on routes where the train is a good alternative. Always put train options at the top of search results and include the CO<sub>2</sub> emissions to be saved. Your travel agent can also carry out an extra check on specific routes to see if the train is a better alternative.

Ask your travel agent to show the actual CO<sub>2</sub> emissions of a flight instead of averages.

Set or tighten criteria for business class air travel and display them in the booking tool.

Set up an approval flow for requested exceptions. That way, you avoid a sense of non-commitment.

Initiate the conversation with your travel agent about the fact that travel agents receive a higher fee from airlines than from train providers. How do you ensure that this incentive does not lead to air travel being promoted over rail travel? How can you help each other?

Provide departments and management with a dashboard on policy progress that also shows the effect of CO<sub>2</sub> saved.

### ✓ Step 3

# From policy to action: Employee behaviour change.

## Checklist

Communicate the policy to employees. Do so **honestly and transparently**. Train travel will not yet be ideal in all areas. Flying will be seen as more comfortable. But the desire is to become more sustainable. So there is a reason why the organisation wants this, which is in line with its purpose.

Create ambassadors. Get a group of employees at all levels of your organisations to become ambassadors by actively communicating their travel choices and their considerations regarding these choices.

**Lead by example**. Make sure key people within the organisation show that things can be done differently, including the management itself. This can lead to a powerful perspective change in three quarters of the people who know such a role model (KIM, 2020).

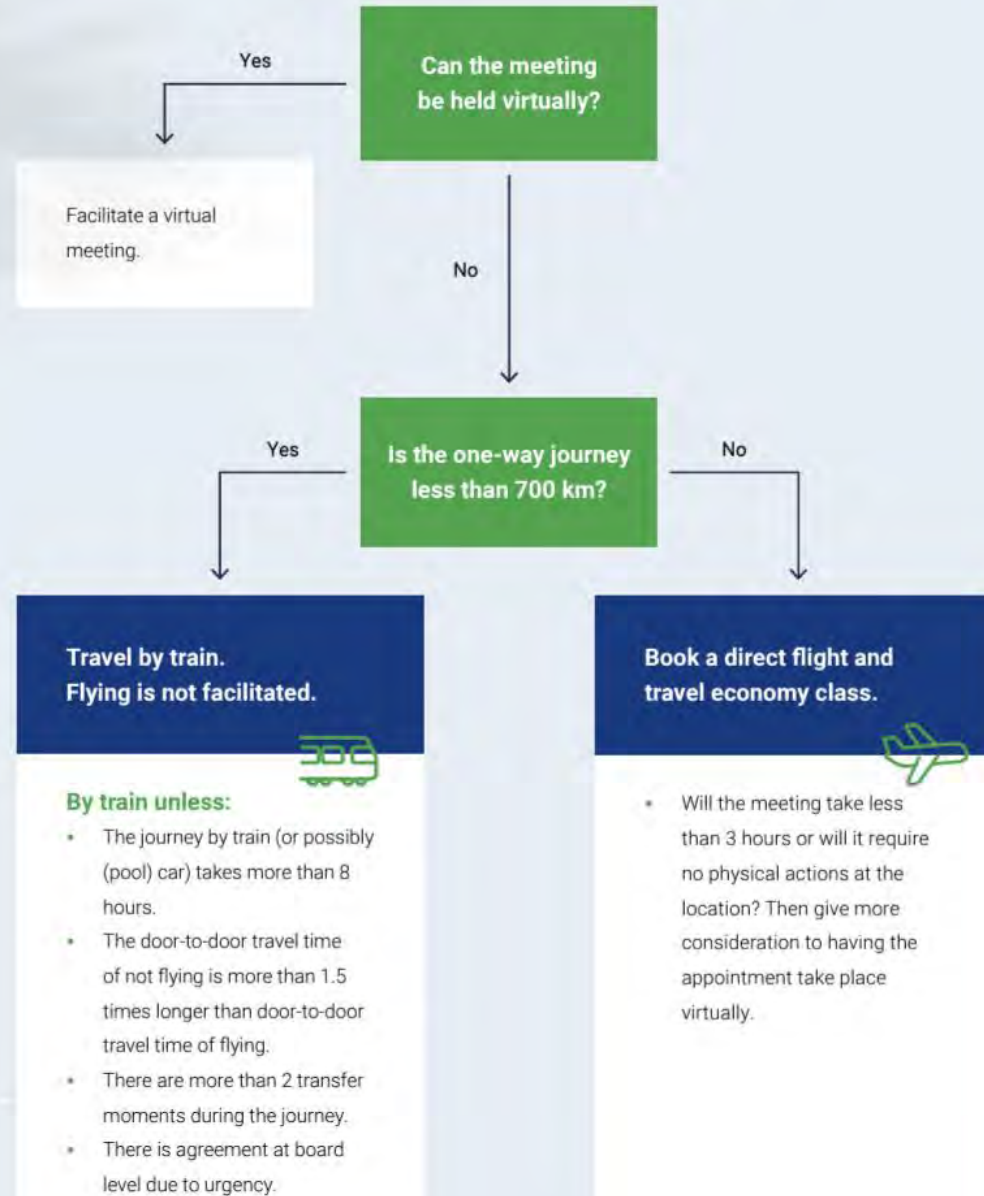
Make the choice of train more attractive by offering a reward for achieved CO<sub>2</sub> emission reductions. This can be at the individual or team level.

Make **first class the standard for rail travel** and economy class the standard for air travel.

Give employees **extra travel time** so that choosing to take the train is no longer seen as wasted time.

**Remove undesirable incentives**. Allowing frequent flyer miles encourages more flying. The central government has chosen to ban frequent flier miles for personal use.

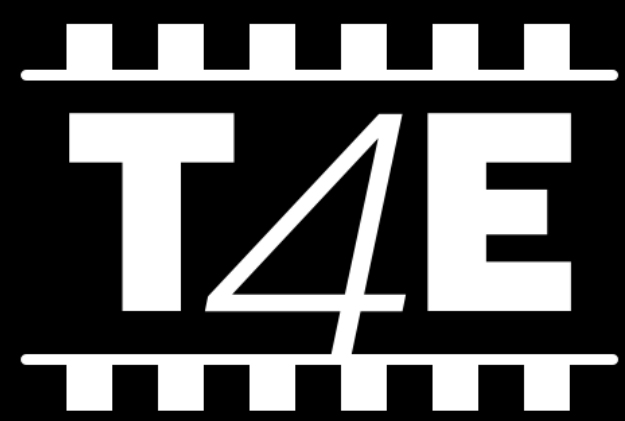
# Use the decision tree and travel for a reason.



A blurred high-speed train is moving along a platform at a modern train station. The train is white with blue accents. In the background, several people are standing on the platform, some looking towards the train. The station has a glass and steel structure with overhead lighting. The overall scene is in motion, creating a sense of speed and activity.

# Thanks!

ANDERS   
FOREIZEN 



# #CrossBorderRail

Mehr Bahnreisen in Europa –  
Was es dafür braucht

Jon Worth, Founder, Trains for Europe Campaign

Web: [crossborderrail.trainsforeurope.eu](https://crossborderrail.trainsforeurope.eu) | Mastodon: [@jon@gruene.social](https://mastodon.social/@jon@gruene.social) | Email: [jon@jonworth.eu](mailto:jon@jonworth.eu)

.key and .pptx to download: <https://bit.ly/CrossBorderRailVCOE>



# Was ist das Problem?

Nationales Denken ist bei den Eisenbahnen immer noch vorherrschend

Die nationalen Bahnsysteme funktionieren ziemlich gut - aber wenn du mit dem Zug eine Grenze überquerst, wird alles komplexer

Infrastruktur, Fahrpläne, Servicequalität und Fahrkartenkauf sind von schlechterer Qualität

# Was ist #CrossBorderRail?

Ein Projekt aus dem Jahr 2022, um alle Binnengrenzen der Europäischen Union (und Norwegens und der Schweiz), die man mit dem Zug überqueren kann, in einer 40-tägigen Reise zu überqueren - um die Probleme aufzuzeigen und Lösungen vorzuschlagen

Wo es keine Züge mehr gibt, überquere die Grenze mit einem Klapprad

Kleinere Folgeprojekte im Jahr 2023 - jetzt 200 Grenzen untersucht





# Probleme an Europas Grenzen

Viele grenzüberschreitende Gleise sind baufällig geworden.

In anderen Fällen gibt es zwar Gleise, aber es fahren keine Personenzüge.

Wenn Züge fahren, sind die Fahrpläne schlecht.

Informations- oder Fahrkartenprobleme machen die Fahrten kompliziert.

Je nach Land und Grenze unterschiedlich - Österreich unter den besten.



Ljubljana - Sežana - 8 Direktverbindungen täglich  
Ljubljana - Villa Opicina - 3 Direktverbindungen täglich

Latour de Carol-Enveitg Barcelona Sants

1 reisende Person, (Alter: - Jahre) 2. Klasse

Schnellste Verbindungen anzeigen

Angaben ändern

Hinfahrt am 01.06.23

Früher ↑

13:31 – 21:25 | 7h 54min, 2 Umstiege

TER71474

Latour de Carol-Enveitg

Details ve

13:31 Latour de Carol-Enveitg

TER71474

2h 43min → Toulouse-Matabiau

Weitere Informationen

16:14 Toulouse-Matabiau

1:29 h > Umsteigezeit anpassen

17:43 Toulouse-Matabiau

TGV 6875

1h 13min → Lyon Part Dieu

Weitere Informationen

18:56 Narbonne

27 Min. > Umsteigezeit anpassen

19:23 Narbonne

TGV 9715

2h 2min → Barcelona Sants

Weitere Informationen

21:25 Barcelona Sants

# Timetables

From

La Tor de Querol-Env

Destination

Barcelona-Sants

Date

23/05/2023

From

13:00

Select only origin station to show departures in real time

From

La Tor de Querol-Enveig

Destination

Barcelona-Sants

Date

06.01.2023

From

10:00

## Planned schedules

Departure times

Return schedules

Departure

Arrival

R3

10:25

13:45

10:25

R3

La Tor de Querol-Enveig

R3  
P

13:45

Barcelona-Sants



# Hendaia → Lasarte-Oria

## ASTELEHENETIK OSTIRALERA LANEGUNETAN - LUNES A VIERNES LABORABLES

HENDAIA	IRUN-FICOBA	IRUN	BELASKOENEA IRUN	BENTAK IRUN	GAINTXURIZKETA LEZO	DIARTZUN	FANDERIA ERRETERIA	ERRETERIA	GALTZARABORDA ERRETERIA	PASAIA	ALTZA DONOSTIA	HERRERA DONOSTIA	INTXAUURONDO DONOSTIA	LOIOLA DONOSTIA	ANOETA DONOSTIA	AMARA DONOSTIA	LUGARITZ DONOSTIA	AÑORGA DONOSTIA	ERREKALDE DONOSTIA	LASARTE-ORIA
-	-	-	-	-	-	5:20	5:21	5:23	5:25	5:27	-	5:30	5:32	5:34	5:37	5:40	-	-	-	-
5:33	5:35	5:37	5:39	5:41	5:46	5:50	5:51	5:53	5:55	5:57	-	6:00	6:02	6:04	6:07	6:13	6:16	6:19	6:22	6:25
6:03	6:05	6:07	6:09	6:11	6:16	6:20	6:21	6:23	6:25	6:27	-	6:30	6:32	6:34	6:37	6:43	6:46	6:49	6:52	6:55

### 5:33 > 21:33 MAIZTASUNA FRECUENCIA 30 min

21:03	21:05	21:07	21:09	21:11	21:16	21:20	21:21	21:23	21:25	21:27	-	21:30	21:32	21:34	21:37	21:43	21:46	21:49	21:52	21:55
-	-	-	-	-	-	21:35	21:36	21:38	21:40	21:42	-	21:45	21:47	21:49	21:52	21:55	-	-	-	-
21:33	21:35	21:37	21:39	21:41	21:46	21:50	21:51	21:53	21:55	21:57	-	22:00	22:02	22:04	22:07	22:13	22:16	22:19	22:22	22:25
22:03	22:05	22:07	22:09	22:11	22:16	22:20	22:21	22:23	22:25	22:27	-	22:30	22:32	22:34	22:37	22:40	-	-	-	-
22:33	22:35	22:37	22:39	22:41	22:46	22:50	22:51	22:53	22:55	22:57	-	23:00	23:02	23:04	23:07	23:10	-	-	-	-

## LARUNBAT, IGANDE ETA JAIEGUNAK - SÁBADOS, DOMINGOS Y FESTIVOS

-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7:13	7:16	7:19	7:22	7:25
7:03	7:05	7:07	7:09	7:11	7:16	7:20	7:21	7:23	7:25	7:27	-	7:30	7:32	7:34	7:37	7:43	7:46	7:49	7:52	7:55
7:33	7:35	7:37	7:39	7:41	7:46	7:50	7:51	7:53	7:55	7:57	-	8:00	8:02	8:04	8:07	8:13	8:16	8:19	8:22	8:25

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## LARUNBATETIK IGANDERAKO GAUAK - NOCHES DEL SÁBADO AL DOMINGO

23:03	23:05	23:07	23:09	23:11	23:16	23:20	23:21	23:23	23:25	23:27	-	23:30	23:32	23:34	23:37	23:43	23:46	23:49	23:52	23:55
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3:03	3:05	3:07	3:09	3:11	3:16	3:20	3:21	3:23	3:25	3:27	-	3:30	3:32	3:34	3:37	3:43	3:46	3:49	3:52	3:55
4:03	4:05	4:07	4:09	4:11	4:16	4:20	4:21	4:23	4:25	4:27	-	4:30	4:32	4:34	4:37	4:43	4:46	4:49	4:52	4:55
5:03	5:05	5:07	5:09	5:11	5:16	5:20	5:21	5:23	5:25	5:27	-	5:30	5:32	5:34	5:37	5:43	5:46	5:49	5:52	5:55
6:03	6:05	6:07	6:09	6:11	6:16	6:20	6:21	6:23	6:25	6:27	-	6:30	6:32	6:34	6:37	6:40	-	-	-	-



### Hinweis

Sehr geehrte Kundin, sehr geehrt

leider konnte zu Ihrer Anfrage k  
gar nicht oder nicht mit dem ge  
bedient).

Dies können Sie anhand der An

Wir bitten Sie, Ihre Anfrage mit

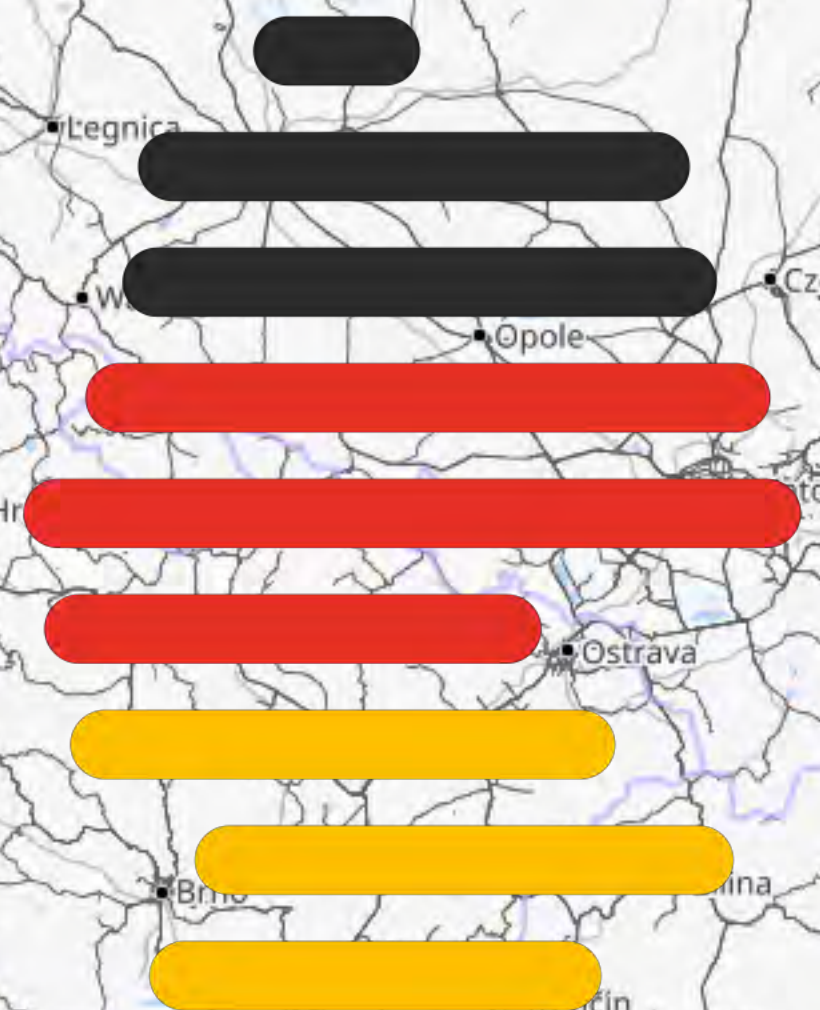
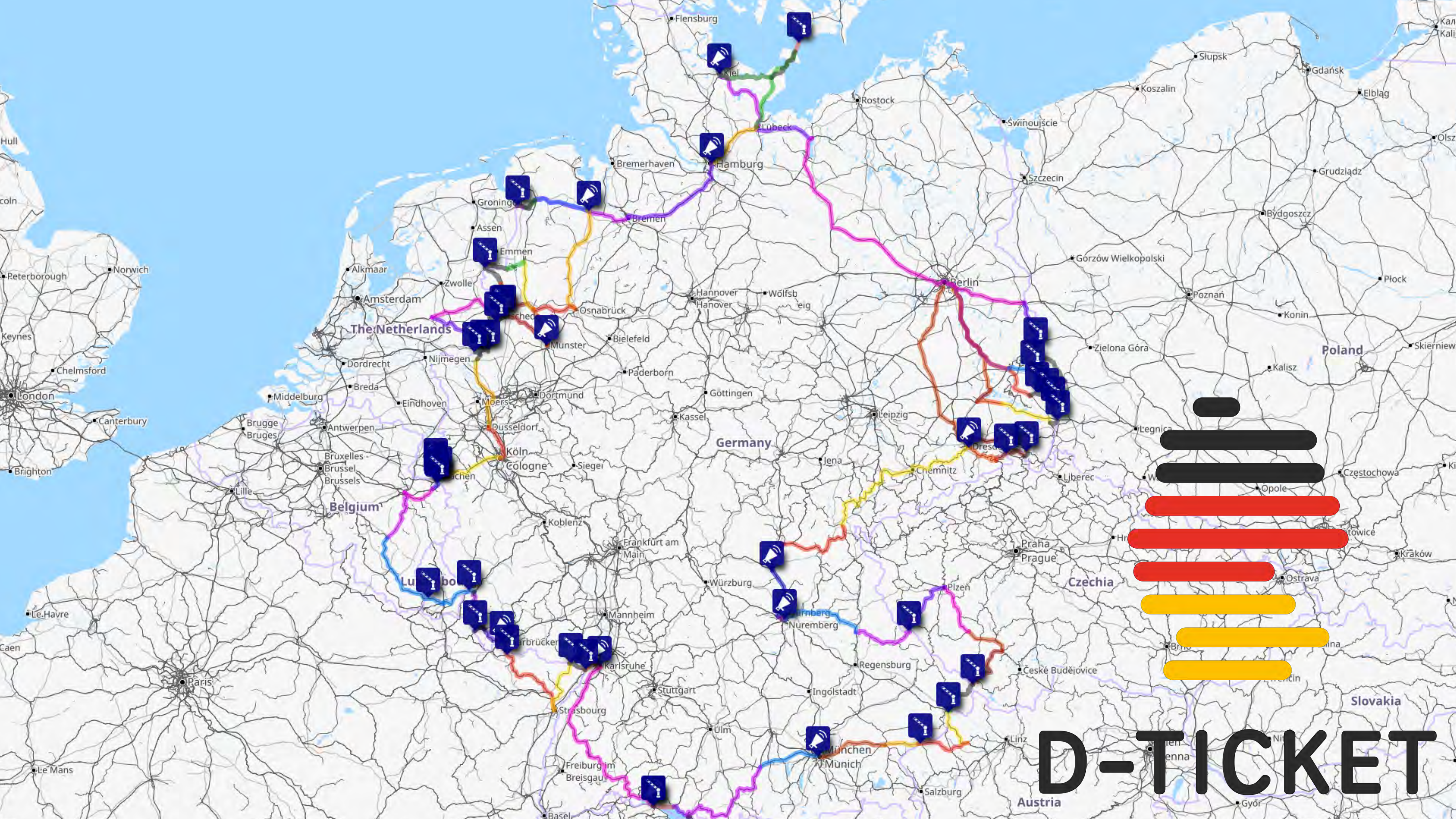
Vielen Dank!

Ihr Team von [www.bahn.de](http://www.bahn.de)

Code: H890

3

1



**D-TICKET**

Offenburg DE - Strasbourg FR



Freilassing DE - Salzburg AT



BILLETTERIE AUTOMATIQUE

**FRECCIAROSSA**



# Internationale Bahnreisen von guter Qualität für Fahrgäste

Reiseplanung

1

Reisebuchung

2

Echtzeit-Information

3

Fahrgastrechte

4

4 8



achat  
retrait  
échange





# #CrossBorderRail

Mehr Bahnreisen in Europa –  
Was es dafür braucht

Crowdfunding  
#CrossBorderRail  
Südost Europa  
2024  
Jetzt offen!



Jon Worth, Founder, Trains for Europe Campaign

Web: [crossborderrail.trainsforeurope.eu](https://crossborderrail.trainsforeurope.eu) | Mastodon: [@jon@gruene.social](https://mastodon.social/@jon@gruene.social) | Email: [jon@jonworth.eu](mailto:jon@jonworth.eu)

.key and .pptx to download: <https://bit.ly/CrossBorderRailVCOE>







# Grenzüberschreitender Bahnverkehr: Status Quo und Zielsetzungen

Katharina Jaschinsky, VCÖ – Mobilität mit Zukunft



**Green Deal**

Bis 2050 Verkehrsemissionen um **90 Prozent** gegenüber dem Jahr 1990 reduzieren

**Klimaneutralität Österreich** bis 2040

**Verkehrsemissionen seit 1990**

↑ + 17 Prozent in EU  
+ 45 Prozent in Österreich

Quelle: Eurostat 2023, UBA 2022

**Nur der Verkehr verursacht mehr CO<sub>2</sub>-Emissionen als im Jahr 1990**

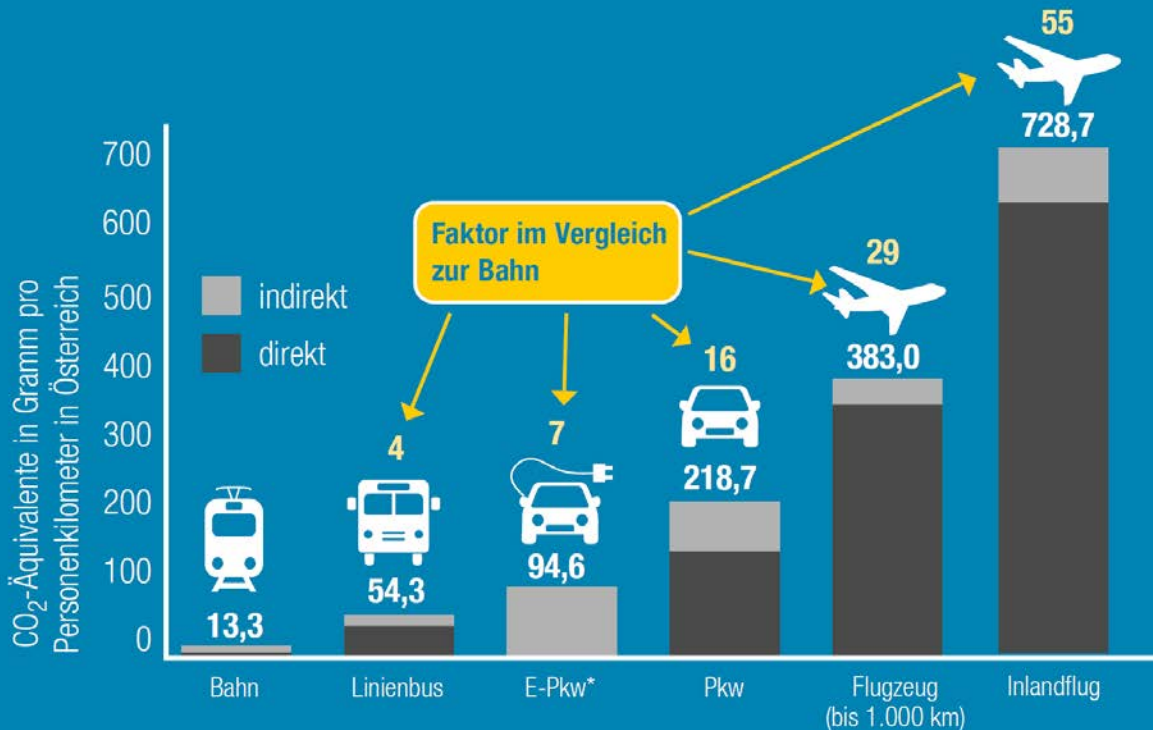


(Änderung Treibhausgas-Emissionen im Jahr 2022 gegenüber dem Jahr 1990, in Millionen Tonnen)



Quelle: Umweltbundesamt, VCO 2024 Grafik: VCO 2024, Lizenz CC BY-ND

## Niedrige Emissionen im Öffentlichen Verkehr



**Bahn ist im Gütertransport um den Faktor 17 klimaverträglicher**

Quelle: UBA 2023

\* Strommix Österreich inklusive Importe

# Exkurs: Sustainable Aviation Fuels

- Biokraftstoffe oder synthetisch hergestelltes Kerosin
  - **RefuelEU Aviation Verordnung** zur verpflichtenden Beimischung von Sustainable Aviation Fuels (SAF) in Höhe von 35% bis 2050
  - **SAF** haben wichtige Rolle im Flugverkehr zur Emissionsreduktion
  - Problematik:
    - (sehr) limitierte Verfügbarkeit
    - Sehr hoher Energiebedarf bei der Herstellung
    - Nicht-CO2 Effekte von Kerosin
- Flugverkehr reduzieren:
- Verlagerung auf die Schiene
  - Besteuerung von Kerosin

## Bedeutung von internationalen Bahnfahrten

**35 Prozent** der Fernverkehr Gäste in Österreich nutzen den Zug im Jahr 2022 für **internationale Fahrten**

Quelle: ÖBB 2023

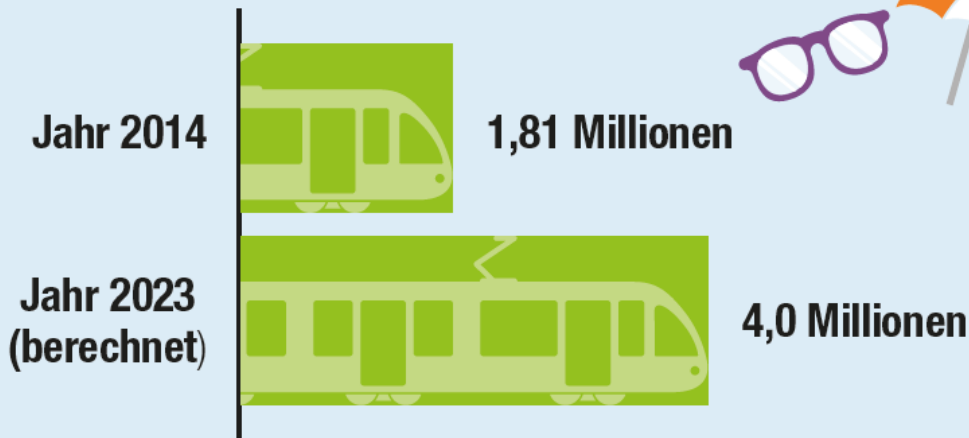
**5 Prozent** der gefahrenen Personenkilometer waren im Jahr 2022

**grenzüberschreitend**

Quelle: Eurostat 2024

## Urlaubsreisen mit der Bahn haben sich verdoppelt

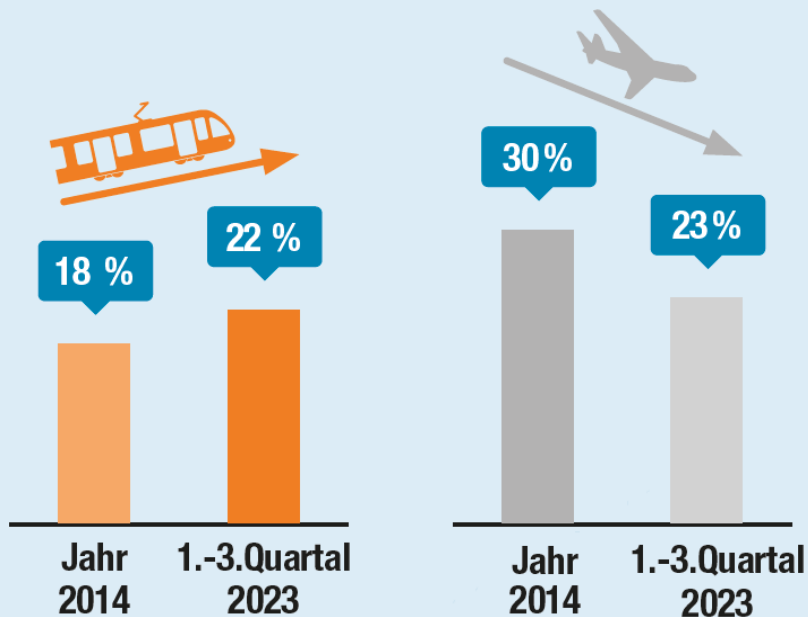
Anzahl der Urlaubsreisen mit der Bahn von Österreichs Bevölkerung



## Geschäftsreisen mit der Bahn gestiegen, mit Flugzeug gesunken

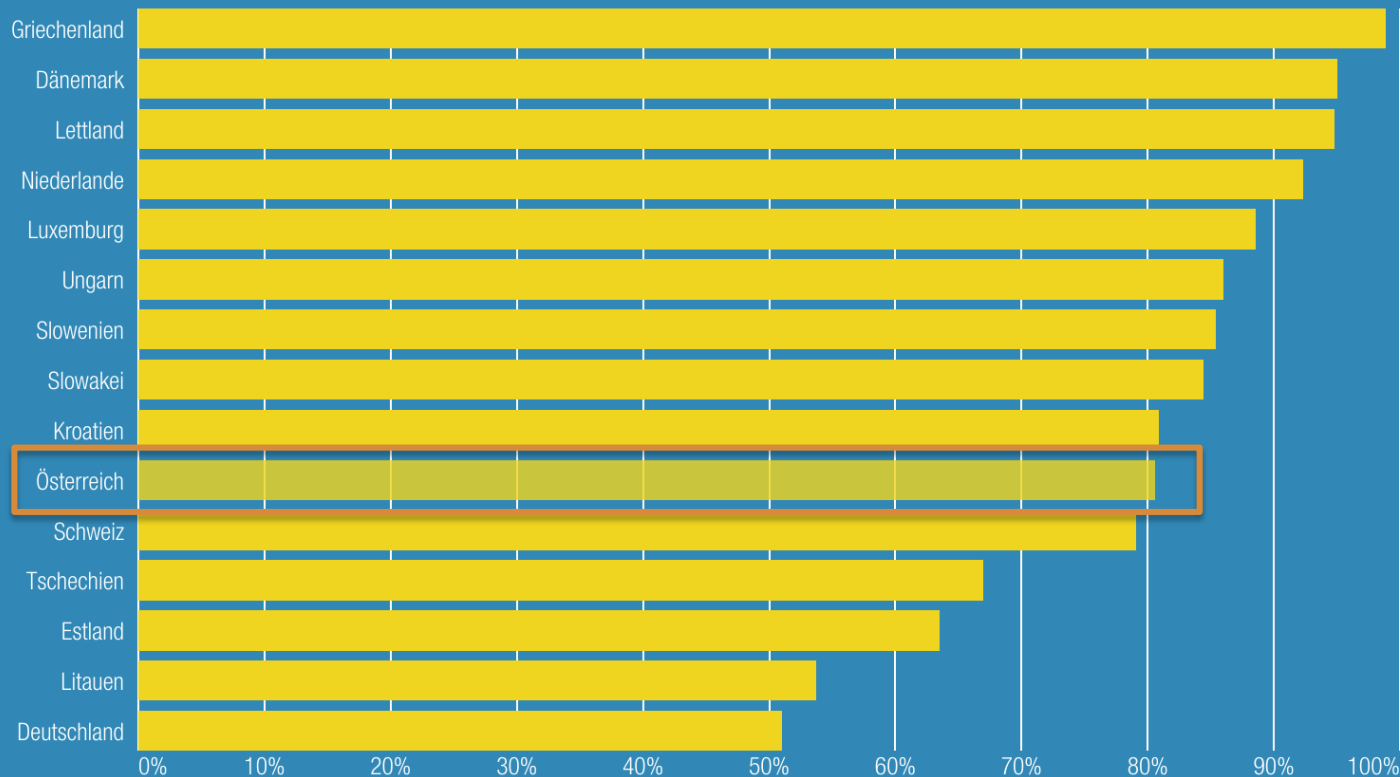


Anteil Geschäftsreisen von Österreichs Bevölkerung



## Hoher Anteil grenzüberschreitender Transporte im Schienengüterverkehr VCO

(Anteil grenzüberschreitende Transporte am Schienengüterverkehr des Landes, Top 15 Jahr 2022)



# Fazit und Ausblick

- Verkehr ist wesentlicher Hebel für die Erreichung der Klimaziele
  - Trendwende der Emissionsverursachung notwendig
  - Schienenverkehr ist für Personen- und Gütertransport um ein Vielfaches klimaverträglicher
- Grenzüberschreitende Bahnverbindungen von zentraler Bedeutung
  - Hoher Anteil des Güterverkehrs ist grenzüberschreitend
  - Nachfrage nach Bahnreisen steigt
  - Abbau von bestehenden Hürden notwendig:
    - Personenverkehr: bessere Information und einfache Buchbarkeit
    - Güterverkehr: höhere Kapazität, Effizienz und Kostenwahrheit
- EU-Wahlen im Juni 2024
  - Stärkerer Schwerpunkt auf Verbesserungen im Schienenverkehr
  - Schaffung eines effizienten Europäischen Eisenbahnraums





Vielen Dank für die  
Aufmerksamkeit!



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[www.vcoe.at](http://www.vcoe.at)

# Cross-border rail transport potential

14 March 2024

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EUROPEAN  
UNION  
AGENCY  
FOR RAILWAYS

## PURPOSE:

Estimate the growth potential of cross-border rail traffic and other benefits that would derive from further removing technical and operational barriers.

### Main objectives:

1. Understanding cross border rail transport and mapping related barriers for passengers and freight
2. Considerations on current and potential transport demand
3. Extrapolation of the findings and recommendations



## CONCRETE CASES

Work done. Passenger and freight rail. High Speed Rail services.

### Cross-border freight transport

- Rail freight connection Innsbruck – Brennero
- Rail freight connection Giurgiu Nord - Ruse Razpredel

### Cross-border passenger transport

- Rail passenger connection Vienna – Győr
- Rail passenger connection Berlin – Kostrzyn

### Cross-border/international High Speed rail services



# MAIN FINDINGS

Potential. Recommendations.

- High potential for time savings at cross-border sections by solving technical and operational issues
- Recommendations: further cleaning / reduction of the national rules and further harmonisation and revision of the TSIs (Technical Specifications for Interoperability).



# 1<sup>st</sup> freight case study

Cross-border section Brennero - Staatsgrenze nächst Steinach in Tirol  
Possible time savings of at least 50 minutes

Issue	Annual number of trains concerned	Time loss per train	Annual hours saved	Cost per train	Annual costs [M€]
Train braking rules and documents (ILB issues 1 and 2)	19 960 (100%)	20 min	6 653	66€ - 100€	1,32-1,98
Technical checks at border stations and mandatory checks in MSs (ILB issues 8 and 9)		30 min	9 980	86€ - 122€	1,72-2,42
Real-time communication (ILB issues 15)		116 min	38 752	258€ - 313€	5,14-6,24
New train number (ILB issue 11)	-	118 min	-	-	-
Two-people cabin crew (ILB issue 13)	N/A. Only total values per country are estimated				
Equipment of border stations with commutable electric power supply (ILB issue 14)	5 988 (30%)	40 min	-	-	-
Restrictions for the train length (and/or weight)	-	75 min	-	-	-



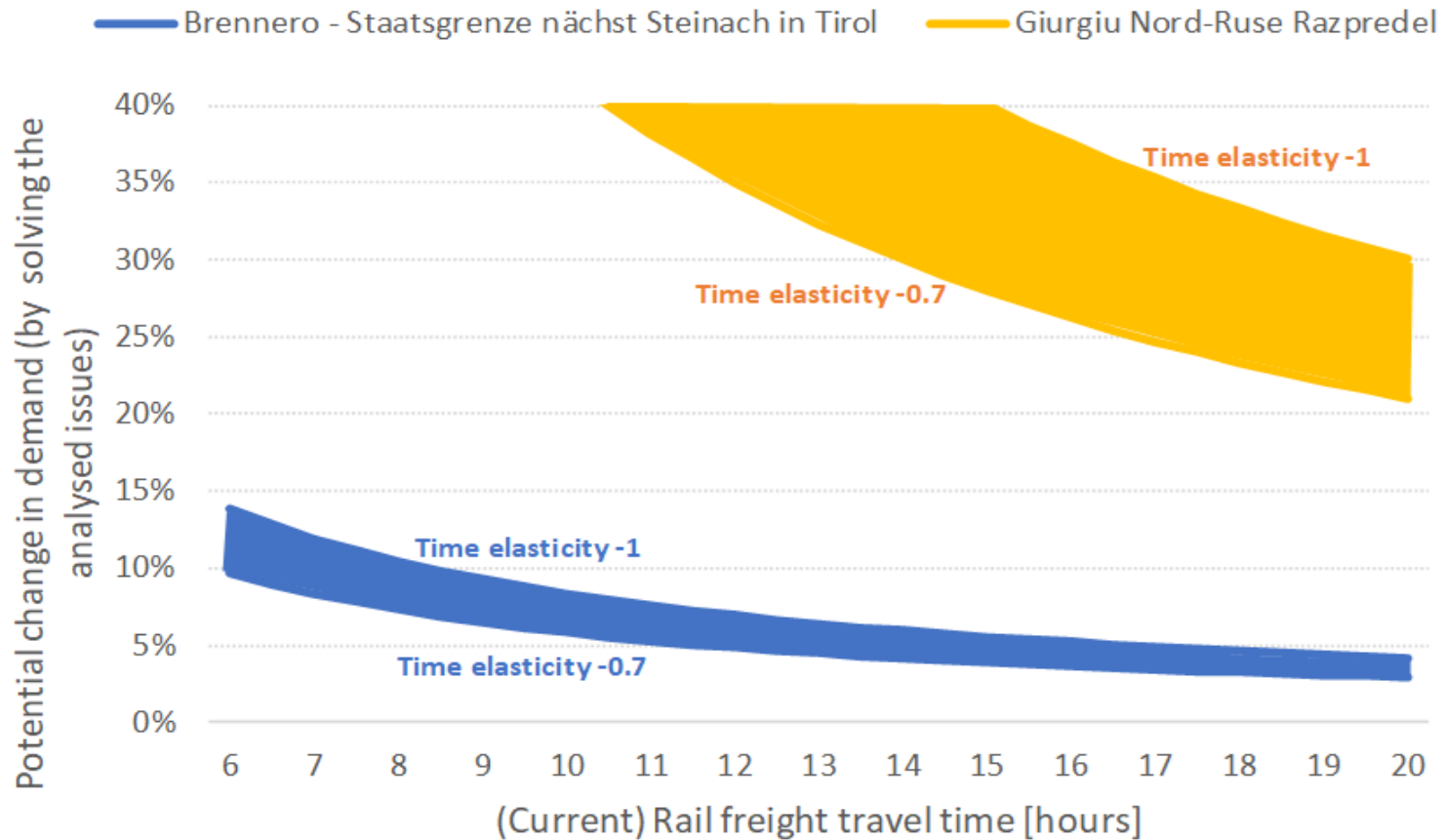
## 2<sup>nd</sup> freight case study

### Cross-border section Giurgiu Nord - Ruse Razpredel Possible time savings of at least 6 hours

Issue	Annual number of trains	Time loss per train	Annual hours saved	Cost per train	Annual costs [M€]
Train braking rules and documents (ILB issues 1 and 2)	5232-5908 (100%)	20 min	1744-1969	64€ - 117€	0,34-0,69
Technical checks at border stations and mandatory checks in MSs (ILB issues 8 and 9)		384 min	33485-37811	405€ - 478€	2,12-2,81
Real-time communication (ILB issues 15)		222 min	19376-21880	254€ - 316€	1,33-1,87
Working handbrake in the last wagon (ILB issue 5)	2616-2954 (50%)	45 min	1962-2216	67€ - 120€	0,35-0,71
No push 6 axles wagons (ILB issue 6)	5232-5908 (100%)	75 min	6540-7385	116€ - 171€	0,61-1,01
New train number (ILB issue 11)	4186-4726 (80%)	118 min	8232-9294	134€ - 190€	0,70-1,13
Two-people cabin crew (ILB issue 13)	N/A. Only total values per country are estimated				
Cross border section not electrified (linked to ILB issue 14)	-	120 min	-	-	-
Restrictions for the train length (and/or weight)	-	75 min	-	-	-



# FREIGHT CASE STUDIES



Very rough estimation of the potential change in travel demand by solving the technical and operational issues on the analysed freight corridors /sections (per duration of rail freight transport).





# PASSENGER CASE STUDIES

## Rail passenger connection Vienna – Győr

- Good accessibility
- Development of the cross-border economy in the Bratislava–Győr–Vienna triangle
- No major pitfalls; demand continues to grow
- Room for improvement by eliminating the current cross-border barriers (e.g., decreasing the current journey time of 70 - 115 minutes by around 10 - 15 minutes and encouraging language trainings for staff)





## PASSENGER CASE STUDIES

### Rail passenger connection Berlin - Kostrzyn

- The connection serves target groups from both countries and contributes to **cross-border integration**
- Obstacles for its further development range from:
  - ✓ **legal and administrative** ('no common administrative procedures and legal basis')
  - ✓ **technical**
  - ✓ **practical obstacles** ('different language')

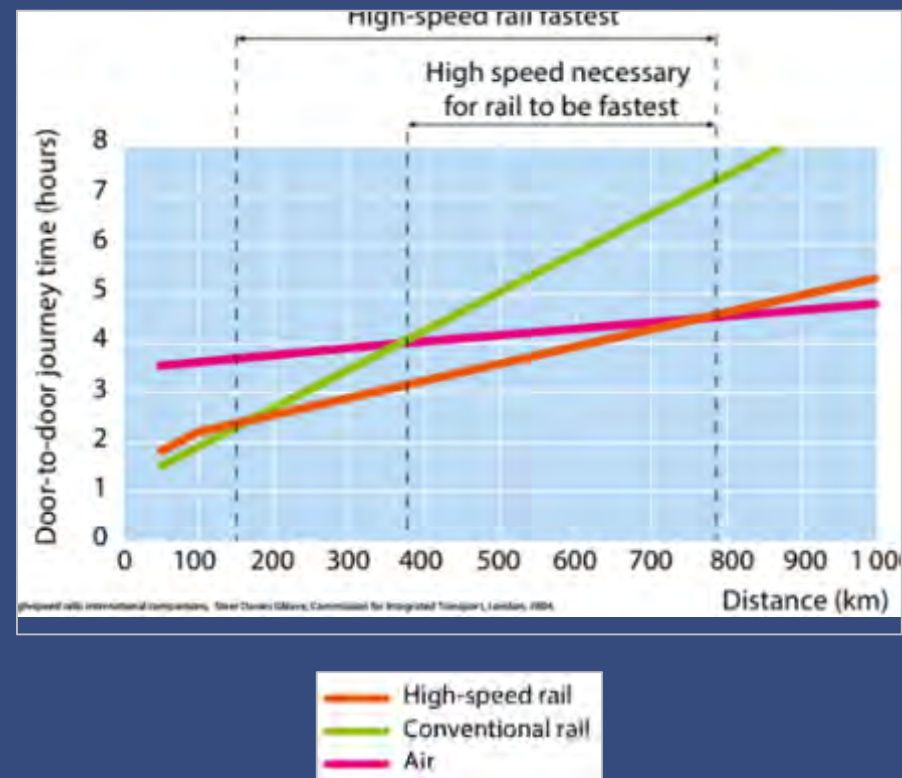
# HIGH SPEED RAIL SERVICES

## Considerations.

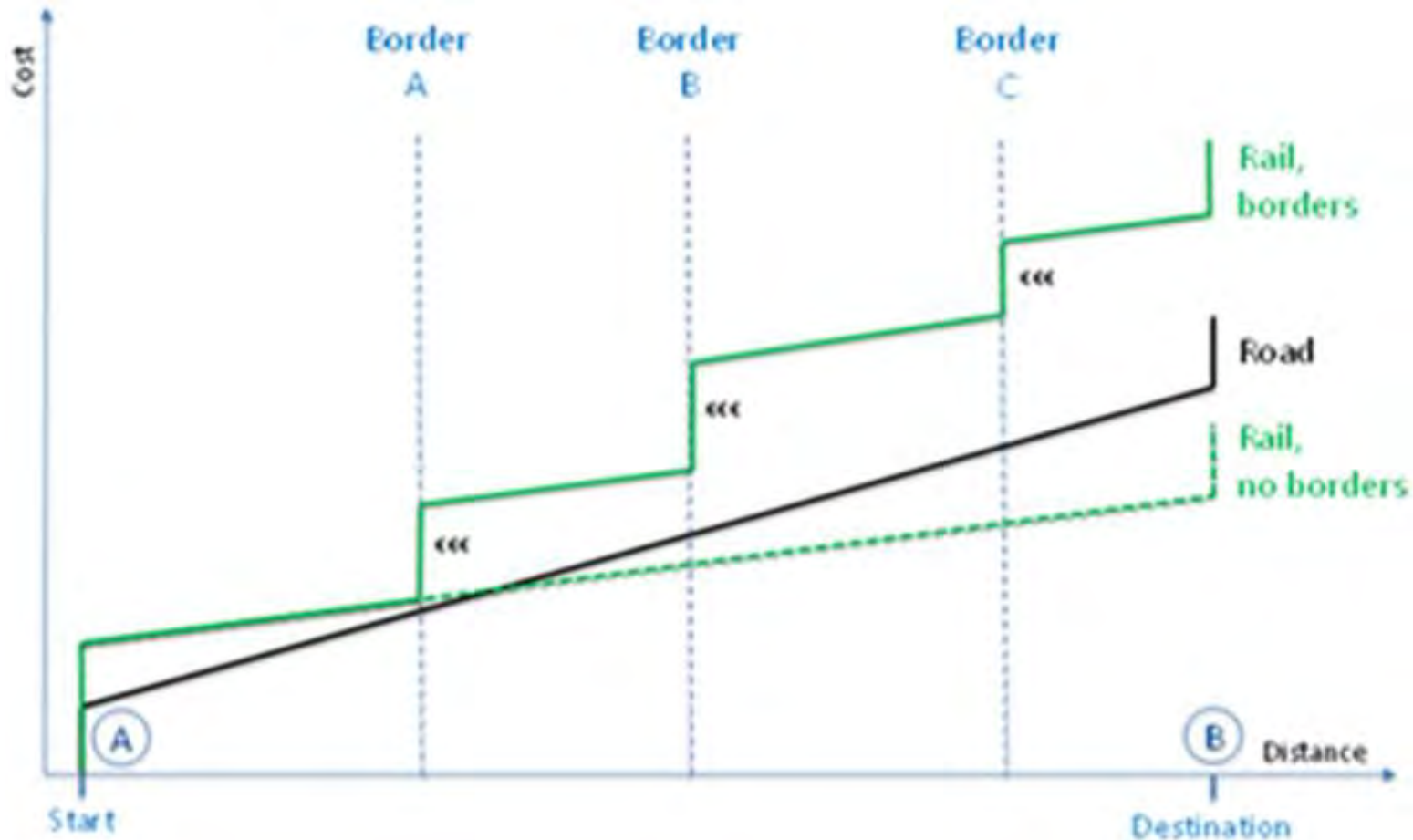
Cross border / international High Speed rail services:

- Very competitive (compared to road and air) for distances between 100 and 800 km and for rail travel time up to 4 hours (travel time represents an important factor for choosing rail)
- Rail interoperability is often obtained / guaranteed by specific rolling stock.





# Limitations



- The study focuses only on the possible removal of technical and interoperability barriers
- An analysis of the potential growth in demand based only on time elasticities is not fully exhaustive.
- The quantitative analysis of the possible time savings is based mainly on the ILB
- Each case study analyses a single cross-border section, but freight trains may cross several borders along their long-distance trips with additional time savings

# CONCLUSIONS

Possible way forward. ERA's strategic role.

Based on the findings, the report emphasizes the need for the further cleaning of national rules. Moreover, the Technical Specifications for Interoperability can contribute to lowering some barriers by closing open points and reducing, where appropriate, specific cases.



## Current situation

Technical and operational barriers at cross-borders still hamper the seamlessness of international rail connections



## Time savings

High potential in time savings: Solving the technical and operational issues on selected cross-border sections show a high potential



## Cross-border rail competitiveness

The reduction in travel time could contribute to improve the competitiveness / attractiveness of (cross-border) rail transport





# THANK YOU

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