We need to shift long-distance travel to more sustainable transport modes, particularly rail.

Rail has a much lower carbon footprint than other transport modes....

... and the potential to be powered completely by renewable sources!
Cross-border passenger rail needs a boost

Proportion of cross-border traffic (EU27, 2018)

- 7% Passenger traffic
- 52% Freight traffic

Long distance cross-border passenger trains PER WEEK

<table>
<thead>
<tr>
<th>SERVICE TYPE</th>
<th>2001</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conventional</td>
<td>2,545</td>
<td>2,804</td>
</tr>
<tr>
<td>High Speed</td>
<td>637</td>
<td>1,244</td>
</tr>
<tr>
<td>Night</td>
<td>1,257</td>
<td>445</td>
</tr>
</tbody>
</table>

95% increase in high speed cross-border services
65% decrease in night cross-border services
1% increase in total cross-border services
What might the future look like?

Night trains are seeing a renaissance and there is demand for new long-distance cross-border night train routes.

Some of these services are expected to be launched in the next few years.
What’s blocking progress?

There are a number of obstacles to cross-border services which are blocking progress.

- Infrastructure charges are often higher than marginal costs
- Infrastructure capacity is limited in places, particularly in cities
- Ticketing systems are fragmented and complex
- Good rolling stock is limited and not always interoperable
- Public authorities face complex coordination when contracting services across borders
- Technical, operational, and safety obstacles are significant