EUROPEAN
COMMISSION

Brussels, 5.11.2025
SWD(2025) 960 final

COMMISSION STAFF WORKING DOCUMENT

Maps and tables containing a snapshot of the mobility service offer, state of play and planned developments, and future travel times of the EU High-Speed Rail network

Accompanying the document

Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions

Connecting Europe through High-Speed Rail

{COM(2025) 903 final} - {SWD(2025) 961 final}

1. Introduction

This staff working document accompanies the Communication from the European Commission on Connecting Europe through high-speed rail. It contains maps, graphs and tables for each of the nine TEN-T European transport corridors (ETCs) that underpin the Communication.

2. Disclaimer

The information and views set out in this document do not necessarily reflect the official opinion of the European Commission. The Commission does not guarantee the accuracy of the data included in the graphs and tables. The information does not affect potential exemption requests from Member States from the requirements of Regulation (EU) 2024/1679. It also does not take into account potential delays in the implementation of projects and does not prejudge the financial commitment of a Member State or the EU. Neither the Commission nor any person acting on its behalf may be held responsible for any use that may be made of the information contained in this document.

3. Methodology

3.1 Tables showing the mobility service offer between selected city pairs on the European transport corridors in 2025

The tables provide a high-level comparison between rail, air and coach connections across selected city pairs. It is not intended to be an exhaustive assessment of the European transport network. To ensure coverage across all Member States, city pairs were selected based on population thresholds (urban areas with more than 500 000 people) and relevance to the TEN-T corridors. The selection inevitably does not cover all possible city pairs. The tables focus on point-to-point connections and do not account for broader corridor-level analysis or multi-city itineraries. The data reflects the state of services at a specific moment in time. Network changes may affect the results (e.g. infrastructure works, new services, strikes, timetable updates).

3.1.1 Fare data and booking assumptions

Fare data was collected manually from operator websites and/or trusted booking platforms using standardised search parameters. All fares refer to one-way, adult, economy/second class tickets and report minimum and maximum fares per booking window.

Dynamic pricing and promotional fares vary significantly between and within transport modes. The prices captured give a representative snapshot but are not exhaustive. Three booking windows were used: (i) short-term (around 7-10 days); (ii) medium-term (around one month); and (iii) long-term (around four months). For each city pair, searches for fares were conducted on the same day to ensure consistency, although different searches for city pairs were conducted on different days.

3.1.2 Travel time calculations and airport assumptions

The flight times shown are those indicated by the airlines. However, to ensure a fair comparison with rail and bus travel times, it should be taken into account that actual travel time also includes: (i) 1.5 hours for check-in and security; and (ii) 30 minutes for exit procedures on

arrival. These adjustments follow the methodology used in the 2016 EU Pricing Study[1]. Travel time to airports and stations is not included in the travel timetables to maintain consistency across transport modes. However, this may underestimate the total journey time and cost for air travel as accessing airports is often more time-consuming and expensive than accessing centrally located rail or coach stations. Secondary airports were only included where they are commonly marketed as serving the city.

3.1.3 Frequencies and representativeness

Frequencies reflect services on a single weekday. These do not necessarily reflect variations on weekends or during peak seasons. The number of departures was sourced from operator websites and supplemented with data from Kayak (air), Trainline (rail) and Busbud (coach) as needed. The number of transfers was limited to reflect realistic journeys: a maximum of two for rail and one for air and coach. Some multi-operator journeys, especially those involving new entrants, may not appear on third-party platforms and are therefore missing from this overview. The Commission's upcoming ticketing initiative aims to improve the visibility of such offers by facilitating cross-operator booking and ensuring fair access to distribution channels.

3.2 Maps showing the state of play and planned development steps of the high-speed railway network along the European transport corridors up to 2040

The maps cover each of the nine European transport corridors illustrating the planned completion dates for high-speed rail lines along them by 2040. Lines designed for speeds of around 160 km/h are shown as dotted lines, while those for 200 km/h appear as solid lines. A colour code indicates the timeline for completion – whether the lines are already finished or planned for completion by 2030, 2035 or 2040. Chapter 13 presents the map of the entirety of the European Transport corridors.

3.3 Graphs showing the estimated rail travel times between major cities along the European transport corridors by 2040

The graphs are based on information collected from Member States and project promoters in the framework of the TEN-T corridor studies in 2025 as well as from open data sources. The travel times shown in the graphs are estimated based on the expected improvements that will result from the infrastructure projects along each corridor. The travel times indicated assume the most direct route between city pairs along a given corridor and do not take into account any operational considerations or intermediate stops that might affect the final travel time.

3.3.1 Colour codes

The colour codes in the graphs indicate the suitability of certain connections for different travel purposes.

[1] Study on the prices and quality of rail passenger services.

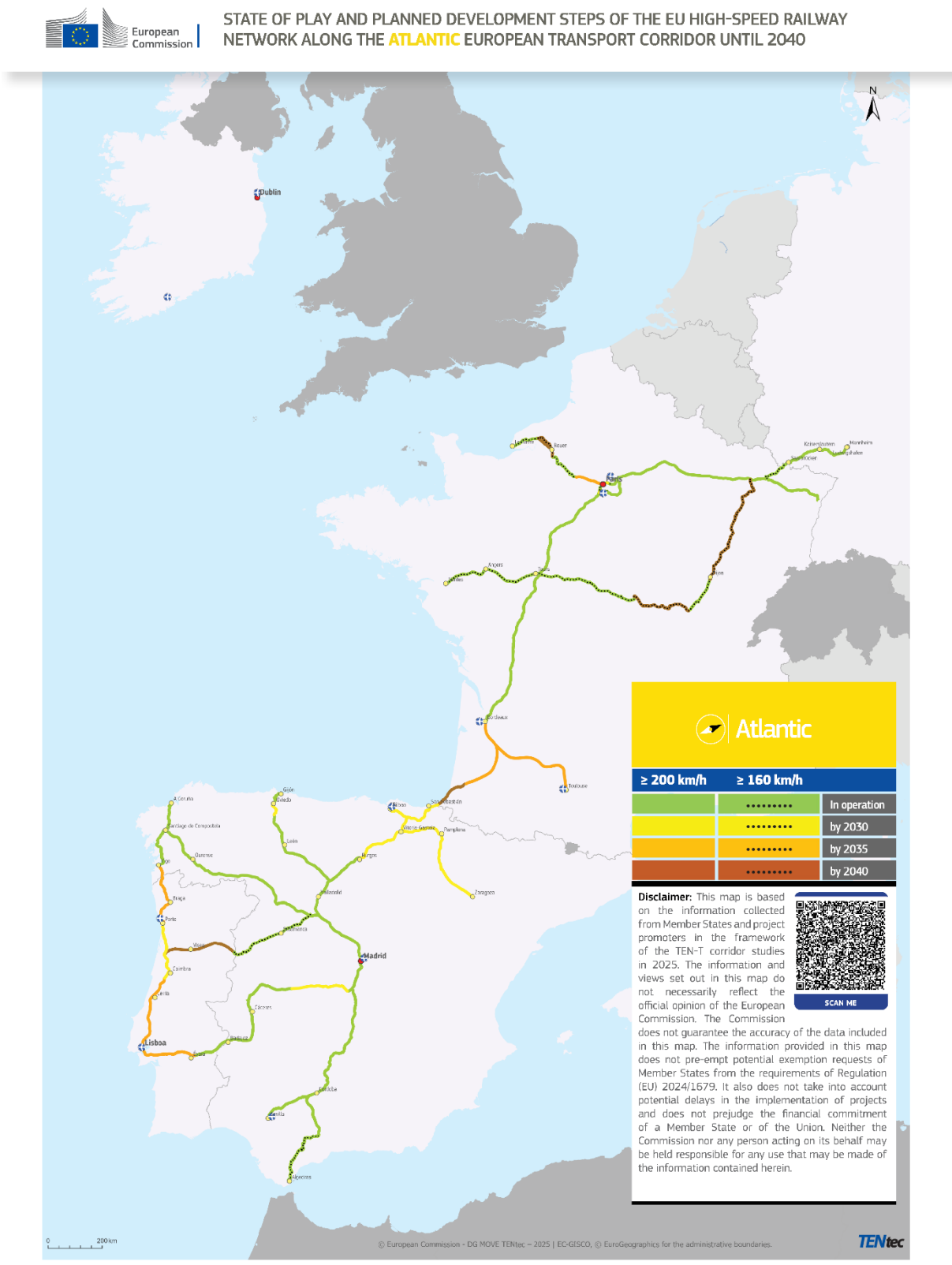
- Dark green: Connections with a duration of 4 hours 30 minutes are considered to be highly competitive with air travel and would allow for daily return trips, e.g. for business travellers.
- Light green and yellow: Connections with a duration of between 4 hours 30 minutes and 8 hours 30 minutes are suitable for one-way railway connections at daytime and are more targeted at leisure travellers.
- Blue: Connections with a duration of over 8 hours 30 minutes are generally considered suitable for night train services.

4. Atlantic European transport corridor

4.1 Snapshot of the mobility service offer between selected city pairs on the Atlantic ETC in 2025

Paris – Madrid								
Frequency			Duration			Price (€)		
🚆	✈	🚌	🚆	✈	🚌	🚆	✈	🚌
6 (1 transfer)	24 (direct)	8 (direct)	9h50 – 14h46	2h00 – 2h15	16h10 – 22h35	Short-term: 109 - 141 Mid-term: 127 - 152 Long-term: 140 - 224	Short-term: 111 - 248 Mid-term: 88 - 230 Long-term: 88 - 311	Short-term: 41 - 60 Mid-term: 37- 70 Long-term: 30 - 84
Madrid – Lisbon								
Frequency			Duration			Price (€)		
🚆	✈	🚌	🚆	✈	🚌	🚆	✈	🚌
1 (2 transfers) 1 (2 transfers and night train)	18 (direct)	11 (direct)	9h01 – 19h15	1h20 – 1h30	7h10 – 8h35	Short-term: 44 - 67 Mid-term: 44 - 67 Long-term: N/A	Short-term: 48 - 434 Mid-term: 38 - 285 Long-term: 28 - 172	Short-term: 9 -21 Mid-term: 10 - 15 Long-term: 15 - 25

4.2 State of play and the planned development steps of the high-speed railway network along the Atlantic ETC up to 2040



4.3 Estimated rail travel times between major cities along the Atlantic ETC by 2040

Cities	Lisboa	Porto	Madrid	Vigo	A Coruña	Bilbao	Sevilla	Zaragoza	Vitoria	Bordeaux	Toulouse	Paris	Strasbourg
Porto	01:15												
Madrid	03:00	04:15											
Vigo	02:05	00:50	04:00										
A Coruña	03:50	02:35	03:40	01:45									
Bilbao	05:40	04:00	02:10	03:20	05:50								
Sevilla	05:30	06:45	02:30	06:30	06:10	04:40							
Zaragoza	04:15	05:30	01:15	05:15	04:55	01:30	03:45						
Vitoria	05:10	06:25	02:10	03:20	05:50	00:30	04:40	01:20					
Bordeaux	06:55	08:10	03:55	07:55	07:35	02:55	06:25	04:00	02:40				
Toulouse	08:00	09:15	05:00	09:00	08:40	03:25	07:35	04:15	02:55	01:05			
Paris	09:00	10:15	06:00	10:00	09:40	05:00	08:30	06:05	04:45	02:05	03:10		
Strasbourg	10:50	12:05	07:50	11:50	11:30	06:50	10:20	07:55	06:35	03:55	05:00	01:50	
Mannheim	12:00	13:15	09:00	13:00	12:40	08:00	11:30	09:05	07:45	05:05	06:10	03:00	01:10

Sources: public journey planners, 2023 project list, GPSO, Officina del Comissionado del Corredor Atlántico, own estimations.

Up to 4:30 | Up to 6:30 | Up to 8:30 | More than 8:30

5. Baltic Sea – Adriatic Sea European transport corridor

5.1 Snapshot of the mobility service offer between selected city pairs on the Baltic Sea - Adriatic Sea ETC in 2025

Warsaw – Vienna								
Frequency			Duration			Price (€)		
🚆	✈	🚌	🚆	✈	🚌	🚆	✈	🚌
2 (direct) 2 (1 transfer) 1 (night train, direct)	6/7 (direct)	4-5 (direct) 1 (1 transfer)	7h31 – 9h25	1h15 – 1h25	9h15 – 12h25	Short-term: 30 - 93 Mid-term: 30 - 78 Long-term: 23 - 28	Short-term: 82 - 188 Mid-term: 73 - 186 Long-term: 45 - 125	Short-term: 30 - 32 Mid-term: 17 Long-term: 39 - 44
Vienna – Budapest								
Frequency			**Duration**			**Price (€)**		
🚆	✈	🚌	🚆	✈	🚌	🚆	✈	🚌
20 (direct)	3 (direct)	22 (direct) 1 (1 transfer)	2h37 – 2h42	0h45	2h40 – 7h15	Short-term: 9 - 53 Mid-term: 9 - 46 Long-term: 19 - 52	Short-term: 195 Mid-term: 156 Long-term: 123 - 131	Short-term: 7 - 17 Mid-term: 10 - 17 Long-term: 10 - 27
Bratislava – Budapest								
Frequency			**Duration**			**Price (€)**		
🚆	✈	🚌	🚆	✈	🚌	🚆	✈	🚌
8 (direct) 7 (1 transfer) 6 (2 transfers)	N/A	18 (direct)	2h03 – 4h03	N/A	2h30 – 2h50	Short-term: 6 - 53 Mid-term: 22 - 44 Long-term: 19 -44	N/A	Short-term: 8 - 27 Mid-term: 11 - 20 Long-term: 15 - 40

5.2 State of play and the planned development steps of the high-speed railway network along the Baltic Sea – Adriatic Sea ETC up to 2040

5.3 Estimated rail travel times between major cities along the Baltic Sea – Adriatic Sea ETC by 2040

Cities	Warszawa	Wien	Bratislava	Budapest	Zagreb	Ljubljana
Wien	4:15					
Bratislava	4:15	0:30				
Budapest	5:55	1:40	1:25			
Zagreb	11:20	5:00	6:30	04:15		
Ljubljana	10:40	4:30	5:40	05:45	01:20	
Venezia	13:10	5:50	6:50	06:50	06:30	4:55

Sources: public journey planners, UNECE: TRE Railway High-Speed Master Plan Study, 2023 project list, own estimations

Up to 4:30 Up to 6:30 Up to 8:30

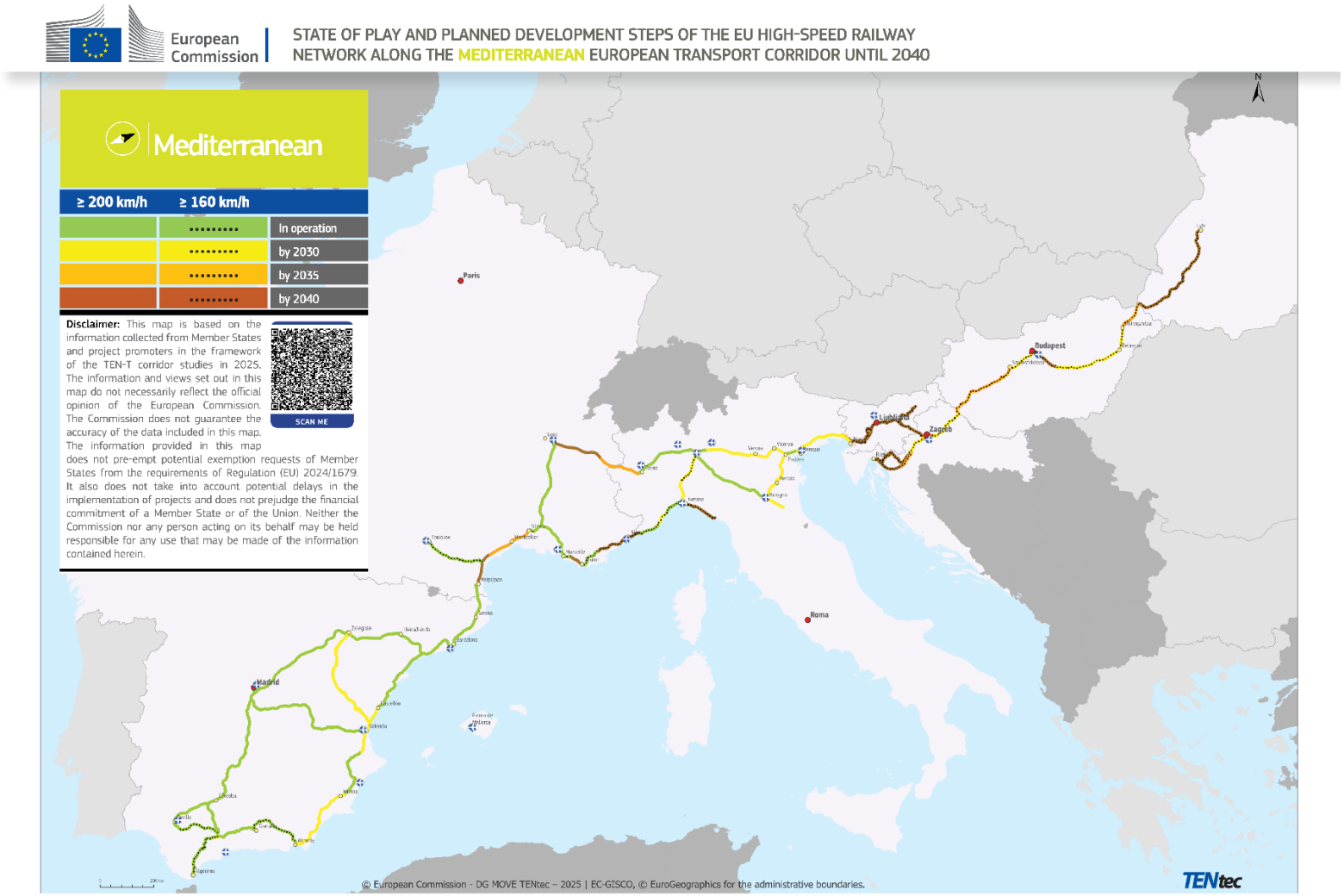
More than 8:30

6. Mediterranean European transport corridor

6.1 Snapshot of the mobility service offer between selected city pairs on the Mediterranean ETC in 2025

Barcelona – Marseille								
Frequency			**Duration**			**Price (€)**		
1 (direct) 3 (1 transfer)	1-2 (direct)	6-13 (direct)	4h58 – 5h59	1h15	6h50 – 9h30	Short-term: 89 - 135 Mid-term: 69 - 149 Long-term: 93 - 127	Short-term: 63 - 76 Mid-term: 109 Long-term: 90	Short-term: 16 - 31 Mid-term: 16 - 27 Long-term: 15 - 60
Milan – Ljubljana								
Frequency			**Duration**			**Price (€)**		
1 (1 transfer) 1 (2 transfers)	19-21 (1 transfer)	4-5 (direct) 3-4 (1 transfer)	7h52 – 9h45	3h40 – 10h35	7h30 – 10h34	Short-term: 96-115 Mid-term: 84-96 Long-term: N/A	Short-term: 188-1008 Mid-term: 178-745 Long-term: 107-307	Short-term: 25-42 Mid-term: 25-53 Long-term: 33-99
Zagreb – Budapest								
Frequency			**Duration**			**Price (€)**		
0-1 (1 transfer) 0-2 (2 transfers)	13-14 (1 transfer)	3- 5 (direct) 0-6 (1 transfer)	5h54 – 15h39	2h25 – 8h55	4h05 – 13h50	Short-term: 54-131 Mid-term: N/A Long-term: 79	Short-term: 196-707 Mid-term: 196-544 Long-term: 143-601	Short-term: 20-57 Mid-term: 10-25 Long-term: 19-36

6.2 State of play and the planned development steps of the high-speed railway network along the Mediterranean ETC up to 2040



6.3 Estimated rail travel times between major cities along the Mediterranean ETC by 2040

Cities	Algeciras	Almeria	Murcia	Valencia	Barcelona	Montpellier	Marseille	Lyon	Turin	Milan	Venice	Ljubljana	Zagreb	Budapest
Almeria	02:45													
Murcia	03:45	01:00												
Valencia	04:50	02:00	01:00											
Barcelona	06:40	03:55	02:55	01:50										
Montpellier	08:10	05:25	04:25	03:20	02:40									
Marseille	09:50	07:05	06:05	05:00	04:20	01:40								
Lyon	11:30	08:45	07:45	06:40	04:20	01:40	01:40							
Turin	14:30	11:45	10:45	09:40	07:20	04:40	04:40	03:00						
Milan	15:20	12:35	11:35	10:30	08:10	05:30	05:30	03:50	00:50					
Venice	n.a.	14:55	13:55	12:50	10:30	07:50	07:50	06:10	03:20	02:20				
Ljubljana	n.a.	n.a.	n.a.	n.a.	15:05	12:35	12:35	09:40	07:55	06:55	04:35			
Zagreb	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	14:20	11:35	09:50	08:50	06:30	01:20		
Budapest	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	14:40	11:55	10:10	09:10	06:50	05:45	04:15	

Notes: "n.a." = not applicable as no demand estimated; Sources: public journey planners, UNECE: TRE Railway High-Speed Master Plan Study, 2023 project list, own estimations

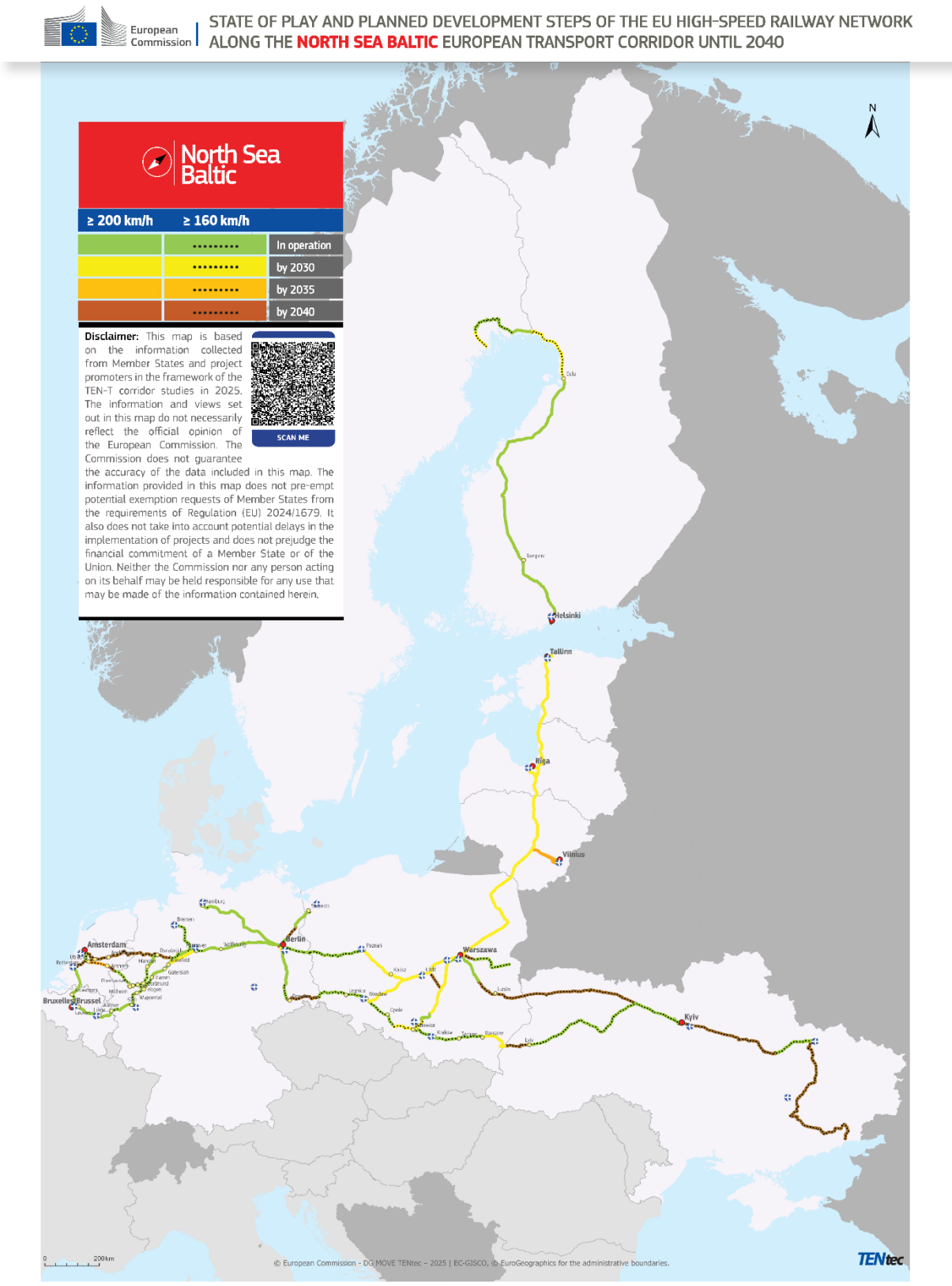
Up to 4:30 | Up to 6:30 | Up to 8:30 | More than 8:30

7. North Sea – Baltic European transport corridor

7.1 Snapshot of the mobility service offer between selected city pairs on the North Sea – Baltic ETC in 2025

Tallinn – Riga								
Frequency			Duration			Price (€)		
1(1 transfer)	5 (direct)	13-17 (direct)	6h12	0h50	4h20 – 4h25	Short-term: 31 Mid-term: N/A Long-term: N/A	Short-term: 90-145 Mid-term: 37-145 Long-term: 49-165	Short-term: 11-25 Mid-term: 10-19 Long-term: 15-19
Riga – Vilnius								
Frequency			Duration			Price (€)		
1 (direct)	4 (direct)	17-19 (direct)	4h10	0h50 – 0h55	3h45 – 4h40	Short-term: 24 Mid-term: 16 Long-term: N/A	Short-term: 79-295 Mid-term:33-93 Long-term:33	Short-term:10-13 Mid-term: 6-16 Long-term:10-15
Vilnius – Warsaw								
Frequency			Duration			Price (€)		
1 direct	4-6 (direct)	13-14 (direct)	7h43 – 10h28	1h05	6h55 – 8h45	Short-term: 30 Mid-term: 30 Long-term: N/A	Short-term:292-653 Mid-term:165-192 Long-term: 141-165	Short-term: 23-39 Mid-term:17-23 Long-term:20-32
Berlin – Amsterdam								
Frequency			Duration			Price (€)		
6 (direct) 6 (1 transfer) 3 (2 transfers) 1 (night train, direct)	8 (direct)	6-10 (direct) 3-9 (1 transfer	5h52 – 9h37	1h30	8h25 – 12h25	Short term: 40-100 Mid-term: 20-100 Long-term: 20-68	Short-term: 145-468 Mid-term: 103-148 Long-term: 72-103	Short-term: 31-67 Mid-term: 30-33 Long-term: 26-67
Berlin – Brussels								
Frequency			Duration			Price (€)		
7-8 (1 transfer) 4-12 (2 transfers) 1(night train, direct)	3-5 (direct)	6-7 (direct) 6-8 (1 transfer)	6h29 – 9h27	1h25	11h00 – 14h05	Short-term: 94-219 Mid-term: 70-301 Long-term: 60-86	Short-term: 280-500 Mid-term: 332 Long-term: 105	Short-term: 40-134 Mid-term: 25-44 Long-term: 31-73
Warsaw – Berlin								
Frequency			Duration			Price (€)		
6 (direct) 1 (1 transfer)	3 (direct)	15-20 (direct)	5h06 – 5h26	1h15 – 1h20	7h00 – 9h20	Short-term: 30 - 45 Mid-term: 30 Long-term: 30	Short-term: 298-471 Mid-term: 150-246 Long-term: 150	Short-term: 26-28 Mid-term: 26-27 Long-term: 26-28

7.2 State of play and the planned development steps of the high-speed railway network along the North Sea – Baltic ETC up to 2040



7.3 Estimated rail travel times between major cities along the North Sea – Baltic ETC by 2040

Cities	Amsterdam	Brussels	Koln	Duisbourg	Berlin	Poznan	Wroclaw	Krakow	Warsawa	Kiev	Kaunas	Vilnius	Riga	Tallinn	Helsinki	Oulu
Brussels	02:00															
Koln	02:45	01:45														
Duisbourg	02:00	02:45	00:30													
Berlin	05:30	05:50	03:35	03:20												
Poznan	08:25	08:45	06:20	06:05	02:30											
Wroclaw	09:30	10:15	07:50	07:35	04:00	01:15										
Krakow	12:15	13:00	10:50	10:35	06:45	04:15	02:45									
Warsawa	09:55	10:20	08:05	07:50	04:15	01:45	01:45	02:15								
Kiev	23:30	23:45	22:30	22:00	18:00	15:15	14:00	11:15	14:45							
Kaunas	13:40	14:05	11:50	11:35	08:00	05:30	05:30	06:00	03:30	17:00						
Vilnius	14:10	14:35	12:20	12:05	08:30	06:00	06:00	06:30	04:00	17:30	00:45					
Riga	15:10	15:35	13:20	13:05	09:30	07:00	07:00	07:30	05:00	18:15	01:30	02:00				
Tallinn	16:55	17:20	15:05	14:50	11:15	08:45	08:45	09:15	06:45	20:00	03:00	03:45	01:45			
Helsinki	n.a	n.a	n.a	n.a	n.a	n.a	n.a	n.a	n.a	n.a	n.a	n.a	n.a	n.a		
Oulu	n.a	n.a	n.a	n.a	n.a	n.a	n.a	n.a	n.a	n.a	n.a	n.a	n.a	n.a	05:15	
Lulea	n.a	n.a	n.a	n.a	n.a	n.a	n.a	n.a	n.a	n.a	n.a	n.a	n.a	n.a	07:15	03:30

Notes: "n.a." = not applicable as the networks are not connected between Finland and the rest of Europe; Sources: public journey planners, 2023 project list, own estimations.

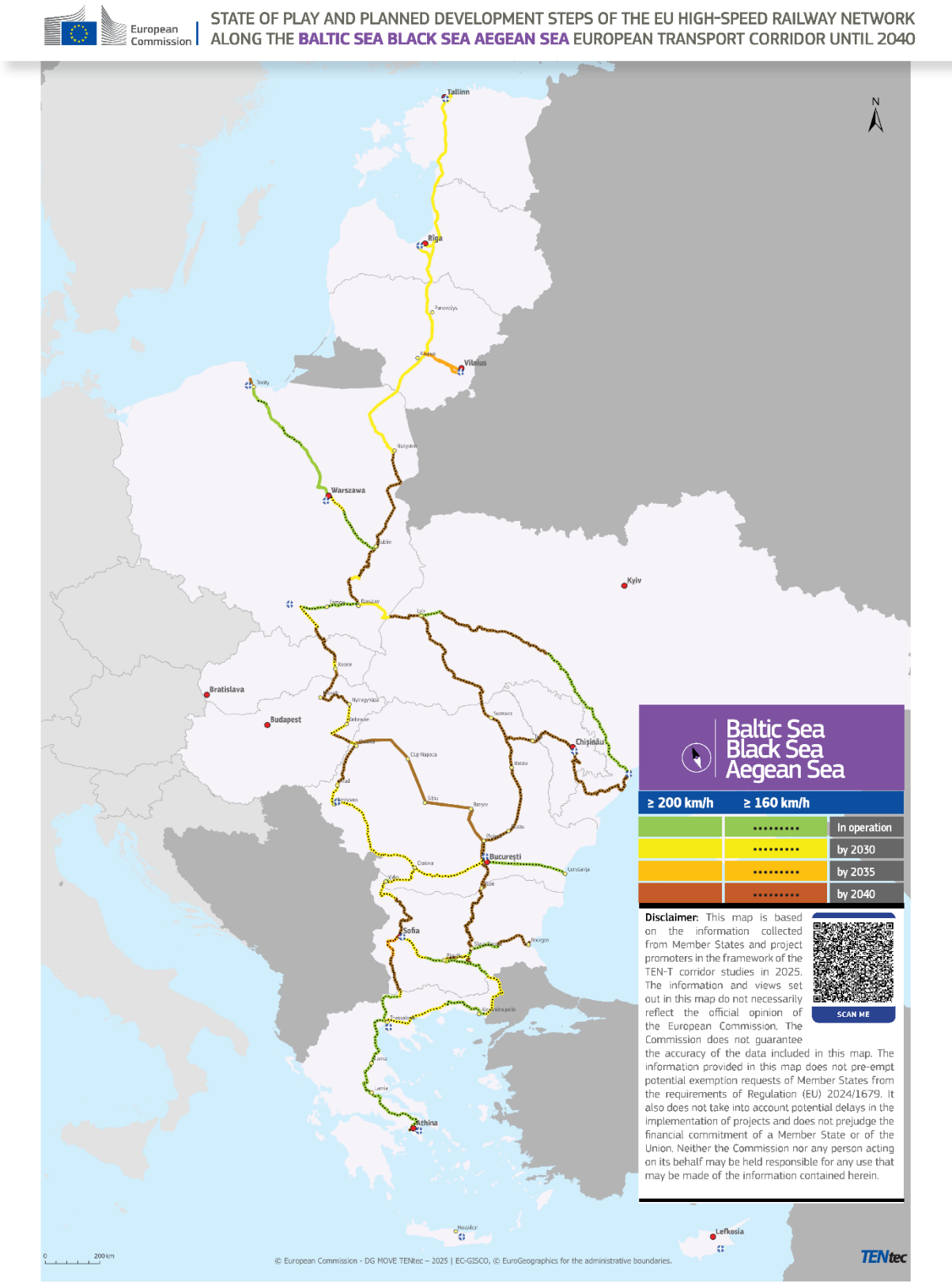
Up to 4:30 Up to 6:30 Up to 8:30 More than 8:30

8. Baltic Sea – Black Sea – Aegean Sea European transport corridor

8.1 Snapshot of the mobility service offer between selected city pairs on the Baltic Sea – Black Sea – Aegean Sea ETC in 2025

Thessaloniki – Sofia								
Frequency			Duration			Price (€)		
N/A	5 (1transfer)	10 (direct)	N/A	315 – 5h10	4h45 – 6h00	N/A	Short-term: 180 - 517 Mid-term: 104 - 182 Long-term: 104 - 315	Short-term: 20 - 32 Mid-term: 10 - 32 Long-term: 10 -23
Athens – Sofia								
Frequency			**Duration**			**Price (€)**		
N/A	4 (direct)	4 (direct)	N/A	1h15	11h30 – 13h30	N/A	Short-term: 211 - 251 Mid-term: 72 - 80 Long-term: 58 - 80	Short-term: 51 - 59 Mid-term: 43 - 55 Long-term: 43"
Sofia – Bucharest								
Frequency			**Duration**			**Price (€)**		
1 (direct in summer, 1 connection otherwise))	1 (direct)	3 (direct)	10h11 – 10h26	1h05	6h00 – 8h15	Short-term: 36 Mid-term: 33 Long-term: N/A	Short-term: 188 Mid-term: 176 Long-term: 144	Short-term: 18 - 26 Mid-term: 12 - 26 Long-term: 13 - 14

8.2 State of play and the planned development steps of the high-speed railway network along the Baltic Sea – Black Sea – Aegean Sea ETC up to 2040



8.3 Estimated rail travel times between major cities along the Baltic Sea – Black Sea – Aegean Sea ETC by 2040

Cities	Thessaloniki	Athens	Talinn	Bucharest	Sofia	Budapest	Warszawa	Vilnius	Riga
Thessaloniki		04:00	n.a.	05:00	02:00	08:50	n.a	n.a	n.a.
Athens			n.a.	09:00	06:00	12:50	n.a	n.a	n.a.
Talinn				n.a.	n.a.	11:50	06:45	03:45	01:45
Bucharest					06:05	06:15	09:30	12:00	15:20
Sofia						06:00	10:30	n.a.	14:30
Budapest							05:55	09:45	11:00
Warszawa								04:00	05:00
Kyiv								09:00	n.a.
Vilnius									02:00
Riga									

Note: "n.a." = not applicable as no demand estimated; Source: UNECE Trans-European Railway High-Speed Master Plan Study, Google maps distances, own estimations

Up to 4:30 | Up to 6:30 | Up to 8:30 | More than 8:30

9. Western Balkans – Eastern Mediterranean European transport corridor

9.1 Snapshot of the mobility service offer between selected city pairs on the Western Balkans – Eastern Mediterranean ETC in 2025

Budapest – Sofia								
Frequency			Duration			Price (€)		
								
N/A	1 (direct)	1 (direct) 1-6 (1 transfer)	N/A	1h25	11h40 – 20h05	N/A	Short-term: 57 Mid-term: 50 Long-term: 56	Short-term: 50-65 Mid-term: 47-65 Long-term: 48-65
Athens – Thessaloniki								
Frequency			**Duration**			**Price (€)**		
								
4 (direct)	15/16 (direct) N/A	10/11 (direct))	4h53	0h55 – 1h05	5h30	Short-term: 43 Mid-term: 41 Long-term: N/A	Short-term: 95 - 146 Mid-term: 58 - 115 Long-term: 44 - 105	Short-term: 42 Mid-term: 42 Long-term: 42

9.2 State of play and the planned development steps of the high-speed railway network along the Western Balkans – Eastern Mediterranean ETC up to 2040

9.3 Estimated rail travel times between major cities along the Western Balkans – Eastern Mediterranean ETC by 2040

Cities	Salzburg	Linz	Graz	Maribor	Ljubljana	Zagreb	Sarajevo	Budapest	Belgrade	Nis	Sofia	Podgorica	Skopje	Tirana	Thessaloniki	Athens	Patras
Salzburg		n.a.	n.a.	n.a.	05:00	08:45	10:05	n.a.	10:00	11:30	13:25	-	13:50	-	16:10	20:10	21:50
Linz			01:00	01:40	06:30	07:30	11:35	n.a.	11:30	13:00	14:55	-	15:20	-	17:40	21:40	23:20
Graz				00:40	05:30	06:30	10:35	n.a.	10:30	12:00	13:55	-	14:20	-	16:40	20:40	22:20
Maribor					01:30	02:30	06:35	n.a.	06:30	08:00	-	-	-	-	-	-	-
Ljubljana						01:00	05:05	n.a.	05:00	06:30	08:25	-	08:50	-	11:10	15:10	16:50
Zagreb							04:05	n.a.	04:00	05:30	07:25	-	07:50	-	10:10	14:10	15:50
Sarajevo								06:15	03:35	05:05	07:00	n.a.	n.a.	n.a.	09:45	13:45	15:25
Budapest									02:40	04:10	06:05	-	06:30	-	08:50	12:50	14:30
Belgrade										01:30	03:25	-	03:50	-	05:50	09:50	11:30
Nis											-	-	-	-	-	-	-
Sofia												-	n.a.	-	03:15	07:15	08:55
Podgorica													n.a.	-	n.a.	n.a.	n.a.
Skopje														-	02:20	06:20	08:00
Tirana															n.a.	n.a.	n.a.
Thessaloniki																04:00	05:40
Athens																	01:40
Patras																	

Note: "-" = no data; "n.a." = not applicable as no demand estimated on WBEM; Source: UNECE Trans-European Railway High-Speed Master Plan Study, public journey planners, own estimations

Up to 4:30 | Up to 6:30 | Up to 8:30 | More than 8:30

10. North Sea – Rhine – Mediterranean European transport corridor

10.1 Snapshot of the mobility service offer between selected city pairs on the North Sea – Rhine – Mediterranean ETC in 2025

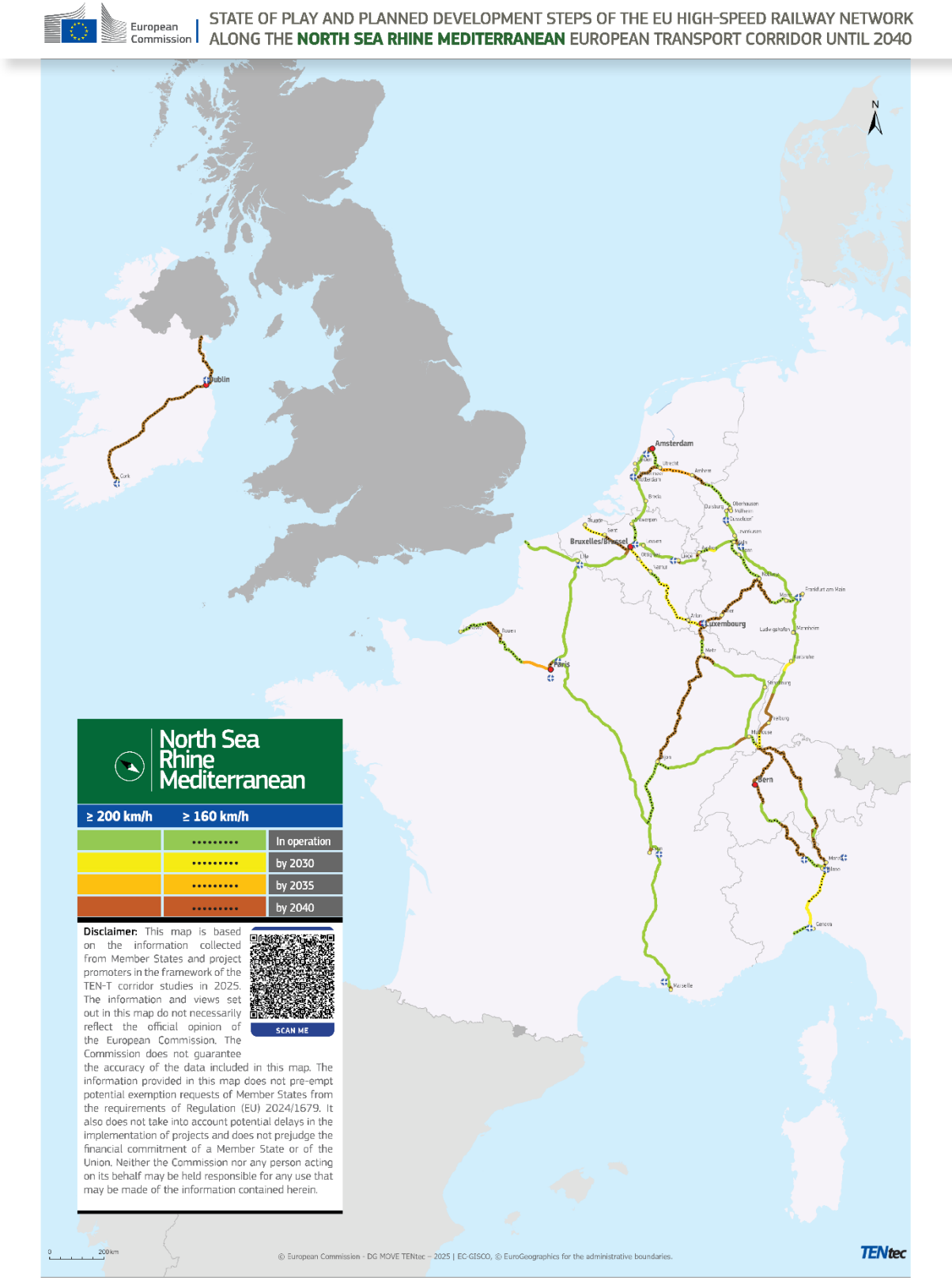
Luxembourg – Brussels								
Frequency			Duration			Price (€)		
🚆	✈	🚌	🚆	✈	🚌	🚆	✈	🚌
13 (direct) 19 (1 transfer)	N/A	9-10 (direct)	3h16 – 3h46	N/A	2h35 – 3h15	Short-term: 26 Mid-term: 26 Long-term: 26	N/A	Short-term: 16-32 Mid-term: 13-14 Long-term: 18-59

Amsterdam – Paris								
Frequency			Duration			Price (€)		
🚆	✈	🚌	🚆	✈	🚌	🚆	✈	🚌
12 (direct)	11-13 (direct)	34 (direct) 4 (1 transfer)	3h23 – 3h30	1h10 – 1h30	6h35 – 9h35	Short-term: 175 Mid-term: 75-175 Long-term: 35-60	Short-term: 166-521 Mid-term: 137-353 Long-term: 157-280	Short-term: 40-104 Mid-term: 19-37 Long-term: 15-48

Paris – Milan								
Frequency			Duration			Price (€)		
🚆	✈	🚌	🚆	✈	🚌	🚆	✈	🚌
6 (direct) 4 (1 transfer) 1 (2 transfers)	20-32 (direct)	12 (direct) 17 (1 transfer)	6h49 – 9h32	1h25 – 1h35	12h00 – 17h45	Short-term: 124-269 Mid-term: 69-287 Long-term: 59-215	Short-term: 99-269 Mid-term: 20-322 Long-term: 44-218	Short-term: 50-125 Mid-term: 35-58 Long-term: 45-155

Frankfurt – Paris								
Frequency			Duration			Price (€)		
🚆	✈	🚌	🚆	✈	🚌	🚆	✈	🚌
7 (direct) 9 (1 transfer) 1 (2 transfers)	10-13 (direct)	5-7 (direct	3h24 – 6h23	1h15 – 1h30	8h15 – 9h15	Short-term: 40-220 Mid-term: 36-177 Long-term: 40-159	Short-term: 178-220 Mid-term: 102-246 Long-term: 86-300	Short-term: 29-36 Mid-term: 24 - 30 Long-term: 31-91

10.2 State of play and the planned development steps of the high-speed railway network along the North Sea – Rhine – Mediterranean ETC up to 2040



10.3 Estimated rail travel times between major cities along the North Sea – Rhine – Mediterranean ETC by 2040

Cities	Amsterdam	Brussels	Paris	Marseille	Luxembourg	Köln	Frankfurt am Main	Basel	Milano
Brussels	02:00								
Paris	03:30	01:30							
Marseille	06:30	04:30	03:00						
Luxembourg	05:00	03:00	02:15	08:00					
Köln	02:45	01:45	03:15	07:15	03:15				
Frankfurt am Main	03:30	02:45	03:45	07:45	03:30	00:45			
Basel	05:45	05:00	03:00	04:45	03:00	03:15	02:15		
Milano	10:00	09:15	05:50	-	07:15	07:30	06:30	04:15	
Genova	10:45	10:00	06:35	-	08:00	08:15	07:15	05:00	00:45

Notes:"-" = the connections from Marseille to Italy are not on the NSRM Corridor; Sources: public journey planners and own calculations.

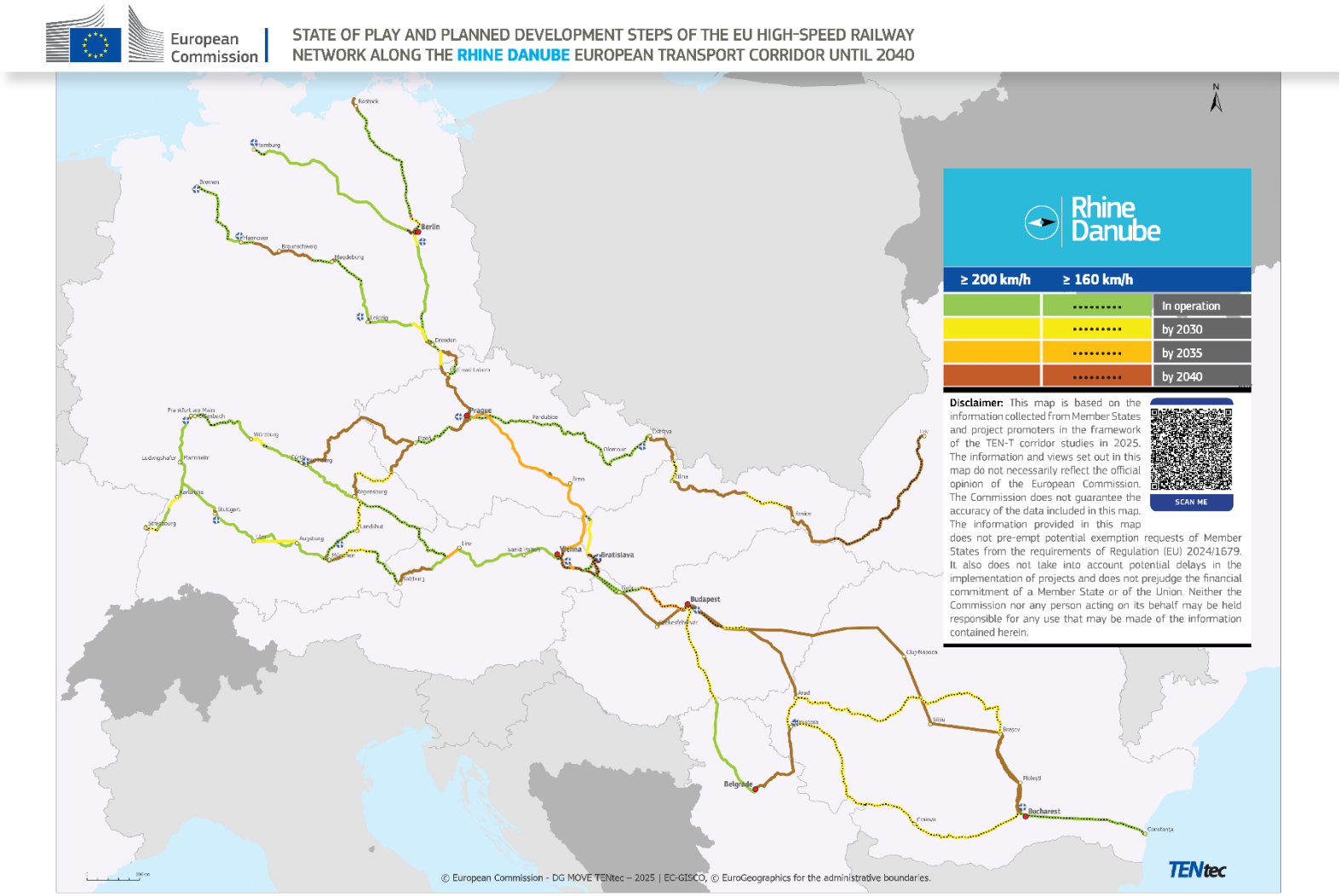
Up to 4:30 | Up to 6:30 | Up to 8:30 | More than 8:30

11. Rhine – Danube European transport corridor

11.1 Snapshot of the mobility service offer between selected city pairs on the Rhine – Danube ETC in 2025

Berlin – Prague								
Frequency			Duration			Price (€)		
8 (direct)	N/A	28 (direct)	4h07 – 5h14	N/A	4h15 – 5h30	Short-term: 40-50 Mid-term: 20-35 Long-term: 20-30	N/A	Short-term: 18-23 Mid-term: 10-20 Long-term: 18-51
Prague – Vienna								
Frequency			**Duration**			**Price (€)**		
14 (direct) 5 (1 transfer)	3 (direct)	23 (direct) 2 (1 transfer)	4h02 – 5h08	0h50 – 0h55	4h00 – 5h20	Short-term: 13-88 Mid-term: 13-43 Long-term:13-38	Short-term: 332-397 Mid-term: 190-277 Long-term: 152-190	Short-term: 12-33 Mid-term: 10-18 Long-term: 10-50
Berlin – Vienna								
Frequency			**Duration**			**Price (€)**		
4 direct 7 (1 transfer) 4 (2 transfers)	9 (direct)	13 (direct) 7 (1 transfer)	7h43 – 10h28	1h15	11h55 – 12h25	Short-term: 40-140 Mid-term: 40-90 Long-term: 38-233	Short-term: 456 Mid-term: 177-265 Long-term: 141	Short-term: 34-46 Mid-term: 30-46 Long-term: 32-64
Frankfurt – Vienna								
Frequency			**Duration**			**Price (€)**		
5-6 (direct) 5-6 (1 transfer) 4 (2 transfers)	13 (direct)	5 (direct) 5 (1 transfer	6h21 – 9h46	1h25	1h25 – 14h30	Short-term: 38-233 Mid-term: 50-160 Long-term:38-70	Short-term: 137-156 Mid-term: 134-339 Long-term:111-134	Short-term: 33-45 Mid-term: 35-49 Long-term:30-36
Budapest – Bucharest								
Frequency			**Duration**			**Price (€)**		
4 (1 transfer) 3 (direct) 2 (1 transfer)	3 (direct)	8 (direct)	15h21 – 19h09	1h20 – 1h45	15h30 – 16h55	Short-term: 36-42 Mid-term: 36-42 Long-term:61-62	Short-term: 110-202 Mid-term: 83-108 Long-term: 83-96	Short-term: 31-36 Mid-term: 30-32 Long-term:36-59

11.2 State of play and the planned development steps of the high-speed railway network along the Rhine – Danube ETC up to 2040



11.3 Estimated rail travel times between major cities along the Rhine – Danube ETC by 2040

	Strasbourg	Hamburg	Berlin	Dresden	Frankfurt am Main	München	Praha	Bratislava	Wien	Budapest	Bucharest	Belgrade
Strasbourg		-	-	-	01:50	-	-	-	-	-	-	n.a.
Hamburg			01:45	03:05	-	-	04:00	06:15	06:15	08:00	n.a.	n.a.
Berlin				01:20	-	-	02:15	04:30	04:30	06:15*	n.a.	n.a.
Dresden					-	05:10	00:55	03:10	03:10	04:55	n.a.	n.a.
Frankfurt am Main						03:15	05:45	07:05	06:20	08:05	n.a.	n.a.
München							04:25	04:45	04:00	05:45	n.a.	08:25
Praha								02:15	02:15	04:00	n.a.	06:40
Bratislava									00:45	02:30*	08:45*	05:10*
Wien										01:40	08:00	04:25
Budapest											06:15	02:40
Bucharest												-
Belgrade												

Note: "-" = no connection on ETC RD; "n.a." = not applicable as no demand estimated; Sources: UNECE Trans-European Railway High-Speed Master Plan Study, DB journey planner, own estimations; *route on RD ETC passenger line via Györ

Up to 4:30 | Up to 6:30 | Up to 8:30 | More than 8:30

12. Scandinavian – Mediterranean European transport corridor

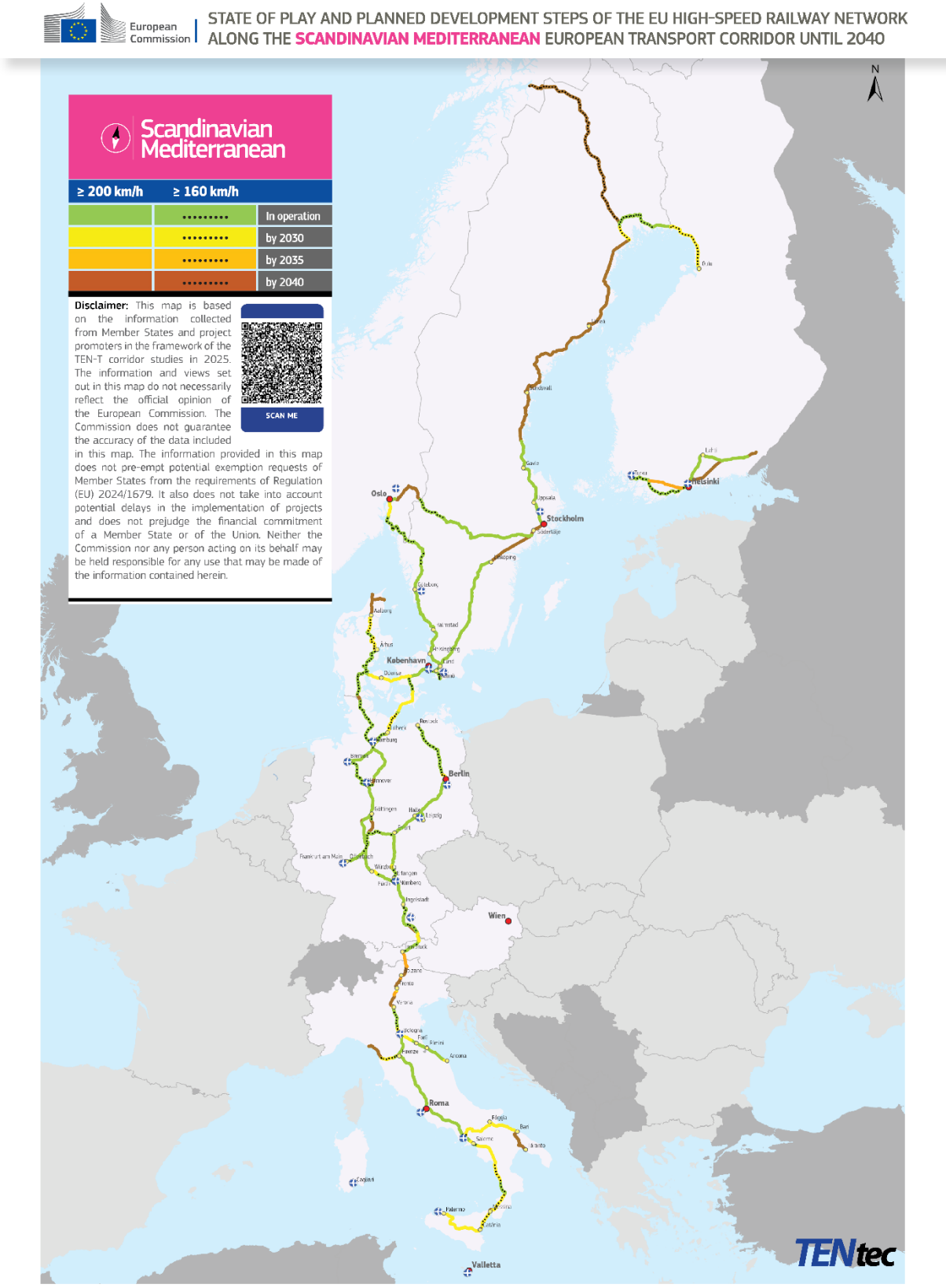
12.1 Snapshot of the mobility service offer between selected city pairs on the Scandinavian – Mediterranean ETC in 2025

Stockholm – Copenhagen								
Frequency			Duration			Price (€)		
2 (direct) 20 (1 transfer) 3 (2 transfers) 1 (night train, 1 transfer)	20 (direct)	4 (direct)	5h50 – 9h31	1h10 – 1h15	8h55 – 9h55	Short-term: 73 - 156 Mid-term: 48-134 Long-term: 31-81	Short-term: 87-353 Mid-term:65-248 Long-term: 64-193	Short-term: 45 Mid-term:29-31 Long-term: 29-71

Copenhagen – Berlin								
Frequency			Duration			Price (€)		
12 (1 transfer) 2 (2 transfers) 1 (night train, direct)	8 (direct)	7 (direct) 4 (1 transfer)	7h00 – 9h50	0h55 – 1h05	6h25 – 10h40	Short-term: 80-166 Mid-term: 57-190 Long-term: 29-60	Short-term: 85-376 Mid-term:67-95 Long-term: 68-126	Short-term: 32-47 Mid-term:22-32 Long-term: 26-63

Munich – Rome								
Frequency			Duration			Price (€)		
4 (1 transfer) 2 (2 transfers) 1 (night train, direct)	9 (direct)	4 (direct) 5 (1 transfer) 4 (direct)	9h32 – 11h46	1h35 – 1h40	11h30 – 15h40	Short-term: 152-256 Mid-term: 77-159 Long-term: 70-123	Short-term: 198-370 Mid-term:122-304 Long-term: 122-167	Short-term: 69-143 Mid-term: 39-57 Long-term: 58-177

12.2 State of play and the planned development steps of the high-speed railway network along the Scandinavian – Mediterranean ETC up to 2040



12.3 Estimated rail travel times between major cities along the Scandinavian – Mediterranean ETC by 2040

Cities	Luleå	Stockholm	Oslo	Copenhagen	Hamburg	Berlin	Frankfurt/Main	Nürnberg	München	Innsbruck	Bologna	Rome	Naples	Palermo
Luleå		06:00	09:00	09:55	12:25	13:55	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Stockholm			03:00	03:55	06:25	07:55	09:55	10:50	12:05	14:40	n.a.	n.a.	n.a.	n.a.
Oslo				07:00	09:30	11:00	13:00	13:55	15:10	n.a.	n.a.	n.a.	n.a.	n.a.
Copenhagen					02:30	04:00	06:00	06:55	08:10	09:20	11:35	13:30	14:40	n.a.
Hamburg						01:30	03:30	04:25	05:40	06:50	09:05	11:00	12:10	n.a.
Berlin							03:55	02:45	03:55	06:05	08:20	10:15	11:25	n.a.
Frankfurt/Main								-	-	-	-	-	-	-
Nürnberg									01:00	02:10	04:25	06:20	07:30	13:55
München										01:10	03:25	05:20	06:30	12:45
Innsbruck											02:15	04:10	05:20	10:25
Bologna												01:55	03:05	09:30
Rome													01:10	07:25
Naples														06:15
Palermo														

Notes: "-" = no such routing along the ScanMed corridor possible; "n.a." = not applicable as no demand estimated; Sources: public journey planners, UNECE: TRE Railway High-Speed Master Plan Study, 2023 project list, BBT, own estimations

Up to 4:30 | Up to 6:30 | Up to 8:30 | More than 8:30

13. State of play and planned development steps of the EU high-speed rail network along the European Transport Corridors until 2040