

TOP 5 HIGH SPEED TRAINS AROUND EUROPE



trains development.

The need to travel is increasing day by day as well as the demand for fast and comfortable transport. Thus, the travel companies are forced to act fast and satisfy the needs of their customers. This is especially true for the railway industry and carriers are well aware of it. The railway industry is developing in every aspect. Tourism-review.com therefore presents five countries and their high speed

Germany Introduces the Revolutionary ICE 4

It drives less rapidly than its predecessor, but is meant to be more reliable and provide the passengers with more comfort. The ICE number 4 is referred to as "the new backbone of long-distance transport." The expectations are high. The Deutsche Bahn aims to boost its revenue thanks to the new train. By 2030 they plan to increase the long-distance travels by 25% with over 150 ICE-trips per day and up to two ICE connections per hour more.

The ICE 4 will play a key role. By June 2023, 85 twelve-piece and 45 seven-piece models the high speed train will connect the cities in Germany. The model is slower than its predecessor, reaching a maximum of 250 km per hour, while the ICE 3 was designed for up to 330 km. Despite this, the ICE 4 is supposed to represent the improvement of all that went wrong in the previous three models. From comfort, Internet connection to overall flexibility.

Italy and Its Brand New Frecciarossa 1000

In Italy, two providers of high speed trains compete for customers. In addition to the state company, Trenitalia, there is the private company Italo Trains functioning since 2012. Italo operates with its fast and modern trains from the French group Alstom. They provide fewer routes than Trenitalia, but concentrate more on comfort and service.

In the first class, meals are provided as well as WiFi and the possibility of enjoying your own entertainment programme. Trenitalia has recently presented its new Frecciarossa 1000 which travels up to 400 kilometers per hour. The Freccia trains are more beneficial in terms of good connections, high speed, and few stops. Generally, for the high speed trains of both providers, reservation of seats is a necessity.

Spanish AVE Creates a Passenger Record

The Spanish national railway company, Renfe, emphasizes mainly the punctuality of traveling at maximum speeds of up to 310 kilometers per hour. The wagons on the route between Madrid and Barcelona are equipped with WiFi connection. AVE has transported 1.84 million travelers in July, thus setting a new record. With a route network of almost 3150 kilometers, the AVE system is a leader in the European high speed trains sector. In the coming years the network will be extended by further 1850 kilometers for the cost of 12 billion Euros. Other than that, there are plans to launch 30 new trains valued at 2.65 billion euros.

French Railway Company to Launch New TGV Trains

In 2022, France will send a new generation of high speed TGV trains into operation. The model is being developed by the company SNCF and the Siemens-Alstom rivals together. The new TGV will be cheaper and cleaner.

There are also plans to reduce the energy consumption by at least a quarter. The first TGV train was launched in 1981 and at the start it was the pioneer of high speed trains in Europe. It connects the main cities of the country. The train is capable of reaching the speed of over 300 kilometers per hour. The route from Paris to Lyon takes about two hours, despite the distance of 400 kilometers.

The Eurostar Provides the UK with High-speed

The most famous express in the UK is the Eurostar, which can reach a maximum speed of 320 kilometers per hour. Since the end of 2015, the e320 Siemens model is in use, connecting London, Paris and Brussels. The trains operate on the high-speed rail High Speed 1 (HS1) between London and the Euro Tunnel, but also on the so called Class 395 "Javelin" of the British railway company Southeastern Railway. There it reaches the speed of about 225 kilometers per hour. There are, however, disputes over the high costs of the north-south route (HS2) between London, Birmingham, Sheffield, Manchester and Leeds. The construction of the line is scheduled to begin in 2017. The Parliament has given its approval, but only partially.

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