



eu travel tech

The secret to seamless travel

**unlocking
the potential of
rail distribution
Policy brief**

> january 2022

eu travel tech

Passenger rail travel can be the backbone of a sustainable European passenger transport system.

It has a strong role to play in the EU meeting significant ambitions on climate, seamless travel and delate combined/integrated ticketing.

To do this, booking rail tickets (including for cross-border journeys) has to be simpler and more transparent for the customer.

Independent distribution channels, through digitalization, meet this need and close a gap in the sector.

Put simply, they make rail booking easier.

They enable a comparison and combination of transport options (in-mode and at times across modes), supporting seamless transport while enabling new entrants and healthy on-rail competition. They have sophisticated technical capability and are ready to advance the EU's ambitions now. However, they are hindered by **unfair commercial terms and restrictions** (remuneration, marketing restrictions, content limitations) placing them at a severe disadvantage, particularly against the direct distribution channels of the operators. The fragmented and imperfectly implemented rail distribution standards framework further prevents positive developments, despite the sectors' own efforts in this regard. If we want these champions of customer innovation to succeed and help the EU achieve ambitious goals, this has to change.

In this policy brief, eu travel tech sets out how.

To enable a consumer-friendly, competitive, modern and growing rail distribution system, we set out our recommendations :

- Ensuring fair, reasonable and anti-discriminatory (FRAND) commercial terms
- Ensuring access to all rail content (including offers and fares) for all distribution channels also based on FRAND conditions
- Mandating sharing of dynamic rail data
- Creating a clear and cost-effective rail distribution standards framework

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Introduction

Under the political leadership of President von der Leyen, the European Commission has charted **a course for Europe's transport sector to achieve a more sustainable and digital future**, with a vision for a CO₂ emissions reduction of 90% by 2050.

As the most sustainable long-distance travel option, **the modal shift to rail from air travel has been an EU policy priority for years**. However, the reality is cross-border rail passenger transport has not accelerated while air travel has. It is a similar picture with domestic journeys. These trends run counter to the fact every month 11 million air passengers could easily travel by train. This is despite vast subsidies to the EU rail sector, which totaled over €24 billion in 2019.

There are many reasons for the disconnect between policy vision and reality. But one central shortcoming is clear : rail travel is too often the much too difficult option.

Passengers want a modern, fast way to book travel. To access information on services, times, compare prices and to book tickets for all carriers in one place. Even more so for cross-border journeys. Independent distributors are relentlessly focused on making this happen and making rail the easy option.

They do this by connecting the booking systems of multiple rail carriers allowing customers to compare and book multi-carrier rail journeys (domestic and cross-border) in a single transaction on the independent distributors website/app. However, they are severely hindered by the lack of FRAND terms from rail operators often favouring their own distribution channels and capabilities. This holds back not just rail but the EU's goal of modal shift.

The case studies that follow, and those in the annex, show the role independent distributors play to make rail travel easier than carriers' own distribution channels.





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→ **cases study**

case study

INDEPENDENT
DISTRIBUTORS
MORE TRANSPARENCY
& MORE CHOICE

1

Buying a train ticket
from Stuttgart to Berlin (Germany)

.....
about 525 km (straight line distance)
a train journey of about 5.5 to 7 hours

.....
17 December 2021

departing from 14:00 onwards,
as checked on 16 November 2021, 18:32



Given opportunity, independent distribution channels offer more transparency and choice of tickets and fare options.

Giving the power back to customers.

Removing barriers will give more options to the customer and remove the friction of comparing options across multiple websites or offline.

- Trainline shows six journey options provided by DB or Flixtrain, priced between €19.99 and €65.90 in standard class
- Deutsche Bahn shows three journey options by default, all provided by DB and priced between €65.90 and €85.90 in standard class
- Flix shows two options for rail on the day, all provided by Flix and priced between €19.99 and €29.99

case study

CROSS-BORDER

2

Buying a train ticket
from Vienna (Austria) to Prague (Czech Rep.)

.....
about 253 km (straight line distance)
a train journey of about 7 hours

.....
20 December 2021
departing from 10:00 onwards,
as checked on 16 November 2021, 18:50



Where opportunity exists independent distribution channels can help customers make the right decision for their travel.

It is worth noting both air and coach booking portals, while more expensive, show multiple bookable connections between Vienna and Prague (e.g. a direct Austrian Airlines flight for €169).

- Trainline shows seven journey options provided by ÖBB (branded ÖBB, or Railjet) and Regiojet, **priced between €13.80 and €28.90 in standard class**
- ÖBB shows five journey options by default, all provided by ÖBB **and priced between €17.40 and €28.90 in standard class**
- Regiojet shows two options for rail within 5 hours of the planned departure time, all provided by Regiojet **and both priced at €13.80**

what do these case studies show us ?



Independent distributors support both the consumer and the rail operator through innovative technology, new journey combinations not offered by direct carrier channels and enhanced customer service. They invest in multi-currency and multilingual interfaces to grow passenger numbers. Without a clear regulatory framework these consumer and industry benefits would be lost.

EU policymakers understand this, pointing to **problem drivers such as “insufficient availability and accessibility of data (...) and the absence of digital tickets”¹ and to FRAND terms²**. Strides have been made to address these issues, particularly in the form of the revision of the EU’s Rail Passenger Rights framework² and the rail industry’s own initiative on standards⁴ to facilitate data sharing and independent third-party distribution, but more needs to be done. In this context, **eu travel tech** commends the Commission’s rail action plan⁵ which sets forth an ambitious regulatory roadmap to facilitate independent distribution.

¹-European Commission: Communication of 9 December 2020, [Sustainable and Smart Mobility Strategy](#), p. 14, paragraph 59. Full quote: Planning and purchasing tickets for multimodal journeys is cumbersome, as a conducive framework for EU-wide, integrated, multimodal information, ticketing and payment services is lacking. Addressing this will involve overcoming the insufficient availability and accessibility of data, sub-optimal cooperation between suppliers and vendors, the absence of digital tickets in some cases, inadequate payment system interoperability, and the existence of different licencing and distribution agreements. ²-The importance of FRAND distribution terms has already been recognized in the May 2021 progress report of the International Platform on rail passenger transport. Full quote: There is a need for action at European level to ensure transparency and to create a level playing field between Railway Undertakings and third-party vendors or Mobility as a Service providers, for selling tickets on fair, reasonable and non-discriminatory (FRAND) commercial principles. In order to tap the full potential of this increased digitalisation, all market players, from railway companies to third-party ticket vendors or trip planners, should have access to the same quality of static and dynamic data through FRAND agreements. ³-Cf. [Regulation 2021/782](#). ⁴-Union Internationale des Chemins de fer: [Open Sales and Distribution Model](#). ⁵-European Commission: Communication of 14 December 2021, Action plan to boost long distance and cross-border passenger rail.

Firstly, in the EU, commercial long-distance markets are dominated by incumbents⁶. Such legacy railway undertakings (RUs) continue to be closely connected to their respective Member State governments (despite privatizations)⁷, enabling them to operate as **quasi-monopolies**. While there are new market entrants⁸, they struggle to compete against their dominant national rivals and represent only ca. 10% of the market⁹. This strong market position of incumbents makes them unavoidable partners for independent distributors, meaning RUs are free to dictate the terms of any distribution agreement and even attain **unfair contractual terms with independent distributors**¹⁰. Independent distributors are forced to accept such agreements or exit the rail distribution market entirely, as they cannot sustain their businesses based solely on new entrants. Additionally, for those who persevere, the distribution terms are

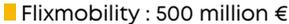
often not sustainable and risk causing the complete exit of independent distributors in the mid to long-term. Indeed, the horizontal competition between RUs' own distribution arms and independent distributors creates an additional natural incentive for these dominant incumbents to restrict independent distribution. The result is not only are other railway undertakings being pushed out of the market, but also independent distributors, who are unable to negotiate commercial terms with RUs which would allow them to operate sustainably in the rail sector. Again, this harms the consumer and the sector itself. As stated in the Commission's 2021 rail action plan; *"railway companies and ticket vendors should be able to offer attractive tickets without undue market barriers"*¹¹.

**weight
of legacy
carriers** 

how does the current market operate ?

AND WHY IT NEEDS
REBALANCING

Germany

Deutsche Bahn Group : 44.4 billion €
 Flixbus : 500 million €

France

SNCF : 35.1 billion €

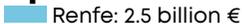
Italy

 Trenitalia : 12.4 billion €
 Italo : 450 million €

Austria

 ÖBB : 4.0 billion €
 Westbahn : ca. 45 million €

Spain

 Renfe : 2.5 billion €

⁶-McKinsey & Company : The liberalization of the EU passenger rail market, p. 10. ⁷-By way of example, Deutsche Bahn AG is now technically a private stock company, however, the Federal Republic of Germany is its only shareholder. Similarly, the incumbent French carrier SNCF is owned entirely by the French state, while Spanish and Italian incumbents Renfe and Trenitalia also operate under state ownership. ⁸-Examples include Nuovo Trasporto Viaggiatori in Italy (entered in 2012) and Flixbus (entered 2017) in Germany and recently in Sweden. Other entrants (e.g. Locomore, entered in 2016 and went into administration in 2017) struggle to compete against legacy RUs due to their discriminatory practices and high infrastructure costs. ⁹-European Commission: [Seventh monitoring report on the development of the rail market under Article 15\(4\) of Directive 2012/34/EU of the European Parliament and of the Council](#). ¹⁰-Monopolkommission: [8. Sektorgutachten Bahn \(2021\)](#), p. 122. ¹¹-European Commission: Communication of 14 December 2021, Action plan to boost long distance and cross-border passenger rail, p. 12.

The mutually reinforcing relationship between independent distribution and competition in rail¹² needs to be underlined.

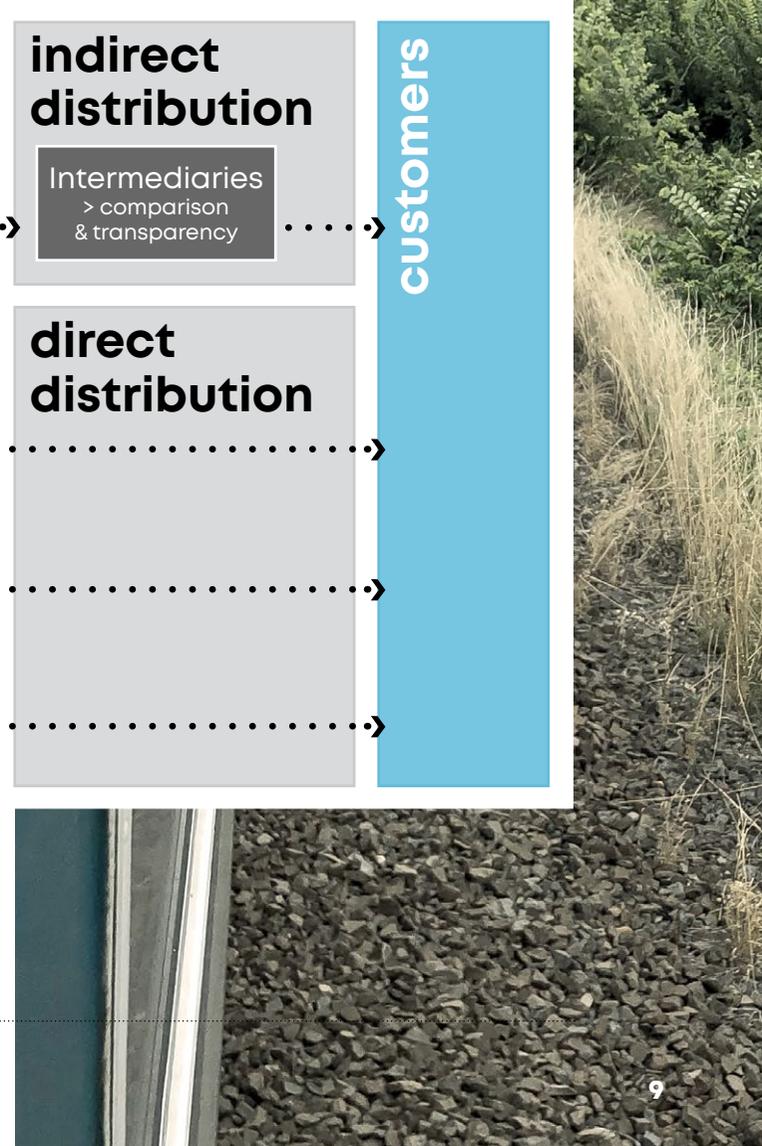
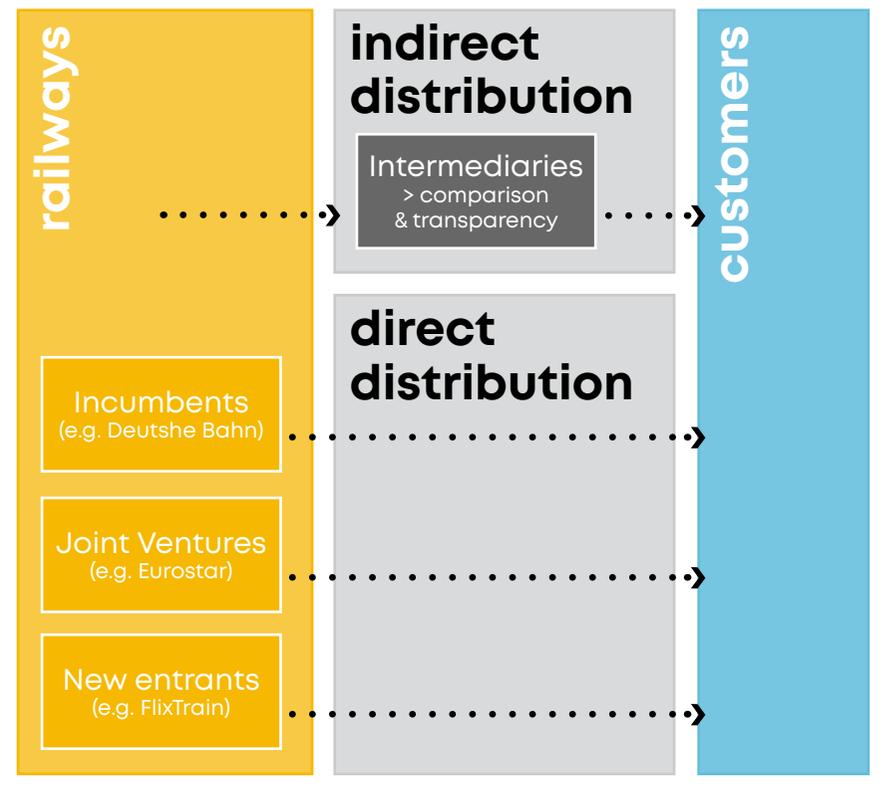
On the one hand, new market entrants need neutral and independent rail distributors to compete against large incumbents on the merits of their offer (such as price) – see our Madrid–Barcelona example in Annex. Such competition cannot take place on a distribution channel which is owned by their competitor, who is also the large incumbent.

On the other hand, independent distributors are more likely to survive and add value to customers (as described above) if they do not solely depend on large incumbents and also work with new market entrants. It is also important to not forget independent distributors complement RUs' own distribution activities, as their core IT and distribution expertise makes them particularly suited to drive and win incremental demand and customers.

Independent distributors, such as Online Travel Agencies, Global Distribution Systems and Travel Management Companies, fulfill an additional role as facilitators of multimodal travel.

Provided access to relevant standards and content exists, these players are able to interweave and display rail, air, coach and other transport modes in a one-stop-shop.

Such offers promote inter-modal competition and provide consumers with a wider range of sustainable choices. As a result, policy actions in rail have a marked impact on the developing of multimodal transport market in Europe.



eu travel tech thus strongly encourages policymakers to ambitiously consider regulatory actions on rail in the multimodal context, particularly in light of the still-to-be-presented initiative on Multimodal Digital Mobility Services (MDMS).

We observe a key oversight in the sector development trends which is that independent distribution channels are a neutral asset for the rail system - not only the customer benefits, but also rail companies, the environment and the political agenda, and we would like to see this change. These channels already provide a diverse offer (including the creating of new journey options such as combining incumbents and new entrants or coach etc.). They provide side-by-side comparison, digital expertise and infrastructure and significantly invest in marketing to address specific customer groups with attractive rail offers and new services. They relentlessly innovate and offer multiple language and payment options; and are neutral towards rail operators facilitating on-rail competition. Enabling these channels presents an incredible opportunity for the rail sector as a whole and for more transparency and ease of use for customers.

tures

3-10-19

Linea	Destinazione	Partenza	Arrivo	Stazione
IC 585	ROMA TERMINI	11:18	35'	6
ICN 35804	TORINO P.N.	11:42	15'	1
AV 8508	BERGAMO	11:45	15'	17
AV 8923	SALERNO	11:50	18'	19
AV 8910	VENEZIA S.L.	11:53	18'	16

Linea	Destinazione	Partenza	Arrivo	Stazione
AV 9414	VENEZIA S.L.	12:08	5'	17
REG 6557	PRATO C.L.E.	12:08		ST
REG 2260	BRENNERO	12:10		ST
REG 98384	BUDRIO	12:11		3 ES
AV 9886	MILANO C.L.E.	12:15		4

Linea	Destinazione	Partenza	Arrivo	Stazione
AV 9419	NAPOLI C.L.E.	11:55	5'	18
IC 607	BARI C.L.E.	12:00		3
AV 9920	MILANO C.L.E.	12:03	5'	16
REG 11489	PORRETTA T.	12:04		ST
REG 6477	RIMINI	12:06		

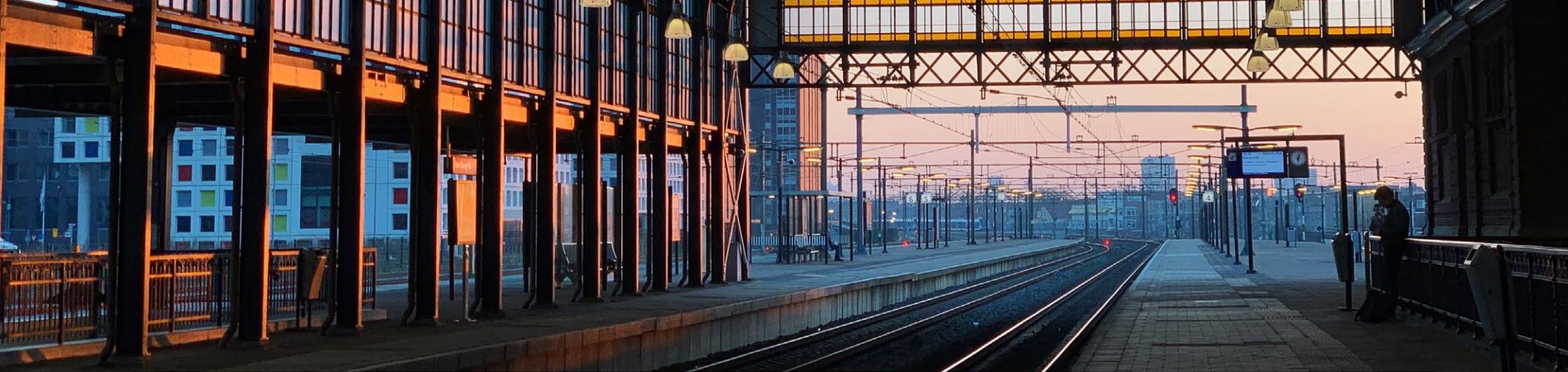
Linea	Destinazione	Partenza	Arrivo	Stazione
REG 2232	VENEZIA S.L.	12:15		11
REG 91817	VIGNOLA	12:18		ST
REG 6565	RIMINI	12:18	5'	18
AV 9533	NAPOLI C.L.E.	12:22	5'	19

SCENDERE DAI TRENI QUANDO NON SONO COMPLETAMENTE FE





→ **recommendations**
eu travel tech



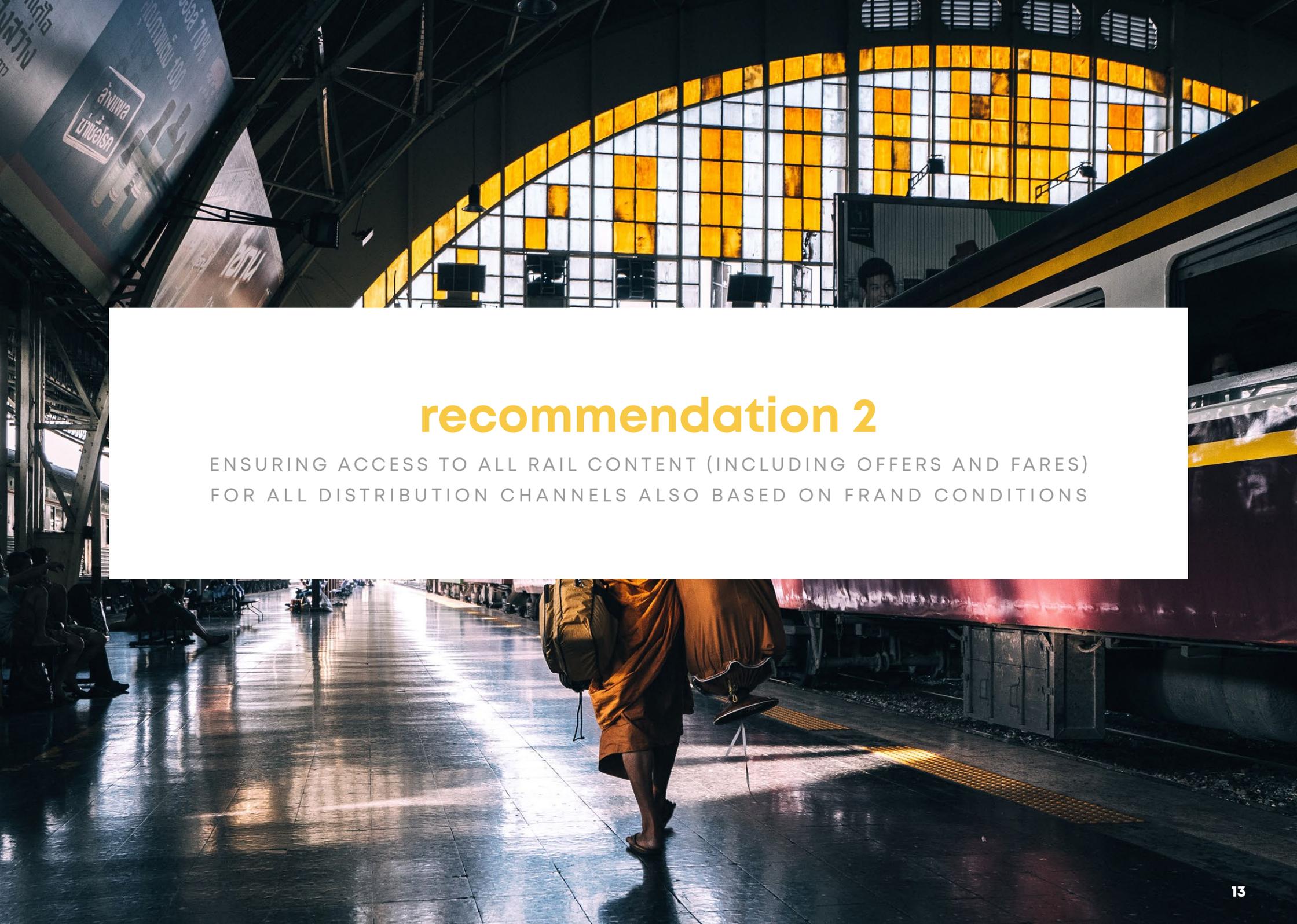
recommendation 1

ENSURING FAIR REASONABLE AND ANTI-DISCRIMINATORY (FRAND) COMMERCIAL TERMS

Action needs to be taken regarding market conditions, for the benefit of competition and consumer choice. **eu travel tech** calls for EU policymakers to ensure that independent distributors can distribute all RUs services based on fair, reasonable and non-discriminatory (FRAND) commercial terms¹³.

A FRAND legal framework would provide independent distributors with an opportunity to negotiate with railways on a level playing field. While the details of each distribution agreement would continue to be bilaterally negotiated, a FRAND framework would ensure that unfair contractual conditions, such as restrictions on advertising in search engines, self-preferencing for own in-house distribution channels, or unsustainably low commissions paid to independent distributors would be halted. To enable a consumer-friendly long-distance passenger rail market, independent rail distributors must be enabled to provide platforms for neutral competition and transparency among new and incumbent RUs.

¹³-As explicitly mentioned in the EU rail action plan of 2021, p. 13.

A photograph of a train station platform. The platform is long and narrow, with a polished floor that reflects the light. On the right, a train is stopped, with a person visible in the window. The background features a large, arched window with a grid pattern, through which bright light is streaming. The overall atmosphere is one of a busy, well-lit transit hub.

recommendation 2

ENSURING ACCESS TO ALL RAIL CONTENT (INCLUDING OFFERS AND FARES)
FOR ALL DISTRIBUTION CHANNELS ALSO BASED ON FRAND CONDITIONS

recommendation 3

MANDATING SHARING OF DYNAMIC RAIL DATA

As described in the rail sector's statement on international rail passenger services¹⁴, **“there is a need for action at European level to ensure transparency and to create a level playing field between Railway Undertakings and third-party vendors”¹⁵**.

Although this is also true for domestic rail passenger services, a key dimension in this regard is access to RUs' contents, offers, fares and high-quality static and particularly dynamic data (incl. schedules, fares, real-time information). This view is also supported by European consumer organizations¹⁶. From a customer's point of view, (price) transparency between all rail travel options is key to enable informed choices and real time data to ensure a smooth use of rail.

eu travel tech calls for independent distributors to be granted regulated access to RUs' timetables and inventory data (fares, reservation) of the same range, quality and level of detail as available to their own in-house solutions. Additionally, it is crucial that access to transport data (pre-journey, on-journey (real time data on delays, cancellations and platforms) and post-journey) is implemented to facilitate smooth journeys.

As a complement to FRAND conditions in distribution, it is crucial **to ensure access for independent distributors**

to all rail data and contents relevant to customers' journeys. Only the combination of these frameworks ensures that independent distribution of rail services can deliver improved customer experiences and benefit competition in the sector. As highlighted by the German Monopolies Commission; by providing real time data to third parties *“competition in rail passenger transport and, at the same time, competition in the rail distribution would be strengthened”¹⁷*. **eu travel tech** welcomes that the need for a regulatory intervention has already begun to be recognized in the recent revision of the Rail Passenger Rights Regulation¹⁸, although the final implementation of the relevant provision will not take place before June 2023. Swifter action is needed to enable independent distributors to play their part in growing sustainable transport. **In the context of the upcoming revision process of the MMTIS Delegated Regulation and the EC's upcoming initiative on rail ticketing (integrated in the MDMS proposal)¹⁹, we strongly believe that EU policymakers should ensure access to content and data for rail distributors to enhance customer satisfaction and enable vibrant competition among incumbent and newly entrant RUs.**

¹⁴-The [sector statement of March 2021](#) was endorsed by all relevant European rail sector stakeholder, incl. representatives of RUs, independent distributors and consumer organisations, and offers a vision and key recommendations for the development of international passenger rail services. The statement was created in the framework of International Rail Passenger Platform. ¹⁵-[Sector Stakeholder Statement on International Rail Passenger Services](#), p. 2

¹⁶-BEUC, [Breaking out of fossil-fuelled Mobility](#), p. 16 - Full quote: Train operators operating in the EU should share their static and dynamic data (timetables, real-time traffic information such as delays or platforms) and make ticketing available to third parties in an open data format. This way, consumers can make an informed choice, compare tariffs, and book a journey involving different operators (even across transport modes) via a single platform. ¹⁷-Monopolkommission: [8. Sektorgruppen Sachverständigenrat \(2021\)](#), p. 123. ¹⁸-Article 10 of [Regulation 2021/782](#) provides for access to traffic and real time information for ticket vendors. Policymakers should not rely on individual commercial agreements to implement such requirements. ¹⁹-European Commission: Annex to the Communication of 9 December 2020, [Sustainable and Smart Mobility Strategy](#), COM (2020) 789 final, Action 37.



recommendation 4

CREATING A CLEAR AND COST-EFFECTIVE RAIL DISTRIBUTION STANDARDS FRAMEWORK

Industry initiatives towards harmonized rail distribution standards should be integrated in the regulatory framework.

The main barriers encountered by independent rail distributors are generally not technical in nature, as international rail platforms already exist and have built the connections to rail operators. However, while challenges arise often as a result of a lack of level playing-field on distribution conditions, **standards still play a key role in facilitating data sharing and therefore in the implementation of current and upcoming EU-level data access obligations** in the rail sector. More specifically, standards ease the integration of new rail distribution contents into existing platforms, lowering the overall costs and thus enabling viable business models for independent distributors in rail. The current regulatory framework centers

around TAP TSI (Technical Specification for Interoperability relating to Telematics Applications for Passenger Services).

TAP TSI²⁰ is an inadequate and largely poorly implemented standard, showing key shortcomings in the types of data provided and limited scope. The practical reality is TAP TSI is ignored by most RUs in their dealings with independent distributors, in favor of proprietary APIs without any standardisation.

This means it is up to independent distributors to create costly technical solutions to integrate the APIs of various RUs. Alternatively, distributors may make use of global distribution systems' (GDS) rail APIs, or connect to other aggregators. In any of these options, costs can be significant due to inconsistent data and outdated systems used by certain carriers.

²⁰-Cf. [Regulation 454/2011/EC](#)

This contrasts with air travel once again, where data aggregation via a GDS is simpler and offers easier access to standardized information on real-time availability and prices across operators.

It is worth noting that the significant investments related to integrating APIs could be used to improve travelers' digital and mobile planning and booking experience instead, if standards would be harmonized at EU level.

The cost of complexity alone dissuades many independent distributors from entering the market entirely, indirectly benefiting legacy RUs, who are able to further entrench their market power and in-house distribution channels. A lack of standardisation in rail distribution appears to be a technical issue at first glance, but is another mean for dominant players to safeguard their market position.

As a consequence, standardisation issues must be considered by EU policymakers when developing data access obligations for independent rail distribution. The current fragmentation of standards and resulting added costs only benefit legacy

RUs, who can thus further impede competition and attempt to safeguard their existing market position.

The rail sector's own initiative on a standard for ticket sales, reservations and price distribution, OSDM, has led to an encouraging outcome.

This standard was elaborated by all affected stakeholders (RUs and independent distributors) and represents a positive step towards enabling fair independent distribution and meeting customer demands. However, **eu travel tech** observes a significant hesitance of legacy RUs to integrate the standard in their existing systems and render it operational.

A constructive and pro-active intervention by EU regulators in favor of an ambitious implementation of OSDM would be welcomed (e.g. in the form of directly supporting prototypes of central pieces of architecture). **eu travel tech** further advocates for a **consideration of OSDM as a standard to be implemented in an EU framework**²¹, thus making it more than a voluntary industry initiative.





Experience with other legislation concerning the distribution of travel products (such as the Code of Conduct for Computerised Reservation Systems in air travel) highlights the need to construct a strong enforcement framework to harness concrete benefits from regulatory interventions. In general terms, **eu travel tech** recommends a strong role for the EC in enforcement, with specification of complaint procedures, binding timelines for their examination and due consideration for other horizontal EU rules (incl. competition and consumer protection).

→ **enforcement**
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conclusion

Taken together, these four recommendations (below), rigorously enforced, can help the EU meet significant ambitions on the environment, travel and integrated ticketing. Removing barriers can deliver a consumer-friendly, competitive, modern and growing rail distribution system. One that benefits the passenger and the sector.

eu travel tech's recommendations :

- 1 Ensuring fair reasonable and anti-discriminatory (FRAND) commercial terms
- 2 Ensuring access to all rail content (including offers and fares) for all distribution channels also based on FRAND conditions
- 3 Mandating sharing of dynamic rail data
- 4 Creating a clear and cost-effective rail distribution standards framework



eu travel tech represents the interests of travel technology companies. **eu travel tech** uses its position at the centre of the travel and tourism sector to promote a consumer-driven, innovative and competitive industry that is transparent and sustainable. Our membership spans Global Distribution Systems (GDSs), Online Travel Agencies (OTAs), Travel Management Companies in business travel (TMCs) and metasearch sites.

eu-travel tech's members include Amadeus, Booking.com, eDreams ODIGEO, Expedia Group, Skyscanner and Travelport. Associate members include American Express GBT, etraveli Group, Trainline and TripAdvisor. Strategic Partners include Travix Travelgenio and CWT.

→ **about**
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HOW INDEPENDENT CHANNELS MEET
CUSTOMER NEED AND DRIVE MODAL SHIFT
IN A WAY RAILWAY UNDERTAKINGS DON'T :

→ **annex**
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figure 1

SCREENSHOT
OF A TRAINLINE
NATIONAL TRAVEL

Madrid to Barcelona

Journey on 30 November 2021, 0700 (taken 16 November 2021, 1623).

Note that Trainline allows customers to book both **Renfe** and **OUIGO** services (unlike the operators that only offer their own services on their respective websites) and highlights the OUIGO service as the **cheapest** in this case.

The screenshot displays a search for a train from Madrid to Barcelona on Tuesday, 30 November 2021, at 07:00. The interface shows various options, with the OUIGO service at 07:05 to 09:35 highlighted as the 'Cheapest' at €25.00. A 'Continue to next step' button is visible for this option. The selected journey details show a 2h 30m trip with 0 changes from Madrid Atocha to Barcelona Sants. Flexibility options include 'Semi-flexible' for €25.00 and 'Flexible' for €7.00. The ticket is for 1 Adult Essential, and the total price is €25.00. A 'View exchange and refund conditions' link is provided. The 'Comfort options' section is partially visible at the bottom.

Time	Operator	Standard	1st Class
07:00 → 09:30	renfe	€77.10	€102.55
07:05 → 09:35	OUIGO	€25.00 (Cheapest)	—
07:15 → 16:37	renfe	€43.25	—
07:30 → 10:42	renfe	€54.45	€65.20
08:00 → 10:30	renfe	€89.95	€119.65
09:00 → 11:30	renfe	€64.25	€85.45
09:30 → 12:37	renfe	€76.25	€101.40



figure 2

SCREENSHOT
OF A TRAINLINE
NATIONAL TRAVEL

Torino to Roma

Journey on 8 December 2021, 1200 (taken 16 November 2021, 1638).

Note that Trainline allows customers to book Trenitalia (trading as **Trenitalia** or **Frecciarossa**), Italo, and Itabus services. While the Trenitalia regional service is the cheapest and highlighted as such, it is also the slowest option. Therefore, in this case, Trainline highlights the faster, **reasonably priced** through-service as the recommended option based on price and duration.

Torino Porta Nuova Roma Termini

Out
We 8 Dec • 12:00

+ Add a return

1 adult (26-59)
Add railcards

Train Coach • €35.97

Other days from €21.50

A Covid Certificate is required to travel on national and international routes (regional trains excluded) [more info](#)

Earlier from €42.90

Wed 8 Dec 2021	Standard	1st Class
12:00 → 16:49 4h 49m, 0 changes 	€81.90	€88.90
12:30 → 21:48 9h 18m, 3 changes 	€47.55 Cheapest	—
12:33 → 17:19 4h 46m, 0 changes 	€75.90 Recommended	€84.90
12:33 → 21:00 8h 27m, 1 change 	€57.87	€61.77
13:00 → 17:40 4h 40m, 1 change 	€113.80	€132.80
13:00 → 17:49 4h 49m, 0 changes 	€75.90	€95.90

We recommend this journey based on price and duration.

Selected journey

12:33 Torino Porta Nuova
4h 46m 0 changes

17:19 Roma Termini

Flexibility and ticket conditions

Semi-flexible €75.90

Flexible + €20.00

1 x Adult
Economy

View exchange and refund conditions

Comfort options

figure 3

SCREENSHOT
OF A TRAINLINE
INTERNATIONAL TRAVEL



Bayrischzell (Germany) to Cisterna di Latina (Italy), via Munich and Rome

Journey on 30 November 2021, 0700 (taken 16 November 2021, 1623).

Note that Trainline allows customers to book the journey in a single transaction, combining DB, ÖBB and Trenitalia bookings. The carriers' websites do not allow for this journey to be booked, meaning customers are left with the choice of seeking to book the individual legs on different carriers' websites, or to choose a different mode of transport such as a flight.

Bayrischzell → Cisterna di Latina

Out Tu 30 Nov • 10:00 + Add a return 1 adult (26-59) Add railcards

A Covid Certificate is required to travel on national and international routes (regional trains excluded) [more info](#)

Continue to next step

Selected journey

11:32 Bayrischzell
12h 8m 3 changes DB ÖBB TRENTALIA
23:40 Cisterna di Latina

Flexibility and ticket conditions

Lowest Price	Semi-flexible	Flexible
€127.80	+ €24.00	+ €57.80

1 x Adult
Flexpreis, Sparschiene, Super Economy, Ordinaria with reservation
View exchange and refund conditions

Comfort options

Bayrischzell to München Hbf Gleis 27-36 DB
No seat reservation

Date	Standard	1st Class
Tue 30 Nov 2021		
09:32 → 22:41 13h 9m, 3 changes DB ÖBB	€125.80	—
09:32 → 22:41 13h 9m, 3 changes DB ÖBB	€131.80	€178.00
We recommend this journey based on price and duration.		
11:32 → 23:40 12h 8m, 3 changes DB ÖBB	€127.80	€181.00
11:32 → 05:31 17h 59m, 3 changes DB ÖBB	€121.80	—
17:32 → 09:40 16h 8m, 3 changes DB nightjet	€127.80	—
17:32 → 10:08 16h 36m, 3 changes DB nightjet	€125.80	—
17:32 → 10:08 16h 36m, 2 changes DB nightjet	€94.90 Cheapest	—

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