

INTERNATIONAL

All daytime services between Amsterdam and Berlin operate with the train category *ICE* from November 1 (Table 22).

ITALY

Due to engineering work, all services on the Ferrovia della Val Venosta are operated by bus until March 28, 2026 (Table 598).

SPAIN

The new 1.9 kilometre Oural Tunnel between Monforte de Lemos and Lugo was opened on September 23 (Table 682). This new tunnel has been constructed parallel to the original bore which will now become an evacuation facility.

PORTUGAL

The *Linha do Douro* (Table 694) will be closed between Marco de Canaveses and Régua from November 3, 2025 to April 2, 2026 so that engineering work can be carried out. Fast replacement buses will operate between Caíde and Régua, with intermediate stations served by stopping buses running between Marco de Canaveses and Régua.

NORWAY

The Norwegian rail network has once again been hit by severe infrastructure damage, this time affecting services running north of Trondheim (Table 787). A major landslide, which occurred on August 30 near Levanger (between Stjørdal and Steinkjer) means all lines are blocked with a full service not expected to resume until summer 2026. Some rail services north of the blockade (mainly those running to and from Bodø) are expected to resume from November 3 although most other services are operated by bus. The overnight train remains suspended until further notice. Local rail services north of the blockade are expected to resume from December 1 between Levanger and Steinkjer. Readers intending to travel on services in this area should check with operator SJ Nord before commencing their journey.

POLAND

PKP Intercity has recently introduced a small number of direct trains on the Bielsko Biala – Oświęcim – Kraków route, which we have included in a new Table 1077a.

LATVIA

Vivi has recast the service between Riga and Tukums once again with trains now running every 75 minutes (Table 1836).

SERBIA

Passenger services on Serbia's new high-speed route between Novi Sad and Subotica commenced on October 8, this being the third section of the 183 kilometre high-speed route between Beograd and Subotica to open. Nine InterCity and four InterRegio trains now operate daily in each direction, with a maximum speed of 200 km/h and a fastest journey time of just 79 minutes. Before the line was upgraded, the journey time was around four hours! Table 1360 has been fully updated with the new schedules. Note that Novi Sad station remains closed until further notice following the canopy collapse in November 2024, with services temporarily calling at Petrovaradin, six kilometres away. The project forms part of the wider Beograd to Budapest high-speed railway project. Current international connections between Budapest and Beograd via Szeged and Subotica will be found in Table 61.

GREECE

There are now only two return *IC* services per day operating between Athina and Thessaloniki (Table 1400).

INTERNATIONAL NEWS FROM DECEMBER 2025

We have included winter versions of Tables 56, 58, 60, 73, 82, 83 and 99 on pages 588 to 593 showing proposed services from December 14.

Table 18 (Winter): The low cost *Ouigo* service between Paris and Brussels will be amended; three daily services will remain but with changes to the calling pattern. Two services per day will call at Creil (three currently) and St Quentin will be served by the morning northbound train to Brussels and the evening return service to Paris.

Table 30 (Winter): The Paris to Berlin *ICE* service will be rerouted to serve Frankfurt Hbf (instead of Frankfurt Süd) and then via Erfurt.

Table 56 (Winter): Two new daily Leipzig – Kraków *EuroCity* services will be introduced, using the German/Polish border crossing between Horka and Węgliniec, one of which will be extended to Przemyśl.

One additional *Berlin-Warszawa-Express* service, numbered *EC 43/42*, will be introduced meaning there will be a two-hourly service throughout the day between the two capitals.

A new overnight service (*IC 441/440*) conveying second class seats only will be introduced between Berlin and Chelm via Poznań, Łódź and Warszawa. It will also convey through cars between Berlin and Przemyśl (*IC 431/430*).

Table 58 (Winter): An additional Mockava – Warszawa service will be introduced. Numbered *EC 146/145*, it will operate as a through train to and from Szczecin. We are awaiting confirmation of connections from and to Vilnius.

Table 60 (Winter): With the opening of the new *Koralmbahn* high-speed line between Graz and Klagenfurt, the service between Praha and Graz via Wien has been recast. The two-hourly Praha – Graz service has been reduced to three daily services in each direction, all of which are extended to and from Villach via the new infrastructure.

The Berlin – Budapest service, formerly *EC 173/172*, has been reclassified and renumbered *RJ 175/174* and will no longer call at Praha hlavní nádraží, avoiding the necessity to reverse (it will continue to serve Praha Holešovice). *RJ 175* will run two hours later from Berlin. *RJ 250* Wien – Děčín and *RJ 251* Děčín – Wien – Villach will also not be calling at Praha hlavní nádraží.

There will be a new early morning departure from Wien to Praha at 0510 (*RJ 258*) and a corresponding later return service, departing Praha at 1837 (*RJ 259*).

Table 73 (Winter): *ICE 101* Dortmund – Basel is extended to Brig and *ICE 100* Basel – Dortmund starts back from Interlaken Ost. Two other services to and from Germany will serve Brig and three additional *ICE* services will serve Chur.

Table 82 (Winter): Two additional pairs of *EuroCity* services will be introduced between Zürich and Milano increasing the daily service between the two cities to thirteen train pairs. One of these additional pairs will extend to Firenze via Bologna. Additionally *EC 18/17* Zürich – Milano will be extended to Livorno via Genova from March to October, running as *EC 33/32*.

Table 83 (Winter): The opening of the *Koralmbahn* high-speed line between Wien and Klagenfurt will see the Wien to Venezia journey time reduced by 30 minutes to 7 hours and 10 minutes. The two *Railjet* services between the cities will be recast with Graz Hbf also being served thanks to the new routeing. An additional *Railjet* service will be introduced between Wien and Trieste.

Table 99 (Winter): An additional *EuroCity* service, *EC 307/306*, will be introduced between Graz and Wrocław, while the existing *EC 303/302* train between these cities will be extended to and from Poznań. An additional *EuroCity* service, *EC 204/203*, will also be introduced between Wien and Kraków.

EC 107/106 Przemyśl – Graz will be withdrawn between Przemyśl and Kraków and renumbered *EC 207/206*.

Leo Express services between Praha and Kraków will be recast and, from March 1, two additional services will operate between Praha and Warszawa via Katowice.

EN 407/406 Chopin München – Warszawa will gain additional through cars operating between München and Przemyśl (*EN 417/416* *Carpatia*).

Other key international developments from the December timetable change include:

The opening of the *Koralmbahn* high-speed line will enable a number of faster *ICE* and *RJ* services to be introduced between various German cities and Graz via Salzburg, Villach and Klagenfurt. These will replace the existing services that operate via Selzthal.

We are awaiting confirmation of a two-hourly *EuroCity* service between Budapest and Beograd, two of which will be extended from and to Wien.

We understand a new Basel – Malmö *NightJet* service will be introduced from April 1.

The Wien – Bucureşti (Table 61) and Wien – Kyiv (Table 96) overnight sleeper services will be combined between Wien and Szolnok.

A new München to Zagreb *EuroCity* through service will start from December. The corresponding return journey will require a change of trains at Villach until mid-June before also running as a through service (Table 62).

The Graz – Zagreb daytime service will be extended to run from and to Wien, thus restoring the through *EuroCity* *Croatia* between the two capital cities.