I'm not a bot



Londres a paris trem

At Eurostar, we're not just in the business of transportation, we're in the business of making your journeys across Europe unforgettable. Together, we want to create moments that stay with you throughout your travels and long after you've arrived, from the quick coffee run on the way to the station, to the moment you've arrived at your destination to sit down at a local favourite. With our dynamic and ambitious spirit, Eurostar is proud to have a connected and cosmopolitan team who feel at home in five countries. And the Eurostar journey doesn't stop there, we're always on the lookout for new ways to improve what we do. On the platform, in our depot, in our offices, and on board, we share the same goal – to create a memorable experience and elevate your trips. Together, we go further. 104,624 followers 9h This weekend, we joined the #Pride parade in Brussels alongside Open@Work , our partner advocating for + inclusion in the workplace. Colleagues from across the company took part – that when people feel free to be themselves, everyone benefits. Creating a workplace where everyone is isn't just the right thing to do – it's essential to who we are and how we move forward together. 104,624 followers 5d Last year, our Internal Communications team kicked off a fantastic new initiative with our first internal magazine, and now we're already on the second edition! The magazine is a fun and engaging way for teams across the business to stay connected and informed, offering a refreshing break from the usual emails. Inside, there's interviews with team members, updates from different departments, and the latest news. Take a look ▯↴ 104,624 followers 3w Our new Eurostar Service Centre at London St Pancras International is open! From today, we'll be welcoming customers to our brand-new Service Centre, a dedicated space for ticket sales, travel support and disruption assistance. Located in the old ticket office opposite the Eurostar ticket gates, the centre has been designed with accessibility and comfort in mind, featuring: • Two wheelchair-accessible desks • Hearing induction loops • Comfortable seating in a quieter, more enclosed space Five self-service ticket machines will remain in place just outside the centre for quick and easy bookings. We'll also be inviting feedback via a QR code survey to help us continue improving the customer experience. We look forward to welcoming you. 104,624 followers 3w : What happens when passion meets purpose? At #Eurostar, it looks like a small but mighty sustainability team reshaping the future of low-carbon travel. Armelle, Claire and Jade bring different experiences to the role, but they share one goal: putting sustainability at the heart of our business. *"For me, every day is #EarthDay, a bit like every day should be Valentine's Day, right?"* - Armelle. Armelle, who manages external relations, brings a deep focus on communication, legal risk, and stakeholder engagement. Claire leads on circularity, driving projects that "close the loop" — like transforming leftover bread from our onboard menus into Pain de Minuit beer, which is sold on some of our trains. ▯➡▯ It's clever, circular, and just won a 2025 Onboard Hospitality Award. ▯ Jade works on improving environmental and energy performance, calculating our carbon emissions and ensuring environmental compliance. Together, they form our sustainability team, and they're clear on one thing: sustainability isn't a checkbox. It's a mindset. "*I'm really proud to work in sustainability. I think it gives real meaning to our work, knowing that we are contributing to a more sustainable planet for future generations*," says Jade. With bold goals like purchasing 100% renewable energy to power our trains by 2030 and circular thinking across our value chain, the team is helping future-proof the business. From carbon emissions to reporting, policy to partnerships, their teamwork makes it happen. *"Each person is very specific, and our differences will help each other every time,"* says Claire. Their team motto? "Une pour toutes, toutes pour une."
#EarthDay2025 #Sustainability #CircularEconomy #LowCarbonTravel #WomenInSustainability #Teamwork #TogetherWeGoFurther 104,624 followers 3w This Earth Day, we're not just marking a date. We're accelerating towards a future where travel and eco-responsibility go hand in hand. From purchasing 100% renewable energy to power our trains by 2030 to enabling more travel connections with our open hubs strategy, we've set ourselves some bold goals through our #SparkingSustainability programme. And we're already seeing the results of our commitment: • On average, the carbon footprint of travelling on our trains is 96% less than flying and 93% less than driving a car.* • We're serving 60% vegetarian meals on board - and transforming leftover bread into beer. ▯➡▯ • We've swapped out 2 million individual plastic water bottles from meals served in Eurostar Plus and Premier. • When renovating our Eurostar Premier Lounges in Brussels and Paris, we worked with partners to collect, reuse and recycle the old furniture. Our new furniture was selected with the utmost care in terms of ground materials and European origin. This Earth Day, we invite you to travel differently. Go greener with Eurostar. Learn more: *Calculations from independent study by EcoRes SCRL, November 2024. #EarthDay #SparkingSustainability #GoGreenerWithEurostar #RailTravel #SustainableTransport #CirculerEconomy #ClimateAction 104,624 followers 3w Celebrating Easter with Eurostar! This Easter, our amazing colleagues were busy spreading seasonal cheer across our stations in Paris, Brussels, London and Lille, handing out delicious chocolate eggs to spark your day while you travelled with us. We're still sharing the joy and hope you had a wonderful time celebrating with loved ones. We look forward to welcoming you on board soon! Rendez-vous à London St Pancras International à l'heure d'arrivée recommandée afin d'avoir suffisamment de temps pour passer les contrôles aux frontières et la sécurité.Il n'y a aucune restriction d'ordre alimentaire à bord, vous êtes donc autorisé·e à apporter votre propre nourriture. Vous pouvez également acheter à manger ou à boire à la gare, après avoir passé les contrôles de sécurité et de billets.Vous pouvez emporter des liquides à bord et il n'y a pas de limite de volume. Vous pouvez donc prendre tous vos produits de toilette et même une bouteille de champagne !Les billets adultes en Eurostar Standard vous permettent d'emporter deux bagages d'une longueur maximale de 85 cm et un petit bagage à main, comme un sac à main ou une mallette. Consultez nos franchises de bagages.Contrairement aux compagnies aériennes, les voyages en Eurostar ne comportent aucun frais caché. Une fois que vous avez choisi vos billets de train (Eurostar Standard, Eurostar Plus ou Eurostar Premier), aucun frais supplémentaire ne vous sera facturé pour le choix des sièges, la réservation à l'avance ou la franchise de bagages.Les enfants âgés de 12 à 15 ans (inclus) peuvent voyager seuls vers certaines destinations Eurostar. Cependant, ils doivent être munis d'un formulaire Eurostar pour mineurs non accompagnés dûment rempli, et ne peuvent voyager qu'à bord des trains partant entre 6 h et 17 h , heure locale. En savoir plus sur les enfants voyageant seuls. Share — copy and redistribute the material in any medium or format for any purpose, even commercially. Adapt — remix, transform, and build upon the material for any purpose, even commercially. The licensor cannot revoke these freedoms as long as you follow the license terms. Attribution — You must give appropriate credit , provide a link to the license, and indicate if changes were made . You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use. ShareAlike — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original. No additional restrictions — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits. You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation . No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material. Veja como é fazer uma viagem de trem de Londres a Paris, com dicas de empresas, trens, horários e como garantir passagens por ótimos preços e com antecedência: E depois não deixe de ver a matéria de como economizar muito em sua viagem para Londres e Inglaterra. É a matéria mais acessada do blog e vai te ajudar muito com todo o planejamento da viagem. São várias dicas imperdíveis que vão fazer você economizar MUITO (muito mesmo) e montar toda a sua viagem para a Inglaterra. Trajeto de trem de Londres a Paris Para ir de Londres até Paris, você pegará o trem na estação St. Pancras, em Londres, e ele levará você até à estação Gare de Lyon, em Paris. O trecho do mar (atravessando o Canal da Mancha de Inglaterra a Paris) é feito por baixo da água, em um túnel muito legal que une os dois países! O trajeto é feito normalmente pela Eurostar, uma companhia de trens famosa na Europa. As passagens custam a partir de de 40 €, somente a ida. Mas isso se compradas com muita antecedência – por volta de 3 meses antes ou mais! Não espere encontrar esse preço se for comprar em cima da hora, quando as passagens costumam custar mais de 200 euros. Os trens circulam desde as 5h40 às 20h30 e o trajeto demora apenas 2h30. Todos os trens são diretos e há a possibilidade de você escolher a classe no trem (o que afetará o preço, claro). Recomendamos que você compre essas passagens com muita antecedência, porque este é um trajeto muito requisitado pelos viajantes. No dia da viagem: o check-in é feito com até 30 minutos de antecedência, as malas ficam com você e só depois elas passam por um raio-X. É possível comprar comida dentro do trem, no bar que ele tem. Se você vai para Paris: veja também o que fazer em Paris e já vá planejando seu roteiro enquanto viaja. Onde comprar passagens de trem na Europa? Uma dica para conseguir achar as melhores passagens e pelos menores preços é utilizar esse Pesquisador de trens da Europa. É o maior site de passagens de trem do mundo e ele faz uma pesquisa em todas as melhores empresas de trem da Inglaterra e da Europa e acha as melhores opções. Nós sempre fazemos nossas reservas por lá, pois eles têm sempre os melhores preços, o sistema de busca é muito bom, super fácil de reservar e é o site mais confiável do mundo para reservas de trem. É a melhor forma de comprar as passagens de trem da sua viagem pela Europa. Dicas para a viagem de trem em Londres Os trens em Londres, Inglaterra e na Europa são divididos em classes, assim como no avião. A diferença é que, além de ser terrestre, você não precisa esperar sua mala ao sair do trem, nem chegar com muita antecedência na hora do embarque. O controle também é parecido com o que é feito no avião: a mala passa por um scanner e, dentro do trem, há um local específico para a bagagem. Uma dica é chegar cedo para tentar conseguir colocar suas bagagens em um local próximo ao seu assento, pois cada vagão possui um porta-bagagens no seu início e mais um espaço para colocar bagagens menores em cima dos assentos, igual ao avião. Ótima dica para achar o trajeto mais rápido e barato Uma dica muito legal para você ver todas as opções de transporte de uma cidade a outra, e poder escolher e mais barata, é usar esse pesquisador de trajetos. É um site sensacional que mostra todas as opções de transporte entre uma cidade e outra. Ele pesquisa todas as opções de avião, trem e ônibus, e você pode comprar a opção melhor e mais barata para sua viagem. Os preços são mais baratos do que em qualquer outro lugar, e o site é líder nesse serviço na Europa, mostrando apenas empresas que são de confiança e consolidadas por lá. Não esqueça o seguro viagem obrigatório para Europa Uma dica importantíssima é fazer um Seguro Viagem Internacional antes de viajar para Londres, já que ele é obrigatório para viajar para a Europa. Acaba sendo bem mais barato do que as pessoas imaginam, e na nossa matéria de Seguro Viagem para Europa você confere tudo o que precisa saber sobre o assunto: quais são as melhores empresas de seguros e dicas para contratar uma cobertura excelente por um preço baixo, economizando muito. Como usar o celular à vontade em Londres e Europa? Poder usar seu celular na viagem é algo extremamente útil e necessário, já que com ele você pode pesquisar sobre pontos turísticos, acessar os aplicativos de cupons de desconto e dos parques, conferir a previsão do tempo e até usar o GPS, economizando o aluguel deste equipamento para o carro. Além de, claro, estar conectado nas várias redes sociais e WhatsApp! Por isso, selecionamos as melhores dicas de como usar o celular à vontade na Europa, e indicamos a forma mais barata de usá-lo o dia inteiro e em qualquer lugar dos EUA. Com a internet do celular, você consegue pesquisar tudo sobre a viagem de trem de Londres a Paris. Dicas para aproveitar melhor sua viagem a Londres Agora que você já viu tudo sobre a viagem de trem de Londres a Paris, uma dica legal e que faz a diferença na viagem a Londres é escolher bem a localização do seu hotel. A cidade é enorme e, ficando bem localizado, você vai aproveitar muito mais e gastar muito menos tempo e dinheiro se deslocando até os lugares. Se quiser, veja nossa matéria de onde ficar em Londres, onde damos dicas das melhores regiões para se hospedar e também de como conseguir um ótimo hotel por um preço excelente! Outra dica importante para economizar dinheiro e tempo é com os passeios. Para conhecer a maioria dos pontos turísticos e museus de Londres é preciso comprar os ingressos de cada lugar. A dica é comprar todos os ingressos antes pela Internet, que além de serem sempre mais baratos, você economiza um bom tempo que perderia nas filas das bilheterias e já viaja com os ingressos em mãos e as atrações garantidas. Se quiser, veja aqui na matéria de ingressos para Londres todas as dicas, os mais vendidos e onde comprar todos os ingressos pelo melhor preço. Veja outras matérias imperdíveis de Londres: O que fazer em Londres: Principais atrações e lugares de Londres na Inglaterra. Pontos turísticos em Londres: Dicas dos melhores lugares turísticos da cidade. Dicas para andar de trem na Europa: Melhores empresas, trajetos, onde comprar passagens super baratas e todas as dicas. High-speed train service in Western Europe This article is about the international high-speed passenger railway service connecting Belgium, France, Germany, the Netherlands and the United Kingdom. For other uses, see Eurostar (disambiguation). Not to be confused with Eurostat or Euro Star. EurostarLeft: Eurostar PBA TGV used for services within continental Europe. Right: Eurostar e320 used for cross-channel services.OverviewMain stations(s) Amsterdam Brussels Cologne Lille London Paris Rotterdam Fleet 9 Alstom PBA 17 Alstom PBKA 11 Alstom e300 17 Siemens e320 Stations called at28[citation needed]Parent companySNCF (55.8%)CDPQ (19.3%)NMBS/SNCB (18.5%)Federated Hermes (6.4%)Reporting markESOtherWebsitewww.eurostar.com System map Legend Dortmund Essen Duisburg DüsseldorfAirport Amsterdam Düsseldorf SchipholAirport Cologne Rotterdam Aachen NetherlandsBelgium GermanyBelgium Antwerp Liège London Brussels ChannelTunnel UKFrance BelgiumFrance Lille Charles deGaulle Airport Paris Marne-la-Vallée–Chessy summer only winter only Valence Chambéry Avignon Albertville Moûtiers Aix-en-Provence Aime-La Plagne Marseille Landry Bourg-Saint-Maurice All stations connect to other rail services This diagram: viewtalkedit Eurostar is an international high-speed rail service in Western Europe, connecting Belgium, France, Germany, the Netherlands and the United Kingdom. The service is operated by the Eurostar Group which was formed from the merger of Eurostar, which operated trains through the Channel Tunnel to the United Kingdom, and Thalys which operated in Western Europe. The operator is exploring future network expansions and aims to double passenger numbers by 2030.[1] This section is about the history of the Eurostar brand. For the history of the former Thalys brand, see Thalys § History. main articles: Channel Tunnel, Getlink, and TransManche LinkThe history of the Eurostar brand can be traced to the choice in 1986 of a rail tunnel to provide a cross-channel link between Britain and France.[2] A previous attempt to construct a tunnel between the two nations had begun in 1974, but was quickly aborted. Construction began afresh in 1988. Eurotunnel was created to manage and own the tunnel, which was finished in 1993, the official opening taking place on 6 May 1994.[3] In addition to the tunnel's shuttle trains carrying cars and lorries between Folkestone and Calais, the tunnel opened up the possibility of through passenger and freight train services between places further afield.[4] British Rail and France's SNCF contracted with Eurotunnel to use half the tunnel's capacity for this purpose. In 1987, Britain, France and Belgium set up an International Project Group to specify a train to provide an international high-speed passenger service through the tunnel. France had been operating high-speed TGV services since 1981, and had begun construction of a new high-speed line between Paris and the Channel Tunnel, LGV Nord; French TGV technology was chosen as the basis for the new trains. An order for 30 trainsets, to be manufactured in France but with some British and Belgian components, was placed in December 1989.[citation needed] On 20 June 1993, the first Eurostar test train travelled through the tunnel to the UK.[5] Various technical difficulties in running the new trains on British tracks were quickly overcome.[6] The original Eurostar logo used from 1994 until 2011 On 14 November 1994, Eurostar services began running from Waterloo International station in London, to Paris Nord, as well as Brussels-South railway station.[4][7][8] The train service started with a limited Discovery service; the full daily service started from 28 May 1995.[9] In 1995, Eurostar was achieving an average end-to-end speed of 171.5 km/h (106.6 mph) from London to Paris.[10] On 8 January 1996, Eurostar launched services from a second railway station in the UK when Ashford International was opened.[11] Also in 1996, Eurostar commenced its year-round service from London to Disneyland with the first train running on 29 June. The following year saw the introduction of services to the French Alps during the winter.[12] On 20 July 2002 a summer seasonal service from London to Avignon-Centre was launched. The service ran until 2014 after which it was replaced on 1 May 2015 by an expanded service calling at Avignon TGV and also serving Lyon and Marseille.[12] On 23 September 2003, passenger services began running on the first completed section of High Speed 1.[5] Following a high-profile glamorous opening ceremony[13] and a large advertising campaign,[14] on 14 November 2007, Eurostar services in London transferred from Waterloo to the extended and extensively refurbished London St Pancras International.[15] Direct services from London to Amsterdam (returning to Brussels only) were launched on 4 April 2018. This service was made a return service on 26 October 2020.[16] The Channel Tunnel used by Eurostar services holds the record for having the longest underwater section of any tunnel in the world,[17] and it is the third-longest railway tunnel (behind the Seikan Tunnel and the Gotthard Base Tunnel) in the world.[18] On 30 July 2003, a Eurostar train set a new British speed record of 334.7 km/h (208.0 mph) on the first section of the "High Speed 1" railway between the Channel Tunnel,[5][7] and Fawkham Junction in north Kent, two months before official public services began running. On 16 May 2006, Eurostar set a new record for the longest non-stop high-speed journey, a distance of 1,421 km (883 miles) from London to Cannes taking 7 hours 25 minutes.[19] On 4 September 2007, a record-breaking train left Paris Nord at 10:44 (09:44 BST) and reached London St Pancras International in 2 hours 3 minutes 39 seconds,[20] carrying journalists and railway workers. This record trip was also the first passenger-carrying arrival at the new London St Pancras International station.[21] On 20 September 2007, Eurostar broke another record when it completed the journey from Brussels to London in 1 hour 43 minutes.[22] Further information: Regional Eurostar and Nightstar (train) A pair of Eurostar trains at the former Waterloo International The original proposals for Eurostar included direct services to Paris and Brussels from cities north of London: Manchester Piccadilly via Birmingham New Street on the West Coast Main Line and Leeds and Glasgow Central via Edinburgh Waverley, Newcastle and York on the East Coast Main Line.[23] Seven 14-coach "North of London" Eurostar trains for these Regional Eurostar services were built, but these services never came to fruition. Predicted journey times of almost nine hours for Glasgow to Paris at the time of growth of low-cost air travel during the 1990s made the plans commercially unviable against the cheaper and quicker airlines.[24] Other reasons that have been suggested for these services having never been run were both government policies and the disruptive privatisation of British Rail.[25] Three of the Regional Eurostar units were leased by Great North Eastern Railway (GNER) to increase domestic services from London King's Cross to York and later Leeds.[26][27] The lease expired in December 2005, and most of the North of London sets were transferred to SNCF for TGV services in northern France.[28][29] An international Nightstar sleeper train was also planned; this would have travelled the same routes as Regional Eurostar, plus the Great Western Main Line to Cardiff Central.[30] These were also deemed commercially unviable, and the scheme was abandoned with no services ever operated. In 2000, the coaches were sold to Via Rail in Canada.[31][32] On 27 September 2019, the heads of two of Eurostar's major shareholders, Guillaume Pepy of SNCF, and the chair of SNCB, Sophie Dutordoir [fr; nl], publicised that Eurostar was planning to come together with its sister company the Franco-Belgian transnational rail service Thalys.[33][34] The arrangement is to merge their operations under the working title of "Green Speed" and expand services outside the core London-Paris-Brussels-Amsterdam service, to create a grand Western European high-speed rail service covering the UK, France, Belgium, the Netherlands and Germany, serving up to 30 million customers by 2030.[35][36] As of 2019,[update] Thalys assisted Eurostar with onward connections between Amsterdam and Brussels, and to provide the Amsterdam to London service, in lieu of passport and customs checks at Amsterdam Centraal station. In September 2020, the merger between Thalys and Eurostar International was confirmed,[37] a year after Thalys announced its intention to merge with the cross-Channel provider subject to gaining European Commission clearance, to form "Green Speed". SNCF and SNCB already hold a controlling shareholding in Eurostar. In October 2021, it was announced that, following the completion of the merger, the Thalys brand would be discontinued, with all of the new operation's services to be operated under the Eurostar name but with each service's own liveries.[38] In October 2023, the Eurostar brand replaced Thalys, operating as one network and combining ticket sales in a single system.[39] Main article: Eurostar International Limited Eurostar was originally operated as a collaboration of three separate French, British and Belgian corporate entities. On 1 September 2010, Eurostar was incorporated as a single corporate entity, Eurostar International Limited (EIL), replacing the joint operation between EUKL, SNCF and SNCB/NMBS.[40] EIL is ultimately owned by SNCF (55%), Caisse de dépôt et placement du Québec (CDPQ) (30%), Hermes Infrastructure (10%) and SNCB (5%).[41][42][43] By January 2021, Eurostar ridership went down to less than 1% of pre-pandemic levels.[44] The combined financial troubles and lack of ridership caused by the COVID-19 pandemic led to Eurostar seeking governmental assistance from Britain's Treasury and Department for Transport, even though Britain sold its 40% Eurostar holding in 2015.[44][45][46] Eurostar's appeal included granting the company access to Bank of England-backed loans and a temporary reduction in track access charges for use of the UK's high-speed rail line.[44] Despite being majority-owned by the French state railway, SNCF, Eurostar was thought to have already exhausted options for governmental assistance from Paris,[47] but both the French transport minister and the UK Department for Transport confirmed they were working on further plans to maintain the service.[48] By the end of 2022, Eurostar had debts of €964m, following French bailouts and commercial loans.[49] Ridership levels returned to around 8 million in 2022, however this figure was still 3 million below 2019 levels.[49] Since the COVID-19 pandemic, Eurostar has not served the Ashford International or Ebbsfleet International stations in the UK, or Calais Frethun in France, and has withdrawn its Disneyland Paris and Avignon services, as part of plans to focus on the most profitable routes.[50][49] Networks of major high speed rail operators in Europe. Eurostar shown in brown. Main article: LGV Nord The LGV Nord (French: Ligne à Grande Vitesse Nord, English: north high-speed line) is a 333-kilometre-long (207 mi) French high-speed rail line that connects Paris with the HSL 1 at the Belgium–France border and the Channel Tunnel. It opened in 1993.[51] Of all French high-speed lines, LGV Nord sees the widest variety of high-speed rolling stock and is quite busy; a proposed cut-off bypassing Lille, which would reduce Eurostar journey times between Paris and London, is called LGV Picardie. Main article: Channel Tunnel The Channel Tunnel is the only rail connection between Great Britain and the European mainland. It joins LGV Nord in France with High Speed 1 in Britain. Tunnelling began in 1988, and the 50.5 km (31.4-mile) tunnel was officially opened by British sovereign, Elizabeth II, and the French President, François Mitterrand, on 6 May 1994.[3] It is owned by Getlink, which charges a toll to Eurostar for its use.[52] Within the Channel Tunnel, Eurostar trains operate at a reduced speed of 160 km/h (100 mph) for safety reasons.[53][54] Since the launch of Eurostar services, severe disruptions and cancellations have been caused by fires breaking out within the Channel Tunnel, such as in 1996[55] and 2008.[56] Main article: HSL 1 HSL 1 connects Brussels with the French border. 88 km (55 mi) long (71 km (44 mi) dedicated high-speed tracks, 17 km (11 mi) modernised lines), it began service on 14 December 1997. The line has appreciably shortened rail journeys, the journey from Paris to Brussels now taking 1:22. In combination with the LGV Nord, it has also impacted international journeys to France and London. Main article: HSL 2 HSL 2 runs between Leuven and Ans. 95 km (59 mi) long (61 km (38 mi) dedicated high-speed tracks, 34 km (21 mi) modernised lines) it began service on 15 December 2002. Combined with HSL 3 to the German border, the combined eastward high speed lines have greatly accelerated journeys between Brussels, Paris and Germany. Main article: HSL 3 HSL 3 connects Liège to the German border. 56 km (35 mi) long (42 km (26 mi) dedicated high-speed tracks, 14 km (8.7 mi) modernised lines), it was completed on 15 December 2007, but trains did not start to use it until 14 June 2009. HSL 3 is used by international Eurostar and ICE trains only. Main article: Cologne–Aachen high-speed railway The Cologne–Aachen high-speed line is not a newly built railway line, but a project to upgrade the existing railway line which was opened in 1841 by the Rhenish Railway Company. The line inside Germany has a length of about 70 kilometres (43 mi). The first 40 km (25 mi) from Cologne to Düren have been rebuilt. Since 2002 the line allows for speeds up to 250 km/h (155 mph). Separate tracks have been built parallel to the high-speed tracks for local S-Bahn traffic. The remaining line from Düren to Aachen allows speeds up to 160 km/h (100 mph) with some slower sections. Main article: High Speed 1 Eurostar train on High Speed 1 near Sellindge High Speed 1, formerly known as the Channel Tunnel Rail Link (CTRL), is a 108 km-long (67 mi) British high-speed rail line that connects London with the Channel Tunnel.[57][58] It opened in two stages. The first section between the tunnel and north Kent opened in September 2003, cutting journey times by 21 minutes. On 14 November 2007, commercial services began over the whole of the High Speed 1 reducing journey times by a further 20 minutes.[59][60] The line's London terminal is London St Pancras International, which was redeveloped for the project.[61] Main article: HSL-Zuid PBKA stock passing through Schaerbeek station between Brussels-South and Amsterdam-CentralThe HSL-Zuid (Dutch: Hogesnelheidslijn Zuid, English: South high-speed line), is a 125 km-long (78 mi) Dutch high-speed railway line that connects Amsterdam with the HSL 4 at the Belgium-Netherlands border. It opened on 7 September 2009.[62] Eurostar departure information – Brussels Eurostar offers up to 15 weekday London – Paris services (19 on Fridays) including nine non-stop (13 on Fridays). There are also nine (ten on Friday) London–Brussels services, of which two run non-stop (continuing to Amsterdam) and a further two call at Lille only. Four services daily operate to Amsterdam via Brussels and Rotterdam, some calling at Lille.[63][64] There were also seasonal services: in the winter, "Snow trains",[65] aimed at skiers, to Bourg-Saint-Maurice, Aime-la-Plagne and Moûtiers in the Alps; these ran weekly, arriving in the alps in the evening and leaving the same evening to arrive in London the following morning.[66] This service was suspended at the time of the COVID-19 pandemic.[67] It resumed for the 2023/24 ski season, but with no through train. Instead, passengers change train at Lille-Europe.[68] In February 2018, Eurostar announced the start of its long-planned service from London to Amsterdam, with an initial two trains per day from April of that year running between London St Pancras International and Amsterdam Centraal. This launched as a one-way service, with return trains carrying passengers to Rotterdam and Brussels Midi/Zuid, making a 28-minute stop (which was not deemed long enough to process UK-bound passengers) and then carrying different passengers from Brussels to London.[69] Initially passengers travelling back took a Thalys service to Brussels Midi/Zuid where they could join the Eurostar. This was due to the lack of facilities for juxtaposed controls by the UK Border Force at Amsterdam Centraal and Rotterdam Centraal. On 4 February 2020, the Dutch Minister of Infrastructure and Water Management, Cora van Nieuwenhuizen, and the UK Transport Secretary, Grant Shapps, announced that juxtaposed controls would be established at Amsterdam Centraal and Rotterdam Centraal. The direct train from Amsterdam was originally due to launch on 30 April 2020, and from Rotterdam on 18 May 2020,[70][71] although it was later postponed to 26 October 2020 for both cities due to the COVID-19 pandemic.[72][73] Since 14 November 2007, all Eurostar trains have been routed via High Speed 1 to or from the redeveloped London terminus at London St Pancras International, which at a cost of £800 million was extensively rebuilt and extended to cope with 394 m (431-yard) long Eurostar trains.[15][74][75] It had been intended to retain some Eurostar services at Waterloo International, but this was ruled out on cost grounds.[76] Completion of High Speed 1 increased the potential number of trains serving London. Separation of Eurostar from British domestic services through Kent meant that timetabling was no longer affected by peak-hour restrictions. Eurostar trains in the renovated train shed at London St Pancras International Eurostar's fares were significantly higher in its early years; the cheapest fare in 1994 was £99 return.[77] In 2002, Eurostar was planning cheaper fares, an example of which was an offer of £50-day returns from London to Paris or Brussels. By March 2003, the cheapest fare from the UK was £59 return, available all year around.[77] In June 2009 it was announced that one-way single fares would be available at £31 at the cheapest. Competition between Eurostar and airline services was a large factor in ticket prices being reduced from the initial levels.[78][79] Business Premier fares also slightly undercut air fares on similar routes, targeted at regular business travellers.[80] In 2009, Eurostar greatly increased its budget ticket availability to help maintain and grow its dominant market share.[citation needed] The Eurostar ticketing system is very complex, being distributed through no fewer than 48 individual sales systems.[81] Eurostar is a member of the Amadeus CRS distribution system, making its tickets available alongside those of airlines worldwide.[82] Eurostar has two sub-classes of first class: Standard Premier and Business Premier; benefits include guaranteed faster checking-in and meals served at-seat, as well as the improved furnishings and interior of carriages.[83] The rebranding is part of Eurostar's marketing drive to attract more business professionals.[84] Increasingly, business people in a group have been chartering private carriages as opposed to individual seats on the train.[85] Two Eurostar trains, a Thalys train, and a TGV train side by side at Paris Nord Eurostar Class 373 at Lille-Europe, an interchange with other TGV services Without the operation of Regional Eurostar services using the North of London trainsets across the rest of Britain, Eurostar has developed its connections with other transport services instead, such as integrating effectively with traditional UK rail operators' schedules and routes, making it possible for passengers to use Eurostar as a quick connection to further destinations on the continent.[86] All four main terminals used by the Eurostar service – London St Pancras International, Paris Nord, Brussels-South and Amsterdam Centraal – are served by domestic trains and by local urban transport networks such as the London Underground, Paris Metro, Brussels Metro and Amsterdam Metro. Standard Eurostar tickets no longer include free onward connections to or from any other station in Belgium: this is now available for a flat-rate supplement, currently £5.50.[87] Eurostar offers a through-ticket to specific destinations by train, that is a single contract for multi leg journeys with certain passenger rights and protections. Eurostar has announced several partnerships with other rail services,[88] most notably Thalys connections at Lille and Brussels for passengers to go beyond current Eurostar routes towards the Netherlands and Germany.[89] In 2002, Eurostar initiated the Eurostar-Plus program, offering through-tickets for onward journeys from Lille and Paris to dozens of destinations in France. Through-tickets are also available from 68 British towns and cities to destinations in France and Belgium.[90] In May 2009 Eurostar announced that a formal connection to Switzerland had been established in a partnership between Eurostar and Lyria, which will operate TGV services from Lille to the Swiss Alps for Eurostar connection.[91][92][93] In May 2019, Eurostar ended its agreement with Deutsche Bahn that allowed passengers to travel on a through-ticket by train from the UK via Brussels to Germany and further to Austria and Switzerland. Under the agreement, passengers could travel on a single through-ticket with passenger rights in case of disruption of one train. However, the through-tickets ceased to be sold from 9 November 2019.[94] Eurostar is a member of Railteam, a marketing alliance formed in July 2007 of seven European high-speed rail operators.[95] The alliance plans to allow tickets to be booked from one end of Europe to the other on a single website.[95] In June 2009 London and Continental Railways, and the Eurostar UK operations they held ownership of, became fully nationalised by the UK government.[96] In September 2024, Eurostar signed a memorandum of understanding to join SkyTeam as its first non-airline partner. This cooperation will enable integrated intermodal transport (air-rail) in the UK, France and the Netherlands.[97][98] Entering the UK in Paris (left) and France in London using the Eurostar Main article: Juxtaposed controls Because the UK is no longer a member of the European Union and was never part of the Schengen Area,[99] and because the Netherlands, Belgium and France are not part of the Common Travel Area, all cross-channel Eurostar passengers must go through border controls. Both the British Government and the Schengen governments concerned (Belgium, Netherlands and France) have legal obligations to check the travel documents of those entering and leaving their respective countries. To allow passengers to walk off the train without arrival checks in most cases, juxtaposed controls ordinarily take place at the embarkation station. To comply with UK law,[100] there are full security checks similar to those at airports, consisting of bag X-rays and walk-through metal detectors. The recommended check-in time is 90–120 minutes except for business class where it is 45–60 minutes; these are much longer than previously because of extra checks in place due to Brexit and the COVID-19 pandemic.[101] Eurostar passengers travelling within the Schengen area on trains towards London bypass border checks, and enter the pre-allocated cars at the rear of the train, which are reserved for these passengers. This area is then searched at Lille and all passengers removed. This arrangement was set up after numerous people entered the UK without prior authorisation, by buying a ticket from Brussels to Lille or Calais but remaining on the train until London – an issue exacerbated by Belgian police threatening to arrest UK Border Agency staff at Brussels-South if they tried to prevent passengers whom they suspected of attempting to exploit this loophole from boarding Eurostar trains.[102] Travel from Calais or Lille towards Brussels and the Netherlands has no border or security control. On 7 July 2020, a modified agreement was signed in Brussels that includes The Netherlands in the previous agreement. This allows for juxtaposed controls in Amsterdam and Rotterdam like those in Brussels and Paris.[103] When the tripartite agreements were signed, the Belgian Government said that it had serious questions about the compatibility of this agreement with the Schengen Convention and the principle of free movement of people enshrined in various European treaties.[104] On 30 June 2009, Eurostar raised concerns at the UK House of Commons Home Affairs Select Committee that it was illegal under French law to collect the information required by the UK government under the e-Borders scheme, and the company would be unable to cooperate.[105][106] On the northbound Disneyland and ski trains, the security check and French passport check took place at the origin, while the UK passport check took place at the UK arrival stations. These were the only routes where passengers are not cleared by UK border officials before crossing the Channel. On the northbound Marseille-London train, there was no facility for security or passport checks at the southern French stations, so passengers left the train at Lille-Europe, taking all their belongings with them, and underwent security and border checks there before rejoining the train which waited at the station for just over an hour.[107] On several occasions, people have tried to stow away illegally on board the train,[108] sometimes in large groups,[109] trying to enter the UK; border monitoring and security is therefore extremely tight.[110] Eurostar claims to have good and well-funded security measures.[111] A Eurostar pulling into Lille-Europe Eurostar market share and punctuality Eurostar's punctuality has fluctuated from year to year, but usually remains over 90%;[112] in the first quarter of 1999, 89% of services operated were on time, and in the second quarter it reached 92%.[113] Eurostar's best punctuality record was 97.35%, between 16 and 22 August 2004.[5] In 2006, it was 92.7%,[114] and in 2007, 91.5% were on time.[note 1][115] In the first quarter of 2009, 96% of Eurostar services were punctual, compared with rival air routes' 76%.[116] An advantage held by Eurostar is the convenience and speed of the service: with shorter check-in times than at most airports and hence quicker boarding and less queueing[117][118] and high punctuality, it takes less time to travel between central London and central Paris by high-speed rail than by air. Eurostar now has a dominant share of the combined rail–air market on its routes to Paris and Brussels. In 2004, it had a 66% share of the London–Paris market, and a 59% share of the London–Brussels market.[119] In 2007, it achieved record market shares of 71% for London–Paris and 65% for London–Brussels routes.[120] Eurostar's passenger numbers initially failed to meet predictions. In 1996, London and Continental Railways forecast that passenger numbers would reach 21.4 million annually by 2004,[121] but only 7.3 million was achieved. Eighty-two million passengers used Waterloo International Station from its opening in 1994 to its closure in 2007.[7] 2008 was a record year for Eurostar, with a 10.3% rise in passenger use, which was attributed to the use of High Speed 1 and the move to London St Pancras International.[122] The following year, Eurostar saw an 11.5% fall in passenger numbers[123] during the first three months of 2009, attributed to the 2008 Channel Tunnel fire[56] and the 2009 recession.[124] As a result of the poor economic conditions, Eurostar received state aid in May 2009 to cancel out some of the accumulated debt from the High Speed 1 construction programme.[125] Later that year, during snowy conditions in the run-up to Christmas, thousands of passengers were left stranded as several trains broke down and many more were cancelled. In an independent review commissioned by Eurostar, the company came in for serious criticism about its handling of the incident and lack of plans for such a scenario.[126] In 2006, the Department for Transport predicted that, by 2037, annual cross-channel passenger numbers would probably reach 16 million,[127] considerably less optimistic than London and Continental Railways's original 1996 forecast.[121] In 2007 Eurostar set a target of carrying 10 million passengers by 2010.[128] The company cited several factors to support this objective, such as improved journey times, punctuality and station facilities. Passengers in general, it stated, are becoming increasingly aware of the environmental effects of air travel, and Eurostar services emit much less carbon dioxide.[129] and that its remaining carbon emissions are now offset, making its services carbon neutral.[130][131] Further expansion of the high-speed rail network in Europe, such as the HSL-Zuid line between Belgium and the Netherlands, continues to bring more destinations within rail-competitive range, giving Eurostar the possibility of opening up new services in future. The following chart presents the estimated number of passengers annually transported by the Eurostar service since 1995: [132][133][134][135][136][137][138][139] In 2019, cumulative ridership since 1994 surpassed 200 million.[140] Eleven million passengers travelled on its international services during 2018, the highest ever, a 7% increase on the 10.3 million carried in 2017.[141] Graphs are unavailable due to technical issues. Updates on reimplementing the Graph extension, which will be known as the Chart extension, can be found on Phabricator and on MediaWiki.org. Several Eurostar trains at platforms at Paris Nord Eurostars at Paris Nord running late night services Eurostar has been hailed as having set new standards in international rail travel and has won praise several times over for its high standards.[142][143][144] However, Eurostar had previously struggled with its reputation and brand image. One commentator had defined the situation at the time as:[145] In June 2003, Eurostar was battling to recover from the worst period in its 10-year history. Negative media coverage combined with poor sales and the general public's low opinion of the British rail industry, created a major challenge... Eurostar was finding it difficult to pick itself up from one of the worst periods in its decade-long history. The period post 9/11 had sent the business into a downturn. Passenger numbers were drying up due to worries over international travel. Several management changes had led to a pause in strategy. Punctuality had suffered badly because of wider problems

East Coast Main Line and the West Coast Main Line.[232][233] While no announcement has been made of plans to start Regional Eurostar services, it remains a possibility for the future. In the meantime, the closest equivalent to Regional Eurostar services are same-station connections with East Midlands Railway and Thameslink, changing at London St Pancras. The construction of a new concourse at the adjacent London King's Cross improved interchange with London St Pancras and provided London North Eastern Railway, Great Northern, Hull Trains and Grand Central services with easier connections to Eurostar. Main article: LGV Picardie LGV Picardie is a proposed high-speed line between Paris and Calais via Amiens. By cutting off the corner of the LGV Nord at Lille, it would enable Eurostar trains to save 20 minutes on the journey between Paris and Calais, bringing the London–Paris journey time under 2 hours. In 2008 the French Government announced its future investment plans for new LGVs to be built up to 2020; LGV Picardie was not included but was listed as planned in the longer term.[234] Rail transport in Europe High-speed rail in Europe Train categories in Europe ^ Eurostar uses the airlines' definition of 'on-time': within 15 minutes of scheduled arrival time. The measure used for long-distance services in the UK rail industry is within ten minutes. ^ a b "COMING SOON: THALYS TO REBRAND AS EUROSTAR". SNCF. Archived from the original on 31 October 2023. Retrieved 3 October 2023. ^ Noulton, John (February 2001). "The Channel Tunnel" (PDF). Japan Railway & Transport Review (26): 38–45. Archived from the original (PDF) on 10 April 2009. Retrieved 10 May 2009. ^ a b "On this day: 6 May 1994: President and Queen open Chunnel (with video clip)". BBC News. 6 May 1994. Archived from the original on 14 November 2020. Retrieved 12 January 2008. ^ a b "Our history". Eurotunnel. 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