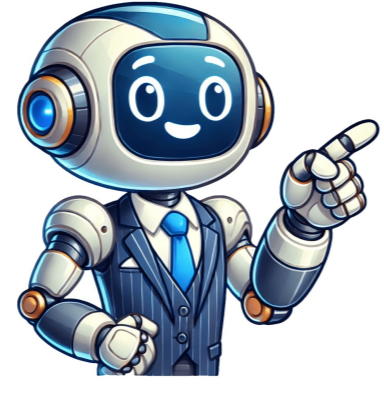


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Eurocity EuroCity Milano-Ginevra espletato con ETR 610 Eurocity o EuroCity è la categoria di servizio assegnata ai treni internazionali che collegano località facenti parte di differenti nazioni europee con prenotazione obbligatoria del posto a sedere. EuroCity Milano-Zurigo con locomotiva E.402 e carrozze delle ferrovie svizzere Il concetto di treni internazionali Eurocity o EuroCity, abbreviato negli orari ferroviari come EC, nasce nel 1987 in seguito agli accordi tra le compagnie ferroviarie della Comunità Europea, della Svizzera e dell' Austria per sostituire i precedenti treni categorizzati come Trans Europ Express (TEE). La differenza più sostanziale fra i treni TEE e gli EC, è che questi ultimi hanno in composizione anche carrozze di seconda classe. Eurocity Verona-Monaco di Baviera a Trento, con E.405 al traino e carrozze Trentitalia. Questa categoria di treni internazionali era il seguito storico dei grandi treni di lusso del dopoguerra e queste relazioni erano soggette a vari indici di qualità: velocità commerciale maggiore di 90 km/h servizio ristorante carrozze con aria condizionata fermate di solo 5 minuti massimo, 15' per motivi tecnici controllo doganale sul treno quindi senza una lunga sosta alla frontiera personale bilingue. Col passare del tempo queste relazioni hanno perso quasi tutte queste obbligazioni e si sono trasformate in normali treni diurni. Con l'entrata nell'Unione europea dei paesi dell'est, le relazioni EuroCity vengono estese anche in questi paesi. EuroCity con locomotiva Deutsche Bahn e carrozze svizzere Il marchio EuroCity ora viene utilizzato dalla maggior parte dei paesi dove i treni sono organizzati in categorie di servizio. In Austria e Germania gli EuroCity sono virtualmente identici agli InterCity, con l'aggiunta del servizio ristorante. Il materiale rotabile è infatti lo stesso (carrozze Eurofima) e con la stessa livrea, con la differenza che gli EuroCity attraversano il confine nazionale. In Svizzera vengono usati sia materiale InterCity che rotabili dedicati. L'EuroCity 326 Bologna-Zurigo, in materiale elettrotreno RABe 501 Giruno di FFS, in sosta alla stazione centrale di Reggio Emilia. In altri paesi come in Francia o Spagna vengono invece chiamati semplicemente "Treni" anche se la stessa relazione nell'altro paese è considerata EuroCity. In Italia gli EuroCity erano svolti con materiale InterCity e livrea AMPR dedicata. Nel 2010 il servizio è stato soppresso, e le relazioni EuroCity si sono svolte con materiale estero fino al 2015. Dal 2011 i servizi EuroCity con la Francia sono garantiti da Thello, partecipata da Trentitalia, e dai treni alta velocità TGV della SNCF. Dal 14 ottobre 2021 Thello cambia il suo nome in Trentitalia Franco, e da dicembre dello stesso anno gli ETR 400, con una livrea Frecciarossa leggermente modificata, collegano Milano a Parigi. I servizi con Austria e Germania (ad eccezione di Francoforte sul Meno) sono garantiti dal 2009 dalla DB-ÖBB EuroCity, compartecipata da Deutsche Bahn, ÖBB e da Trenord, che utilizza materiale austriaco. Fino al 2009 le relazioni con la Svizzera erano gestite dalla società Cisalpino, partecipata da Trentitalia e SBB, con materiale ETR.470 e ETR.610 in livrea dedicata. Con lo scioglimento dell'azienda, i treni sono stati ripartiti equamente fra Italia e Svizzera, che hanno continuato a espletare il servizio transfrontaliero. Dal 2015 i servizi con la Svizzera e con Francoforte sul Meno sono garantiti dagli ETR.610 di Trentitalia (ex-Frecciargento) e Ferrovie Federali Svizzere. Nuovo logo Eurocity adoperato su alcuni treni internazionali che raggiungono le stazioni italiane. Nel novembre 2024 l'accordo di collaborazione tra Trentitalia e SBB è stato rinnovato e le due società hanno presentato nuovi collegamenti tra Zurigo e l'Italia con destinazione Venezia, Firenze e Livorno. Trentitalia ha inoltre annunciato una nuova livrea, basata sul bianco e sul verde, dedicata ai servizi EuroCity con la Svizzera che verrà applicata progressivamente agli ETR.610 dedicati a questi servizi. Inoltre, a partire da novembre gli ETR.610 saranno sottoposti anche a un restyling interno che prevede, tra l'altro, sedili di plastica riciclata.[1] Corse[2][3] Codice treno Stazione di partenza Orario di partenza Stazione di arrivo Orario di arrivo Note EC 32 Milano Centrale 8:20 Ginevra 12:21 EC 34 13:20 17:21 EC 35 Ginevra 5:39 Venezia Santa Lucia 12:42 EC 36 Milano Centrale 17:20 Ginevra 21:21 EC 37 Ginevra 7:39 Milano Centrale 11:40 EC 39 13:39 17:40 EC 41 18:39 22:40 EC 42 Venezia Santa Lucia 16:18 Ginevra 23:21 EC 44 Ginevra Aeroporto 0:03 EC 46 Milano Centrale 17:20 Ginevra 21:21 EC 47 Ginevra 7:39 Milano Centrale 11:40 EC 50 Milano Centrale 7:20 Basilea FFS 11:32 EC 51 Basilea FFS 6:28 Milano Centrale 10:40 EC 52 Milano Centrale 11:20 Francoforte sul Meno Centrale 18:44 EC 53 Basilea FFS 10:28 Milano Centrale 14:40 EC 54 Milano Centrale 15:20 Basilea FFS 19:32 EC 56 18:20 22:32 EC 57 Basilea FFS 12:28 Milano Centrale 16:40 EC 59 17:28 21:40 EC 80 Bologna Centrale 15:50 Monaco di Baviera Centrale 22:27 EC 81 Monaco di Baviera Centrale 7:34 Bologna Centrale 14:10 EC 83 9:34 16:19 EC 84 Bologna Centrale 11:52 Monaco di Baviera Centrale 18:27 EC 85 Monaco di Baviera Centrale 11:32 Venezia Santa Lucia 18:25 EC 87 13:34 20:16 EC 88 Bologna Centrale 7:45 Monaco di Baviera Centrale 14:27 EC 89 Monaco di Baviera Centrale 13:11 Bologna Centrale 20:30 EC 151 Francoforte sul Meno Centrale 8:04 Milano Garibaldi 15:55 EC 153 Basilea FFS 15:03 Milano Centrale 19:50 EC 156 Milano Centrale 8:10 Basilea FFS 12:56 EC 158 Milano Garibaldi 10:05 14:56 EC 307 Zurigo Centrale 8:33 Bologna Centrale 14:35 [4] EC 308 Venezia Santa Lucia 13:18 Zurigo Centrale 19:27 EC 310 Genova Piazza Principe 16:12 21:27 EC 311 Zurigo Centrale 6:33 Venezia Santa Lucia 12:42 EC 312 Milano Centrale 7:10 Zurigo Centrale 10:27 EC 313 Zurigo Centrale 7:33 Milano Centrale 10:50 EC 314 Milano Centrale 9:10 Zurigo Centrale 12:27 EC 315 Zurigo Centrale 9:33 Milano Centrale 12:50 EC 316 Milano Centrale 11:10 Zurigo Centrale 14:27 EC 317 Zurigo Centrale 11:33 Milano Centrale 14:50 EC 318 Milano Centrale 13:10 Zurigo Centrale 16:27 EC 319 Zurigo Centrale 13:33 Milano Centrale 16:50 EC 320 Milano Centrale 15:10 Zurigo Centrale 18:27 EC 321 Zurigo Centrale 15:33 Milano Centrale 18:50 EC 322 Milano Centrale 17:10 Zurigo Centrale 20:27 EC 323 Zurigo Centrale 17:33 Milano Centrale 20:50 EC 324 Milano Centrale 19:10 Zurigo Centrale 22:27 EC 325 Zurigo Centrale 19:33 Milano Centrale 22:50 EC 326 Bologna Centrale 17:26 Zurigo Centrale 23:27 [4] EC 327 Zurigo Centrale 10:33 Genova Piazza Principe 15:52 EC 329 13:33 Milano Centrale 16:50 EC 332 Milano Centrale 17:10 Zurigo Centrale 20:27 ^ Trentitalia e SBB per gli EuroCity Italia-Svizzera, in iTreni, n. 486, Salò, ETR Editrice, novembre 2024, p. 5. ISSN 0392-4602 (WC · ACNP). ^ Treni Eurocity | Trentitalia, ÖBB e DB | Biglietti, su Trainline. URL consultato il 7 aprile 2022. ^ [1] Treni Eurocity | Orari Eurocity 2021 ^ a b Ferrovie.it - Al via il nuovo Eurocity Zurigo - Bologna, su Ferrovie.it. URL consultato il 7 aprile 2022. Categoria di servizio dei treni italiani Altri progetti Wikimedia Commons Wikimedia Commons contiene immagini o altri file su EuroCity (DE) Storia dei treni Eurocity, su grahner.it. Sito italiano riguardante i treni internazionali, su treni-internazionali.com. Portale Trasporti: accedi alle voci di Wikipedia che trattano di trasporti Estratto da " Network of train services in Europe For other uses, see EuroCity (disambiguation). Eurocity logo EuroCity (EC) is an international train category and brand for European inter-city trains that cross international borders and meet criteria covering comfort, speed, food service, and cleanliness.[1][2] Each EC train is operated by more than one European Union or Swiss rail company, under a multilateral co-operative arrangement, and all EC trains link important European cities with each other.[3] The EuroCity label replaced the older Trans Europ Express (TEE) name for border-crossing trains in Europe. Whereas TEE services were first-class only, EuroCity trains convey first- and second-class coaches.[2] EuroCity Zurich-Venice operated by SBB EuroCity Prague-Hamburg operated by ČD EuroCity Hamburg-Basel operated by DB The criteria EuroCity trains are required to meet include the following:[citation needed] train through two or more countries all cars air-conditioned stop only at stations serving major cities stops scheduled to last no more than five minutes, in special cases up to 15 minutes food and beverages available onboard (preferably from a dining car) conductors speak at least two languages, one of which must be English, French, or German average speed (including stops) above 90 kilometres per hour (56 mph), exceptions for routes including mountainous terrain and train ferries The EuroCity schedule was designed with train pairs running one train in both directions.[clarification needed] thus resulting in a more frequent service than the TEE, which normally ran only once a day.[citation needed] In 1993 it was decided that EuroCity trains must complete their journey between 6:00 am and midnight. The night services are operated as EuroNight since 23 May 1993.[4] During the pre-Schengen era, passport checks were conducted on EC trains while in motion, rather than while parked at a station or requiring the passengers to disembark, as was sometimes the case for non-EC trains. A few require pre-reservation (though this is possible and recommended for all other trains) and in some countries a supplemental charge.[citation needed] Originally all EuroCity trains carried names, and many still do, continuing the practice started with luxury trains of the late 19th and early 20th centuries. The names are printed on brochures showing the times of arrival and departure at every stop and details of the journey, these are placed on the seats by the train staff. A few trains have used the names of the earlier Trans Europ Express or InterCity trains that they replaced on the same route, for example Iris for Brussels to Zürich. The names were mostly related to the cities and region the trains served and chosen from historical or mythological figures, geographical and botanical names or regional products. In 1991, the decision was made to name the EuroCity services after famous Europeans,[5] which in some cases resulted in the renaming of existing services, e.g. the EC trains between Germany and Denmark. On 29 July 1991, the European Community decided to reorganise the legal structure of the railways in order to stimulate commercial operation and reduce government subsidies. The directive, in force in 1993, stated that railway services and infrastructure should be split and operators should be able to offer their services everywhere in Europe using the national infrastructure. After 20 years the implementation is still ongoing, but it has affected the railway operators already. High-speed services that have been introduced subsequently, using both new rolling stock and some newly built line sections, have all used brand names that are applied to all trains of their class or category, rather than naming every single service. As a consequence of this trend, the named EC trains on the Paris–Brussels–Amsterdam route disappeared in 1995–96, replaced by unnamed TGV trains and later by Thalys service. Between the Netherlands and Germany the Intercity-Express (ICE) was introduced in 2000, resulting in the near disappearance of the EuroCity brand on those train routes, and with it the use of train names. For marketing reasons, the four EuroCity services between Germany and Poland were advertised as the Berlin–Warszawa Express effective 29 September 2002, thus marketing a product instead of naming individual trains. Preparations for privatisation of Deutsche Bahn led to the discontinuation of names for the EuroCity services in Allgäu on 15 December 2002, and for the other German-operated EC trains on 12 December 2004. The French–Swiss TGV services lost their individual names on 17 May 2003, when Lyria was chosen as the brand name used collectively for those TGVs. After the collapse of Cisalpino on 13 December 2009, the named trains between Italy and Switzerland disappeared as well. Farther east, all EC services continue to carry names. EuroCity network, 1987 EuroCity network, 2015 On 31 May 1987 the EuroCity network started with 64 EuroCity trains, serving 200 cities in 13 countries.[2][6] They were made up of 56 day services and eight night services. The network included the international TGVs between France and Switzerland, shown in orange on the 1987 map. Night services are shown in blue on the map, with the exception of the boat-train Benjamin Britten (London–Amsterdam), whose overnight portion was by ferry, not by train. The other EuroCity trains are shown in green on the map. The TEE GTardato is shown in red on the map, because it was converted to EuroCity only one year later. Three international InterCity trains did not qualify as EuroCity and are shown on the map in grey. The network was set up by the national railways of Norway, Sweden, Austria, Switzerland, and the European Community. One year later Hungary joined as well. The network grew from 64 services in 1987 to 76 services in 1990, and in 1991 the frequency was improved, resulting in an expansion to 102 services by 1991. Until then it was a mainly West European network but from 1991 began expanding beyond Hungary in the east. After the historic developments occurring in Central and Eastern Europe regarding the fall of Communism around that time, Yugoslavia and Czechoslovakia became part of the system in 1991, and Poland in 1992. In the following years Czechoslovakia and later Yugoslavia were split and their parts became individual members too. In 1993 the night services were rebranded as the EuroNight network, the start of a gradual decline in the number of EuroCity trains in Western Europe. When high-speed lines opened in France, Italy, Spain, Germany, and Belgium/Netherlands/Luxembourg, the EuroCity services were replaced by high-speed trains, mostly with their own brands and therefore not classified as EuroCity. In Central and Eastern Europe more services were introduced, and over a period of 25 years the centre of the EC network had shifted east. Main article: EuroCity-Express Since December 2017, the EuroCity label is supplemented by the new classification EuroCity Express (ECE). Initially, this will only be used for a single service; the Frankfurt (Main) to Milan service operated by SBB with their ETR 610 high-speed tilting train.[7] This classification is only used in Germany; in Switzerland and Italy, these trains run as EC. This is due to tariff reasons: in Germany, EC normally are classified below ICE, the highest class, and thus slightly cheaper. ECE however are the same rank as ICE, and are priced as such, as the Deutsche Bahn claims them to provide similar levels of comfort. Since December 2024, the EuroCity Direct classification is used for the express Benelux Train service between Amsterdam and Brussels, operated by the Nederlandse Spoorwegen and National Railway Company of Belgium. It complements the regular EuroCity service between the two countries that makes more stops between Rotterdam and Brussels. Both services run 16 times per day.[8] Main article: List of EuroCity services EuroCity in Germany EuroNight Train categories in Europe Rail transport in Europe ^ Schulz, Hans; Basler, Otto; Strauss, Gerhard (2004). Deutsches Fremdwörterbuch: in 12 Bänden [German Book of Foreign Words: in 12 Volumes] (in German). Vol. 5: Eau De Cologne - Futurismus. Berli: Walter de Gruyter. p. 31. ISBN 3110180219. ^ a b c Saltzman, Marvin L. (6 March 1988). "INTERNATIONAL TRAVEL : Europe's Trains on a Roll in Price Competition". Los Angeles Times. Retrieved 2 April 2013. ^ Haas, Hans-Dieter; Eschlbeck, Daniela (2006). Internationale Wirtschaft: Rahmenbedingungen, Akteure, räumliche Prozesse [International Business: Environment, Actors, Spatial Processes] (in German). München: Oldenbourg Verlag. p. 307. ISBN 3486579436. ^ "International Services from May 23" (changes taking effect). Thomas Cook European Timetable (May 1-22, 1993 edition), p. 3. Peterborough, UK: Thomas Cook Publishing. ^ M. 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Media related to EuroCity at Wikimedia Commons 7 new railways companies on Open Access 2013 - Mediarail.be Retrieved from " IL NUOVO DE MAURO eu|ro|city s.m.inv. 1994: comp. di euro- e del segmento -city di intercity. CO treno rapido che collega due città europee: per andare a Parigi ho preso l'eurocity; anche agg.inv.: treno eurocity (sigla EC) Correzioni e suggerimenti Definizione di Eurocity [eu-ro-ci-ty pr.] voce semingl. s.m. inv. anche abbr. con la sigla EC [eu-ro-ci-ty pr.] voce semingl. s.m. inv. anche abbr. con la sigla EC Treno rapido che collega le principali città europee Anche in funzione di agg.: treno e. a. 1988 1 Prendere qlco. o qlco. in attesa considerazione, analizzarlo: e. un quadro, un problema 2 Sottoporre qlco. a prova d'esame... Definizione completa 1 anat. Depressione tondeggiante situata al centro della parete addominale anteriore, dovuta alla cicatrizzazione del residuo del cordone ombelicale tagliato... Definizione completa 1 Che si spinge avanti con forza travolgente SIN veemente, violento: vento i. 2 fig. Che travalica e sconvolge l'equilibrio... Definizione completa Intervenire in un discorso... Definizione completa Maestro solista in un concerto a. 1865... Definizione completa Meccanismo a orologeria che suona dopo un numero predeterminato di minuti a. 1981... Definizione completa Caratterizzato da giovanilismo a. 1979... Definizione completa Chi non ha alcuna fede religiosa, chi non crede in Dio SIN ateo, miscredente... Definizione completa V.tr. [sogg-v-arg] 1 Togliere ciò che copre una cosa: s. una pentola s. una statua, inaugurarla togliendo il panno... Definizione completa Orgozziosi dei nostri numeri e dei servizi che offriamo. Specific trains are used on virtually all current EC routes because, usually one of the national rail operators of the countries that each route passes through, takes responsibility for providing the service. However, from a traveller's point of view this can seemingly lack logic, because often it is the country that comprises the smallest percentage of the journey, which provides the trains used on each route. For example, the Austrian national rail operator provides the trains which travel on the EC routes which travel between Munich and Italy, despite the fact that these trains only spend a little over an hour travelling through Austria. The Swiss national rail operator SBB provides the trains which are used on the EC services between north-west Germany and Switzerland, despite these trains spending more than 80% of their journeys travelling through Germany; and these are just two examples But in Eastern Europe it's more common for the trains to have a split personality, in an echo of how international trains used to be operated for much of the 20th century. Travel between Villach in Austria and Zagreb in Croatia and you could find yourself travelling in an Austrian, German or Croatian railway carriage, all being used on the same departure. You don't have to be making an international journey to travel on an EC train/service, when on route to and from an international border, the EC routes/services usually travel between many cities in each respective country. On this part of the journey they can share the timetable with non-international express trains - usually the express InterCity (IC) services which don't cross borders. On some routes even if you're NOT making an international journey, you will still have to travel on an EC service if you want to take a direct train - and this contributes to the quirky, but fascinating aspects of travelling around Europe by train. Take an express train between Berlin and Dresden and you will be travelling on a Czech or Hungarian train, or travel between Venice and Bolzano and you will be on an Austrian train. To provide the EC services most of the national rail operators use the same type of train that they use for domestic IC (InterCity) express services. However, thanks to the advent of the high speed trains and other more modern express trains, such as the Railjets, the trains used on most EC routes have a somewhat retro aura, they can date back to the 1980s. And this can be reflected by the on board experiences, the trains now used for the majority of EC services don't have wi-fi portals, or fancy TV screens showing info such as the next station the train will be calling at. Although the trains that are provided by the Czech national rail operator, ČD, are an exception, it has begun to refurbish and modernise the coaches/carriages it uses on EC services. But don't let this retro-aura put you off making a journey by EC train, some of these trains can seem a tad dated externally, but inside they are usually more spacious and therefore more comfortable than many more modern trains. Most EC trains also convey seats in compartments in both 1st and 2nd class and most of the seats throughout the train will line up with the windows. The fact that it's likely that you'll be able to have a good view from the windows is a big plus, as most EC trains take highly scenic routes for at least part of their journeys! Though the trains used on the EC services between Italy and Switzerland are the exception to what's being described above. More modern 'Pendolino' trains are used on these routes between Italy and western Switzerland, the EC610 trains, pictured above are among the top-rank European express trains in terms of facilities and on board ambience.

## La sigla dell'eurocity