

FC Red Bull Salzburg (AUT) v Liverpool FC (ENG) travel advice

Advice for fans travelling to Austria for Liverpool FC's match with FC Red Bull on Tuesday 10 December 2019.

Date: Tuesday 10 December 2019

Venue: Red Bull Arena, Wals-Siezenheim

Kick off time: 18:55 CET (17:55 GMT)

As well as this advice, check out our [travel advice for Austria](#)

Passports and visas

If you have a UK passport, you don't need a visa to travel to Austria, but your passport should be valid for the proposed duration of your stay.

Remember your [European Health Insurance Card \(EHIC\)](#) but also take out travel insurance, even if you're only going for one night. It could save you a lot of money if you get into difficulties.

If your passport is lost or stolen, you'll need to get an [Emergency Travel Document](#) from the British Embassy in Vienna. You must apply online and please note it can take up to 2 working days for you to get your document.

Getting to the stadium / meeting point

The [Red Bull Arena](#) sits in a suburb of Salzburg called Wals-Siezenheim. The address is Stadionstraße 2/3, 5071 Wals-Siezenheim.

Cars / minibuses

There are no parking facilities for away fans at Stadion Salzburg.

Free parking is available for all European matches at the Designer-Outlet-Center Wals-Himmelreich (DOC). The P1 car park is available for stadium visitors to use. Free shuttle buses (from two and a half hours before kick-off until one hour after full-time) will take you in five minutes from the DOC to the stadium and back again after the match. Your entrance ticket at the car park is valid as a free exit ticket.

Public transport

Information on getting to the Red Bull Arena, and stadium maps can be found at: <https://www.redbullsalzburg.at/en/red-bull-arena/getting-there.html>

A valid match ticket is also a valid ticket for travel on public transport throughout the entire region of Salzburg and Freilassing (S3 line / Salzburg

Taxham Europark stop) as well as for all city buses (bus line 1 / Red Bull Arena stop). Validity runs from six hours before kick-off until the final service of the day. All bus and train connections are included.

Meeting point

Many away fan groups choose Rudolfskai in Salzburg city centre as their meeting point. Numerous pubs and bars can be found at Rudolfskai. Free shuttle buses for Liverpool FC fans will leave Rudolfskai at 16:00 and take supporters directly to the away fan entrance at the stadium. No organised fan march will take place.

At the match

The stadium will open two hours before kick-off.

Liverpool FC fans should enter the stadium via the 'away blocks' located at the southwest corner of the stadium. These entrances, as well as the away fans' area, are marked in orange on the map of the stadium and the surroundings.

The away sector is separated into a lower tier (880 seats) and upper tier (620 seats). Fans are not permitted to move between the lower and upper tiers in the stadium.

Access to the stadium can be slow – there will be ticket checks and body searches at the entrance to the turnstiles; get to the stadium early.

For all ticket issues that may arise, please contact Ticket Office East 'Hauptkasse Ost'.

Resale of individual tickets at original price will be tolerated. However, resale of tickets in bulk is not allowed.

Please note: Tickets for the game are sold out and there will be no official tickets available for purchase at the stadium.

Find information on staying safe at the Red Bull Arena; stadium rules, allowed / prohibited items, and lost property at:

<https://www.redbullsalzburg.at/en/red-bull-arena/stadium-rules.html>

Fans are not permitted to bring rucksacks or bags that are bigger than A4 into the stadium. In front of the away sector, there are limited storage facilities for larger bags or rucksacks.

Payments in the away sector can only be made with debit or credit card (American Express is not accepted). Cash is not accepted.

Refreshments are served in multiple-use cups for which a deposit of €2 is paid and then returned. The serving of refreshments in stadium will stop at 21:30 with the cup return open until 15 minutes after full-time.

Towards the end of the game, an announcement will be made in English asking

guest fans to remain in their sectors for a certain amount of time.

Smoking in the away sector is permitted.

Tips

As in any other city beware of pickpockets and bag snatchers at airports, railway stations, around the town centre, at local Christmas markets, and when using public transport – only carry what you need and leave spare cash and valuables in safety deposits, should you be staying in Salzburg overnight.

Contact the British Embassy Vienna

British Embassy Vienna Jauresgasse 10 1030 Vienna Austria

Telephone +43 (0)1 71613 0

Choose option 2 for Consular Assistance. Also for out of hours emergencies

Office hours: Monday to Friday: 9:15 to 17:00

For more information, please visit [British Embassy Vienna website](#)

Emergency services numbers

European Emergency Number – 112

You can call 112 from fixed and mobile phones anywhere in the EU to contact any emergency service: an ambulance, the fire brigade or the police.

Fire – 122

Police – 133

Ambulance – 144

Further information

Official website of [FC Red Bull Salzburg](#)

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[Circular 010/2019: Firearms](#)

Regulations 2019 and the Firearms (Amendment) (No.2) Rules 2019

Broad subject: firearms

Sub category: Firearms Regulations 2019 and the Firearms (Amendment) (No.2) Rules 2019

Date for implementation: 12 December 2019

From: Home Office

Unit: Serious Violence Unit

Deactivated Firearms Notification
Home Office
Serious Violence Unit
5th Floor, Fry Building
2 Marsham Street
London
SW1P 4DF

Near miss at Norwich Road level crossing

At about 19:53 hrs on Sunday 24 November 2019, a 4-coach class 755 passenger train, operating the 19:45 Norwich to Sheringham service, was approaching Norwich Road automatic half barrier level crossing, to the north-east of Norwich. The crossing barriers were in the lowered position until the train, travelling at about 45 mph (72 km/h), was about 200 metres from the crossing. The barriers then lifted, the level crossing warning lights went out and cars began to cross the railway. The train driver applied the train's emergency brake and sounded its warning horn, but the train was unable to stop before reaching the crossing. No road vehicles were struck but a car passed in front of the train around a quarter of a second before the train went over the crossing.

The level crossing equipment was installed in 2000 and includes a predictor system which detects the speed of approaching trains so that the time interval between barriers being lowered and a train arriving is similar for all trains, irrespective of their speed. The train was part of a new fleet which had been operating passenger services on this line since 6 November

2019.

Since the incident, Network Rail has modified the settings of this and similar level crossings on the line to reduce the chance of a repeat of this incident.

Our investigation will identify the sequence of events which led to the incident. It will also consider:

- the design, implementation and operation of the predictor system, including any effects of rail head contamination due to fallen leaves
- the design of relevant elements of the class 755 train and the process for accepting it for use on this route
- any underlying factors.

Our investigation is independent of any investigation by the railway industry, the [Office of Rail and Road](#).

We will publish our findings, including any recommendations to improve safety, at the conclusion of our investigation. This report will be available on our website.

You can [subscribe](#) to automated emails notifying you when we publish our reports.

[CMA accepts price caps on West Coast Rail lines](#)

As part of its mergers work, the Competition and Markets Authority (CMA) examines whether competition issues arise from the awarding of new rail franchises and the CMA has been investigating the award of the West Coast Rail franchise to a joint venture between FirstGroup and Trenitalia.

The CMA's Phase 1 investigation found competition issues on 21 routes: 4 between Oxenholme and Carlisle, and 17 between Preston and Scotland (terminating at Glasgow or Edinburgh). On 17 of these routes passengers will be able to choose only West Coast Rail, operated by FirstGroup and Trenitalia, or TransPennine Express, which is operated solely by FirstGroup. On the additional 4 routes, passengers can still only choose from 3 operators.

The CMA is concerned that this limited competition could lead to passengers facing higher fares and less availability of cheaper tickets.

After careful consideration, and a public consultation, the CMA has now accepted proposals from FirstGroup and Trenitalia to address its concerns.

For both West Coast Rail and TransPennine Express services these include caps on unregulated fares and maintaining the same availability of cheaper advance tickets for all 21 routes that raise competition issues. The 2 operators must submit regular reports to the CMA to show they are complying.

As a result of these measures, the award of the franchise can now go ahead without a more in-depth Phase 2 investigation.

All information relating to this case can be found on the [First Rail Holdings & Trenitalia UK / West Coast Partnership Rail Franchise inquiry page](#).

[Pub merger to be cleared if local concerns overcome](#)

The Competition and Markets Authority (CMA) has been investigating the anticipated £3 billion deal between the 2 pub groups. Together, they operate close to 5,000 pubs across the UK, including popular chains such as the Slug and Lettuce and Yates, as well as a large number of unbranded pubs.

After completing its initial Phase 1 investigation, the CMA has found that the purchase does not raise competition concerns on a UK-wide basis. While the merged business will be the largest pub group in the UK, it will continue to face competition at the national level from several other large pub groups.

The CMA has also investigated the potential impact of the merger in more than 500 local areas across the UK, in which both businesses currently have premises. While sufficient competition will remain after the merger in most cases, the CMA found that the deal could reduce choice for pub goers in 51 local areas where the combined business would face only limited competition.

The CMA is therefore concerned that, if the businesses were to merge, pub goers in those areas could be faced with price increases or lower quality products and services.

The companies now have until 13 December 2019 to suggest ways of overcoming these concerns.

If proposals are not offered, or do not sufficiently address the issues raised, then the merger will be referred for an in-depth Phase 2 investigation.

For more information, [visit the Stonegate Pub Group/ Ei Group plc merger inquiry page](#).