

High-Level Passenger Meeting

10 OCTOBER 2024

RESOLUTION OF HLPM 2024

1. The participants reiterate their commitment to achieve seamless cross-border rail ticketing in 2025 by implementing the Open Sales and Distribution Model (OSDM) and expanding the CIT Agreement on Journey Continuation (AJC) as well as implementing the other initiatives in the CER Ticketing Roadmap, designed and agreed proactively by the European rail passenger undertakings, and by working together with CER, UIC and CIT.
2. In order to enhance international rail ticketing, the participants ask again the European Commission to take all the necessary steps to adequately facilitate and support through an adequate regulatory framework the smooth implementation of already existing solutions, including the integration of OSDM (as digital format compatible and interoperable among other with the standard NeTeX for timetables as envisaged by the European Commission) in the TSI TA Regulation (Technical Specification for Interoperability, Telematics Applications), which revision cannot reasonably be completed before ensuring that ongoing investments of the sector are not jeopardized. This would help in securing and speeding up the implementation of OSDM within the sector and the corresponding ticketing aspects by 2025 as planned.
3. In order to provide reliable offers to rail customers and increase the traffic, the participants express their strong commitment to collaborate closely with infrastructure managers and freight operators to secure a Capacity Regulation that strengthens the quality of national capacity as well as cross-border coordination. The new Capacity Regulation is key to speeding up the implementation of the Timetable Redesign project (TTR) and Digital Capacity Management. By fostering stronger partnerships between Railway operators and infrastructure managers supported by a high degree of bindingness for harmonized European rules, participants aim to ensure a framework that enhances the efficiency of cross-border and domestic operations, ultimately supporting a more integrated European railway network. The increased infrastructure works are challenging for reliable traffics, therefore the participants are calling for the respect of the European rules when it comes to the traffics impacted by Temporary Capacity Restrictions. It will then support the CER Ticketing Roadmap, aiming at reliable planning for rail customers months in advance .
4. The participants applaud the call of President von der Leyen to “put forward a plan for an ambitious European high-speed rail network to help connect EU capitals, including through night trains” in her mission letter to the new Commissioner for Sustainable Transport and Tourism, and the participants are ready to work together with all the sector’s stakeholders to contribute to the modal shift to rail. With the Metropolitan Network study conducted by several European railway undertakings, a socio-economic and an environmental study for High-Speed done by CER together with Europe’s Rail Joint Undertaking and other rail associations, combined with CER essays have already shown how such a high-speed rail network could be implemented and which political efforts are necessary to do so. Investments on rail cross-border connections are necessary to meet the European ambitions as well as helping reach the EU goals for Carbon neutrality by 2050. All stakeholders concerned shall consider incremental improvements of the European high-speed rail network in the development of capacity strategies.
5. Participants welcome the political emphasis on ensuring that the missing Trans-European Transport corridor parts are built by 2030, notably through the best use of the Connecting Europe Facility, to support high-performing, sustainable and interconnected trans-European networks. This is also to pursue the targets included in the EU Sustainable and Smart Mobility Strategy of doubling the traffic on the high-speed network by 2030 and tripling it by 2050. Far reaching projects are essential for reaching this goal, projects like “Rail Baltica,” that aims to connect Warsaw, Kaunas, Vilnius, Riga, Tallinn and indirectly Helsinki with a European gauge railway line, will integrate the Baltic States in the European rail network. Once completed it will act as an important catalyst for the economic development, creating hundreds of new jobs, contributing to GDP growth, and ensuring market accessibility and trade competitiveness.

Adopted at the High-Level Passenger Meeting in Vilnius on October 10th, 2024.