

# High-Level Passenger Meeting

17 OCTOBER 2025

## RESOLUTION OF HLPM 2025

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1. The participants believe that smart digital ticketing and information solutions will improve the cross-European passenger experience by 2025 and will increase the attractiveness of rail as transport mode. The participants reaffirm their commitment to achieving seamless cross-border rail ticketing through the implementation of the Open Sales and Distribution Model (OSDM), the expansion of the CIT Agreement on Journey Continuation (AJC), and the roll-out of the other initiatives in CER's Ticketing Roadmap, which were proactively designed and agreed by EUrail passenger undertakings and are being delivered in cooperation with CER, UIC, and CIT.
2. To further improve international rail ticketing and ensure the timely implementation of CER's Ticketing Roadmap, the participants again call on the European Commission to take all necessary steps to provide appropriate support through a suitable and stable regulatory framework for the smooth implementation of the sector's existing solutions. This includes integrating OSDM (as a digital format compatible and interoperable, among others, with the NeTEx standard for timetables as envisaged by the Commission) into the TSI TA Regulation (Technical Specification for Interoperability, Telematics Applications). The revision of this Regulation should not be finalised without safeguarding the sector's ongoing investments. Such action would help secure and accelerate the implementation of OSDM and the related ticketing aspects as planned.
3. The participants reaffirm their full support for the rollout of a comprehensive and competitive European high-speed rail network. To deliver on this vision, they call for coordinated European action, starting with the construction of a genuine European High-Speed Rail (HSR) Network connecting capitals and major cities by expanding and interconnecting the existing HSR network. To further improve the network, the participants stress the need to accelerate cross-border interoperability through the deployment of the standardized European Rail Traffic Management System (ERTMS). They also call for a level playing field with other transport modes by addressing taxation policies (e.g. energy taxation policies put rail at a further disadvantage, as rail operators must pay energy taxes while aviation fuel remains untaxed across the EU) and emphasize the need for faster certification of rolling stock and harmonized train path allocations.
4. The participants underline that Europeans increasingly choose HSR as a fast, comfortable, and sustainable way to travel for business and leisure. HSR is an inclusive and accessible mode of transport that encourages a shift from road and air travel to rail. By relieving capacity on conventional rail lines, it also creates more space for freight, regional, and commuter services. When integrated with local networks, HSR boosts public transport use and strengthens both economic and social cohesion. A well-connected HSR system could let rail up to capture up to 54% of the long-distance travel market by 2070, benefiting conventional rail services too.
5. The participants agree on the need for a sustainable funding strategy. They believe that public investment is the primary driver of a resilient and competitive high-speed rail network across Europe. Private financing tools, such as Public-Private Partnerships (PPPs) and Regulatory Asset-Based (RAB) models, are considered possible options to complement this main strategy. Stable regulation, predictable revenue, and strong public-private cooperation are essential to closing funding gaps.
6. The participants highlight the central role of sustainable mobility in achieving Europe's decarbonisation goals. Rail, as the most energy-efficient and low-emission mode of mass transport, must be placed at the core of the EU's climate strategy. Strengthening rail's role within an integrated, multimodal transport system is essential to reducing transport emissions, meeting the EU's climate targets, and ensuring a just and sustainable transition.

Adopted at the High-Level Passenger Meeting in Paris on October 17th, 2025.