

# High Level Infrastructure Meeting

## DECLARATION

### of the European Rail IM CEOs

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**Every new crisis emphasises more and more the importance of rail for Europe**, as it is the only sustainable land transport mode, provides supply security and is 7 times more energy efficient than road transport. With the Sustainable and Smart Mobility Strategy (SSMS), the Commission presented its guidelines for the transport policy in the coming years as part of the implementation of the European Green Deal. The transport of the future is to become more sustainable, intelligent and resilient. In fact, the Green Deal and its SSMS set ambitious targets to combat climate change: a 90% reduction in transport emissions by 2050, doubling passenger high-speed rail traffic by 2030 and tripling it by 2050, while increasing rail freight by 50% by 2030 and doubling it by 2050. **A key role to reach these goals is ascribed to the railway sector in general and to the Infrastructure Managers (IMs) in particular. Based on these goals, a fundamental shift of traffic to rail is expected. This shift will lead to a dramatic increase in required rail capacity.**

The participants of the CER-EIM High Level Infrastructure Meeting (HLIM) 2022 commit to continue working towards providing the necessary infrastructure and capacity required to reach Europe's climate and transport relocation goals. For this, they are ready to plan, build, manage and maintain the rail infrastructure required to reach these goals, provided that the necessary framework conditions are in place.

- 1. Securing the framework conditions for a sped up ERTMS implementation:** We welcome the deployment of ERTMS on the Core Network by 2030 as being proposed in the legal text of the TEN-T revision. It is important to support plans for Member States that want to achieve ERTMS implementation on the Comprehensive Network earlier than 2050. For ERTMS to be able to generate the intended benefit, it must be implemented trackside and on board of trains. Hence, a sufficient level of coordination between IMs (trackside deployment) and Railway Undertakings/vehicle owners (on-board deployment) must be ensured. In this context public funding should be targeted to accelerate the overall deployment and use of ERTMS. In addition, technical interoperability must be ensured across borders. Other framework conditions like the industrial capacity and availability of ERTMS must be guaranteed
- 2. Creating the basis for Timetable Redesign (TTR) and Digital Capacity Management (DCM):** The rail sector has been advocating for the specific review of the rules regulating timetabling, making them more flexible and tuned to the market. Given the required lead times for implementing the enhancements brought about by TTR, the sector relies on the speedy finalization of the legal framework currently developed by the European Commission. The rail sector asks for a surgical and quick review of the applicable rules allowing for TTR to be implemented as soon as possible. DCM is an integral part of the TTR programme and one of its key enablers. Naturally, TTR and DCM require investments. A RNE business case from 2019 showed the need for a one-time investment of approx. 1 bn EUR compared to a 2 bn EUR benefit annually.
- 3. Matching infrastructure funding to the ambitious goals and requirements:** Massive investments are still needed to connect railways, both physically and digitally and with other transport modes, increasing both inter- and multimodality. It is estimated that €500 billion is needed by 2030 for the Core Network and €1,500 billion is needed by 2050 for the Comprehensive Network. The TEN-T for railways will require most of this funding. The Connecting Europe Facility (CEF) for Transport is the funding instrument to realise European transport infrastructure policy. CEF funds are key for the finalisation of major projects and to support the digital transformation of rail operations. However, the CEF II budget covering the years 2021 – 2027, only amounts to €26 billion. Hence, a strong political commitment on the national and European level is needed that matches the amount of funding and co-funding with the ambitious infrastructure criteria of the revised TEN-T regulation (beyond 2027).

Adopted after consultation at the CER-EIM-HLIM in Naples on 23 November 2022.