

Europe's Rail Joint Undertaking (EU-RAIL)

5th FORMAL MEETING OF THE EU-RAIL GOVERNING BOARD

30th November 2022, 10:00 AM-1:00 PM

Hybrid Meeting

PRESENT:

| | | |
|---|--------------------------------|----------------|
| European Union, represented by the European Commission | FITCH Keir, DG MOVE | Chair |
| | FROISSARD Philippe, DG RTD | Co-Chair |
| | CLEUREN John, DG RTD | Observer |
| | KRAUTGASSER Konstantin, DG RTD | Observer |
| | STAICU Simona Maria, DG RTD | Observer |
| ADIF | VILLALMANZO RESUSTA David-Ibán | Alternate |
| ALSTOM | FRENCH Richard | Alternate |
| ANGELRAIL consortium led by MER MEC | INZIRILLO Francesco | Representative |

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| AŽD PRAHA | KAMPIK Vladimír | Representative |
| | PAVEL Michal | Alternate |
| CAF | DE CASTRO Jorge | Representative |
| CEIT | MELENDEZ Juan | Representative |
| ČESKÉ DRÁHY | KUNERTOVA Tereza | Representative |
| | JINDRA Petr | Observer |
| | BOHUSOVA Veronika | Observer |
| | ZAJIC Marek | Observer |
| DEUTSCHE BAHN | MARXEN Ralf | Representative |
| DLR | MEYER ZU HORSTE Michael | Alternate |
| | HAINZ Svenja | Alternate |
| European Smart Green Rail Joint Venture (eSGR JV), represented by CEMOSA | REDONDO JIMENEZ Noemi | Representative |

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| FAIVELEY TRANSPORT | TIONE Roberto | Representative |
| FSI | SANTORO Riccardo | Alternate |
| HITACHI RAIL | TROMBETTA Antonella | Representative |
| INDRA/TALGO | GONZALEZ MORENO Alfredo | Alternate |
| JERNBANEDIREKTO RATE (Norwegian Rail Directorate) | SAETHRE Preben | Representative |
| KNORR-BREMSE | HILSE Hans-Christian | Representative |
| ÖBB | TOPAL GOEKCELI Mark | Representative |
| | LUDWIG Bertram | Alternate |
| PKP | JANCEWICZ Zbigniew | Representative |
| PRO RAIL/NS | FUKKEN Jeroen | Representative |
| SIEMENS MOBILITY | SCHLAHT Jurgen | Alternate |
| | KAMINSKY Ralf | Observer |
| SNCF | CHERON Christophe | Representative |

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| STRUKTON | SAMSON Henk | Alternate |
| THALES | PERREAL Yves | Alternate |
| TRAFIKVERKET | OLSSON Bo | Representative |
| VOESTALPINE | HOLZFEIND Jochen | Representative |
| | OSSBERGER Uwe | Alternate |
| European Railway Agency | TOURNIER Ny Tiana | Observer |
| ERRAC | MOSER Roland | Observer |
| Vice-Chairperson of the States Representative Group | HALTUF Miroslav | Observer |
| Chairperson of the Scientific Committee | DI FEBBRARO Angela | Observer |
| Vice-Chairperson of the Scientific Committee | DE DIOS SANZ BOBI Juan | Observer |
| EU-RAIL | BORGHINI Carlo | Executive Director, Member without voting rights |

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| TRAVAINI Giorgio | Observer |
| DECLERFAYT Vincent | Observer |
| CONLON Ian | Observer |
| LORGE Valerie | Observer |
| GONZALEZ GARCIA Isaac | Observer |
| KANIA Magdalena | Observer |
| PAVLOVIC Martin | Observer |
| HRETU Andrei | Observer |

LIST OF DECISIONS:

The following decisions were taken by the Board:

- GB Decision n° N°12/2022 appointing the Accounting Officer for the Europe's Rail Joint Undertaking and repealing Governing board Decision N° 6/2016
- GB Decision N°13/2022 on the amendment of the Work Programme and Budget 2022-2024
- GB Decision N°14/2022 on the adoption of the Work Programme 2023-2024

OVERVIEW OF DISCUSSIONS:

INTRODUCTION

The 5th Meeting of Europe's Rail Governing Board was chaired by Mr. Keir Fitch (DG MOVE). The Chair welcomed the participants to the Governing Board meeting. The meeting was held in a hybrid form with in-person and digital participation. The Chair thanked all the participants who came to Brussels.

1. WELCOME FROM THE CHAIR AND ADOPTION OF THE AGENDA

The Chair indicated that all documents relating to the meeting, including the draft GB decisions with Annexes, were distributed in advance to the participants.

He presented the Agenda to the Governing Board for adoption. The Executive Director asked for a session to be held exclusively with the GB members and secretariat at the end of the meeting.

The Siemens Mobility GmbH representative, Jürgen Schlaht indicated this would be his last GB due to retirement. Roland Edel will continue acting as Siemens representative, and Ralf Kaminsky and Lars Deiterding will act as his alternates. The Chair sincerely thanked him and looked forward to welcoming his successor.

The Executive Director indicated that the item for decision on the amendment n°3 to the current WP with the IKAA is a matter of Conflict of Interest since the members declare their IKAA. He therefore asked the members to submit their declarations on absence of conflict of interest.

The agenda was adopted with the above-mentioned changes.

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| 1. WELCOME FROM THE CHAIR AND ADOPTION OF THE AGENDA <i>Declarations of conflict of interest based on the agenda items</i> | 10:00-10:55 |
| 2. INFORMATION FROM THE COMMISSION | |
| 3. REPORT FROM THE EXECUTIVE DIRECTOR | |
| 4. ADOPTION OF THE MINUTES OF THE EXTRAORDINARY GB MEETING OF 3 rd AUGUST 2022 | 10:55-11:00 |
| ITEMS FOR DECISION OF THE GOVERNING BOARD | |
| 5. DECISION APPOINTING THE EU-RAIL ACCOUNTING OFFICER AND DEPUTIES | |
| 6. DECISION ON A DELEGATION TO THE ED FOR THE SIGNATURE OF BOA SLAs (subject to confirmation) | 11:00-12:00 |
| 7. DECISION ON THE ADOPTION OF THE WORK PROGRAMME 2022-2024 AMENDMENT N°3, <i>Budget transfers and IKAA Plan 2022 - 2024</i> | |
| 8. DECISION ON THE ADOPTION OF THE WORK PROGRAMME 2023-2024 | |
| ITEMS FOR DISCUSSION | |
| 9. INFORMATION ON THE PREMISES FOLLOWING THE MANDATE TO THE ED OF JUNE | |
| 10. INFORMATION ON THE FINAL AUDIT REPORT FOR THE AUDIT "HORIZON 2020 GRANT IMPLEMENTATION AND CLOSING" OF THE INTERNAL AUDIT SERVICE | 12:00-12:30 |
| 11. PRESENTATION OF EU-RAIL ANTI-FRAUD STRATEGY 2022-2025 | |
| 12. CALL FOR EXPRESSION OF INTEREST FOR THE SELECTION OF SCIENTIFIC COMMITTEE MEMBERS | |
| ANY OTHER BUSINESS | |
| 13. AOB | |
| - INDICATIVE LIST OF DOCUMENTS TO BE ADOPTED BY WRITTEN PROCEDURE OR AT THE NEXT BOARD MEETING | 12:30-13:00 |
| - INDICATIVE DATES OF THE NEXT JU MEETING(S) | |

2. INFORMATION FROM THE COMMISSION

The Chair provided the GB members with an update on the developments concerning the transport of supplies to Ukraine, sustained thanks to a fruitful cooperation within the rail sector.

Furthermore, the Chair indicated that regarding policy developments, the European Commission is planning important proposals, *inter alia* the green freight package, a proposal to revise the rules for licensing of train drivers moving towards a digital future, the action plan for cross-border and long-distance passenger transport, and the updates on TSI technical specifications for interoperability, with an adoption foreseen in February 2023.

Regarding the activities of the JU, he indicated that the Grant Agreement Preparation process has been slightly delayed. He stressed it will be vital to sign the Grant Agreements by mid-December 2022, so that the money can be committed. He highlighted the synergies between the Horizon Europe Work Programme 2023-2024 and the work of the JU. He invited individual partners within the JU to pinpoint areas of cooperation. Furthermore, he indicated that GSM-R technology is obsolete and will become unsupported by manufacturers, and work is on-going to develop the replacement 5G. It should be considered when and how missing elements can be addressed within the JU.

The Chair indicated that Matej Zakonjsek (Executive Director of the Transport Committee - TC) would deliver a presentation of the TC and the MoU with EU-RAIL. His replacement, Albert Kolgeci, briefed participants on the mission of the Transport Community, the organisation of the Rail Summit in Belgrade, the action plan progress report dedicated to rail, and opportunities between the Transport Community and the JU. He indicated the Western Balkans rail summit will be organized in Pristina in February 2023. A centre of excellence should introduce innovation into rail. He expressed hopes that EU-RAIL would support the Transport Community in this, as well as assessing how the TC can apply to the JU's calls to support the centre of excellence. The acting Chairperson of the SRG asked for clarifications on the position of the Western Balkan countries on DAC.

The Co-Chair, Mr. Philippe Froissard highlighted that all Western Balkan countries are associated to Horizon Europe, so it would make sense for them to all be represented in Horizon Europe. He thanked the rail sector for its successful participation in the TRA conference held in Lisbon, including the GB members. The Europe's Rail stand attracted a lot of attention. He underlined that the next edition of TRA in 2024 will be organized in Dublin. He looked forward to the participation of ERRAC and Europe's Rail JU in this upcoming event. He underlined other activities in Horizon Europe that are of interest to the rail community. The adoption of the WP 2023-2024 for Horizon Europe will be published on 6 December. He shared genuine opportunities for the rail sector in pillar II and pillar III, including SMEs seeking to scale-up their innovations. He indicated the European Commission intends to present the contribution of the R&I actions to the Green Deal in a storytelling approach.

The acting Chairperson of the SRG asked whether it would be possible to envisage a workshop between Member States fostering synergies between Europe's Rail and the rest of the transport projects in Horizon Europe's cluster 5 close to implementation. The Co-Chair answered that fostering synergies is at the core of the European Commission's concerns and indicated he would be glad to support the organisation of such a workshop.

The Governing Board took note of the information from the Commission.

3. REPORT OF THE EXECUTIVE DIRECTOR ON EU-RAIL ACTIVITIES

For additional details, please refer to the presentation.

The ED provided details on the status of the programme. He indicated the second call of 2022 on exploratory & other R&I opened as planned on 13/09, and deadline for applications is 14/12 at 17:00 Brussels time.

Furthermore, he stated that the grant preparation of the 6 Flagship Projects is on-going, with delays and a fix start date requested by all FPs for 1/12/22, with FP5 already started earlier.

He indicated the System Pillar started all its activities, with Core Group setup (contract signed on 8/08), as well as the domain teams for the four Tasks (contract signed on 7/10). The tender procedure was launched for Programme Management to the members, with a deadline of 2/12. The direct participation of the research community is not foreseen in the System Pillar but this gap will be filled in. The call for tenders "provision of a toolset for Model-Based System Engineering, Conceptual Data Model and Federated Dataspace" is ongoing and the authorizing officer will notify the decision on the outcome in the next few days,

The ED flagged the European DAC delivery programme (EDDP) status as a key contributor to Flagship Area 5. Recent progress was achieved towards migration and CBA concepts, also laying down the foundation in FP5 for the developments and testing, as well as in the System Pillar for the authorisation/standardisation. Progress was also achieved on closing some open points on the technical specifications (e.g. voltage level, use cases) and progress on operational processes harmonisation. 8 critical points are open and actions are ongoing to find a solution. He highlighted that the EDDP needs to consider the deployment management structure. Discussions within the sector are needed in this respect.

The KB representative stressed that the EDDP governance structure should be clarified. The ED indicated that the PM handbook should not be updated, and that everyone can provide recommendations. The decision to implement the recommendations come from the communication via the programme office of the JU to the project. The final decision will be that of the consortium, of the system pillar and of the projects.

The DB representative asked if sufficient resources are present to handle this task. The ED asked if the correct level of resources are present for the level of ambition sought. Priorities should be set. In

addition, he indicated that the gap between R&I, deployment and industrialization needs to be addressed. The next step is to operationalize with the deployment management structure.

The ED provided an update on the energy crisis, underlining that EU-Rail has reflected on possible areas of focus to support the sector in addressing the short and longer term impacts of the energy crisis and high energy costs, targeting the reduction of energy consumption via technical solutions and operational measures. He indicated that if agreed, EU-Rail could bring forward an approach to the ED-SIPB and SP-STG, inter alia adding resource, for example through Task 1, through the SP consortium to carry out the work; and administering a separate contract to carry out the work. He provided details on S2R innovations contributing to energy efficiency, underlining that the FINE2 analysis shows how technologies can be used for energy efficiency in the rail system. The next steps will be to propose within system pillar a specific task on energy aspects in the next call. The Chair underlined this aspect will be vital in the medium term.

The ÖBB representative stated that a distinction is necessary between what can be developed and integrated in the upcoming years, and early bird demonstrations that can be implemented such as EE savings in traffic management system. He stated it represents a huge challenge in terms of competitiveness of business, and that this initiative is very welcome. The Chair agreed that traffic management should also be considered in this respect.

The FS representative asked for the rationale of integration of this task in the system pillar.

The acting Chairperson of the SRG indicated that the FP7 project Merlin project can also be a starting point for energy savings and EE timetabling.

Representatives also underlined that station management in Flagshift project 4 is also considered.

The ED underlined that this task is integrated in the system pillar because the system pillar is the place where, from the operational point of view, the sector can share technologies with an integrated view. The objective of the system pillar is also to focus on the short-term convergence of the whole sector.

The DB representative provided an answer on the distinction with the inter-modal train.

Furthermore, the ED provided an update on the KPI-Model release 5.0.

The Chair asked what use the KPIs have in terms of fine-tuning the programme. The ED answered that the KPIs allow to show whether all the necessary elements are addressed in order to maximize benefits in the various sectors e.g. life cycle cost and metro.

Moreover, he indicated a letter had been received from Patrick Child on the need to ensure synergies with the 100 selected Smart Cities part of the dedicated smart cities Mission. The ED suggested a workshop be organized with the ambassador of the smart cities.

Finally, the ED provided an update on the dissemination and communication activities.

The Governing Board took note of the report of the Executive Director.

4. ADOPTION OF THE MINUTES OF THE GB OF 3rd AUGUST 2022

The Chair invited the participants to present their comments to the minutes of the Extraordinary Europe's Rail Governing Board meeting (4th meeting of 3rd August 2022).

The Europe's Rail Governing Board adopted the minutes with the changes brought by the written comments previously communicated by the GB members.

ITEMS FOR DECISION OF THE GOVERNING BOARD

5. DECISION APPOINTING THE EU RAIL ACCOUNTING OFFICER AND DEPUTIES

The ED stated that in line with Article 25(1) of the EU-Rail Financial Rules, the Governing Board must appoint an accounting officer. Article 25(2) states that Joint Undertakings may appoint the same accounting officer. As per Article 13(1) of the SBA, to gain synergies and efficiencies, JUs shall, within one year following the date of entry into force of the SBA, operate back office arrangements ("BOAs"), amongst other areas, in accounting.

The ED informed the GB that DG Budget's accounting services to JUs will terminate as from 1st December 2022. As announced during the GB of 24 June, the EU-Rail ED started the process to propose a BOA for Accounting Services to the other JUs, in accordance with Article 13 of the SBA. The EU-Rail ED sent a formal proposal for BOA for Accounting services to all the EDs of the Horizon Europe JUs, followed by the expression of interest of JUs to join this BOA.

With respect to Article 25 of the Financial rules, it is up to the GB of each JU to adopt the necessary decision to entrust the Accounting Officer function to an Accounting Officer working for a "JU Accounting Provider". The EU-Rail ED proposes the GB to nominate Mr Andrei Hretu (EU-Rail) – recruited as Senior Accounting Officer in November- as the Accounting Officer, and Ms Andrea Toth (Clean Aviation JU) and Ms Katty Hancq (SESAR 3 JU) as Deputy Accounting Officers of the EU-Rail

JU. Mr Hretu will also perform those tasks for the other JUs that expressed their interest in joining the BOA for Accounting Services.

The Chair indicated that the Commission supports this approach to ensure JUs focus on their operational activities.

The ED indicated that the GB has the opportunity to provide comments. 5 areas are under consideration for SLA synergies and efficiencies: Back-office, ICT, procurement, HR, premises.

He underlined that the Accounting Officer reports to the GB, and not to the ED. The person recruited submits the accounts to the ED and to the GB for approval.

With regard to the accounting officer function, it includes the execution of the payments, which will continue to be done by the Commission.

Decision

The GB approves the nomination of Mr Andrei Hretu and the two Deputy Accounting Officers and adopted the Decision N°12/2022 appointing the common Accounting Officer for the Europe's Rail Joint Undertaking and repealing Governing board Decision N° 6/2016.

6. DECISION ON A DELEGATION TO THE ED FOR THE SIGNATURE OF BOA SLAs

According to Article 13(1) of the Council Regulation (EU) No 2021/2085, in order to gain synergies and efficiencies, Joint Undertaking established by the SBA should operate back office arrangements (BOAs) in several areas listed in this article. Those BOAs should be operated by the Joint Undertaking established under Council Regulation (EU) No 2021/2085, within one year following the date of entry into force of this Regulation. The establishment of those BOAs should take the form of service level agreements, subject to the need to guarantee an equivalent level of protection of the Union's financial interest when entrusting budgetary implementation tasks to joint undertakings.

To ensure an effective and efficient implementation of the BOAs, it appears relevant that the EU-Rail Governing Board empowers its Executive Director to negotiate and sign the Service Level Agreements linked to the Back Office Arrangements agreed by the Governing Board.

A decision of the GB as such would not be needed as the power to sign a SLA is vested in the role of the ED. Nevertheless, DG RTD CIC considers that the nature of the BOAs is something new that would require an explicit endorsement of the GB. Therefore, a statement of the GB in the minutes would be sufficient.

Decision

The EU-Rail Executive Director sent a formal proposal for BOA for Accounting Services to all the Executive Directors of the Horizon Europe Joint Undertakings, (reference: ARES (2022)5976078) followed by the expression of interest of several Joint Undertakings to join this BOA. The GB approves the proposal for BOA for Accounting Services. The GB takes note of the approach and authorize the Executive Director to sign the SLA as well as the necessary SLAs for the implementation of the additional BOA.

7. DECISION ON THE ADOPTION OF THE WORK PROGRAMME 2022-2024 AMENDMENT N°3, Budget transfers and IKAA Plan 2022-2024

The Chair indicated the amendments are largely administrative budget transfers within the programme.

The ED highlighted the following changes;

- Minor adaptation of the budget appropriations considering the evolution of budget needs identified for the last Quarter 2022
- The transfers from Title 1 to Title 2 are to ensure the JU activities making – Innovation and System Pillar Programme Managers and System Engineers – use of external support while the recruitment process of the new staff is completed. The full staff is expected by year end.
- This year was also quite challenging with regards to the high number of communication events and the commitment for InnoTrans 2024 that has to be added by year end 2022. Therefore, the Communication budget has to be increased as well.

In terms of IKAA plan, he stated that this first IKAA Plan followed the input received from the Private Founding Members by 3 November 2022, with the exception of 5 Private Founding Members. The multi-annual estimated amount of IKAA for 2022-2024 was 120m€. The following complementary inputs were received by Private Founding Members between 3 and 23 November: 4 new inputs and 3 updates. The input of PKP was finally provided. In total, 28.4m€ more of IKAA was added to the plan

He suggested the GB approve the adoption of the amendment, subject to the integration for the 28,4 million. He highlighted that IKAA is a key element to show the leverage effect of the JU. He stated that comments from SC, SRG, EC, Board members, etc were integrated.

Decision

The GB adopted GB Decision N°13/2022 on the amendment of the Work Programme and Budget 2022-2024 as proposed by the Executive Director (with the additional IKAA), which has received a positive opinion of the States Representatives Group and the Scientific Committee.

8. DECISION ON THE ADOPTION OF THE WORK PROGRAMME 2023-2024

The ED provided the members with the 2023-2024 WP Highlights (main updates compared to the 2022 WP):

- Call for proposals for exploratory research amounting to EUR 19,2M expected to be launched in Q4 2023 – the call text will be introduced by a WP amendment. The scope of the call at the end should be considered via a consultation process with ERRAC, and for SC and SRG and GB members to provide their inputs to the scope of the exploratory research call.
- Updated explanation of the System Pillar, including detailed elaboration on SP milestones and planning in Annex VI.
- Updates on deliverables/demonstrators expected under individual FAs and the TT were added in the Innovation Pillar Section.
- The Section on JU's risks was amended based on the results of the 2022 risk assessment exercise, presenting the most relevant challenges to EU-Rail's objectives in the upcoming period.
- Operational calls for tenders: commitments of EUR 11,7 M both in 2023 and 2024.
- Preparation of the call for Associated Members for its launch in the 1st half of 2024 (preparation in 2023)
- Updated list of non-operational procurements foreseen in 2023-2024 is provided.
- Updates in the Sections describing the supporting activities (Communication, HR, IT, Internal Controls) + budget figures for 2023-2024

The 5G rail project will finish at year end and there is a gap to be filled; discussion with UIC launched to understand the developments. And resources needed. Telecoms is a key component of the future rail system and should be designed in the evolution of the system.

The FS representative indicated that 5G rail needs to be followed-up on, and asked whether it would be exploratory research or R&I activities. The Chair indicated it is not exploratory research but that testing should be further developed.

The ED indicated the type of projects needed is an anticipation of phase 2 of the programme. The architecture and design of the next generation communication is not yet tested in terms of compatibility with overall architecture of rail system. It should be channelled by the system pillar.

The acting Chairperson for the SRG recommended the opinion of the SRG be asked with regard to GovSatcom services that could be used in each MS.

Decision

The Governing Board adopted GB Decision N°14/2022 on the adoption of the Work Programme 2023-2024 as proposed by the Executive Director, which has received a positive opinion of the System Pillar Steering Group, the States Representatives Group and the Scientific Committee.

ITEMS FOR DISCUSSION OF THE GOVERNING BOARD

9. INFORMATION ON THE PREMISES FOLLOWING THE MANDATE TO THE ED OF JUNE

The ED provided GB members with an update on the premises. EU-Rail has assessed the legal, financial and operational aspects of EU-Rail rail move to the Cortenbergh building, in accordance with the mandate of the GB to ensure budget neutrality, continuity of operations for the staff at the same level of the current EU-Rail premises, and overall running costs maintained within the estimation running up to 2031. Based on this analysis, it has been decided that there is no need anymore for EU-Rail to consider a move. EU-Rail is working with the other JUs for the rent of the JUs' premises as from 1 Jan 2025.

10. INFORMATION ON THE FINAL AUDIT REPORT FOR THE AUDIT 'H2020 GRANT IMPLEMENTATION AND CLOSING' OF THE IAS

Mr Martin Pavlovic, ICC of the JU, presented the results of the IAS audit. The audit objective was to assess the adequacy of the design and the efficiency and effectiveness of the internal controls in place in the JU for the implementation and closing of grant agreements under H2020. He indicated that the IAS concluded that the management and internal control system in EU-RAIL regarding H2020 grant

implementation and closing process is adequately designed and effectively and efficiently implemented.

Areas for improvements were identified by IAS and translated into four recommendations, with regard to: i.) JU's risk-based monitoring strategy for the projects and beneficiaries; ii.) Dissemination and exploitation aspects of the grant management; iii.) JU's anti-fraud policy and annual exercise for collecting declarations of interests from its staff; iv.) Implementation of workflows in the respective IT tools within the grant management process. He highlighted that in response to the IAS audit recommendations, EU-Rail proposed an action plan, which was confirmed by the IAS on 28 October 2022.

The Chair took note of the IAS audit report and JU action plan and thanked Martin Pavlovic.

11. PRESENTATION OF EU-RAIL ANTI-FRAUD STRATEGY 2022-2025

The ED indicated that dealing with fraud risks is part of the JU's overall internal control framework (ICF Principle no. 8). The current Strategy was adopted in July 2022 by means of an ED Decision, expected to cover (at least) the period until end of 2025. Its adoption also addresses part of recommendation no. 3 following from the IAS audit. The Strategy is published on the EU-Rail website. The ICC, Martin Pavlovic, provided details on the anti-fraud strategy 2022-2025.

The Chair asked if the strategy would need updating in the near future. Mr. Pavlovic highlighted it is common practice the strategy be updated via updates of the action plans or via inclusion in the anti-fraud strategy document as such.

The Chair took note and thanked Martin Pavlovic for his presentation.

12. CEI FOR SELECTION OF SCIENTIFIC COMMITTEE MEMBERS

The ED provided an update on the CEI of the Scientific Steering Group members. In line with Art 91(2) of the SBA, the JU may set up a scientific steering group or seek scientific advice from independent academic experts or shared scientific advisory bodies. The JU adopted transitional measures for scientific experts involvement, and the GB gave a mandate to the ED to explore the types of scientific advice for the Europe's Rail programme. From June to November 2022, the ED discussed the potential setup of scientific advice with the current SC during its meetings on 8/07 and 21/09. The ED proposed to launch a CEI in the first half of 2023. He indicated that in terms of scope, the proposal will be to move the scientific advice from individual evaluation of projects towards more collective knowledge, with the potential involvement of the scientific experts in the full cycle of programme (e.g. input to the work programme, periodical evaluation). The future scientific advice should be more engaged in the

assessment of the status of programme, e.g., in the form of the yearly scientific assessment. A first draft of the CEI will be distributed to GB for comments by end of January 23.

The ED stated that the selection will be the result of a CEI, into which experts can be contracted for a period of maximum 100 days over 4 years - following which, at the request of GB, MS, ED or their own initiative, they will provide scientific advice. He indicated that the secretary generals of European research associations not participating in JU calls could be included. The estimation of overall costs would be included in the total cost for experts budget foreseen for the year. In terms of composition, there would be twelve permanent members with a reserve list.

The ERA representative asked how independence is ensured if the members are paid by the JU. The ED indicated that they should not assess the JU functioning itself, but the activities performed via grants or procurement. The assessment of the JU is performed via the mid-term evaluation of the JU run by the European Commission. The Chair indicated this is in line with the status quo.

The SNCF and the ERRAC representatives asked whether ERRAC would have a place and role within this scientific steering group. The Chair answered they have a role to play, but the scientific steering group should focus on academic perspectives.

The acting Chairperson of the SRG indicated that cooperation should be enhanced with the permanent group of Member States on a *scientific* level.

The Chair highlighted SRG, SC and ERRAC have important and distinct roles to play.

The ED answered that the scientific steering group as designed in the SBA had to provide input from a scientific perspective and prepare reports on the progress of programme with regard to the objectives. The problems is that project reviews are isolated, they should evaluate how programme is evolving in its complexity and with regard to the achievements of the master plan objectives. He clarified that absence of conflict of interest means that no members of the SC can be direct beneficiaries of grants of the JU. Nevertheless, their organisations can be beneficiaries of grants.

He indicated that the ERRAC scope can be wider in the sense that the WP of the Commission contains topics not covered by the JU. ERRAC can promote them. Collaboration should be promoted, whilst maintaining absence of conflict of interest.

13. AOB

INDICATIVE LIST OF DOCUMENTS TO BE ADOPTED BY WRITTEN PROCEDURE OR AT THE NEXT BOARD MEETING

There are no documents to be adopted via written procedure.

INDICATIVE DATES OF THE NEXT JU MEETING

- 3/03/2023 (extraordinary for the Call 2022-2 only online)
- 15/03/2023 ordinary meeting
- 26/06/2023 ordinary meeting
- 06/12/2023 ordinary meeting and in the afternoon General Assembly. The date of 6th December 2023 was changed to the Tuesday 5th of December 2023.

COMMUNICATION OF THE ED TO THE GB MEMBERS

The Chair asked that only the members of the Governing Board and GB secretariat remain for this point.

The ED informed the Board that he decided to move on in his career and this may result in a formal communication to the GB early 2023 – first weeks of January. He indicated it was a difficult decision but at the same time an opportunity for the JU to ensure the stability of the role in view of the negotiations of the successive MFF.

He decided to inform the GB in anticipation of a formal communication, as the process for the recruitment of a new ED can take indicatively a year. An Interim Director will have to ensure the functioning of the JU. The most senior staff members of the JU in grading are to be considered.

The Chair stated he was very sorry for this move, since the cooperation over the last years had been extremely fruitful. He sincerely thanked the ED for his leadership, efficient management and high-level of commitment over the years.

Done in Brussels on 30th November 2022.



Signed:

Henrik HOLELEI

Chairman of the Governing Board