



7th MEETING OF THE EUROPE'S RAIL SRG

16 November 2023

09:30 – 12:30

<p>1. Introduction</p> <p>The Chair of the SRG welcomed the participants to the seventh meeting of the SRG and gave the floor to the EU-RAIL ED a.i.</p> <p>No Declarations of conflict of interest based on the Agenda items were made.</p>	<p>09:30- 09:45</p>
<p>2. Approval of the Agenda and previous MoM</p> <p>The Chair introduced the Agenda which was adopted by the SRG. The participants adopted the revised minutes of the sixth meeting.</p>	<p>09:45- 09:50</p>
<p>3. State of play – Information from the Europe's Rail</p> <p>The ED a.i. provided the members with an update on the EU-Rail's state of play, beginning with the most recent events. He informed about the current open Call for proposals (open until February 7, 2024) and stressed the related communication and dissemination activities, such as the online Info Day, held the 4th October 2023, as well as the good initiative from Turkey and France to have their own info days to which he attended. He also stated the visit of the Latvian Minister of Transport to EU-RAIL, for the first time a Minister in the EU-Rail JU offices, which included a strategic discussion and the shaping future collaboration to exhort Latvian stakeholders to actively participate in the EU-Rail Programme R&I activities.</p> <p>The ED a.i. gave an update on the functioning of the System Pillar. He stressed that the main achievement of the System Pillar in 2023 has been to deliver the organizational structure, as well as some content, which will be detailed in the Annual Activity Report of 2023. As regards the FRMCS, the ED a.i. stressed that the report is available on the Europe's Rail official website and covers ongoing projects, coupled by the outlook for the future.</p> <p>The ED a.i. also explained some changes introduced from the lessons learnt of the first year of System Pillar works. Firstly, while the contract duration is still of 12 months, it will be split in two phases and a checkpoint will be implemented after 6 months. Moreover, Europe's Rail has asked the consortium to increase the commitment of every single person working in this domain, instead of having many people working for a reduced amount of time. Europe's Rail has also requested for a detailed time planning</p>	<p>09:50- 10:10</p>

of the deliverables to be provided up front, to easily trace the work achieved (*for the SP status overview, please refer to the presentation*).

The SRG members discussed the ways to improve the System Pillar Report, with less detailed and technical information. The ED a.i. pointed out that if an item of disagreement is identified within the System Pillar Steering Group, it must be taken up at the SRG level and discussed on a technical level.

The ED a.i. proposed to create dedicated meetings when needed for specific items from now on, rather than organizing them quarterly.

The SRG Chair suggested to include a permanent item on the meeting agenda with information from the System Pillar Steering Group, and added that extraordinary meetings can be organized if an immediate action is needed.

→ The SRG members agreed with such proposals.

The ED a.i. confirmed that the next SRG meeting on SP scheduled for the 7th December 2023 will be cancelled and proposed to work on a standardized presentation for the upcoming SRG-SP meetings (e.g. NSA presentation).

→ The JU will distribute the NSA presentation that was indicated as a possible suitable way to present the SP activities, or at least a starting basis on which the JU could develop a standard reporting based on the needs of the SRG. The SRG members are welcomed to provide feedback.

The SRG Chair proposed to switch from hybrid to fully in-person meetings in order to increase their efficiency. He highlighted that there should be a minimum of one physical meeting yearly.

The ED a.i., continued the discussion with announcements of collaborations and future events. He mentioned new potential for collaboration with the European Union Agency for the Space Programme (EUSPA) and the European Space Agency (ESA) and informed the members of future events by announcing that the General Assembly will take place on December 5 and December 6, and all beneficiaries of grants and tenders will be invited. He highlighted that within the General Assembly, there will be a presentation from the SRG on December 5.

The ED a.i. also covered the communication events scheduled for 2024, with the overall strategy being to focus less on commercial fairs aside from InnoTrans. He stressed that Europe's Rail will be looking into enlarging its visibility through a stand at the ITF Summit. He explained that it is also planned for Europe's Rail to be present at the TRA in Dublin.

The AT Representative inquired whether Europe's Rail has ever been present at the Transport Research Board in the US. The ED a.i. stressed that the JU is still deciding

on whether the benefit of attending is significant enough, to result in concrete outputs, and expressed openness towards members' opinions on the matter.

The AT Representative asked about the collaboration between EU-Rail and EUSPA and ESA regarding EGNOS. The ED a.i. pointed out that there is a need for a fusion of different technologies and stressed that S2R has demonstrated that satellite alone is insufficient, which is the reason why the intention is to couple it with EGNOS. He highlighted that this is a long-term perspective and way forward to achieve cost reduction.

Call for associated members

The ED. a.i. presented the Call for expressions of interest for associated members, that is planned to be launched by the JU in 2024. He mentioned that the list of new members will be decided by the GB but shall also be endorsed by the EC (Art. 87 SBA).

The ED a.i. also stated that the Call for Associated Members is expected to be launched June/July 2024 and to finalize before the launch of the second FA Call in the Q4 2025.

Deployment Group

The ED a.i. introduced this topic explaining that the EC sent a request to support the JU in identifying the future members of the Deployment Group, and stressed that the EU-Rail will make a proposal following a consultation with the SIPB and the SRG.

The ED a.i. pointed out that the first step will be to administratively approve the setting up of the Deployment Group. He also informed the members that the first work item is proposed to be on FRMCS, considering the urgent need of implementation due to GSM becoming increasingly obsolete.

The EC (DG MOVE) Representative confirmed that the proposed changes are not large and that the EC is awaiting the answer from its Legal Services to determine whether it will be necessary to relaunch the procedure.

The DE Representative asked about the SSG status. The ED a.i. stressed that the first SSG meeting took place on November 15, 2023, after the GB Decision approving the selection of 12 members and another 2 for the reserve list.

➔ The JU will distribute the GB decision.

However, the ED a.i. highlighted that one member declared a Conflict of Interest, leaving the SSG with 11 members, and informed that the next step will be to launch a procedure for the selection of one of the reserve list candidates.

The SRG Chair informed that all the members proposed by the SRG were selected and suggested to have at least once a year a common meeting with the SSG, to share MS visions and perspectives of the scientific community.

<p>The DE Representative shared her concern about the insufficiency of the adopted reserve list. The ED a.i., explained that there is no obligation for the SSG to always have 12 members and that the group has worked without some of the members in the past. He pointed out that the variety in expertise is large, which is why the small reserve list does not represent a significant concern. Further, he highlighted that there is always the possibility to launch another Call for expression of interest (<i>for more information, please refer to the EU-RAIL website</i>).</p> <p>The DE Representative inquired about the difference between the new associated members and the founding members in terms of their roles and obligations. The ED a.i., clarified that the roles and obligations will be the same, as reflected in the SBA.</p>	
<p>4. <u>Discussion points</u></p> <p>The SRG Chair presented members’ level of activity within the SRG. In case of the inactive members, the aim would be to stimulate these member states to be more active. Next, the DAC SRG subgroups were presented, according to both functional and geographic distribution. The DAC was provided as an example of how member states can work in smaller sub-groups with the similar characteristics and interests. He also mentioned that the Hyperloop subgroup can continue working but with lower priority, which should be taken up at the next SRG meeting (<i>for more details, please refer to the presentation</i>).</p> <p>The SRG Chair presented to the members the SRG new perspectives.</p> <p>The SRG Chair presented the New Rail Energy Supply Concept and the methodology for decarbonization on non-electrified lines and cross-border. He emphasized that there is a need to stimulate cooperation with the other JUs and agencies, particularly EUSPA, ESA and ENISA, and stressed the intention for the railway sector to also become a key partner in intelligent transport system.</p> <p>The SRG Chair proposed new national partners, as follows: Ukraine, Moldova, Serbia, Armenia, Georgia Morocco, Canada, United States, New Zealand, United Kingdom, South Korea, and Japan. He also stressed that contact points can be provided in order to exchange information with interested countries worldwide.</p> <p>The DE Representative suggested starting with a discussion of broader goals and investigating where the SRG could be most effective.</p> <p>The NL Representative expressed his support for what was mentioned by previous representatives. He stated that there is a need to think about synergies between what is being proposed and the work that is already being done in other formats and structures. On the issue of member state participation, he added that it should be determined why</p>	<p>10:10-10:50</p>

<p>the SRG format is more interesting for some members than for others, and highlighted the need to discuss the added value of joining in order to increase active participation.</p> <p>→ The SRG members agreed to reach a decision during the next SRG meeting.</p>	
<p>5. Election of SRG Vice-Chair</p> <p>The ED a.i. indicated that according to the amended Art. 4(1) of the SRG RoP, MS sent proposed candidates for the position – including names, short curriculum vitae and statements of motivation and impartiality – by 3rd November 2023 cob.</p> <p>The EU-Rail secretariat has verified whether the candidacies put forward have been accepted by the candidates themselves and proceeded to a verification of the supporting documents received.</p> <p>Following this check, EU-Rail shared the list of proposed candidates for the position to the SRG Representatives, along with their CVs and statements of motivation and impartiality.</p> <p>They were put to a formal vote among SRG members at the 7th meeting of 16 November, following the procedure described in Art. 4 of the Rules of Procedure: The ED a.i. indicated that Mr. Adnan JELIN’s candidacy was received as sole candidate to the position of SRG Vice-Chair.</p> <p>According to the RoP, the Chair and Vice Chair shall each be elected in principle by consensus, as a common opinion reached by the SRG Members represented at the election meeting, or, failing that, on the basis of a simple majority of the SRG Members represented at the meeting or through electronic voting.</p> <p>The SRG members represented at the meeting voted in favour of Mr Adnan JELIN as Vice-Chair of the SRG (AT, BE, CZ, DE, ES, FI, FR, HR, IT, LV, NL, NO, PT, SE).</p> <p>→ The ED a.i. and the SRG Chair congratulated Mr. Adnan JELIN for his election as Vice-Chair of the SRG.</p>	<p>10:50-11:30</p>
<p>6. SRG members’ opinion on: <u>WP 23-24 amendment and WP24</u></p> <p>The SRG Chair asked the members to comment on the topic, based on the documents previously distributed by email.</p> <p>→ The SRG gave a positive opinion on the WP 23-24 amendment and the WP24.</p> <p><u>Phasing-out plan</u></p>	<p>11:30-12:00</p>

<p>The ED a.i., explained to the members the Phasing Out Plan and stressed that the administrative part of the plan, referring to Chapter 5, needs to be finalized by the end of 2023 (with a GB decision), while the strategic outlook shall be finalized by the end of 2024.</p> <p>The ED a.i., presented the draft administrative chapter concerning staff reduction, operational and administrative commitments, cashflow, and logistics and highlighted that a project buffer will be implemented to cover for any delays, between 2030 and 2031 (<i>for more details, please refer to the presentation</i>).</p> <p>The AT Representative stressed that the JU should develop scenarios of collaboration with stakeholders in the rail industry to continue with their activities in the absence of HE funding, which is not covered by the document in its current form. He pointed out that the document lacked substance and that it was not possible to give either a positive or a negative opinion.</p> <p>The ED a.i. agreed with the points put forward by the AT Representative and mentioned that the European Commission proposed to develop the strategic part of this “living document” in 2024. He stressed that this should result in a strategic outlook complementing the administrative one.</p> <p style="text-align: center;">→ The SRG abstained from giving an opinion on the Phasing out plan.</p> <p>The EC (DG MOVE) Representative clarified that the JU could continue having funding from other EU programmes (other than HE) and national programmes, that would be considered as viable options for the future of the JU. She stressed that the importance of having an opinion from the SRG is related to the possible synergies that could occur in the future with national-level programmes and emphasized the importance of the discussion outcomes in the next framework programme.</p> <p>The SRG Chair concluded that the SRG will elaborate a more thorough opinion once the next version of the document is developed.</p>	
<p>7. SRG representatives reports on national R&I activities’ list and their potential synergies with EU-RAIL JU Programme</p> <p>The ED a.i. reminded the members of their obligation to submit a report describing national policies within the scope of the JU, as per the Single Basic Act (SBA).</p> <p>The SRG Chair presented the MS status on reporting. He mentioned that after the collection and consolidation of the questionnaires, he would prepare a proposal on how to work with this topic for the next period, e.g., workshop on members’ experience with working at the national level, so that ideas can subsequently be derived for contributions to European Research and Innovation activities.</p>	<p>12:00-12:25</p>

<p>The ED a.i., emphasized that no report sent by the member states should contain confidential or sensitive information, as reports will be published on the JU website.</p> <p>The NL Representative stressed that the templates are a good insight of what is going on in the different countries and proposed to find synergies to focus on in the annual reporting of next year, e.g., ATO, DAC, FRMCS.</p> <p>→ The ED a.i. stressed that all contributions will be consolidated in one document in view of the annual General Assembly presentation.</p>	
<p>8. Closing remarks and AoB</p> <p>The ED a.i. announced the upcoming SRG meetings for 2024, and pointed out that have been scheduled to occur at least 20 days prior to the Governing Board:</p> <ul style="list-style-type: none"> - February 28 - May 16 - October 19 <p>The AT Representative mentioned an agenda clash on May 16 with another meeting that may be of interest to some SRG members. He also expressed his concern about the Europe’s Rail official website being outdated. The SRG Chair requested the members to send suggestions on how to solve the scheduling issue for the next SRG meeting in May.</p> <p>The ED a.i. pointed out that the Work Programme 2024 foresees a significant amount of work and sizable budget to make sure that the website is renewed, up-to-date, and its structure improved. He added that the Hyperloop meeting has been cancelled due to the lack of new updates and that a new meeting will be organised in 2024.</p> <p>The SRG Chair informed the members about his participation in the TRA2024 and his proposal for a topic session on JUs SRG and other advisory bodies synergies in Dublin and asked them for suggestions and further proposals.</p> <p>The NL Representative asked for the Agenda of the Info Day in France and Turkey to be shared with the members after the meeting.</p> <p>The SRG Chair pointed out technical issues with the CIRCABC environment to be solved.</p> <p>The Chair and the Executive Director a.i. thanked the participants for their attendance.</p>	<p>12:25- 12:30</p>