Introduction on the Shift2Rail Joint Undertaking

Shift2Rail Information Day for non-JU members (Open calls for proposals)

20 January 2016

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Outline of the presentation

• Overview of the key milestones on the JU establishment

• The Shift2Rail framework for delivering the Regulation’s objectives

• An overview of the 2015 and 2016 calls
Shift2Rail: key milestones

- 16 June 2014: Adoption of Council Regulation No 642/2014
- 7-9 July 2014: Formal establishment of S2R JU and nomination of Interim Executive Director
- 30 July 2014: Formal establishment of the Governing Board of the S2R JU
- 21 October 2014: Formal establishment of the States Representatives Group
- 10 February 2015: Endorsement of the Shift2Rail Master Plan by the Council
- 1 May 2015: Launch of S2R 'lighthouse' projects
- 28 May 2015: Formal establishment of the Scientific Committee
- 27 November 2015: Adoption of the S2R Multi-Annual Action Plan
- 11 December 2015: Selection of 19 associated members and signature of membership agreements
- 17 December 2015: Publication of the first calls for activities launched by the S2R JU on the H2020 participant portal and the Shift2Rail website.
The Shift2Rail Framework

How are policy objectives translated into concrete activities?

• The general objectives of the Shift2Rail Joint Undertaking are described in the Shift2Rail Regulation, adopted on 16 June 2014
• The S2R Master Plan, adopted on 30 March 2015, following the Council’s endorsement, translates the general objectives into specific objectives, providing a high-level strategic vision to achieve them and identifying key priority research areas
• The S2R Multiannual Action Plan (MAAP), adopted by the S2R JU on 27 November 2015, provides a detailed, long-term investment plan that concretely identifies the projects, milestones and deliverables to achieve the Master Plan objectives
• The annual work plans translate the S2R MAAP into detailed, result-oriented activity plans and serve as the basis for identifying the JU calls
The Shift2Rail Regulation identifies the following key objectives:

- Achieve the **Single European Railway Area** through the removal of remaining technical obstacles holding back the rail sector in terms of interoperability;
- Radically enhance the **attractiveness and competitiveness** of the European railway system to ensure a modal shift towards rail;
- Help the European rail industry to retain and consolidate its **leadership on the global market** for rail products and services.

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<thead>
<tr>
<th>Shift2Rail</th>
<th>Single European Railway Area</th>
<th>Attractiveness and competitiveness</th>
<th>Leadership on the global market</th>
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</thead>
<tbody>
<tr>
<td><strong>Improved services and customer quality</strong></td>
<td>Improved reliability</td>
<td>Lower investment costs</td>
<td>Respect and adaptation of TSIs</td>
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<td>Enhanced capacity</td>
<td>Reduced operating costs</td>
<td>Reduced externalities</td>
<td>Removal of remaining open points</td>
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<td>Customer experience</td>
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<td>Simplified business processes</td>
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<td>Improved standardisation</td>
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<td>Simplified authorisation and certification</td>
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The Innovation Programmes

- Long-term needs and socio-economic research
- Smart materials and processes
- System integration, safety and interoperability
- Energy and sustainability
- Human capital

**IP 1:** Cost-efficient and Reliable Trains, including high capacity trains and high speed trains

**IP 2:** Advanced Traffic Management & Control Systems

**IP 3:** Cost-efficient, Sustainable and Reliable High Capacity Infrastructure

**IP 4:** IT Solutions for Attractive Railway Services

**IP 5:** Technologies for Sustainable & Attractive European Freight
Broad stakeholder involvement

• The broad involvement of all relevant stakeholders from the rail sector, and even outside the traditional rail sector is a key feature of the S2R JU

• Balanced participation of all relevant actors thanks to a three-tier system:
  • 8 Founding Members, including the largest private and public players, having committed at least EUR 30 million for the duration of Shift2Rail, to secure substantial industry co-funding from the outset
  • 19 Associated Members selected as a result of a call for members and representing a broad range of actors from the entire rail value chain and from other innovative sectors, including SMEs, research organisations, universities, etc.
  • Allocation of at least 30% of the Union contribution through competitive calls for non-JU members, for broader stakeholders’ involvement in collaborative research
The implementation of the Union funding

TOTAL JU BUDGET = 920M€

- **FOUNDING MEMBERS CONTRIBUTION TO S2R JU:**
  - Min. 270 M€

- **UNION CONTRIBUTION TO S2R JU:**
  - Max. 450 M€
  - **INCLUDING 52 M€ already committed under H2020 - WP 2014 rail topics**

- **ASSOCIATED MEMBERS CONTRIBUTION TO S2R JU:**
  - Min. 200 M€

- **FOUNDING MEMBERS**
  - Max 40%
  - **(Max. 180 M€)**

- **ASSOCIATED MEMBERS**
  - Max 30%
  - **(Max. 135 M€)**

- **OPEN CALLS FOR NON-JU MEMBERS**
  - Min 30%
  - **(Min. 135 M€)**

SMEs = Min. 20% → 90 M€
A tailor-made governance structure
Overview of the 2015-2016 calls

- Cumulated budget of EUR 89,8 million in EU contribution (2015 and 2016 budgets) for call for proposals and 0,7 million in EU contribution for call for tenders (not launched yet)
- Deadline for submission for call for proposals: 17 March 2016 (5PM, Brussels time)
- Call for members: EUR 63,7 million (in EU contribution) for 13 topics for proposals
- Call for non-members (open call): EUR 26,1 million (in EU contribution) for 15 topics for proposals and additional EUR 0,7 million (in EU contribution) for 2 topics for tender (only pre-published)
- Standard H2020 rules to apply
- Call for Proposals covering all 5 Innovation Programmes of Shift2Rail + cross-cutting

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<td>Budget in EU contribution (million EUR)</td>
<td>27,1</td>
<td>23</td>
<td>15,1</td>
<td>9</td>
<td>10,1</td>
<td>5,5</td>
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