



Tenth meeting of the Shift2Rail States Representatives Group

10th April 2019

Náměstí československých legií 565

University of Pardubice, Pardubice, Czech Republic

Minutes

13:00-13:15	1. Introduction - welcome from the Chairperson
	<p>The meeting was chaired by Mr Haltuf, Vice-Chairperson of the SRG. The Vice-Chairperson welcomed the participants. The respective representatives briefly introduced themselves and highlighted the interest of their countries in the deliberations of the SRG. Two observers also attended the meeting (ERA and TRB).</p> <p>A list of participants is attached.</p>
13:15-13:20	2. Approval of the meeting agenda and minutes of previous meeting
	<p>The SRG members agreed on the provisional agenda, which was circulated on 22nd February 2019 (document attached, as updated on 4th April 2019), asking for items 7 and 10 to be merged and that item 8 be addressed after item 9.</p> <p>The declarations of absence of conflict of interest and confidentiality were made available to the participants, including Annex 2 on the annual declaration on conflict of interests of the S2R JU Governing Board Decision n°07/2018 should there be a change from the situation mentioned in 2018. It was agreed the electronic version would also be sent to the SRG members. The members of the SRG signed the declarations and handed them in to the Secretariat.</p>

	<p>The minutes of the previous meeting were approved. The minutes of all SRG meetings are available on the S2R website (https://shift2rail.org/about-shift2rail/structure-of-shift2rail-initiative/states-representatives-group/)</p>
13:20-13:50	<p>3. State of play - information from the S2R JU - latest developments and ongoing activities</p>
	<p><i>Please refer to the PowerPoint presentation</i></p>
	<p>The Executive Director indicated that the <u>S2R JU 2019 call</u> was launched with a deadline of 18th June 2019 - in order to include the work on RCA and create a sufficient buffer to reduce uncertainty from Brexit, and that the S2R InfoDay of 6th February was successfully attended, with more than 300 participants.</p> <p>This will be the penultimate call. The last call is scheduled for 2020.</p> <p>The Executive Director mentioned the on-going discussions regarding <u>reference command control and signalling architecture</u>, also emerging from Member States. The aim is to have a more cost efficient, effective and sustainable functioning of the railway system. Infrastructure managers are currently looking into scalable, modular systems which would be more permeable to innovation (smart rail 4.0). This followed the work of EULINX of DB, SBB and others which focused on two areas specifically; interlocking and RBC. This may influence S2R (IP2) as the design of moving blocks, positioning and new telco may be impacted by the overall evolution of signalling, RBC and interlocking design. As a consequence, it was decided to include RCA as a key component in the Annual Work Plan 2019. Discussions on RCA may also help accelerate positioning, telecom, and a hybrid level 3. The Executive Director indicated that a new IPX was included in the AWP2019 to bring together all membership and ERA.</p> <p>The Executive Director indicated an event would take place on 17th May to present the results of the <u>FCH joint study</u> between the S2R JU and the FCH JU.</p> <p>The Systems Integration Working Group took place, with a focus on the Demo plans.</p> <p>The Executive Director further stated that the S2R JU participated in <u>several key events</u> (Rail Live Bilbao, Space for Innovation in Rail in Vienna – a joint S2R-ERA-GSA event, etc.) where a lot of interest was expressed for the S2R Programme. The Executive Director then informed the members of the GB of the upcoming events, namely the World Congress on Railway Research – WCRR, in October in Tokyo, and InnoTrans 2020 where the S2R JU will present demo activities and future activities.</p> <p>A new release of the KPI model is planned in the context of the AWP.</p> <p>The Executive Director provided the SRG participants with an update on <u>the MAAP</u>. He presented the current progress on the MAAP Part B and the expected calendar that will bring it to adoption by the Governing Board by the end of the year, with a first draft publication expected in April, and the <u>informal consultation of the GB, SC, SRG and the User Requirement/Implementation and Deployment Working Group (URID-WG) from April until end of June</u>. A possible adjustment of Part A (pending also RCA and outcome workshops discussions) could take place in May. Formal submission</p>

to the GB for discussion and open consultation will take place on 19th June, with possible GB adoption on 14th November or by written procedure.

He then presented the first “S2R Catalogue of Solutions”, which is intended to be a marketing tool presenting all S2R solutions in a user-friendly way, with maximum two slides per solution. It should provide i.) a precise view of what each IP/CCA is delivering (what current investments are generating as possible solutions to be pushed in the market); ii.) Explain successful results in terms of possible products/solutions; iii.) detail the benefits for customers on the solutions provided; and iv.) Highlight the advantages of integrating the demonstrators into market solutions.

He indicated that the first draft version is ready, but to be further refined. For the time being, more than 40 solutions have been put forward. Some solutions coming from R&I do not yet have an obvious market.

He stated that the harmonisation of the presentation is ongoing, and he presented three solutions as examples (track circuit maintenance, full electric last mile propulsion, and new wireless train backbone node). The slides provided indications of the targeted market, indicative date of industrialization, beneficiaries and market outlook, link to the innovation capability, and IPs.

The Executive Director provided the participants with an overview of the activities planned for 2019. He stated that the Governing Board organized on 24th March did not encompass any items for decision. Discussions focused on the AAR 2018, the provisional annual accounts 2018, the MAAP, catalogue for solutions, the future of S2R, etc. As regards the AAR 2018, he explained that the Executive Summary of the AAR 2018 now provides the initial assessment of the status of the Programme divided according to the progress of each IP. The revised AAR will be formally adopted by the GB and sent to the Council, European Parliament, Commission and ECA.

The Governing Board of 24th June 2019 will focus on the final Annual Accounts 2018, AAR 2018, MAAP, S2R 2, etc. The exceptional Governing Board of 4th September will approve the decision on the award of the 2019 call. As for the Governing Board scheduled on 14th November 2019, it will focus, *inter alia*, on the AWP2020 and S2R2.

Furthermore, the Executive Director shared with the SRG members the plan to organize an event in October 2019, jointly with the Finnish Presidency and during the Digital Days organised by DG Move, in order to present the catalogue of solutions. Furthermore, an event on the results of S2R projects will be organized on 10th December.

The Executive Director presented the work of the S2R JU following the request stemming from the European Parliament with regard to the establishment of relations with regions/Member States to mutualise R&I and to foster deployment, as well as following the request from the Commissioner on establishing S2R as a platform for international relations under the Commission umbrella, in order to foster European standards and the competitiveness of the European rail industry.

He presented the MoUs signed by the S2R JU (with the Czech Republic) and the imminent signature of MoUs with CUTRIC/CRITUC, the World Alliance for Efficient Solutions, GCC project and ETSI.

	<p>He also provided a brief overview of the ongoing work on cooperation with ESIF Funds and with European regions (Andalusia, Basque Region, Dutch regions, Austrian regions, and Regions that have indicated railway as a priority in 3S documents).</p> <p>As regards the World Alliance for Efficient Solutions, a two-pronged approach will be deployed, implying on the one hand the sponsoring by two S2R Members (Alstom and Bombardier) of the three S2R solutions pre-selected for the 1000 Solutions Label, and on the other hand, the signature by the S2R JU of an MoU with the World Alliance in order to attain collaborator status, on par with the European Commission.</p> <p>The Executive Director further exhorted the members to provide support in the identification of regional needs so that the EFSI representatives can be informed of the stakeholder needs and operationalize an appropriate collaboration with S2R.</p> <p>In addition, the Executive Director highlighted the recommendations in the European discharge for 2017, indicating that it was positive and that the work of the S2R JU was appreciated, e.g. in pioneering the lump sum approach and in developing regional cooperation. The final document of the European Parliament discharge will be distributed to the SRG members.</p> <p>The Belgian representative asked when the catalogue of solutions would be finalized and published. The S2R Executive Director indicated it would be published in the next couple of months.</p>
13:50-14:00	4. S2R position paper on testing facilities
	<p>The Vice-Chairperson of the SRG presented that work of the infrastructure test facilities working group, including the development and next steps for S2R's position paper on European railway R&I testing facilities. Based on the relaunch of the survey of testing facilities in Europe, the JU will start to work on a testing facility inventory to provide robust and easily available information to the sector. Discussions on the final version of the position paper will be launched with DGs MOVE and RTD.</p> <p>The Executive Director underlined the current challenges to R&I testing in Europe (i.e. limited availability, lack of whole system approach to R&I testing, compliance with TSI and national regulations, time to market). Based on this, he extrapolated the needs (i.e. way forward to zero on site testing, pre-designed for R&I, capable of TRL 5/6 upwards, relevant railway environments, combination and sharing of physical tests and demonstrators with virtual testing and simulations, testing multi-modal approaches, and highest standards in safety).</p> <p>He stressed that testing a new train may take more or less two years. There is a potential of reduction of 20% by acting on increased availabilities in test centres, better concentration of means, and reduction of transfers between sites.</p> <p>The Executive Director indicated that on the one hand the use of Pueblo facilities by European companies is costly, but on the other hand no similar holistic testing facilities exist in Europe, emphasizing that Pueblo facilities run 24/7 in a desert environment. A system approach towards an integrated vision of testing facilities is needed in this respect in order to reduce costs.</p> <p>He further highlighted that the S2R position paper will be available end of April and that it can be the basis for discussions on possible funding from CEF, ESIF and EFSI.</p>

14:00-14:45	5. AWP2020 Preparation
	<p>The Executive Director indicated that the Preliminary Draft Budget 2020 was sent to SRG members for information in January 2019. It includes an estimate of the S2R JU revenue and expenditure and the general guidelines underlying these estimates. This is the first step towards the preparation of the AWP2020 that is expected to be adopted by the Governing Board by the end of 2019. The draft AWP 2020 will be submitted to the SRG for their advice as of April 2019 – final input end of July 2019. The draft version will then be sent to the GB on 16th October for GB Decision on the 14th November. A dedicated workshop will be organized back-to-back with the 4th of September GB.</p> <p>He underlined that the AWP 2020 would reflect the last call to be organized within the current programme, with the opportunity to reach TRL7 in some cases and providing the basis to continue in S2R2. It represents a clear opportunity to bridge the two programmes, to connect the AWP with national activities (e.g. digital rail in SK, DE, SE, NL, etc.), and to shape CLS TCO 2022.</p> <p>The Swedish representative indicated that Sweden would like to see an updated version of the AWP 2020 if there is need for modernisation. New initiatives which haven't been included before should be welcomed. There is a content layout which would be good to use. She further indicated that the AWP2020 should be evaluated half way through 2020 and a summary of the member activities should be presented. Financial means which haven't been used should be redistributed to new projects and change of activities between S2R members should be made available. Moreover, Member States should be able to influence these changes through the SRG.</p> <p>The Executive Director indicated that these comments are welcome as they help S2R shape the AWP, which ultimately represents a collective responsibility.</p>
14:45-15:00	6. Draft AAR for discussion
	<p>The Executive Director of the S2R JU presented the draft Annual Activity Report 2018, which was shared with the SRG members. The Executive Director indicated that the document would still be subject to key updates in the next months and before the submission to the GB for approval.</p> <p>The Executive Summary of the AAR 2018 provides the initial assessment of the status of the Programme. The Executive Director explained that the Executive Summary was extended to 3-4 pages, following the GB members request last year for a better summary of the status of the Programme. He indicated that the programme status is now divided according to the progress of each IP.</p> <p>He stressed that most TDs reached 90% of the work performed, which is quite significant. In this respect, the DEMOs in Innotrans represented a good example of the work performed. He referred to the text of the AAR Executive Summary for his presentation of the different IPs.</p> <p>Innotrans 2020 will be the opportunity to present projects reaching TRL 7.</p> <p>Furthermore, a new chapter focusing on the Sustainable Development Goals (SDGs)</p>

	<p>will be introduced in the AAR2018 and the S2R contribution to the SDGs (contribution to 11 out of the 17 SDGs).</p> <p>The contribution of the 3 SNEs working in S2R proved valuable in further connecting S2R with the Member States.</p> <p>The final draft will be submitted in the first half of May 2019 – when the Final Annual Accounts from the Commission Accounting Officer and the results of the ongoing audits of the European Court of Auditors and the External Auditor are available.</p>
<p>15:00-15:30</p>	<p>7. S2R2 preparatory process, Horizon Europe state of play - S2R SRG Dialogue on the future of Rail Research and Innovation - final discussion before the meeting (April 11)</p>
	<p>The Executive Director presented the partial general agreement of the Council for the next Union research and innovation Programme, Horizon Europe. The shadow Transport Programme committee will meet on May 3rd to analyse the proposal and provide the Commission with the greenlight to launch the impact assessment procedures, including for the Joint Undertakings. Meetings will take place with Member States in April and May on strategic programming, and only after this will formal discussions on areas for institutionalised partnerships based on Article 185 and Article 187 (including Joint Undertakings) be launched. For Article 185/187 initiatives; impact assessments will be supported by a central study and co-ordinated across all services. The impact assessment process on the partnerships will span from May 2019 until the end of the year. It will encompass a public consultation. The list of potential partnerships are included in the agreement, encompassing one in the field of rail.</p> <p>The Executive Director shared with the SRG members the institutional changes foreseen in 2019, as well as their implications (European elections on 23rd-26th May 2019 and new College in autumn 2019). The European Parliament ITRE Committee vote on Horizon Europe and the last Plenary will take place in April. The envisaged start of the Horizon Europe programme is January 2021. The European Parliament and Council negotiations on the Union budget for 2021-2027 (Multi-Annual Financial Framework) are also currently on-going and should be finalized by the end of the year, including the budget for Horizon Europe.</p> <p>ERRAC will publish a sector position end of April on their views on rail R&I post 2020.</p> <p>The Vice-Chairperson presented the agenda of the workshop to be held on 11th April 2019 on the future of S2R.</p> <p>The Executive Director further stressed that there can be more than one institutionalized area in one partnership and vice versa. Exploiting synergies between different types of transport focusing on automation would make sense, but all options remain open.</p> <p>The Swedish representative asked for further explanations on the organisation of workshops on the future of S2R. The Executive Director indicated a first workshop was organized at GB level end of March, as an open discussion on governance, programme management and administration, as well as content. The workshop to be held the next day will build on this work, namely on the identification of some principles for the next generation of partnership in rail R&I, to deliver sustainability to passengers</p>

	<p>and to freight, enabled by the two strategic elements of digitalisation and automation. He further underlined that the S2R event in Finland in combination with the Digital Days can also be an opportunity to further discuss this, as can the info days. The aim therefore is to accompany the process with all stakeholders involved, to identify their willingness and to shape common views to support the formal process, keeping in mind that so far there is no formal and final political decision underpinning the process. He also indicated that DG Move believes S2R represents a positive experience bringing key results in a sound financial management approach. It is now crucial to assess the willingness of the Member States to continue with an improved version of the current set-up. The workshop of 11th April will therefore focus on determining whether S2R delivers, whether the content represents the correct level of ambition, and whether further streamlining is necessary.</p> <p>The SRG Vice-Chairperson stressed the need for active SRG members in this respect, and to address a strong message of S2R focusing on the new railway system for the future.</p> <p>The Executive Director further stated that from the content point of view, a long-term solution is needed, addressing the challenges with the flexibility to adapt to new ideas, e.g. transport programme committee in connection to WP.</p> <p>The SRG Vice-Chairperson indicated that the workshop would take the form of a brainstorming SWOT analysis. He also asked participants who would not be able to participate the next day to send short answers to the questions presented in the slides.</p>
15:30-15:45	8. Partnerships with other bodies - TRB Presentation; ERTICO (information about cooperation)
	<p><i>Please refer to the PowerPoint presentation</i></p> <p>The SRG Vice-Chairperson invited Mr Pasi Lautala from the US Transportation Research Board to deliver his presentation on the importance of (freight) rail transportation in the US. Mr Lautala indicated the interest of TRB to add international expertise and members.</p> <p>The Executive Director indicated that he is an observer in the TRB freight WG and that discussions with TRB are on-going concerning position train control, precision scheduled railroading and positive train control, and that further opportunities for collaboration should be pursued.</p>
15:45-16:00	9. Cooperation with ESIF funds
	<p><i>Please refer to the PowerPoint presentation</i></p> <p>Mrs Monique van Wortel, SNE at S2R, presented the work on cooperation with ESIF funds. Regions having indicated rail and transport in their Smart Specialisation Strategies on Research and Innovation (S3) were targeted in this approach, as S3 is to be developed by national/regional administrations as a condition for receiving ESIF funds for regional policy investments. A list of 14 EU Member States (19 regions, 3 at national level) were identified with transport/railways in the S3 priorities. The process of identifying the relevant S3 contact points in these countries/regions started on this basis.</p>

	<p>ESIF national/regional calls could be linked to the S2R work programme and/or specific S2R activities in implementation. Complementarity can be thematic, upstream (developing skills, infrastructure) and downstream (continuation, amplification, testing)</p> <p>A MoU template was developed for the S2R JU. An MoU was already signed on this basis with the Czech Republic, and it includes ESIF cooperation</p> <p>A factsheet on cooperation with ESIF funds was elaborated and shared with the SRG members, including objectives, motivation, modes of cooperation, scenarios</p> <p>Mrs van Wortel highlighted that contacts with Spanish regions: Andalusia and Basque Country are on-going as possible candidates for ESIF cooperation, starting with the MoU framework.</p> <p>Contacts between S2R members and relevant national/regional authorities dealing with ESIF and S3 strategies is useful, as members could help authorities to identify projects complementary to S2R activities to promote synergies</p> <p>Moreover, she stressed that support from SRG on this matter would be highly appreciated, in promoting the ESIF cooperation initiative by contacting the relevant administration. The factsheet was provided for this purpose. Furthermore, SRG member can promote the inclusion of thematic links with S2R and railways in future S3 priorities (2021-2027), as well as help verifying/identifying contact points S3 coordinators</p> <p>A targeted event with S3 coordinators from identified regions and SRG members/MS rail transport and innovation contact points will be organised by the JU to promote this cooperation. The SRG can encourage participation in this event.</p> <p>She indicated that the aim is to launch pilot projects with some regions on ESIF cooperation under H2020 based on a MoU with relevant authorities.</p> <p>The German representative asked what regions have to deliver to be selected and what S2R can deliver for the regions. The Executive Director indicated that regions having selected rail and transport in their S3 strategy are primarily targeted, and that collaboration with S2R gives smaller regional actors access to JU knowledge and network, and access to projects closer to the market with higher TRL with potential for complementary activities (up scaling, testing).</p> <p>Mrs van Wortel concluded by saying that this does not involve a mix of funding and of rules, but it entails a synergistic approach.</p> <p>The Austrian representative asked how the SRG members can support the process concretely. Mrs van Wortel indicated that support in verifying the contact points for ESIF Funds and S3 as indicated in the factsheet would be appreciated, as well as helping regions to include railway and transport in their priorities for the next financing period.</p>
16:00-16:10	10. Closing remarks

	The Vice-Chairperson thanked the participants for their active participation and wished for equally fruitful discussions to take place during the workshop o 11 th April.
16:10-16:15	11. <u>AoB</u> <ul style="list-style-type: none">• The next SRG meeting will take place in autumn 2019 in Brussels (exact date tbd).• S2R reminded the SRG members to provide support to the Ter4Rail project in identifying national R&I rail projects.