



Twelfth meeting of the Shift2Rail States Representatives Group

4 March 2020

S2R JU Premises

Avenue de la Toison d'Or, 56-60, B-1060, Brussels

Minutes

09:30-09:45	1. Introduction - Roundtable
	<p>The meeting was chaired by Mrs Sarah Bittner Krautsack, Chairperson of the SRG. The Chairperson welcomed the participants. The Slovenian representative, who was unable to participate in the workshop held on 3rd March, briefly introduced himself. The ERA observer also attended the meeting. A list of participants is attached.</p>
09:45-09:50	2. Approval of the meeting agenda and minutes of previous meeting
	<p>The SRG members agreed on the provisional agenda, which was circulated on 28 January 2020 (document attached, as updated on 14 February 2020).</p> <p>The declarations of absence of conflict of interest and confidentiality of the S2R JU Governing Board Decision n°07/2018, including the annual declaration, were made available to the participants. 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>

09:50-10:30	<p align="center">3. State of play - information from the S2R JU and the European Commission- latest developments and ongoing activities</p>
	<p>The Commission representative (DG Move) thanked the Chairperson of the SRG and the S2R Executive Director for the organization of the workshop on S2R2 on 3 March. He provided participants with an update on the developments regarding the S2R2 proposal. He emphasized that there is undoubtedly a very strong case for the continuation of S2R. There is consensus that the continuation of the current partnership should take place under the next Multi-Annual Financial Framework and discussions are on-going as regards governance, content and budget.</p> <p>Looking at the content of the programme, the vision of the Commission is that S2R2 should focus on what the industry would not focus on its own – e.g. digitalisation, delivering on the green deal objectives, attractiveness and transformative research. He underlined that what the sector is proposing is globally in line with this approach.</p> <p>In terms of membership, the expectation is to reach a representation across a wider spectrum, with a more balanced group from industry, infrastructure managers and users.</p> <p>He indicated that the question remains open as to whether there will be a single basic act for all Joint Undertakings with separate specific annexes for each respective Joint Undertaking, or whether there will be one basic act per Joint Undertaking as is currently the case.</p> <p>The Commission representative highlighted that the timing will depend on the on-going negotiations on the Multi-Annual Financial Framework proposal early autumn.</p> <p>Following the general agreement on the next EU Framework Programme for research and innovation, Horizon Europe, the impact assessment procedure is currently on-going. For Article 185/187 initiatives; impact assessments will be supported by a central study and coordinated across all services. The Impact Assessment will be submitted to the Regulatory Scrutiny Board (RSB) for examination in June 2020. Inputs regarding content will be fed into the Commission proposal - including the Master Plan and the technical content on partnerships. The Commission proposal is expected in the autumn of 2020. The Commission representative stressed that the goal is to minimize the gap between S2R and the future partnership, with the Commission proposal for a new rail iPPP Regulation targeted for the 3rd quarter 2020, followed by discussions among Member States. The aim will be to ensure a smooth transition from S2R to S2R2 and a start of operations in 2021.</p> <p>The study commissioned by DG MOVE and entitled “<i>Supporting analysis for defining the future rail R&I partnership under the next MFF</i>” (ref. DG MOVE/C4/2018-368) has a two-fold objective: feed into the impact assessment as well as into the future technical programme (Master Plan) of the partnership. The study was launched in December 2019, with an interim report scheduled mid-March 2020, and a final report for mid-May 2020 in order to feed into the Impact Assessment Study by May and in time for the RSB of June 2020.</p> <p>The Executive Director highlighted the possibility of launching a new mini-call in 2020 or 2021, should a remaining amount of 5-10 Million Euros be reached. If S2R2 activities start in 2021, there will be no major issue. Beyond 2021, there is risk of creating discontinuity. There should</p>

be a progressive phasing out of S2R activities starting in 2022, and in parallel a decision on S2R2 in the first half of 2021.

Please refer to the PowerPoint presentation

The S2R JU Executive Director presented the on-going activities of the S2R JU.

During the GB meeting on 14 November 2019, the MAAP Part B and the AWP 2020 were published.

The Executive Director presented the main changes introduced in the AWP 2020. Concerning content, emphasis was placed on projects with the highest TRL and projects focusing on demonstration activities, with IPX complementing LinX4Rail. The AWP 2020: focuses on 3 criteria; 1) pushing R&I to TRL 7; 2) finalizing activities under the current programme; and 3) starting activities to be finalized under the new programme, e.g. batteries and hydrogen at TRL 2.

He then provided the SRG representatives with an overview per IP. In IP1, most activities related to TCMS, with big expectations on traction. In IP2, there is an essential component for CCS TSI 2022, and some activities are complemented by open calls on moving block and alternative communication bearers. In IP3, the area is in evolution, and some OCs were introduced on railway systems asset management and track machines shift to collaborative robots. IP4 is pushing forward on AI and mobility as a service concept, with the integration of transport services in ticketing opportunities. IP5 focuses on condition-based maintenance, core market wagon, extended market wagon, etc. Digital Automatic coupler harbours a high level of expectation. Stemming from the demonstrator to be presented at Innotrans 2020, the idea will be to launch a European demonstrator on digital automatic coupling, focusing on digital coupler type 4/5, wagons with power and digital communication. S2R can still launch a call in 2021, and the possibility exists of using CEF funds or other EU funds to launch digital automatic couplers. This represents innovation pushing at the border of deployment and can be a key enabler to change the system towards self-powered wagons, tracking and positioning, provision of information on the status of the wagon, reduction of safety risks, etc. Participants involved in the on-going S2R project are from DE, NL, AT, CH, SE, FR, etc. To move from the prototype to the market, he emphasized that a European demonstrator and convergence on a single open model are needed. The SRG Vice-Chairperson asked what the link to virtual coupling is. The Executive Director indicated they are complementary and accelerate integration. In CCA, the Executive Director indicated that emphasis is placed on auralisation and visualisation, mostly via OCs. IPX will support advanced function towards autonomous trains, system architecture and innovation in guided transport.

A prize for a maximum amount of 0,5M Euros was also included in the AWP2020 following a request from the Commission, relating to the implementation of a unique representation of the train and path objects throughout the EU, with the use of efficient algorithms generating a single Train ID. A CSA of 0,25M Euros was included on innovation in guided transport.

Moreover, the following three prizes were added: i.) TRA prize for a total value of 10,000 Euros (Shift2Rail will sponsor 3 monetary prizes for the TRA 2020 young researcher competition, to be presented at TRA 2020 in Helsinki: 1st prize = 5,000 EUR, 2nd prize = 3,000 EUR and 3rd prize = 2,000 EUR); ii.) Innotrans Prize for a total value of 10,000 Euros (The prizes for the 'Shift2Rail R&I Awards' in InnoTrans 2020 are: the Women in Rail R&I Award, the Decarbonisation Award, the Digitalisation Award, the Project Management Award); and iii.) Mobility start-up prizes for a total value of 10,000 Euros (Shift2Rail will sponsor the 2020 European start-up prize for mobility, co-founded by the Chair of the Transport Committee of the European Parliament).

The next GB meeting will take place on 26 March 2020, with the foreseen discussion on the AAR 2019 and the annual accounts. These documents are to be adopted by the GB on 1st July. **The SRG comments on the AAR 2019 are expected by end of April 2020.**

The Executive Director presented the foreseen activities for 2020, inter alia the publication of the call 2020 on 7 January 2020, with a call closure deadline of 21 April 2020, the consensus week scheduled end of May and a decision on the award foreseen at the 24th GB meeting on 22 June 2020. An extraordinary GB meeting on the award of the call 2020 will be organized should there be any remaining issues to tackle. The GAP phase will take place in June-July, and the Innotrans trade fair in September 2020. The last GB meeting of the year will take place on 19 November 2020.

The Executive Director highlighted the importance of delivering the final part of the programme end 2022-beginning 2023. With the aim of maximizing the use of resources, a mini-call might be proposed end 2020. He highlighted that the preparation of the budget 2021 started, with a focus on the implementation of activities. A series of twenty reviews and checks is on-going.

The Executive Director highlighted that no findings were addressed by the European Court of Auditors to the S2R JU following the first phase of their 2019 audit.

The Executive Director provided an overview of the various events the S2R JU has participated in since the previous SRG meeting held on 23 September 2019. He mentioned the very successful event held during the Digital Transport Days in October in Helsinki, the regional cooperation workshop organized by S2R in October, as well as the success of the S2R JU participation in the World Congress on Railway Research (WCRR) in Tokyo, with the Shift2Rail stand opened by Commissioner Violeta Bulc and Ambassador Patricia Flor (Head of EU Delegation to Japan), the launch of the Catalogue of Solutions, the presentation of 15+ Shift2Rail R&I related papers and the award-winning "Adaptable train communication systems" paper. For 2020, the scheduled main events are the Basque Railway 2020 event on 22 January, the S2R regional info day in Ankara, the 11th European Innovation Summit on 4th February, the event on "low-carbon mobility; making the modal shift desirable" on 13 February, the International Railway Summit on 19-21 February in Warsaw, Rail Live Madrid on 31 March, the International Rail Forum and Conference in Prague on 1-3 April, the TRA in Helsinki on 27 April, the TEN-T Days in Croatia on 13 May, and InnoTrans 2020 in Berlin on 22

	<p>September. The Executive Director also informed the SRG representatives of the official Commission proposal on 4 March to make 2021 the European Year of Rail, to support the delivery of its European Green Deal objectives in the transport field. A series of events, campaigns and initiatives in 2021 will promote rail as a sustainable, innovative and safe mode of transport. It will highlight its benefits for people, the economy and the climate and focus on the remaining challenges to create a true Single European Rail Area without borders.</p> <p>The S2R Communication Officer presented the European Start-up Prize for Mobility, launched in Berlin. Shift2Rail is an ecosystem partner of the European Start-up Prize for Mobility, a public-private initiative co-founded by the European Parliament’s Transport and Tourism Committee Chairwoman, Karima Delli, Boston Consulting Group and Via ID. The competition is supported by both the European Parliament and the European Commission, as well as influential partners, and invites mobility start-ups from around Europe to participate. The aim of the prize is to recognize future mobility champions over the course of the competition. Further information about the prize can be found on the initiative’s website here: https://startupprize.eu/. The final prize giving event will take place in Paris at VivaTech on 11 June 2020.</p> <p>The Executive Director presented the on-going cooperation with regions and international organisations, providing participants with an update on the signature of the MoU with ETSI, the MoU region of the Basque Country (ES) on ESIF synergies, the MoU with CUTRIC, with FERRMED, and with CEN/CENELEC. A MoU with the Transport Community could also be signed, as well as with the region Île-de-France and with certain Dutch regions. He encouraged the SRG representatives to convey the information to their respective regions. Should certain regions be keen on signing agreements on testing solutions coming from S2R, SRG representatives are encouraged to inform S2R thereof.</p> <p>In response to a question from Latvia on 5G technology for railway; the Executive Director highlighted that a test bed for demonstration activities for 5G is starting this year. By May, the testbed with 5G should start, contributing to the future CCS TSI 2022.</p>
<p>10:30-11:00</p>	<p>4. Presentation of the draft AAR 2019 - for discussion</p>
	<p>The AAR 2019 was sent out on 2nd March 2020 to the GB, SRG and SC. The document provides a comprehensive overview on the progress on all activities, all detailed TDs, as well as an Executive Summary summarizing the overall situation of the programme.</p> <p>He underlined that some TDs are running behind due to a combination of factors. However there is no criticality questioning the delivery path. All projects are targeting finalization by end 2022, to allow the phasing-out of the current programme and the phasing in of the new programme.</p> <p>The Executive Director highlighted the key change introduced 2019: the formalization of an advisory board to the Executive Director, advising the ED on decision making processes on</p>

	<p>the integration and consistency of the programme. The ED Programme Board was established to ensure that barriers experienced in the integration of new concepts in the S2R R&I activities - in particular in relation to IP2, but not exclusively - are duly addressed, as well as to ensure that the technological and operational impacts of RCA, OCORA and a more encompassing future system architecture would not find obstacles in their integration in the specific R&I projects. The ED Programme Board was adopted by ED Decision in November 2019 and represents a testing ground for a more integrated programme for the upcoming programming period.</p> <p>The Executive Director highlighted that the document will be presented at the next Governing Board on 26 March 2020 and is open for comments from the SRG until end of April 2020.</p> <p>He also indicated that this document will be subject to key updates in the next months and before the submission to the GB for approval at its meeting of 22 June 2020, due to the following elements:</p> <ul style="list-style-type: none"> - The updated declarations of the Members with regard to IKOP and IKAA, following the ongoing certification process till end of April 2020; - The submission by the Members of the 2019 cost statements related to the ongoing projects; - The results of the audits of the European Court of Auditors and the External Auditor; - The Final Accounts to be provided by the Accounting Officer – the European Commission Accounting Officer – indicatively mid-May 2020; - Any other information that will become available in the next months. <p>The SRG members also received the Provisional Annual Accounts of the S2R JU, prepared by the Commission Accounting Officer (also S2R Accounting Officer) and submitted to the European Court of Auditors and the External Auditor in view of their work and the discharge procedure.</p>
<p>11:00-11:30</p>	<p>5. Information on on-going/planned railway R&I activities - MS willing to present</p>
	<p><i>Austrian call for proposals for Cooperative Technology Initiative on automation and digitalization - Please refer to the PowerPoint presentation</i></p> <p>The Austrian representative provided a presentation on the instrument Cooperative Technology Initiative, a new R&I instrument that aims to address the needs of application-oriented research. The initiative enables the development and implementation of a research agenda with high strategic relevance and with a strong involvement of operators/users. It aims to increase visibility of the Austrian rail industry and research.</p> <p>The call for proposals Mobility of the Future – Cooperative Technology Initiative „Rail Systems I „with a budget of min. € 2 – max. € 3,5 Million, focuses on automation and digitalisation in the railway system. It addresses current challenges in the field of railway infrastructure</p>

	<p>and/or railway operation. It seeks to develop solutions that contribute to increasing capacity, reducing maintenance costs, reducing failures, optimising energy availability and improving service quality for the customer while at the same time increasing safety and security.</p> <p>Under the call for proposals Mobility of the Future – Cooperative Technology Initiative „Rail Systems“ II, one project will be funded with € 3,5 Mio. The whole budget of the project is € 6 Mio. The funded project focuses on three research priorities: Automated train operation on secondary lines; the Digital twin for vehicle and infrastructure; as well as process optimization with a focus on Automatic Coupler. A total of 17 partners are involved, including railway companies, industry, universities and research organisations.</p> <p>The Chairperson underlined it had been useful from a content perspective to also include an evaluator who was also involved in recent S2R evaluations. This way synergies in cooperation between Member States and the S2R JU were found.</p> <p>The representative from the Netherlands asked how this initiative fits within the overall R&I programme and budget. The Austrian representative answered that in AT there are annually 25 M EUR in total of budget available for transport research, innovation and technology funding activities and indicated that the trend is going towards calls for larger projects in order to bundle national areas of strengths in transport research, technology and innovation and foster visibility also outside of AT. She also underlined that two lighthouse projects were launched last year on mobility as a service, and a project on cooperative logistics networks based on open information and transport networks (Physical Internet) will start in May.</p> <p><i>Prague workshop of February 2020.</i> The Vice-Chairperson then provided the SRG representatives with an update on the Prague workshop of 10 February 2020. The International Rail Forum and Conference scheduled in Prague beginning of April will also include a dedicated session on S2R.</p> <p>The Albanian representative provided an update on current initiatives developed in Albania. An MoU between MIE and ACRI of the Czech Republic was signed. She stated that the SRG represents an excellent opportunity to expand the current cooperation, also in close partnership via the ERRAC Advisory committee. In Albania, the project idea for modernization of the ECM - which is a state-owned enterprise, into a new legal entity under the rail strategy reform, will foster cooperation in joint programs of modernization with EU companies for new train production. An initiative for a Greece- Albania railway connection is also a major project. The HSH has also benefited from an EU TA with Denmark and Austria, who assisted the MIE in legislative drafting stipulating the independence of infrastructure managers from the operations. The Albanian railway is now in the process of tendering the works, goods and services for the rehabilitation of 40 kms in the railway line (port) of Durres- Public transport terminal (a multimodal station) and construction to the TIA airport with the deployment of the ERTMS. The rolling stock will be a new high tech for Albania thorough tram-train in Tirana.</p>
<p>11:30-11:45</p>	<p>6. Update on Brexit and transition period</p>

	<p><i>Please refer to the PowerPoint presentation</i></p> <p>Mrs Lorgé presented the implications of the withdrawal of the UK from the EU. The UK is considered a third country as of 1/02/2020. The Withdrawal Agreement sets out the arrangements for the UK withdrawal from the Union and Euratom, and foresees a transition period running from 1/02/2020 to 31/12/2020, during which the Union acquis applies to and in the UK. However the principle of non-participation is applicable already during the transition period: Indeed, as of the withdrawal date of 1/02/2020, the UK no longer participates in decision-shaping in EU institutions, agencies and bodies. Persons appointed by, nominated by or representing the UK are excluded from participation in meetings related to the governance and the work of JUs (article 7(1) of Withdrawal Agreement). The principle of non-participation implies that appointments or mandates end automatically. The withdrawal agreement provides for 8 exceptions to the principle of non-participation, e.g. security topics.</p> <p>However, the principle of non-participation does not extend to: i.) the participation of legal entities established in the UK (during the transition period, legal entities established in the UK participating in JUs continue to take part in all meetings as if they were EU-based); nor does it extend to the ii.) Participation of UK nationals as independent experts (participants appointed solely on the basis of their expertise, based on an open call for expression of interest).</p> <p>Answering the Vice-Chairperson’s question on Horizon Europe and UK participation in the negotiations, the Executive Director highlighted that Horizon Europe is still under negotiation and that the minutes of the Brexit Task Force are officially published.</p>
<p>11:45-12:00</p>	<p>7. Closing remarks and AoB</p>
	<p>The Chairperson brought forward the idea that 2021 as European year for rail should provide ample opportunities to organize events in certain regions or Member States on transnational activities, and dissemination events on S2R.</p> <p>The Executive Director indicated the S2R project managers should present the results per IP at the next SRG meeting. On 21st September 2020, the Council meeting of the ministers of transport will take place under the German presidency. The presentation by the S2R project managers to the SRG could take place on the 21st September (depending on availability of rooms- to be confirmed to SRG representatives asap), or on 24 September AM in Innotrans.</p> <p>The Chairperson thanked the participants for their active participation and the various presentations.</p>