

Minutes of Meeting – 15th meeting of the Scientific Committee of Shift2Rail

Shift2Rail Scientific Committee

Project:	SC	Date/Time:	12 February 2021 09:30-11:45 AM
Meeting Type:	Scientific Committee	Location:	Via webex
Meeting Coordinator:	Valerie Lorgé	Issue Date:	

Summary of the Meeting	
Topic	
Item 1	<p>Introduction and welcome of the SC members</p> <p>The SC Chairperson and the S2R JU Executive Director welcomed the participants to the 15th meeting of the Scientific Committee (SC). The ERA observer also attended the meeting.</p>
Item 2	<p>Approval of the meeting Agenda and previous MoM</p> <p>The agenda of the meeting was approved. One point was added by Professor Vervest on the possible involvement of the SC to accelerate the application of ERTMS, included under item 7 of the agenda. The minutes of the previous meeting were approved.</p>
Item 3	<p>Conflict of Interest: declarations</p> <p>The declarations for Conflict of Interest (CoI) of the S2R JU Governing Board Decision n°07/2018 were sent out electronically to the SC members. The members of the SC sent the signed declarations to the Secretariat.</p>
Item 4	<p>State of play – information from the SHIFT2RAIL JU</p> <p>Latest developments and ongoing activities followed by an exchange of view <i>Please refer to the PowerPoint presentation</i></p> <p>The Executive Director provided an update on programme activities since the last SC meeting in September 2020, focusing mainly on the activities which will be conducted in 2021.</p> <p>S2R will focus in 2021 on the delivery of its results in order to present these at InnoTrans in September 2022. The ED thanked Professor Vervest for his comments on the draft AWP in this regard. Concretely, S2R will focus on the review of projects and monitoring the progress. The ED informed that despite the Covid-19 restrictions during the first wave, S2R JU has been up and running. However, the postponement of a few tests and other activities has been announced due to restrictions, in particular impacting the DAC Winter tests in Sweden. S2R will need to reassess the impacts of the restrictions on the projects more in detail. He thanked all the staff for their commitment continuing their work during difficult circumstances, such as conducting the tests on ATO GA02 in Switzerland and UK and the demonstrations for IP4, which included major efforts of multiple international companies, and highlighted the very positive results coming from this work.</p> <p>The ED informed the SC members that he will send an amendment to the AWP and budget 2021 to</p>

	<p>the GB in order to make best use of the available administrative resources to the S2R funded by the Commission for the period 2022-2024, and to use these resources for operational activities. With these resources, the ED proposed to launch two streams of activities, namely i.) to support the DAC DP and ii.) the phasing in of the System Pillar of the new ERJU, also with the view to accelerate ERTMS deployment as we will discuss under point 7 of the agenda. The new ERJU is expected at the latest in Q1 2022, and to bridge the period between S2R-1 and the ERJU resources can be maximized by funding already now these two activities. He highlighted that S2R's focus is to deliver and accelerate. The ED also informed that S2R is one of the only JUs which decided to increase the pre-financing level for all the 2020 projects with EUR 10 mil.. Every action in this regard can help maintain efforts in R&I, and the ED expressed that he is proud that after conducting a thorough analysis, S2R succeeded in making this additional funding available.</p> <p>Concerning the Grant Agreements (GA) of the 2020 Call, the ED informed that all GAs have been signed, except for the IN2TRACK-3 project, due to a reorganization process in the Coordinator's company NetworkRail. The signature of the IN2TRACK-3 project is foreseen in Q1 2021.</p> <p>Concerning the on-going cooperation with regions and international organizations, he indicated that an MoU was signed with CUTRIC on 23/10 at the S2R Innovation Days. The MoU with CEN/CENELEC has been approved by the GB, and some last consultations are ongoing.</p> <p>Moreover, a Cooperation Agreement with the Permanent Secretariat of the Western Balkan Transport Community had been signed on 26/10 at the Western Balkan Ministerial Meeting. The ED stressed that this MoU is of particular importance to ensure a stronger connection with this region. S2R cannot provide funds directly, but it is working with the World Bank and other international financial institutions to support activities.</p> <p>The MoU with UIC is in its final drafting stage, under review by the European Commission, and will be sent to the GB.</p> <p>Concerning the MoU with ACRI, the Governing Board consultation process has been launched last summer but is currently put on hold after the last consultation with the new Director of ACRI.</p> <p>The ED provided a short overview on the S2R Innovation Days, which took place in October 2020 and gathered 700+ participants, with over 650 views of the parallel webinar sessions on the latest results coming from our projects. Because of its high outreach received, S2R is committed to organising a second edition.</p> <p>The ED also highlighted a series of events in which S2R participated, inter alia TRA VISIONS 2020 Award Ceremonies, World Passenger Festival, CAE Conference as well as one of the key opening events of the Portuguese Presidency, Portugal Railway Summit in February 2021.</p>
Item 5	<p>Preparation of S2R successor <i>Please refer to the PowerPoint presentation</i></p> <p>The DG MOVE representative provided an update on the state of play and next steps of the new Europe's Rail JU. The founding of the JUs will be established with the adoption of the Council Regulation named the Single Basic Act (SBA) for all Joint Undertakings under Horizon Europe, which is still in a draft status. The SBA outlines a general part related to all Partnerships and specific parts for the respective proposed Partnerships, incl. tailored provisions on specific governance elements and the various advisory bodies.</p> <p>As stated in the draft SBA, the key principles of all Joint Undertakings are the same:</p>

- Broad involvement of relevant stakeholders, highlighted as the one of the important ones, related to open calls as default;
- Rationalization of funding;
- Simplification and efficiency;
- Synergies and collaboration between Partnerships;
- Synergies with other Union's Programmes (e.g. combine different sources of Union funding, such as ESIF);
- Stimulate research and innovation activities in SMEs, scaling up innovative companies;
- Encourage exploitation and market take-up;
- Accelerate industrial transformation;

There are also four types of Memberships applicable to all JUs: i. the European Union embodied by the Commission, ii. Founding Members (FM), iii. Associated Members (AM) and iv. Contributing Partners (CP). Although the same terminology is used in the draft SBA as in Horizon 2020, there are differences compared to the H2020 definition and functioning of these members. For example, there are no differences between rights and obligations of Founding Members and Associated Members, there is only a difference in the point of time they join the JU and that the Founding Members are listed in the Annex to the SBA. A call for applications for AM could be launched later on in the process. A new element is the CP, which can be any legal entity that supports the objective of a JU in its specific area of research, formalized with a Letter of Commitment, but with no voting rights in the Governing Board (only observer status). CPs could join the ERJU for a certain period of time and for certain activities.

The Commission started the process for selecting the ERJUs Founding Members on 13 August 2020 with an invitation to express interest, including a series of requirements to fulfil. The DG MOVE representative also highlighted the requirement to express financial commitment for about EUR 30 mil. The deadline for submission was 1 October 2020 and 37 answers have been received and duly assessed, acknowledging 25 Candidate FMs. The Membership will be formalised (following negotiations in the coming months) with a Commitment Agreement. A first meeting with the candidate Founding Members took place on 20 January, to present the state-of-play regarding the new Partnership and the next steps in its preparation.

The type of contributions expected from the Members of all JUs are (further defined in the SBA):

- In-kind contributions to operational activities;
- In-kind contributions to additional activities;
- Additional activities, these are activities outside the main part of the programme, but are contributing to the objective of the JU and have a direct link to JU's projects or to the EU added-value.

The financial support from the JU will be mainly provided by grants following open calls. This means that no reference to percentages of the budget to be allocated to FM or AM or Open Calls are included in the SBA, as everything will be open. There is also the possibility to seek measures to facilitate Members' contributions through the work programmes of a JU, based on the specific needs of a JU and underlying activities. If justified, additional conditions requiring the participation of certain members can be included in the Work Programme. The S2R ED will monitor the level of participation and the GB can take measures to ensure a balance between commitment from members and openness.

She highlighted the following key elements of the bodies of the ERJU:

- the Governing Board
- the Executive Director
- the System Pillar Steering Group (new: provide recommendations and advice to the GB)
- the States Representatives Group
- the Deployment Group (new: broad representation of stakeholders and will prepare opinions on issues related to deployment of rail innovative solutions to the GB)
- a scientific steering group may be set up or seek advice from independent experts /shared scientific advisory bodies (new: more flexible approach, in order to create synergies with other horizontal transport advisory groups)
- Collaboration with European Union Agency for Railways

In the common part of the draft SBA a provision is included which states that each JU needs a strategy and innovation agenda, which for the ERJU it will be the Master Plan.

The Master Plan will present a common, forward-looking roadmap based on a system view, presenting the areas of intervention within the scope of the JU. It will be prepared by the JU together with the Commission and needs to be adopted by the GB. Under HEU, the MP also needs to be presented to the EP and the Council. Preparatory work already kicked off, based on inputs such as SRIA developed by ERRAC and the Industry Paper; the first draft of the Master Plan is expected by the end of March.

For the next steps, the adoption of the SBA Proposal by the Commission is foreseen before 26 February in order to present it in the Competitiveness Council. The negotiations with the Council and consultations with the European Parliament will then start, in the hope to launch Europe's Rail JU in Q4 2021. Informal discussions already started in the different bodies in the last two weeks. An informal workshop was organised by the Portuguese Presidency of the Council on key principles of the institutionalised Partnerships. In addition, the European Parliament started the informal discussions, and a workshop was organised by the Industry and Research Committee on the key principles governing the institutionalised Partnerships. There were no discussions held about specific provisions for certain Partnerships.

Professor Salander asked how certain it is that the ERJU will be launched in December 2021. The DG MOVE representative responded that it is difficult to make an estimation on how the negotiations in the Council will unfold over the coming months. The Commission is committed to launch the ERJU this year.

The Chairperson and Professor Salander commented that the SC as known in the current S2R is not foreseen anymore and asked for more clarifications.

The DG MOVE representative explained that it is not about suppressing the scientific advice in the future JU, but to provide a more flexible approach in the setup on how scientific advice is sought. It is still possible to set up a scientific steering group, but at the same time to have the possibility to ask advice from several experts or to interface with other scientific advisory bodies under HEU. She reiterated that the help and support of the scientific community is still very much needed under HEU.

The ED complemented that it would be interesting if this SC can come up with advice on how the current SC members see the evolution of the SC, taking into account the flexible approach written

in the draft SBA. This can also be presented to the GB meeting in June. The flexible approach now foreseen can help secure and enhance the role of scientific advice. He proposed for example to contract a series of experts for 1-2 years and ask them to intervene in different stages of the work, e.g. evaluation of technology advances of the projects. The purpose of this exercise is to see how scientists can engage in a more agile manner within the programme.

The DG MOVE representative agreed with the approach suggested by the ED, and also stressed that this flexibility might be needed due to the new elements of the programme such as System Pillar and basic research.

The Chairperson also agreed to the formulated proposal, and suggested that the SC produce some take away points in written form, expressing the opinion of the current SC to enhance the inclusion of scientific advice within the new ERJU.

Professor Nash asked if there is news about the possibility of the inclusion of UK entities in the new ERJU.

The DG MOVE representative explained that the prerequisite for third country entities (non-EU members) to join the JU, is that first an Association Agreement to the HEU needs to be concluded. As this is not the case yet, the applications of entities from third countries to join the ERJU are put on hold. The second prerequisite is that there needs to be a financial commitment made to the new ERJU to support the activities. However, countries which are in the European Economic Area/EFTA are by default Associated Countries to the HEU.

The ED highlighted in this respect the new concept included in the draft SBA on Contributing Partners (CP). He explained that contrary to H2020 in which third countries could only contribute to the full package of the HEU – which S2R could not benefit from as it already reached its ceiling of funding acquired – now CPs can fund the ERJU directly and run joint projects with the other members. The ED encouraged this opportunity to be discussed with national governments, as it will allow the ERJU to increase the budget for rail R&I and to secure return of investment of the third country entities directly. Four non-EU states (Norway, Switzerland, UK and Turkey) submitted an interest to join the ERJU and the ED has scheduled talks to also explain this new opportunity under HEU.

Professor Vervest asked about the size of the new ERJU Programme and what type of CFM are included, e.g. industry or network operators. He also asked about the expectations of the new Steering Group for the System Pillar.

The DG MOVE representative responded that the proposed budget is around EUR 600 million Union contribution, highlighting that this is not yet black and white as the SBA was not yet adopted by the College of Commissioners. Changes are also possible during the Council negotiations. Responding to Professors Vervest' follow up question, the Union contribution would be matched with at least EUR 600 million by the members other than the Union of the ERJU. The ERJU's programme budget will increase significantly compared to S2R JU, as the current funding is EUR 450 million, or EUR 410 mil without the UK contribution.

The ED also informed that the new ERJU has a more balanced representation with regards to CFM, namely 10 operators/IM's, 13 manufacturers and 2 research centres. The driver will be to deliver the objectives and projects described in the Master Plan and based on this the budget allocation

will be aligned accordingly, as not all CFMs can be matched with EUR 30 million. Unfortunately, Central-Eastern Europe is still underrepresented in the ERJU, despite major efforts to include them on a more structured basis. The open call mechanism also helps to adjust and to invest in the parts of Europe where the highest EU added-value can be reached.

Concerning the new setup of the Steering Group of the System Pillar (SP), the ED first explained the rationale of setting up the System Pillar. He emphasized that in the current S2R many bottom-up driven technology solutions are being concluded and, in the process of bringing these into the regulatory framework of the TSI 2022, old discussions are re-opened as to whether the new innovations should be deployed in the first place. He illustrated this with the satellite positioning solution as an example.

With the SP, the Commission has the objective to define with the whole rail sector the concepts of operations. When the sector reaches a common understanding, the Innovation Pillar (IP) can then work out the technologies (define, tested and validated) that can deliver these operations. The SP can then pass the whole package to ERA, which will conduct its own safety, security and interoperability assessment. The IP also serves as a sounding board and can also challenge the SP in case it proposes ideas that are obsolete. Moreover, R&I can be done by other organizations connected with us. Besides the IP and SP, the Deployment Coordination Group will also come up with joint approaches and recommendations for market uptake of the innovations. To ensure the independence and the steering of the sector, the SP will be led by the Commission and ERA's role will also be enhanced in this respect.

Professor Vervest also stressed that the SC pushed a lot for KPIs, which was also to steer deployment by network operators. The SC can then also contribute with its view on how the SP can work and take up this active role in supporting this. He further used the telecoms market as an example, which also needed an open architecture for interoperability and a framework for deployment, done via the open network provision Directive.

The Chairperson also agreed and will further analyse how the SC can provide a contribution to this.

The DG MOVE representative added one last point: the draft SBA only defines the key principles of membership and tasks of the SP Steering Group and the Deployment Coordination Group. Details on how these Groups will function are still to be defined.

Item 6

European Year of Rail (EYoR): Planning and update on SC involvement

Please refer to the PowerPoint presentation

The ED informed that 2021 will be dominated by the European Year of Rail activities. The main objective is to promote a communication campaign for and with citizens, the European rail community, public authorities, railway museums etc. for which sector commitment is key. A special website is launched: <https://europa.eu/year-of-rail> (available in all official EU languages) and S2R is a member of the #EUYearofRail taskforce, working closely together with DG MOVE. A series of events will be launched, and S2R will (co-)organise three major events:

- A TEN-T train will drive between the two capitals of the countries holding the Council Presidency office, Lisbon and Ljubljana respectively, and will also pass other EU capitals between 15 June and 15 July 2021. The goal of this train is to bring rail to all the EU citizens. One wagon will be dedicated to S2R activities and the idea is also to show some S2R projects' demonstrations in the capitals. **S2R will send the full calendar of**

the planning in the capitals to the SC and also encourage SC members to join these events, especially when it passes the SC member's countries' capitals. In case the SC member is aware of any national activities taking place, they should let S2R know so activities can be aligned accordingly.

- A virtual hackathon will be organised in October together with Siemens, inviting start-ups, universities, SMEs etc. to work on 1-3 target issues and to tackle these with out-of-the-box-ideas. DB also expressed its interest to join, and other companies are more than welcome too. **S2R again asked for the SC support in evaluating the different proposals. S2R will inform the SC ASAP when more information is available.** The award ceremony will take place during the S2R Innovation Days.
- S2R Innovation Days on 9 and 10 December will take place (most probably) in Brussels. Both days will be used to present the results of S2R. **S2R will also ask the SC to join and to present its experiences, such as the discussions on ERTMS.** If the Single Basic Act is adopted by then, the celebratory launch event of the Europe's Rail JU will also be organized on 9 December, welcoming CEOs of all Founding Members and other high-level guests. These two days will aim to show the high commitment of the Commission and the rail sector to deliver on the commitments laid down in the Sustainable and Smart Mobility Strategy.

S2R's Chief Communication Officer provided an overview of the TRA VISIONS 2022 competition, focusing on the S2R's contribution as well as on the possible involvement of SC members to the competition. As in the previous edition, two contests will be organised for the transport research awards: the first for young researchers and the second for senior researchers. The young researcher competition will be sponsored by S2R. The contests will be announced during the Transport Research Arena (TRA 2022) event in Lisbon, Portugal in May 2022 (exact date TBC). **S2R would very much appreciate the help provided by the SC members in identifying researchers for both of these categories and also possible evaluators.** Some more detailed information about the competitions was presented.

About the young researcher competition, the Chief Communication Officer explained that the aim is to provide an international platform for young researchers to showcase their work during TRA 2022. S2R will sponsor this event to encourage young engineers and researchers to contribute to deliver the changes needed to transform Europe's transport and mobility to reach its smart, safe and green potential through rail. Specific target audience are students pursuing Bachelor, Master and PhD degrees in European Universities and Technical Institutes. Students can apply online via the applications form, available in mid-March at: www.travisions.eu, and the deadline to submit applications is 30 June.

About the senior researcher competition, this one is aimed at senior researchers who have contributed with significant innovative ideas and concepts, based on results from EU-funded projects and excellence in transport research and innovation field. Application form will be made available on the same webpage. The deadline for submission of proposals is 30 October.

The evaluation of the two competitions is organised in two steps by experts:

- First phase: web-based evaluation with the aim of identifying the top 5 contributions for the Senior Researcher Competition, and an additional top 5 for the Young Researcher Competition. The time needed to evaluate one submission is expected to be **0.5 hours**, and in general each evaluator receives two submissions (maximum up to 5). Indicative timing is now that the evaluations will take place in November 2021. S2R would like to hear whether SC members know experts who will be interested to evaluate these submissions.

- Second phase: a final evaluation where the top 3 contributions from the Young Researcher competition and the top 1 from the Senior Researcher competition are identified. The time needed to conduct the final evaluation is estimated to be **1 day** in Brussels. This day is planned for February 2022. Travel costs are reimbursed by the Commission.

The ED also added that if any of the SC members would like to be an evaluator, S2R can contract the SC member as an expert as done for the evaluation of S2R's calls, and the SC member can submit his/her costs. S2R will ensure that the necessary administrative steps are taken for this. Furthermore, some PhD students are working on S2R's projects, so S2R will also invite them, but also very much welcomes the SC's help to encourage colleagues and contacts to participate in the competition.

The Chief Communication Officer indicated that the TRA VISIONS organisation would like to have a potential list of interested candidates (young researchers and senior researchers) to whom they can send information about the competition, preferably by March 15 before the opening of the online application portal. The same holds for the evaluators, for which the TRAVISIONS organization would like to receive contact information of interested persons by May 14.

SC members who know interested young and senior and researchers as well as evaluators are asked to send the names and email addresses to neil.griffin@s2r.europa.eu. The Chief Communication Officer also explained that in order to comply with data privacy rules, any contact information S2R receives will fall under the data protection policy of the JU.

The Chairperson commented that it is a pleasure to contribute to this important initiative and confirmed the ED's earlier point that the role of rail was not visible enough in the last TRA conferences. The ED responded that during the last ERA meeting, discussions took place to ensure correct participation at the highest level in the organising committee and the platforms as well as in the scientific community. Fortunately, TRA 2022 will be organised in Portugal, and S2R will use its good relationship with Portugal to secure more visibility for the rail environment in general.

Professor Vervest commented that this competition is a great initiative and expressed his support. **He asked for a one-pager announcement of the competition to distribute internally within universities and to activate PhD students' interest. The Chief Communication Officer responded that this is an excellent idea and she will send this to the SC.**

Professor Lacôte also supports Professor Vervest's idea of distributing a one-pager and asked why for the final evaluation for the Senior Researcher competition only one best submission is highlighted, whereas for the Young Researcher competition there are three best submissions highlighted. **The Chief Communication Officer responded that this was decided by TRAVISION organisers, but she will report back to the SC.**

Item 7

AOB and conclusions

- SC's role to accelerate the application of ERTMS

Professor Vervest introduced the point on why the SC should propose ways to accelerate the adoption of ERTMS, in line with the objective of the LinX4Rail project to develop and promote a common Functional Rail System Architecture. In his experience, operators struggle (PRORAIL NL as an example) enormously to implement ERTMS, and they have requested to look into other

innovative means to adopt ERTMS faster. McKinsey Germany provided a short report, shared with Chairperson and the ED, which argues that the technology coordination role in Europe is not adequate and a stronger coordination is needed to adopt new technologies faster. **Professor Vervest will share this McKinsey report with the SC.** Another key report the Professor referred to is the SRIA of ERRAC which clearly also speaks about the System Pillar. The question is what holds Europe to implement ERTMS in a certain speed. Top people of PRORAIL claimed that if they implement ERTMS as it is now, it will take them until 2050 and that's why they have launched a special programme ASAP ERTMS inviting everyone (from other industries too) to come up with ways to accelerate. 250 companies came up with proposals, 170 not from the rail sector, and good proposals were brought forward, leaning to cut the implementation time to 7/8 years. They need the support from industry and academia to come up with simple solutions. One of the elements that would deliver the transformation is 5G, but how 5G is now developed in rail -by UIC- is a replica of the GSM R. Professor Vervest argued that it would make sense to launch a project to go towards open system technologies, following the request by PRORAIL (NL). From the Professors personal viewpoint, the benefits to get out of digitalization can only be reached if we implement ERTMS level 2/3.

The question to the SC is whether the SC should come up with a recommendation on how to improve the process of take new research outcomes into operation and focus on not only what has been written in SRIA, but on the process of creating an open architecture, developing standards and making sure these standards are being adhered to and implemented and take ERTMS as an example.

The Chairperson expressed her agreement with Professor Vervest, and indicated that the SC can take a position on this.

Professor Lacôte stated that he agrees in principle with Professor Vervest's notion, as ERTMS is key to develop the EU railway system. However, he highlighted that it is rather a problem of resources than technology. The operators have not been keen on spending money on ERTMS, as its implementation, particularly for freight, is expensive.

Professor de Dios Sanz Bobi also agrees with the position explained by Professor Vervest. He further explained some key critical points for implementation, such as the high costs for testing and maintenance, the headway time, retrofitting and interfaces with CBTC and PTC. He stressed that these points should also be taken into account in this proposal.

Professor Nash shared his experience based on the knowledge he has of NetworkRail's business case. The conclusion from NetworkRail was that when existing signalling needs renewal, they need to spend a lot of money anyway, then it's worth installing ERTMS. However, it wasn't worth making the investment before the existing signalling lifespan expired, which is why NR decided for a 30 years programme of implementation. Speeding it up requires a stronger business case, either getting the costs down or identifying greater benefits. NR didn't look into what further developments of automation or digitalization might be built upon ERTMS. He concluded that addressing the business case and addressing incentives is important for ERTMS deployment, and hopefully the new SP of the ERJU can contribute to this.

Professor Moessner also explained that he looked into replacement of GSM R in ERTMs on the long run, however one of the constraints is that national train operators want their own network. Most of these tracks will then not be covered. Research in 5G and how to apply it on public networks and ECTS information as part of the ERTMS would be extremely important. We do not have GSM R coverage everywhere at the moment but the public telecom providers have signed pledges that they will have 5G everywhere. Therefore, there will be infrastructure, but the specific safety

requirements for rail still need to be researched. There is a possibility to look into this and then provide a communication pillar for ERTMS and to provide that for private and public networks. From a regulatory and safety perspectives it is possible, however some research needs are definitely there.

In the open call of PRORAIL 30 small novel approaches are included, and Professor Vervest suggested to make a small task force from the SC to see if we can propose something.

The Chairpersons agreed with Professors Vervest to setup a small task force and to organise a specific meeting for this topic and to discuss it more in detail. The Chairperson will send out a doodle to decide upon a date and Professor Vervest agreed to prepare a short document to serve as a basis for discussion.

The ERA representative also expressed his interest to attend a follow up meeting on this topic. He also reiterated the importance to push for ERTMS, also in view of the broader political strategies to decarbonise by 2050. On the progress for deployment on track-side and on-board, the agency published its annual report last July on safety and interoperability.

Next meetings:

- **16th SC meeting:
29 April from 9:30 – 11:45 AM via webex**

Annex

Agenda 15th meeting SC (adopted)

Acti on nr.	Action	Related Topic	Due date	Action Owner
1	The SC agreed to produce some take away points in written form, expressing the opinion of the current SC to enhance the inclusion of scientific advice within the new ERJU.	Item 4		SC
2	S2R will send the full calendar of the planning of the EyoR to the SC and also encourages SC members to join these events, In case SC members are aware of any national activities taking place, they should inform S2R know so that activities can be aligned accordingly.	Item 6		S2R and SC members
3	S2R asked for the SC's support to evaluate the different proposals for the S2R hackathon, taking place in October 2021. S2R will inform the SC ASAP when more information is available.	Item 6		S2R and SC members
4	SC members to help S2R identify researchers for the TRA VISION Young and Senior Researchers Competition, as well as possible evaluators. S2R will draft a one-pager to be distributed by the SC members in their respective universities/research centres. Please send the names and email addresses to neil.griffin@s2r.europa.eu .	Item 6		S2R and SC members
6	The SC agreed to setup a small task force on ERTMS and to organise a specific meeting for this topic. The Chairperson will send out a doodle to decide upon a date and Professor Vervest agreed to prepare a short document to serve as a basis for discussion.	Item 7		SC members