



Fourteenth meeting of the Shift2Rail States' Representatives Group

5 February 2021

Remote connection

Minutes

09:30-09:45	1. Introduction - Roundtable
	The meeting was chaired by Ms. Bittner-Krautsack, Chairperson of the SRG. She welcomed the participants and did a brief tour de table. The ERA observer also attended the meeting. A list of participants is attached.
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 14 January 2021 (document attached). One point was added by the Vice-Chairperson of the SRG relating to the Czech Republic's earlier submitted Opinion on the System Pillar as part of the new Europe's Rail Joint Undertaking (EUR JU), included under item 5 of the agenda.</p> <p>The declarations of absence of conflict of interest and confidentiality of the S2R JU Governing Board <u>Decision n°07/2018</u> 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	3. Mandates of SRG Chairperson and Vice-Chairperson
	<i>Please refer to the PowerPoint presentation</i>
	<p>The Chairperson confirmed that the SRG approved by written procedure to extend the mandates of the current Chairperson and Vice-Chairperson up to the start of the S2R successor programme and thanked the SRG members for their extended trust. The Chairperson also expressed that she is confident that the new EUR JU will be established by the end of 2021, but informed the SRG members that an election of the new SRG Chairperson and Vice-Chairperson may take place by written procedure if there is the expectation that the S2R successor would not start before the end of 2021.</p>
10:30-11:00	4. State of play – information from the SHIFT2RAIL JU
	<p><i>Please refer to the PowerPoint presentation</i></p> <p>The Executive Director (ED) provided an update on the programme activities since the last SRG meeting in September 2020. He 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. He thanked the Swiss authorities for allowing the tests on ATO GA02, which included major efforts of multiple international companies, and highlighted the very positive results coming from this work. A workshop on the ATO GA02 results will be held in March 2021.</p> <p>The ED informed that the preparations are ongoing on the Draft Annual Work Plan 2022. It was sent to the Governing Board and to the SRG Chairperson and Vice-Chairperson on 1st February 2021. The ED highlighted that S2R has anticipated on possible underspending throughout its lifespan by launching additional activities such as those related to functional system architecture and hyperloop. He highlighted that this has been done with the support from the SRG, the GB, the Commission and the S2R staff and he stressed that the main priority of this year is delivering the results. The ED is, together with the GB and PB, assessing to launch one or two small project topics with the inflows of some projects' funds, to support i. the DAC DP, and/or ii. the phasing in of the System Pillar of the new EUR JU.</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 NR. As the delivery of the results of this project will influence other ongoing S2R projects, a full review has been conducted by S2R to analyse this and to inform the respective coordinators and take proper recourses. Signature of the IN2TRACK-3 project is foreseen in February 2021. He informed that 8 CFM and 11 OC projects have been funded by S2R with EUR 75.3m, with a total project cost of EUR 147.7m, in which 242 participants from 22 countries participated. Concerning the on-going cooperation with regions and international organizations, he</p>

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.

The MoU with UIC is in its final drafting stage, under review by the GB.

Lastly, 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 informed that 2021 will be dominated by the European Year of Rail activities. Under this umbrella, 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 (+/-20). 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 reach out to cooperate with the Member States on this.
- A hackathon will be organised in Q4 2021 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. Other members are welcome to join in organising this. The award ceremony will take place during the S2R Innovation Days.
- S2R Innovation Days 9 – 10 December will take place (most probably) in Brussels. If the SBA is adopted by then, the 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 – as well as celebrating the first anniversary of the Sustainable and Smart Mobility Strategy (SMSS). 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 SSMS.

See also for more information the [EYoR website](#), which provides a set of communication tools. The contact person is S2R's Chief Communication Officer Caroline Kearney.

The Swiss representative asked what will happen to the projects running out, and if they will go operational. The ED responded that the projects finishing now have been designed to reach a TRL level up to 4-5 (launched in 2015-2017), and these results have been used as a basis for the other projects launched in 2018-2020. All final results of these finished projects will be shown in the 2021-2022 period during InnoTrans, and summaries are available on the website <https://shift2rail.org/latest-results/>, as well as in S2R's monthly Newsletter. The Albanian representative congratulated S2R on the new results sub-section in the web portal and commented about its usefulness to picture the interfaces in the EU innovation community, ERA and the transport community, in the WB6/ EC (TCT).

The Chairperson asked if the Annual Work Plan 2022 could be sent to the SRG and asked until when the SRG can provide feedback. The ED explained the process for adoption of the AWP, in accordance with the Financial Regulation: first, the preliminary draft budget prepared by the ED is sent to the EC for review, and second, the draft budget is then sent out to the SRG

	<p>in September for comments. Nevertheless, if the SRG members already have comments now, the ED indicated they are welcome.</p> <p>The Vice-Chairperson asked whether S2R needs assistance for the dedicated S2R coach of the TEN-T train and informed that the Czech Republic has one conference coach. The ED responded that every help is welcomed. He will have a meeting with former CER's ED Libor Lochman, as CER is expected to lead this project too. The Vice-Chairperson and the ED agreed to discuss this proposal with CER.</p> <p>The Chairperson commented that Member States have been less involved in the TEN-T train project while they are also planning national activities under the EYoR umbrella and asked whether they can receive more information about the planning, in order to present a bigger picture of all the activities to be organised on different levels.</p> <p>The ED welcomed the Chairperson's comment and informed that the S2R Chief Communication Officer is the S2R representative in the Coordination Group of the EYoR led by DG MOVE DG Elizabeth Werner. The ED will ask the S2R's Chief Communication Officer to prepare and send a status update to the SRG of the planned activities. In case the SRG members have questions/ideas about the EYoR, they are invited to contact the S2R Chief Communication Officer .</p> <p>The Albanian representative commented that the Albanian Main Infrastructure Manager responded for managing in the TEN-T MED. The newest decision of Government of Albania is adopted on date 18.12.2020 and in publication in web portal of the Albanian Assembly. Thus, the Albanian Ministry of Infrastructure and Energy has officially introduced the new draft law on separation of incumbent HSH, into the Parliamentary permanent commissions on transport and environment (26.01.2021) and the AL commission of EU integration focusing on the transformation of the Albanian railway system toward a European railway system. The Albanian Railways has endorsed the contract for rehabilitation of Durres-PTT- TIA and INC srl and deployment of the ERTMS in the core transport corridor CNC. The MoU of Shift2rail with the TCT shall increase the visibility of Horizon EU. The EU agency for Railways is currently implementing the IPA project in the WB6. She highlighted that the Shift2rail JU and ERA aim to closely cooperate in the western Balkans to the EU also in terms of innovation and the demos.</p>
<p>11:00-11:05</p>	<p>5. Update on S2R successor</p>
	<p><i>Please refer to the PowerPoint presentation</i></p> <p>The DG MOVE representative provided an update on the state of play regarding the Single Basic Act (SBA) and next steps regarding the preparation of Europe's Rail JU (ER JU), the successor of S2R JU under Horizon Europe.</p>

After the presentation, she informed the SRG that the Proposal for the Single Basic Act (SBA) should be adopted by the Commission before 26 February (COMPET 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.

The Dutch representative asked for more information about the SRG members providing a coordinated opinion of those expressed by the Member States in other committees such as the Railway Interoperability and Safety Committee. The DG MOVE representative explained the efforts from the Commission's side to link the work done in different committees in which the MS are represented, and to ensure that views from both transport and research side are expressed in future discussions. In practical terms, this will mean that before the meetings of the ER JU SRG, the SRG members would need to coordinate with their national colleagues representing that very Member State in the other Committees. This process should be defined more in detail before the start of the Partnership.

The Chairperson commented that it would be good to have the possibility to nominate more than one delegate for the SRG to streamline coordination efforts at national level.

The Norwegian representative commented that the Norway Railway Directorate received a preliminary reply from DGs MOVE and RTD stating that application was put on hold. Norway was a bit disappointed about this reply, as already the EEA agreement provides the possibility to participate in EU programmes. The Ambassador of Norway to the EU has also asked for a meeting with the Director-General of DG MOVE to discuss the situation. He asked for more information about the candidacy and when this could be considered and asked if a place could be reserved for the Norwegian Railway Directorate, and how it can contribute to the Steering Group.

The DG MOVE representative informed that there has been an exchange at the highest level on the application of the Norwegian Railway Directorate to become a candidate Founding Member of the ER JU. An answer from the Director-General is currently being prepared and it appears that all the issues regarding the association of Norway to the Framework Programmes of HEU have been clarified (being a member of the EEA, Norway does not need a separate Association Agreement to HEU).

The Turkish representative commented that they encountered the same issues as the Norwegian colleague. The Turkish Railway Technology Institute also applied to become a Candidate Founding Member and received a similar reply, and asked about more clarification regarding applicants from Associated Countries to Horizon Europe. He asked whether applicants from Associated Countries could be invited to the meetings of the Candidate Founding Members as observers. The DG MOVE representative indicated that the applications from third countries have been put on-hold; a decision regarding membership will be made when the association agreements to Horizon Europe will be concluded. She would get back to the Turkish representative on the question of the observer status.

The Swedish representative commented that Sweden would like to have the contributions of the Union to the ER JU at the same level as from the industry Members, and that the

cooperation between the R&I activities in the Member States and on EU level need to be strengthened. There are multiple options to foster this cooperation and find synergies with national projects as co-financing ER JU. Secondly, Sweden is content with the outcome of the selection process of the Candidate Founding Members. However, Sweden has the feeling that the Commission lowered the requirements for consortia participation. Because of this, other members should have similar possibilities to cooperate in the ER JU, as there are a few left out who had anticipated participating in ER JU. Thirdly, it is important that the member States have influence on the topics that will be funded as well as within the System Pillar. The ED clarified that the requirements for consortia' participation were not lowered, but on the contrary the participation of each Candidate Founding Member to the activities of the future partnership will have to take into account the overall resources available and especially the content of the work programme. Already today in S2R, some infrastructure managers are making use of linked third parties to compensate the lack of internal capacity for rail research and innovation.

The ED also commented that there are now 24 Candidate Founding members, as Alstom acquired Bombardier.

He further explained that to facilitate the different MS structures, the Commission has balanced a correct representation of the operators, infrastructure managers and railway undertakings.

He explained the role of Contributing Partners; Regions could dedicate 5% of their resources coming from European Regional Funding to R&I, including rail R&I; each MS should consider it with their own regions. The ED stressed that first convergence of national work plans is needed, and the System Pillar will help reach convergence. The key targets are set in the [Smart and Sustainability Mobility Strategy](#); by 2030 high-speed rail traffic will double across Europe and by 2050 rail freight traffic will double and a fully operational, multimodal Trans-European Transport Network (TEN-T) for sustainable and smart transport with high speed connectivity will be in place.

Concerning third countries participation, the ED informed that they could also contribute directly as Contributing Partners to maximise the resources and he invited them to discuss this in their national governments.

The ED also encouraged Eastern European Countries, which are underrepresented, to also explore the use of the Cohesion and Regional funds as well as the Recovery Fund to fund rail technology projects.

The German representative asked for more information about the System Pillar Steering Group and the role of ERA in this. She also commented that it is important that this Steering Group aligns its work closely with the Innovation Pillar and that it monitors the programme.

The ED explained the approach as in the draft SBA. The System Pillar is steered by the Commission. The sector will define the operational concepts, the functional system architecture, all the associated interfaces, the migration plans, and the single coordinating

	<p>body will help find a common understanding, and of course with the support of the MS, as they will have to make the investments. The System Pillar Steering Group will indicate which kind of activities require the R&I work in the System Pillar, as well as the Innovation Pillar may challenge the concepts and architecture developed in the System Pillar; the ED will have to ensure the cooperation between the two pillars. ERA as a system authority becomes more important. The System Pillar will have to ensure that the results of R&I are packaged in such a manner to answer the needs of ERA and standardization bodies to accelerate the market uptake of the innovative solutions. This approach is also well in place for aviation in the last ten years.</p> <p>The Vice-Chairperson asked about the main difference between the Associated Members and the Contributing Partners. The DG MOVE representative explained that the main difference is that Associated Members have voting rights in the Governing Board, like the FMs, and Contributing Partners can only participate as observers, without voting rights. Moreover, the type of commitment is different: for the Associated Members it is for the whole programme lifespan, whereas for the Contributing Partners it would be rather for a limited period of time and for certain areas.</p> <p>The Vice Chair informed that he has submitted an Opinion to the secretariat, distributed to all SRG members, about the possible Czech participation in the System Pillar and some proposals and summarised the main objectives.</p> <p>The Chairperson commented that the SBA does not include all details but the principles regarding the System Pillar; after the launch of the JU, the governance structure will be defined in more detail and set . The Chairperson asked the ED when there will be a decision on the governance structure of the System Pillar and the opportunity for MS to comment on this, such as the Czech Republic did. The ED responded that there is indeed a necessary independence of the setting up of the System Pillar, in parallel to the negotiations in the Council. Preparatory meetings will be held on the design of the System Pillar governance structure, this will only be finalised after adoption of the SBA. The Member States will be involved formally in the Council negotiations.</p> <p>The Chairperson concluded that the Member States will be involved in the detailed planning in the setup of the System Pillar. To facilitate smooth negotiations of the SBA in the Council, the Chairperson suggested that all representatives should reach out to their national colleagues who are involved in the negotiations and to ensure their remarks on the ER JU are taken into account.</p> <p>The ED also commented that a meeting could be organized with the SRG when clarifications are needed from S2R's side.</p>
11:05-11:30	6. European DAC Delivery Programme and SRG DAC subgroup-Update

	<p>The Chairperson informed that only seven MS have appointed a delegate to the SRG DAC subgroup and exhorted all members to reach out to their colleagues to express interest.</p> <p>The ED informed that a meeting of the SRG DAG subgroup is planned on 24 February. The ED provided an update on the current status of the DAC DP.</p> <p>The German representative commented that it is important that the timeline is met to feed the TSI 2022. The ED responded that the main objective will be to reach convergence in the sector on the solution and the specification. The selection process should be finalized by September, but it is challenging to meet deadlines for testing, as staff is not allowed to travel. Discussions are ongoing with the Commission and ERA on how to progress. The ED assured that very committed persons are working and S2R hopes to provide further support, which will require an amendment to the AWP and Budget 2021.</p> <p>The Swedish representative commented that it is important that the EC and S2R continue to support the activities.</p> <p>The Albanian representative commented that the Transport Community treaty shall organize the 2nd social forum of Railways, in the context of the Year of Rail.</p>
<p>11:30-11:50</p>	<p>7. Implementation programmes for S2R results (CEF, Recovery and Resilience Facility)</p>
	<p><i>Please refer to the presentations</i></p> <p>The Chairperson indicated her will to discuss with the SRG the possibilities of using EU schemes to invest in rail technologies. New programmes will also start such as the Connecting Europe Facility and the new Recovery and Resilience Facility for which MS can propose projects to be funded within the next six years. She tabled three questions for the SRG as well as the ED</p> <ul style="list-style-type: none"> - In CEF there are calls on implementation within SESAR but so far no calls for implementation of S2R research. Are we able to expect this for the EUR JU Programme and which other instruments does the EC provide for MS to enable national investment in rail technologies? - The Catalogue of Solutions has been presented and the Chairperson would like to know which innovations are up to the MS to implement in the coming years? - Who has the mandate to coordinate the activities of submitting cross-border proposals for this bigger EU scheme? <p>The ED responded that this topic related to the TSI 2022 can be divided from the other technologies to be implemented. For TSI 2022, ATO GA02 will be included, incl. interfaces of telecommunications via 5G and elements related to moving block. This will become mandatory for deployment in the next years, which will be the DAC. The second part will concern deployed technologies that are not related to safety and interoperability, but which</p>

	<p>can improve the rail systems, such as condition-based maintenance. The Deployment Coordination Group of the EUR JU will also look into the results of S2R coming out in 2022, such as interoperability framework for ticketing. Once the first deployment package is drafted, a discussion can take place with CEF. The ED also encouraged representatives to include rail projects in the proposals for the RFF, and also DAC will be crucial in this respect. Afterwards, the 5G network can also be an example</p> <p>The Czech Republic representative also informed that he is in contact with DAC PM Mark Topal on the proposal to have the Czech cargo available to test some types of DAC and to implement it</p>
	<p>8. Closing remarks and AoB (11:55-1200)</p>
	<p>The Czech Republic representative asked all representatives to mark 25 March as the French/Czech Rail Day will take place on the implementation of ERTMS and will discuss the development of the high-speed rail network in Central and Eastern Europe.</p> <p>IRFC meeting 3-7 October 2022 in Prague, under the umbrella of Czech Republic Presidency of the Council.</p> <p>The Swiss representative informed SRG members of the launch of a few new innovation programmes on rail infrastructure, energy efficiency and public passenger transport. The Chairperson suggested this be included in the next SRG meeting agenda.</p> <p>The Chairperson indicated that the 15th SRG meeting is planned on 28 April, but she suggested to include some flexibility in the planning and to convey the meeting to an earlier date when more information is available on the SBA.</p>