



16th meeting of the Shift2Rail States' Representatives Group

2nd July 2021

Remote connection

Minutes

9:30-09:40	1. Introduction – Roundtable
	<p>The meeting was chaired by Ms. Sarah Bittner-Krautsack, the Chairperson of the SRG. She welcomed the participants and did a brief tour de table. The ERA observer (Torben Holvad) attended the meeting.</p> <p>The Chairperson welcomed new participants.</p>
09:40-09:45	2. Approval of the meeting agenda and previous MoM
	<p>The Chairperson introduced the Agenda. The SRG members agreed on the agenda, which was circulated before the meeting. For the item 7 (Information on Railway R&I activities in Member States), the representative of the Czech Republic raised willingness to comment on the activities in Czech Republic.</p> <p>The minutes of the previous meeting were approved with no objections.</p> <p>The Executive Director congratulated Portugal on the successful conclusion of the Presidency in the Council. The ED pointed to the support that Portugal provided in accelerating the decision-making process on the future European partnerships. The ED welcomed the Slovenian Presidency and expressed willingness to continue with the work.</p>

<p>09:45-09:55</p>	<p>3. Call 2021 Results</p>
	<p><i>For detailed information, please refer to the PowerPoint presentation</i></p> <p>The Executive Director informed the SRG about the conclusion of the Call 2021. He informed the SRG that the Call 2021 was an extraordinary call constituted around two topics:</p> <ul style="list-style-type: none"> • S2R-OC-IP5-01-2021 - Digital Automated Coupler innovation for the European DAC Delivery Programme – TRL 4/5 - DAC to support on-going European delivery programme; to include in the TSI package ERA is working on; • S2R-OC-CCA-01-2021 - R&I impact and benefits to make rail attractive for stakeholders – TRL 2/3 - CSA topic to understand the benefits coming from EU-Rail’s activities. <p>He informed that 5 proposals were received in total, of which 4 passed the threshold (2 proposals per topic). Two proposals were recommended for the grant award, and two proposals are on a reserved list. The beneficiaries – DACcelerate and Ben@Rail - were informed about the decision and the grant preparation will be launched in the near future.</p> <p>The ED informed the SRG that under the current Call there was no distinction between the S2R members and other interested parties. Therefore, one of the successful proposals has been prepared by both the S2R members and non-members. The Chairperson requested information on the consortia that have been awarded with the grants. The ED indicated that the information will be available publicly by September 2021 and statistics/information provided in parallel to the SRG.</p> <p>The Vice-Chairperson (Miroslav Haltuf) commented on the DAC project. He requested the S2R members, the ERA and the S2R to pay attention to conformity between the TSIs and issues related to DAC (i.e. TAF TSI).</p> <p>In case of further question, S2R will share more information about the Call 2021 upon request.</p>
<p>9.55-10.15</p>	<p>4. Opportunities for rail in the Horizon Europe Work Programme 2021</p>
	<p>Due to the absence of the representative of DG RTD, the Executive Director briefly informed the SRG that the opportunities for rail sector in the Horizon Europe work programme have been presented to the S2R Governing Board. The presented opportunities are linked to mobility and logistic (i.e. batteries, multi-modality). The ED informed participants that there are opportunities for rail companies to submit their proposals in cooperation with other companies active in mobility service. As stressed, the properly managed distribution of proposals under different funding schemes will help to maximize the budget of the Europe’s Rail JU.</p> <p>The ED invited the MS to contact the national contact points to receive more information on the Horizon Europe programme.</p>

	<p>The representative of DG MOVE (Ana Maria Fimin) informed the SRG that the presentation of opportunities in the Horizon Europe work programme will be shared with the participants. The representative of Turkey (Serhat Melik) reminded on the Horizon Europe Information Days that are ongoing.</p> <p>The representative of the Netherlands (Marcel Tijs) asked about the approach that the Railway Undertakings should take to participate in Horizon Europe programme. The Executive Director explained that the PowerPoint presentation prepared by DG RTD introduces the areas and topics which may be of interest to the RUs. As stressed, the results achieved in the projects carried out under the Horizon Europe scheme are welcomed to be integrated in the work of the future Europe's Rail JU. The ED also indicated that the synergies between the ER JU and Horizon Europe programmes are expected. He invited the SRG to inform the MS about the possible sources of funding.</p>
<p>10:15-10:45</p>	<p>5. EU-Rail</p>
	<p>The Executive Director provided an update on programme activities since the last SRG meeting on 7th May 2021. The ED informed the participants about the current status of preparatory work for the establishment of the Europe's Rail JU.</p> <p>The ED informed the SRG that there are ongoing negotiations on the Single Basic Act.</p> <p>He informed that the recent Transport, Telecommunication and Energy Council explicitly mentioned in the Conclusion's minutes the role of Europe's Rail JU in research and digital technologies.</p> <p>The ED informed about the progress in preparation of the Europe's Rail JU. The ED briefly described the organization of the programme that will be stipulated in the Master Plan (MP). He commented on the two-pillar structure of the MP and informed about the main objectives the two pillars, the System Pillar (SP) and the Innovation Pillar (IP), aim at achieving. The first stable versions of documents are expected to be released for consultation by the end of September 2021. These two documents provide basis for the future R&I programme according to the provisions of the Single Basic Act.</p> <p>The ED informed participants about the work-in-progress in terms of the Multiannual Work Programme (MAWP). He introduced the structure of the MAWP and its interfaces with the MP. The MAWP will provide a basis for launching the calls for proposals under the Europe's Rail JU. The interaction between the SP and the IP is critical for the effective functioning of the programme. It is also expected that most of the CFM will participate in the projects under the IP, and submit their proposals once the calls have been launched. For the SP, there will be calls/procurement activities for the experts' contributions.</p> <p>The ED explained the objectives of the SP. The main objective is to integrate the life-cycle of the research and innovation based on the system approach. The governance of the SP will remain beyond the governance of the Europe's Rail JU members to ensure that the sector-wide objectives are covered and integrated in an efficient manner. The ED stressed that the work of the Europe's Rail JU is designed in a manner to be aligned with the standards, and</p>

regulatory frameworks and/or proposed the necessary changes. The SP also aims at accelerating market uptakes.

In terms of governance, the establishment of the SP will ensure that the needs of the entire European sector are taken into account. The integration of the SP and the IP will be ensured by the Executive Director with assistance of the System and Innovation Programme Board. The roles of the State Representative Group and the Scientific Committee are a subject of negotiation in the SBA. According to the most recent information, the role of the SRG is evolving towards more enhanced presence.

In terms of the Innovation Pillar (IP), the work is currently focused on the design and definition of Flagship Areas (FA). The ED briefly commented on particular FA and transversal topics. The projects that will award grants under the first ER JU call for proposals are expected to deliver full value chain. The overarching goal is to achieve the level of innovation that is deployed directly to the market and to provide a change in the entire rail and mobility sector.

The ED expressed the expectation that by the end of September 2021, the MP and the MAWP will be provided as stable documents, building upon the current work in the SP and the combination of top-down and bottom-up work on the FA. The consultation process will be launched afterwards. The ED informed that on 2nd July 2021 there will be a meeting organized with the CFM to provide the reports on their progress in terms of FA. As stressed, the work on the ER JU programme is based on the SBA, the SRIA, and the Sustainable and Smart Mobility Strategy.

The Representative of DG MOVE commented on the negotiations on the SBA in the Council. She stressed that the current discussion revolves around the provision of additional check-and-balance and the role of the SRG in the future ER JU. She indicated that most of the initial propositions presented by the Commission have been accepted. Certain changes concern new directions for the future work (i.e. COVID-crisis recovery).

The representatives of the Member States were requested to deliver their written comments on this first presentation of the work in progress to prepare the EU-Rail JU **by next Friday (9th July 2021); it is expected in any case that a more extensive consultation will take place on the documents.**

The representative of the Netherlands suggested that the process of application for various funding appears to certain stakeholders and local governments as too complex and, therefore, discouraging. He suggested that certain discussion on this topic in the future could be beneficial for interested parties. He also asked about the effective approach to be taken by the Member States to contribute to the success of the programme. He proposed that a workshop could be organized in the future to exchange views between the MS, the Commission and the S2R/ER JU.

The ED explained that the integration between the projects means that the results of projects conducted by regional/national stakeholders are communicated and shared within the framework of other programmes and projects. This will ensure that the future work of the

EU-Rail JU will be built upon the results that have been already achieved. Consequently, it will foster the integration of different results and outcomes. The ED also supported the argument that a discussion or workshop on the following issues with relevant stakeholders would contribute to the better understanding of the processes.

The representative of the Netherlands commented that there are two options to foster the integration – either sharing the results will be mandatory, or the stakeholders will be provided with significant incentives. As stressed, under the current system there are no specific incentives for stakeholders.

The Chairperson endorsed the argument on the potential workshop for stakeholders. She suggested to organise the workshop in early 2022.

The representative of Germany asked about the transition from S2R to EU-Rail JU in terms of governance. The ED explained that the transition is provided according to the provisions stipulated in the SBA. According to article 174, the Council Regulation (EU) No 642/2014 of 16 June 2014 establishing the Shift2Rail Joint Undertaking will be repealed. Actions initiated or continued under the following Regulation and the financial obligations related to such actions will continue to be governed by the Regulation until its completion. The Europe's Rail JU will be a legal successor of S2R in terms of contracts, grant agreements, and liabilities. The ED will ensure the management and supervision of the projects launched under the S2R. The phase-out for the ongoing projects is expected to be delivered by the end of 2022/mid-2023.

The Vice-Chairperson (Miroslav Haltuf) presented a proposition to design of a new FA. The following proposition is a common proposition of Ministries of Transport and Ministries of Defence from the Visegrad Group and Germany. The proposed FA concerns the military mobility. He requested the opinions of the CFM on the proposal. As stressed, the proposal will be introduced at the Council Working Party meeting in September 2021.

The ED explained that the current work on the EU-Rail programme is still work in progress. As stressed, the MS are welcomed to deliver their comments and ideas, preferably by 9th July 2021, to facilitate the work on the SP. The initial draft version of the MAWP is expected by the end of July, and the consultation process on the consolidated draft from September/October 2021. The ED explained that at this stage, there are no particular deadline to a final proposal of new ideas and suggestions. He reminded that the programme of the Europe's Rail JU is based on the SRIA, and not all the topics adhere to the SRIA provisions. The representative of DG MOVE stressed that the Commission is not aware of the proposed FA on military mobility. She invited the representative of Czech Republic to present the idea to the Council Working Party as early as possible to arrange the necessary time to consider it. She reminded that delays in negotiations on the SBA will affect the work on other aspects of the future JU.

The representative of Czech Republic clarified that there is no intention to include new provisions to the SBA. The proposed topic is considered to be included either in the

	<p>framework of FA or other programmes. The representative of Czech Republic stressed that the topic is important for his country, therefore, it is open to further discussion.</p> <p>The representative of Portugal requested a justification of a new FA proposed by the representative of the Czech Republic. As stressed, there are already existing requirements related to the military mobility. Therefore, there is a question on what new innovations may be delivered through the proposed FA on military mobility under the Europe’s Rail JU.</p> <p>The ED clarified that the current FAs stem from provisions of the SBA, the SRIA and are aligned with the Sustainable and Smart Mobility Strategy. The concept of military mobility has not been mentioned in the following documents. Any additional topic that the MS would consider to add to the scope of EU-Rail should be matched by the funding necessary to deliver it.</p> <p>The representative of the Netherlands asked about potential activities that are linked to ticketing and related services. The ED referred to Horizon Europe programme and the Sustainable and Smart Mobility Strategy. The ED informed the SRG that the Commission’s vision is to have a Europe-wide cross-modal solution, and not separate transport-related solutions. He stressed that the topic is a subject of discussion also with the CFM. The representative of DG MOVE confirmed that the Commission intends to develop multi-modal ticketing services that integrate different modes of transportation.</p> <p>The representative of DG MOVE suggested to invite the representative of DG RTD for the next meeting to present the possibilities in ticketing under the Horizon Europe programme. The Chairperson agreed to the proposition.</p> <p>The representative of Germany asked about the ERRAC and the reason behind its incorporation to the SP Steering Group. She also asked about the provision that stipulates that the SP Steering Group is reporting to the SRG. She indicated that it is an improvement in the role of the SRG in the work of the Europe’s Rail JU, however, not sufficient. She suggested to develop the decision-making consultation between the MS and Commission in terms of long-term objectives of the system architecture, with a possible provision that requires consensus in decision-making. The representative of DG MOVE confirmed that the discussion on enhancing the role of the SRG is ongoing. The most recent draft concerns the negotiation between the MS and the Commission in terms of decision-making. The provision that requires the SP Steering Group to report to the SRG ensures the position of the MS. Also, there are discussions on the role of the MS in risk committees. The ED informed that the provision to add ERRAC to the SP Steering Group should have come by the MS.</p> <p>The Chairperson invited the SRG to deliver further questions and comments directly to S2R.</p>
<p>10:45-11:00</p>	<p>6. European DAC Delivery Programme – Update</p>

	The Executive Director provided the most significant updates on the European DAC delivery programme. The programme is entering the process of selecting the open design for the European DAC. The work is expected to be concluded in early Autumn 2021.
12:00-12:15	7. Information on Railway R&I activities in Member States
	The information provided by the representative of the Czech Republic was introduced earlier in the discussion. No other member raised comments nor questions.
11:15-11:30	8. Closing remarks and AOB
	<p>The 17th SRG meeting is planned for 5th October 2021. The ED indicated that the date is expected to correspond with the initial release of the MP and the MAWP. The ED also informed that the Connecting Europe Express event will take place in Brussels on 4th October 2021 and the representative of the MS that will be present in Brussels are invited.</p> <p>The meeting will be provided in a hybrid form, with both physical and remote participation.</p> <p>The Chairperson thanked participants for their attendance. She also thanked Neil Griffin from S2R for his support throughout the recent years and wished him success in future endeavours.</p>