System Pillar Steering Group

Meeting 12 May 2022

10h00 – 13h00

Minutes of the Meeting

Participants

BORGHINI Carlo (EU-RAIL)	GUIDA Umberto	RUETE Matthias
BROOKS Nick	HALTUF Miroslav	SCHETTINI Bardo
CHAILLEY Aude	HOLLEWIIN Jedde	SCHMIDT Steffen
CITROEN Philippe	KANIA Magdalena (EU-RAIL)	SCHNEIDER Josef
CIUCCI Paolo	KUPFER David	SCHWAN Nico
CONLON Ian (EU-RAIL)	LOPOUR Daniel	SISOLAK Peter
DEKEYSER Katharina	MARXEN Ralf	TOURNIER Ny Tiana (ERA)
DOMINGUEZ FERNANDEZ Silvia	MIKULANDRA Michael	VAN HOUTEN Henri
DOPPELBAUER Josef (ERA)	MINDEL Klaus	WIEBE Enno
FITCH Keir (DG MOVE)	PEREIRA Jaime	WOJCIK Marcin (DG MOVE)
GRAEBER Johannes	REISINGER Harald	
GRILLO Patrizio	RUESEN Michel	

1. **Formal start**

On behalf of the Commission, Keir FITCH (DG MOVE) welcomed participants to the System Pillar Steering Group (SP STG). He introduced Carlo BORGHINI, the Executive Director of Europe's Rail Joint Undertaking, and Ian CONLON, the Head of System Pillar unit in the EU-RAIL. He informed the group that the SP STG was set up under the Single Basic Act (SBA) as a group co-chaired by the Commission. He briefly discussed the objectives of the JU, and the role of the SP STG in achieving these objectives and delivering key technologies to be recognised in the TSI standards. As stressed, the work on the system architecture would be critical to achieve impactful change in the railway sector. The railway industry sector should be a vital tool to steering the work of the JU in this respect.

Keir FITCH proposed to conduct *tour de table*. He introduced the associations involved in the SP STG and their representatives. The SP STG would consist of representatives from the Commission (Keir FITCH, DG MOVE, and John CLEUREN, DG RTD), the EU-RAIL Executive Director (Carlo BORGHINI), SRG (Miroslav HALTUF, Vice-Chair), ERA (Josef Doppelbauer), ERRAC, CER (Enno

Wiebe), EIM (Bardo Schettini), UNIFE (Philippe CITROEN), UITP (Umberto GUIDA), and UIP, acting as formal members. In addition, the representatives of the EUG, UIC, Unisig, Unitel, EPF, EUSPA, ETF, NB-Rail, RNE and the ERTMS Coordinator would act as observers to the SP STG.

2. **Rules of Procedure**

Ian CONLON introduced the Rules of Procedures (RoP) for the SP STG. As reminded, the RoP were distributed in advance of the meeting. The RoP set out the scope and working arrangements for the SP STG. Participants were invited to share their comments and suggestions.

Bardo SCHETTINI asked about the number of alternates the members could nominate.

It was clarified that each member could nominate up to 2 alternates. As stressed, only one person from each association would act as a spokesperson during the SP STG meetings. For physical meetings, the members and observers could be represented by one person on site, with possible digital connection for alternates.

Harald REISINGER asked about the distinction between two types of observers introduced in the Annex to RoP and the impact of such distinction on the role of observers. Keir FITCH clarified that there was no real distinction, therefore, the observers were to be merged into a single category.

Miroslav HALTUF asked about Article 8 of the RoP and the role of the SRG in decision-making process. He asked about a procedure leading to issuing of the SRG opinion as provided in Article 8(2) of the RoP. Carlo BORGHINI explained that there was no general approach in terms of such procedure. The timing and procedure for issuing requested opinion should be assessed on case-by-case basis. Keir FITCH added that in case of disagreement, the discussion with the SRG would be important and the MS would be provided with enough time.

In light of Article 10 of the RoP, Carlo BORGHINI informed the SP STG that the Governing Board at its meeting on 24 June 2022 would adopt decision on Code of Conduct, giving effect to Article 42 of the SBA. The Members of the SP STG would be also asked to provide the JU with declarations of conflict of interest (CoI), dully dated and signed. As stressed, the European Parliament and the European Court of Auditors monitor and report this situation from the legal perspective. The CoI would be soon distributed to the Members and Observers of the SP STG.

Answering to the question about the Cooperation Tool, Carlo BORGHINI confirmed continuation of the work through the platform. As underlined, there were plans to use other tools and this issue was under the scrutiny of the European Data Protection Board.

➔ **The SP STG adopted the Rules of Procedures**
➔ **The JU will circulate the final version with the corrections (via Cooperation Tool)**

3. **Governance and Working Arrangements**

Ian CONLON presented the EU-Rail proposal for the governance structure for the System Pilar, including design levels, the organization of central activities, and split of tasks (*for details, please refer to the presentation*). As indicated, the aim would be to present the following structure to the Europe's

Rail Governing Board at its next meeting on 24 June 2022. He also stressed that the governance structure should be agreed before the framework contract for SP tender would be signed (subsequent call off contracts would be launched based on the new structure).

Michel RUESEN asked about tender applications and the structure they should refer to. It was clarified that the tenders should be submitted based on the documentation attached to the call for tenders.

Miroslav HALTUF referred to the national rules for operating subsystems at the MS level, asking if the national rules would be taken into account, and if yes, how the links with the work of the SP would be established. Keir FITCH explained that the whole idea of the SP would be to work on a single European approach rather than rely on the national rules of the MS. Carlo BORGHINI added that the discussion with the SRG would be needed on how to connect activities performed in the SP with the national projects and initiatives (e.g. DAC demonstration funded by the German Ministry of Transport). As stressed, the overall objective would be to integrate the work of the SP with national and local projects or, if applicable, with other sectors and domains (e.g. hydrogen, traffic system) in order to create synergies.

Enno WIEBE asked if the presented structure could be considered as a "living structure" in a sense that it could evolve over the time. It was confirmed that the proposed structure would be initially tested and revised if necessary.

Klaus MINDEL asked if the economic analysis service would involve the concerned stakeholders. It was clarified that the JU may make use of external competences (e.g. contractors), but stakeholders would be asked to contribute to it.

Enno WIEBE asked for clarification about the scope of expertise requested in advance of nominating the right experts for SP tender (e.g. expertise in both vertical and horizontal activities). Ian CONLON referred to the call documentation and description of expertise required for each task. As clarified, the type of expertise would depend on the specific tasks and domains (e.g. separated teams for CCS task, combined teams in other tasks). There would be certain elements (e.g. migration) that would require further discussions.

Harald REISINGER raised concerns about lack of capacity management in the proposed structure (mainly in traffic management). As stressed, digital capacity management and planning would be essential to the overall work, therefore, it should be included.

Keir FITCH agreed with the suggestion. He mentioned that the FA1 in the IP would also refer to this item. However, for SP capacity management could be added to T3, taking into account the impact of the FA1.

Klaus MINDEL asked for justification of making a distinction between T2 and T3 given the strong link between the two domains. Ian CONLON confirmed that the issue of the split had been discussed before. As stressed, the reason to split the two tasks was that they were not at the same level in terms of development of maturity of the solutions. Carlo BORGHINI added that if such separation would not prove to useful, the structure could be revised after certain period of time. He also pointed to the SP Core Group and its role in ensuring the integration of the SP work. Peter SISOLAK supported the proposal to keep the two tasks separated. He stressed that the traffic management consisted of several parts, and the split would allow to include certain elements in the content of tasks.

On behalf of the SRG, Miroslav HALTUF asked about the role of MS in T3 and T4. He agreed that the capacity management would be an important item. He also pointed out that the priorities of the MS regarding this issue could be different. Carlo BORGHINI confirmed that the JU would discuss with the SRG the following items at the next SRG meeting in June 2022. He stressed that the piecemeal approach should be avoided, and therefore, the role of the SRG would be also to support the European approach.

Matthias RUETE asked about the interlinks between the SP and the Deployment Group (e.g. in terms of feedback received). As underlined, such interlinks would be necessary to ensure that deployment of technologies would take place in a coordinated way. Carlo BORGHINI commented on the Deployment Group and its links with the SP. He indicated that the Deployment Group would be launched by the end of 2022. The Deployment Group would receive input from the SP and ensure that certain technical elements (e.g. migration) would be translated into business cases. He shared the experience of DAC to illustrate the issue. Ian CONLON emphasized that the input of SP would be of technical nature, but it would not result in political commitments. Keir FITCH pointed to the role of MS regarding the Deployment Group. As stressed, the input from the MS would be strongly needed in this respect.

Bardo SCHETTINI commented on the complexity of structure. He acknowledged changes introduced by the JU to simplify the governance structure. However, he pointed to challenges that the sector may still face with its implementation (e.g. in terms of required expertise in each task). He welcomed the proposal to test the structure and revise it when necessary, after certain period of time.

Michel RUESEN commented that the proposed structure had been simplified in comparison to the previous one. He supported the agreement on the new structure.

Enno WIEBE asked about the transfer of DAC activities to T4. He also asked about the horizontal activities on standardization and regulations in T2-4. Ian CONLON confirmed that there would be specific horizontal central services on TSI to support the work of the SP Core Group. In terms of transfer of DAC activities, Carlo BORGHINI referred to ongoing discussions in the EDDP. As stressed, the final decision on the handover of tasks could be only reached once the content of the FA5 project would be known. Johannes GRAEBER commented that the EDDP should be kept as a separate body. As stressed, the EDDP consisted of a number of stakeholders, including those that were not a part of the associations. He also informed about the ongoing discussions between the EDDP, SP Core Group and the FA5 on the most efficient approach to hand over the activities.

Ian CONLON asked RNE Members to share with him a proposal on specific text to be added to T3 to cover the issue of capacity management.

➔ **Based on the discussion, text on capacity management will be clarified within the T3 description.**
➔ **The final text of Governance document will be distributed to the SP STG Members for final comments (only on the changed text).**

➔ **The System Pillar Steering Group agreed on the proposed structure by consensus, subject to evaluation after the initial period of 12-18 months (before the end of 2023).**
➔ **The governance structure will be presented to the Governing Board of the Europe's Rail Joint Undertaking at its meeting on 24 June 2022.**

4. **Process for sector input on**

    a. Common Business Objectives
    b. CCS/TMS architecture
    c. CCS/TMS operational concept vision

Ian CONLON commented on the documents to be discussed until July 2022. For such discussion, he proposed to test a guided workshop approach instead of sending documents for written consultation. He briefly described the concept of guided workshops, the expected composition of working circles, and responsibilities of each group. He presented the calendar for the workshops, scheduled for June and July 2022 (*for details, please refer to the presentation*).

He invited SP STG Members to nominate their representatives that would participate in the workshops in all three working circles by 19 May 2022. The Members were also requested to provide their comments on the architecture and operational concept documents in advance of workshops by 30 May 2022.

Philippe CITROEN supported the transparency behind the proposed approach. He paid attention to the potential duplication of activities and resources as well as stressed the necessity to avoid it. It was agreed that the main principle behind the workshops would be efficiency. If any duplications identified, the Members were asked to notify the JU and the Commission.

Miroslav HALTUF asked about the participation of the SRG in the working circles. It was confirmed that the SRG could nominate their representative.

➔ **The SP STG agreed to the proposal of guided workshops.**
➔ **The Members are requested to nominate their representatives to the working circles by 19 May 2022 by contacting Ian CONLON (ian.conlon@rail-research.europa.eu) and/or SPC@ERTMS.BE.**
➔ **The Members are requested to provide comments on the architecture and operational concept documents to Ian CONCLON (ian.conlon@rail-research.europa.eu) and/or SPC@ERTMS.BE by 30 May 2022.**

5. **AOB**

Carlo BORGHINI reminded that the deadline for submitting applications for SP call for tender would pass on 30 May 2022 at 15h00. He advised the interested parties to test the system in advance to avoid any technical issues. He emphasized that the tender submissions should be based on the documentation attached to the call.

Due to agreement reached on the Governance document, the meeting of SP STG scheduled for 2 June 2022 was cancelled. The next meetings of the Group would be as follows:

- 29 September 2022 (timing to be adjusted to the ERA event)
- 28 November 2022.