



**Minutes of Meeting**  
**Scientific Committee of Europe's Rail Joint Undertaking**

<b>Project</b>	SC	<b>Date/Time</b>	16 March 2023
<b>Meeting Type:</b>	Scientific Committee	<b>Location:</b>	Virtual meeting

<b>Summary of the Meeting</b>	
<b>1</b>	<p><b>Introduction</b></p> <p>The Chairperson, Professor Angela DI FEBBRARO and the Vice-Chairperson, Juan DE DIOS SANZ BOBI welcomed the participants and thanked them for their attendance in the fifth meeting of the Scientific Committee.</p>
<b>2</b>	<p><b>Approval of the Agenda and previous MoM</b></p> <p>The Chairperson introduced the agenda which was adopted.</p> <p>The minutes of previous meeting were distributed in advance. With no objections raised, the Scientific Committee adopted the minutes.</p> <p>The Chairperson reminded participants to send their declarations of conflict of interest to the JU Secretariat.</p>
<b>3</b>	<p><b>State of play – information from the EUROPE'S RAIL</b></p> <p><i>Including on Decision approving the list of actions selected for funding under the EU-RAIL JU Call for Proposals HORIZON-ER-JU-2022-02</i></p> <p>The Executive Director ad interim, Giorgio TRAVAINI, informed the Scientific Committee about the JU activities that took place since the last meeting.</p> <p>He provided an update on S2R programme status, with 44 projects to close (with Reporting and Payment) or ending their technical activities in 2023. He indicated there were 6 months of additional delays reported in 2021 due to Covid, which could not be shortened in 2022, leading to certain additional extension amendments.</p> <p>Furthermore, he provided an update on the EU-RAIL integrated Programme. Under the System Pillar, the Standardisation and TSI Input Plan document setting out the expected R&amp;I outputs to TSIs &amp; the standardisation process has been put for comments to the Members. An agreement is sought on the approach to Future radio - for alignment of scope of V2 specifications, and on Absolute Safe Train Positioning - for architectural choice and requirement for EUSPA services.</p>

In the Innovation pillar, the ED a.i. stated that the Grant Agreements for six flagship projects were signed in December 2022. FP5 already started part of its activities in July 2022. He indicated that FP5 is in partial yellow status, with focus on the finalisation of operational requirements, architectural specs for “Full Digital Freight Train Operation”, demo plan and impact of added standardization of internal DAC interfaces. For FP1-Motional, he underlined it is overall in green status, with a point for attention on the alignment with RNE activities, following SP works. He stated the Cooperation tool has been set up. Flagship projects are now visible with dedicated pages on the EU-RAIL website. A fixed reporting template has been agreed for each flagship project every three months. Alignment meetings between flagship projects, and between flagship projects and SP have been agreed. The tender for the provision of a toolset for Model-Based System Engineering, Conceptual Data Model and Federated Dataspace was cancelled and a new process is under investigation. Preparations for the first maturity checkpoints are ongoing.

Under the deployment group, the ED a.i. reported that preparations have started on a first concept of the Deployment Group’s possible areas of action, scope, legal setup, and resources. ED-SIPB endorsement was validated on 10 March. He stated that the next steps will involve exchanges with the European Commission and other institutional actors - e.g. SRG, the development of the first concept paper, the presentation to the ED-SIPB , and presentation (decision) to the EU-Rail Governing Board.

Concerning the call Q4 2023, the ED a.i. highlighted that the GB date for the Work Programme 2023-2024 amendment decision will either be at the 8<sup>th</sup> GB meeting on 26 June , or via written procedure in September. This will mainly depend on the following elements: Contributions from SC, SRG and ERRAC (expected end of March); Future radio- inclusion of certain activities linked to potential testing and validation of the V2 FRMCS specifications; and FA5 possible anticipation need and discussion with Sesar JU on a joint call.

The SC Chair indicated her proposal for the SC contribution would be to represent the list of topics prepared for the previous call, which were not included, and also any topic not covered with a proposal selected for funding under call HORIZON-ER-JU-2022-02. The Vice-Chair indicated that a feedback for refinement would be welcome. The ED a.i. indicated he will provide some comments to the SC for their further refinement.

Moreover, the ED a.i. provided members with an update on EDDP/DAC, indicating that the CTO Council agreed on the need to set-up a deployment manager structure. A statement will be delivered under the supervision of the CTO Council and EDDP, reaching large consensus, signed by RUs and possibly with involvement from the rail freight sector. Moreover, he stated that on 1 March, the European Parliament asked the European Commission and the JU to report to the TRAN committee on DAC.

The ED a.i. provided participants with an update on the outcomes of the EU-RAIL States’ Representatives Group (SRG) meeting held on 2 March, namely the SRG interest to contribute to the Deployment Group; the importance to integrate users in R&I (and start-ups); the agreement on the process for SRG reporting to the Governing Board of national activities & synergies. He stated that following a proposal from CZ, an SRG sub-group will provide a proposal for DAC tests validation. Furthermore, the election of the Chair and Vice Chair is scheduled at the next SRG meeting in June.

Moreover, the ED a.i. reported on upcoming internal processes, *inter alia*, the imminent launch of the GAP call 2022-02 (including KPIs support with JRC), the launch of the CEI for the establishment of the Scientific Steering Group, the call for tender for users and unions coordinated input into R&I of the integrated Programme, and the initial preparation for the call for Associated Members (scheduled launch in the first half of 2024).

Regarding the Consolidated Annual Activity Report (CAAR) 2022 and Annual Accounts 2022, the ED a.i. indicated that the draft CAAR will be sent for comments beginning of May, and the final CAAR 2022 will be proposed for adoption during the GB of June. The Provisional Accounts 2022 were transmitted by the EU-Rail Accounting Officer to ECA, DG Budget and the external auditors, and sent to the GB on 28 February for information and comments no later than end of April. He clarified that the Final Accounts will be proposed for adoption together with the CAAR during the GB of June.

The ED a.i. provided a status on the Back Office Arrangements (BOA) and on the communication/dissemination/stakeholder relations.

The ED a.i. thanked the Scientific Committee members for their evaluation of the Complextrans project. Following the dispatch by the two rapporteurs of the evaluation report to the JU on 13/01/2023, the JU accepted the report on 15/02/2023. The approval reports for the 8 experts were processed end of February, and the evaluation report was shared with Mr Hofman on 9/03/2023.

The Executive Director a.i. presented the call for proposals HORIZON-ER-JU-2022-02. He indicated that on 13 September 2022, the EU-RAIL published the call for proposals, with a deadline of 14 December 2022. An evaluation was carried out according to the *rules on proposal submission and evaluation* laid down in the EU-RAIL Work Programme 2022-2024.

The Executive Director a.i. informed the SC that the Governing Board, in its meeting of 15 March, adopted Decision n° 5/2023 approving the list of actions selected for funding under the Europe Rail's call for proposals HORIZON-ER-JU-2022-02. The detailed information on the output of the evaluation will be published as soon as the notification letters are sent to the applicants. The outcomes cannot be disclosed beforehand.

#### **4 Call for Expression of Interest on selection of members of the Europe's Rail Scientific Steering Group**

The ED a.i. indicated that according to Art 91(2) of the SBA, the JU may set up a scientific steering group or seek scientific advice from independent academic experts or shared scientific advisory bodies. The ED a.i. highlighted that the first draft of the CEI was distributed to the Governing Board for comments from 23/01 until 14/02.

In terms of scope, the proposal is to move the scientific advice from individual evaluation of projects towards more collective knowledge, with the potential involvement of the scientific experts in the full cycle of programme (e.g. input to the work programme, periodical evaluation).

He indicated GB Decision n°06/2023 adopted on 15 March 2023 foresees the launch of the Call for Expression of Interest to establish the Scientific Steering Group. Following adoption of the GB Decision on 15/03, the CEI will be published.

The ED a.i. stated that in accordance with Article 21(4) of the SBA, the GB shall take into consideration the potential candidates proposed by the SRG – i.e. candidates supported by the SRG as a group. The SRG will be invited to communicate to EU-RAIL, through its Chair, a list of proposed candidates who submitted their application in answer to the CEI. These candidates should also fulfil all requested criteria.

The ED a.i. stated that the Scientific Steering Group will be composed of 12 members.

He presented the timeline for the CEI, with submission of candidacies by end June, evaluation until November, and decision on the selection of the members of the EU-RAIL Scientific Steering Group at the GB meeting of 5

December 2023. Earlier written procedure is also a possibility. In both cases the aim would be to start the first meeting of the new Scientific Steering Group in December.

The Chair commented on the areas of expertise, highlighting integration of rail with other modes of transport.

The SC members underlined that in her opinion a list of candidates provided by the SRG may be perceived as undermining the notion of independence of scientific experts. The ED a.i. emphasised that the list of candidates proposed by SRG are put forward as a group and that screening and selection are identical for all candidates in order to preserve the principle of equal treatment.

**5 Closing remarks and AoB**

The Chair indicated that Professor Corina Salander left the Scientific Committee on 28 February 2023 due to a conflict of interest with her new position as head of the Railway Department at the German Transport Ministry BMDV.

The next meeting will be held on 6, 7 or 8 June 2023 – tbc.

Professor Lacôte stressed that emphasis should be placed on railway solutions. The ED a.i. reassured him this was the main emphasis of the programme.

Annex

<b>Action nr.</b>	<b>Action</b>	<b>Related Topic</b>	<b>Due date</b>	<b>Action Owner</b>
<b>1</b>	SC contribution to call Q4 2023 topics	Item 3	31 March 2023	SC
<b>2</b>	Publication CEI establishment SSG	Item 4	Circa end March 2023	JU