

Europe's Rail Joint Undertaking (EU-RAIL)

**9th MEETING
OF THE EU-RAIL GOVERNING BOARD**

5 December 2023

09:30 AM – 12:30 PM

Hybrid connection

PRESENT:

European Union, represented by the European Commission	SCHMIDT Kristian, DG MOVE	Chair
	GENTILI Andrea, DG RTD	Co-Chair
	FITCH Keir, DG MOVE	Observer
	WILLIAMS, Mihaela, DG MOVE	Observer
	PERSCHKE Wawrzyniec, DG MOVE	Observer
	KRAUTGASSER Konstantin, DG RTD	Observer
ADIF	VILLALMANZO RESUSTA David-Iban	Alternate

ALSTOM	FRENCH Richard	Representative
	HADDAD Michael	Alternate
ANGELRAIL consortium led by MER MEC	INZIRILLO Francesco	Representative
	SCARNERA Vincenzo	Alternate
AŽD PRAHA	SCARNERA Vincenzo	Alternate
CAF	DE CASTRO Jorge	Representative
CEIT	MELENDEZ Juan	Representative
ČESKÉ DRÁHY	ILIK Jan	Representative
	JINDRA Petr	Alternate
DEUTSCHE BAHN	MARXEN Ralf	Representative
DLR	HAINZ Svenja	Alternate
	MEYER ZU HÖRSTE Michael	Alternate
European Smart Green Rail Joint Venture (eSGR JV)	JIMENEZ REDONDO Noemi	Representative
FAIVELEY TRANSPORT	PAGLIERO Paolo	Alternate
FSI	SANTORO Riccardo	Alternate

HITACHI RAIL	TROMBETTA Antonella	Representative
JERNBANEDIREKTORAT (Norwegian Rail Directorate)	SAETHRE Preben	Representative
	MIDTLIEN, Pål	Alternate
KNORR-BREMSE	HILSE Hans-Christian	Representative
	ERTL Martin	Alternate
ÖBB	TOPAL-GOEKCELI Mark	Representative
	LUDWIG Bertram	Alternate
	STROHMEIER Flora	Alternate
PKP	JANCEWICZ Zbigniew	Representative
NS/PRO RAIL	BOERSMA Arjen	Representative
SIEMENS MOBILITY	DEITERDING Lars	Alternate
	KAMINSKY Ralf	Alternate
SNCF	CHERON Christophe	Representative
	QUESNEL Gilles	Alternate
STRUKTON	SAMSON Henk	Alternate
THALES	EL SAID Mounir	Alternate

TRAFIKVERKET	OLSSON Bo	Representative
	LÖFVING Christer	Alternate
VOESTALPINE	HOLZFEIND Jochen	Representative
European Union Agency for Railway (ERA)	DOPPELBAUER Josef	Observer
Chair of the SRG	HALTUF Miroslav	Observer
Vice-Chair of the SSG	Juan de Dios SANZ BOBI	Observer
UIC (invited for point 8 of the agenda only)	Jean-Michel EVANGHELOU	External Observer
EU-RAIL	TRAVAINI Giorgio	Executive Director a.i.,
	DECLERFAYT Vincent	Observer
	COMAS Silvia	Observer
	CIECZKO Catherine	Observer
	GONZALEZ GARCIA Isaac	Observer
	VAN GILS Karel	Observer

LIST OF DECISIONS:

The following decisions were taken by the Board:

- GB Decision n° 16/2023 on the adoption of the Work Programme 2024
- GB Decision n° 15/2023 on the amendment nr2 of the Work Programme 2023-2024
- GB Decision n° 14/2023 on the phasing-out plan for EU-Rail

OVERVIEW OF DISCUSSIONS:

INTRODUCTION

The 9th Meeting of Europe's Rail Governing Board was chaired by Mr. Kristian Schmidt (DG MOVE). The Chair welcomed the participants to the Governing Board meeting. The meeting was held in a hybrid form with in-person and digital presentation. The Chair thanked all the participants who came to Brussels.

He informed participants about the new representatives, firstly presenting the newly appointed Director-General for Mobility and Transport in the European Commission Ms. Magda KOPCZYNSKA, as Chair of the Board. He also presented Mr. Michael HADDAD, Alstom alternate representative to the EU-RAIL GB; Mr. Jan ILIK, České Dráhy representative to the EU-RAIL GB; Mr. Matteo FREA, Wabtec alternate representative to the EU-RAIL GB; Ms. Flora STROHMEIER, ÖBB Holding AG alternate representative to the EU-RAIL GB; Mr. Arjen BOERSMA, ProRail representative to the EU-RAIL GB; Mr. Mounir EL SAID, Thales alternate representative to the EU-RAIL GB; and Mr. Amaury JOURDAN, Thales representative to the EU-RAIL GB.

The Chair thanked all the departing representatives for their valuable contributions to the Board.

1. WELCOME FROM THE CHAIR AND ADOPTION OF THE AGENDA

The Chair indicated that all documents relating to the meeting, including the draft GB decisions with Annexes, were distributed in advance to the participants.

He presented the Agenda to the Governing Board for adoption and asked for the declarations on conflict of interest to be submitted and requested members in conflict of interest to abstain themselves from the point of decision.

The agenda was adopted without any changes.

1. WELCOME FROM THE CHAIR AND ADOPTION OF THE AGENDA <i>Declarations of conflict of interest based on the Agenda items</i>	9:30-10.25
2. INFORMATION FROM THE COMMISSION	
3. REPORT FROM THE EXECUTIVE DIRECTOR <i>ad interim</i>	
4. ADOPTION OF THE MINUTES OF THE GB MEETING OF 23 JUNE 2023	10.25-10.30
ITEMS FOR DECISION OF THE GOVERNING BOARD	
5. DECISION ON THE ADOPTION OF THE WORK PROGRAMME 2024	10:30-10.50
6. DECISION ON THE AMENDMENT OF THE WORK PROGRAMME 2023-2024	10.50-11.20
7. DECISION ON THE PHASING -OUT PLAN FOR THE EU-RAIL	11.20-11.45
ITEMS FOR DISCUSSION OF THE GOVERNING BOARD	
8. DISCUSSION ON CONTENT: FRMCS	11.45-12.25
ANY OTHER BUSINESS	
9. AOB - INDICATIVE LIST OF DOCUMENTS TO BE ADOPTED BY WRITTEN PROCEDURE OR AT THE NEXT BOARD MEETING - INDICATIVE DATES OF THE NEXT JU MEETING: 9 APRIL 2024	12.25-12.30

2. INFORMATION FROM THE COMMISSION

The Chair informed participants that the Council Spanish presidency is ending, emphasizing its success, and sharing with the members the Belgian priorities for the incoming Belgian Council presidency.

The Chair also indicated the upcoming European Parliament election in 2024 as well as the approaching of the end of the current European Commission mandate, highlighted the importance of ongoing work at EU level for finalising important legislations.

The Chair provided details on the process of the United Kingdom's and Switzerland's discussion for association to Horizon Europe (hereinafter HE). UK association to HE is expected as from the 1st of January 2024, with a possible top-up of the UE contribution to the Joint Undertakings. He thanked all the members for their expressed commitment to match the possible top-up referred above and pointed-out the potential benefits for the programme overall, for activities such as rail automation, DAC and/or the next communications system.

He emphasized that the urgent Decision of the GB “*on the commitment expressed by the private members to match a possible increase in the Union contribution to the EU-Rail as a result of the association of the UK to the Horizon Europe Programme*” simply takes note of the commitment of the Board for the Private Members to match the increase of the Union contributions. The possibility to allocate this increase is not yet decided and will be discussed by the EC services during the following months.

The Chair explained that the European Commission endorsed of the GB decision and its annex on the Decision n°11/2023 - Approving the selection process and specific criteria for establishment of the Deployment Group of the Europe's Rail Joint Undertaking, the subject the adjustment of the wording to better reflect the right of the European Commission to take the final decision on the composition of the Deployment Group in accordance with the SBA. Those adjustments have been finalised and in full transparency EU-Rail distributed the adjusted version of the Decision, not changing in substance the original text, to the Governing Board on 29/11/2023. The Chair presented those changes stressing the need to start with a pre-selected group of stakeholders, which could be enlarged later for other relevant stakeholders to join. No oppositions from Governing Board’s members were received.

Mr. Andrea GENTILI informed the members about the DG RTD reorganisation as from the 16th of November 2023 and presented the new Unit dealing with the transport R&I “*Clean Transport Transitions*”, allowing a better integration of all transport research related activities. He also informed the members that a new position has been created “*Clean Planet Partnerships Manager*”, to ensure more synergies and connections between transport and energy partnerships (*more information will be provided during the General Assembly*).

The Governing Board took note of the information from the Commission.

3. REPORT OF THE EXECUTIVE DIRECTOR ON EU-RAIL ACTIVITIES

The Executive Director *ad interim* presented the status of the on-going activities.

On behalf of EU-RAIL, he introduced to the members the newly recruited colleagues. Mr. Karel VAN GILS, Seconded National Expert as Programme Manager in the System Pillar Unit; Ms. Codruta BATUCESCU, Programme Manager in the Innovation Pillar dealing with FP1; Ms. Miruna PRESCHER, HR Officer; and Mr. Gael BION, Accounting Officer for the BOA accounting. He also stated that two more members will be joining, Ms. Anna TORRES, the new Grant and Legal Officer replacing Ms. Valerie LORGE, and Dimitrios SIOTAS as Accounting Officer completing the team for the BOA accounting. He informed at the members that Mr. Vincent DECLERFAYT, Head of Corporate Services, will be leaving EU-RAIL JU by the end of February. The Chair thanked Mr. DECLERFAYT

for its important work and services provided to EU-Rail, asking to leave the dossier in order and wishing all the best for his future career.

The Executive Director *ad interim* provided an update on the S2R programme status, with 33 projects running. The reporting and payment planning has been constantly updated taking into consideration the ongoing suspension and amendment. He underlined that the programme is expected to finish its operational activities in 2023 and administrative and final payments will be finished during 2024. He also emphasized that this would require constant monitoring until year-end.

Furthermore, he provided an update on the EU-RAIL Integrated Programme.

Under the System Pillar, the Harmonisation Granularity guide was approved at SP-STG meeting on 30/11/2023, setting out the approach and principles to granularity, i.e., the extent to which modularisation can be performed in the system. The System Pillar Engineering Management Plan V2 and the System Pillar elements of the Work Programme 2024 were also approved by consensus at SP-STG meeting on 30/11/2023. On the Absolute Safe Train Positioning, the approach to be carried out until the end of the work was discussed during the SP-STG Meeting on 20/09/2023. The work also continues with the Agency in the SP CCS/TMS data model.

On the ongoing actions, the ED a.i. commented that the first version of the standardisation and TSI Input Plan is targeted for adoption during the first quarter of 2024, with all the System Pillar and Innovation Pillar activities input with their contributions. He indicated that the revision process is ongoing and later will be submitted to the European Commission. Regarding the study on Energy savings solutions, the first version is on a second revision by the Consortium, and it is expected by the end of this year.

Under the Innovation Pillar, the ED a.i. updated the members with a high-level status of the six Flagship Projects, with an overall green status for all the ongoing activities (*for additional details, please refer to the presentation*). The EDDP agreed on the IT functions for DAC, that are now to be reflected in the R&I activities of the Flagship Area 5. Flagship Area 7 and Exploratory Research activities just started and have an overall green status. Concerning the EU-RAIL Multi-Annual Work Programme, the ED a.i. informed the GB that a Task Force has been setup to look into its update that will be presented to the GB in June. A first consolidated draft version will be distributed to the members in January.

The ED a.i. provided participants with an update on the indicative planning for the “Call for expressions of interest to become EU-Rail Associated Members”. The call itself will be proposed to GB for approval in its meeting taking place in June 2024 (*for the high-level timeline, please refer to the presentation*).

Regarding the European Court of Auditors Annual Report for all the Joint Undertakings, the ED a.i. pointed-out the positive outcome and informed the members about the hearing in the European Parliament with the CONT Committee about the discharge of 2022.

On the Meeting with SESAR Deployment Manager, the ED a.i. shared with the members his preliminary conclusions. He added the importance of starting a pre-deployment management work to identify the setting structure for the future.

Furthermore, he provided feedback on the Scientific Steering Group (SSG) first meeting held on 15 November, with Ms. Angela DI FEBBRARO and Mr. Juan de Dios SANZ BOBI elected as SSG Chair and Vice-Chair, respectively, by consensus of the SSG members. He informed the GB that the draft Amendment 2 of the Work Programme 2023-2024, the draft Work Programme 2024 and the draft first version of the phasing-out plan, received positive scientific advice of the SSG members. In addition, he informed that one of the members selected, declared a CoI, and a new proposed GB Decision has been launched via written procedure for the selection of a reserve list candidate to be appointed as a new SSG Member. Also, the European research associations – ECTRI and ETRA (represented by Humanist) – will be part of the proposed updated GB decision for their formal appointment as SSG observers.

The ED a.i. then provided participants with an update on the State's Representatives Group meeting held on 16 November, with Mr. Adnan JELIN elected as SRG Vice-Chair by consensus of the SRG representatives present at the meeting. He informed the GB that the draft Amendment 2 of the Work Programme 2023-2024 and the draft Work Programme 2024, received positive opinions of the SRG members. However, the SRG abstained to give an opinion on the draft first version of the phasing-out plan, largely because of its administrative nature. The ED a.i. also informed the GB on the first SRG representatives reports on national R&I activities' list and their potential synergies with EU-RAIL JU Programme. Many replies were received, and more are expected over the course of 2024, to start identifying synergies across different projects and programmes. The ED a.i. also stressed that new perspectives for the future of the SRG works were presented during the meeting by the SRG Chair, and an extraordinary meeting will be held at the beginning of 2024.

Under the Call for tenders "Passengers and railway workers perspective in rail transformation", the ED a.i. informed the GB of the evaluation results. As no tenders have been awarded for LOT 2 "*Railway workers' perspective in rail transformation*", the ED will investigate the need to launch a new tender or other type of activities and revert back to the GB on the matter in the next meeting.

Concerning communication and dissemination activities, the ED a.i. exhorted the members to inform and disseminate information on the ongoing Call (open until the 7th of February 2024) and explained

the main events organised during the year and planned events for 2024. The Chair highlighted the common stand in InnoTrans with the EC and ERA.

The Governing Board took note of the report of the Executive Director.

The Chair thanked the JU for the work done and the achieved results.

The SRG Chair asked the European Commission on the way to associate to the SRG new associated countries to Horizon Europe. Strukton representative asked on the current EU-RAIL Executive Director selection status and for further information on how to set-up the deployment manager. Regarding the Associated Members Call, the Chair asked on the launching date.

Concerning the EU-RAIL Executive Director selection status, the Chair informed the members that candidates have been shortlisted and a first interview round held. He emphasized that the process of appointment is on track and progressing gradually, but it will not be concluded this year.

On the Countries associated to HE, the Chair informed that the European Commission is requesting for nomination for all JUs and once received it will be provided to EU-Rail. When appointed, the elected representatives will be able to participate in the ongoing discussions.

Concerning the Call for Associated Members, the ED a.i. confirmed that it can be scheduled for launch just after its approval by the GB members during the meeting of 21st June and signature of the decision. The ED a.i. also pointed out that a better overview of the pre-deployment manager status could be presented on the next GB meeting.

4. ADOPTION OF THE MINUTES OF THE GB OF 23 June 2023

The Chair invited the participants to present their comments to the minutes of the Governing Board meeting. The Europe's Rail Governing Board adopted the minutes.

ITEMS FOR DECISION OF THE GOVERNING BOARD

5. DECISION ON THE ADOPTION OF THE WORK PROGRAMME 2024

The ED a.i. presented the draft Work Programme 2024, which includes a new Call for proposals for 3 Flagship Areas with a total EU-funding of EUR 21.7M. One of the proposed topics is a real synergy with Smart Network and Services Joint Undertaking (hereinafter SNS JU).

It also contains updated explanations of the System Pillar activities, tasks, deliverables and milestones and updates for the Innovation Pillar regarding the expected deliverables/demonstrators and their timing. On the operational calls for tenders, the commitments will be EUR 12.9M in 2024, largely for the implementation of the ongoing FWCs including EUR 10M for the System Pillar. The ED a.i. informed

about the new IKAA Plan, with an increase of +800k€ making a total of EUR 1.4M compared to the distributed version - no opposition received from the GB members (*for additional details, please refer to the presentation*).

Under the dissemination and communication activities, the ED a.i. stressed that the focus will not be on commercial events, InnoTrans (Berlin) being the only one that EU-RAIL JU is planning to attend with a stand during the coming year. The focus will be on other types of dissemination activities, enlarging the JU presence among other stakeholders and decision-makers.

The ERA representative discussed the Hyperloop concept fundamental problems (i.e., physics, economics, and time), concluding that investing EU funding in the EU-Rail programme may not bring the expected results.

The Chair thanked the JU for considering EC's comments on the Work Programme 2024 and encouraged the increase of synergies and work on traffic management.

The ED a.i. informed the members that the Call will be published on the 25th of January 2024, and the deadline will be the 7th of May 2024, provided the GB Board approves the WP 2024. He also pointed out that a provision has been added, following the suggestion of the EC Services, indicating that the ED can change the deadline of the Call up to two months.

Decision

The Governing Board adopted the GB Decision n° 16/2023 on the Work Programme 2024.

6. DECISION ON THE AMENDMENT OF THE WORK PROGRAMME 2023-2024

The ED a.i. indicated that the amendment was mainly for adaptations of the budget appropriations considering the evolution of budget needs identified for the last quarter 2023, as well as a general text update (i.e., to align it with the Work Programme 2024). He also pointed out an increase of the S2R Programme operational appropriations to re-inscribe the assigned revenue collected from the projects, and an increase of the communication budget due to higher costs than initially anticipated.

The ED a.i. underlined the transfers from Title 1 and Title 2 to payment appropriations unused for 2024 on the recruitments ongoing and staff turnover in 2023 and on Innovation and System Pillar Programme Managers and System Engineers tender launched in 2022, implemented in 2023 and expected to be paid in 2024. He also informed the members about the IKAA plan amendment, including the adjustments as indicated for the adoption of the Work Programme 2024.

Decision

The Governing Board adopted the GB Decision n° 15/2023 on the Work Programme 2023-2024 Amendment nr2.

7. DECISION ON THE PHASING-OUT PLAN FOR THE EU-RAIL

The ED a.i. underlined that the phasing-out is embedded in the Single Basic Act and that the proposed decision annex is a common template provided by the EC services for all the Joint Undertakings. He stressed that only the administrative and operational adaptations needed for the “winding-up procedure” and the necessary steps to complete should be submitted to the GB by the end of 2023, i.e., Chapter 5 of the Annex linked to the Decision. The complete plan (with short and long-term targets, strategic alignment with the Master Plan) should be submitted to the GB for adoption before the end of 2024. He also thanked ADIF for spotting a repetition of an identical recital (3 and 4) in the proposed decision itself and suggested to the GB that the typo will be corrected in the definitive version.

As indicated in the distributed annex to the decision, the ED a.i. presented during the meeting the possible steps and/or procedural aspects needed to complement this chapter of the phasing-out strategy by the end of 2024. He proposed to set up an internal task force composed by representatives from the EC and private members, being the JU present as well, with a calendar ensuring that by the end of 2024 there is a solid phasing-out plan with all the identified options, including all possible operational scenarios (*for additional details and a high-level timeline, please refer to the presentation*). Further guidance is expected also to be received by the EC services during the first half of 2024.

The ERA representative asked if ERA will be part of the Task Force. The ED a.i. confirmed it can be a possibility and underlined the benefits of having the Agency involved. The Chair seconded the ED a.i.'s opinion.

Decision

The Governing Board adopted the GB Decision n° 14/2023 on the Phasing-out plan (Chapter 5) for the EU-Rail.

ITEMS FOR DISCUSSION OF THE GOVERNING BOARD

8. *DISCUSSION ON CONTENT: FRMCS*

The Chair underlined the importance and urgency of this topic, as the existing radio network will relatively soon no longer be supported by the telecommunications companies. The ED a.i. informed the members about the two-part structure of the discussion: 1 - A first part to analyze the status of the delivery of the FRMCS specifications of the future radio system and how to migrate to Version 3; 2 – A second part concerning the migration and deployment of FRMCS.

Ian CONLON presented the EU-Rail System Pillar Report on FRMCS v2 and v3 scope and planning (approved on 5th July 2023), which set out a transparent process consultation for aligning the FRMCS programme and the broader sector with DG MOVE, ERA, and EU-Rail. He pointed-out that the scope of v2 of the specifications and associated planning delivery has been set and agreed and stressed that scope of v3 specifications as well as the planning to integrate “FRMCS 1st Edition” in the CCS TSI is expected to be adopted mid-2027. He emphasized that the testing and validation of v2 (is also foreseen in order to validate the FRMCS requirements relevant for interoperability in the EU, and it is a crucial step in the overall delivery of the finalized specifications.

The SNCF representative asked on the testing and validation of FRMCS requirements relevant for interoperability and its potential link with cybersecurity, leading to a “safe” FRMCS. The Chair commented on the Cyber Resilience Act. The DG Move representative added that the topic is under discussion with ERA and ENISA for the next TSIs. The OEBB representative reminded the migration and deployment issues (second part of the discussion) and pointed out the importance of seeing the entire process as an integrated approach.

On behalf of UIC, Jean-Michel EVANGHELOU [*invited for this point of the agenda only*] presented the status of the technical specifications of FRMCS v2 (*for additional details, please refer to the presentation*). He updated the members on each document primed with sub-tasks ownership and mapped on groups, with their grade of achievement, and emphasized ERA’s participation in most groups.

Jean-Michel EVANGHELOU pointed out some 3GPP delays. He also shared with the members that UIC is reaching the limits for available competent people on technical matters (UIC-ETSI-3GPP), with no fallback scenario. He underlined the necessity to involve more efforts on ETSI, for the ETSI specifications to be delivered mid-October 2024.

Jean-Michel EVANGHELOU stated a good alignment due to EU-Rail/ERIG reports and plans on v2 and v3. He also emphasized the creation of a Supergroup (i.e., 8+ top experts from both Unitel and UIC).

Jean-Michel EVANGHELOU informed of the delay on the release of the early draft of v2 specification planned for November, due to the important consolidation work and the need need to close technical items.

Concerning 5GRail, he informed the members that the project activities are closed and shared that there is a final conference on December 7th, 2023, in Brussels and a final review with DG-CONNECT by February 2024. On chipsets, he stressed there is an industrial initiative and an on-going technical alignment on specifications and standardization topics.

Jean-Michel EVANGHELOU commented on the need for testing and validation of the specifications. He underlined the importance of building on 5GRail outcomes (*for additional details and a high-level FRS V2 progress table, please refer to the presentation*).

The Chair asked for the concrete timeline for the submission of the early draft and the stable draft version of v2 specifications. Jean-Michel EVANGHELOU stressed that the stable draft version of v2 specifications document to be delivered to the Agency in March 2024 is confirmed for the agreed timeline. He pointed out that there was a delay on the submission of the early draft, which had to be delivered in December and will be delayed until January.

The ERA representative stressed that FRMCS functions need to be completed to avoid a situation where every MS creates its own solutions to make the system secure. He reminded the members that ERA has signed a Memorandum of Understanding (MoU) with ENISA where one of the tasks is to support the Agency in the integration of the cybersecurity requirements in its key products (i.e., FRMCS). He also underlined that the plan on the FRMCS introduction has been to proceed in steps, with TSI packages (*for additional details and a high-level FRMCS V2/3 Timeline, please refer to the presentation*). He emphasized that FRMCS should start to be operational around 2030, and the TSI specifications are needed so that products can be developed, and operators can tender.

The ERA representative presented that between March and October 2024, ERA will work with the sector and UIC to finalize the technical opinion that contains v2 specifications. He also stressed that ETSI specifications must be also ready by October 2024 (*for additional details, please refer to the presentation*).

Furthermore, he provided details on the FRMCS challenges, one of them being the timeline and credibility of the planning and milestones. The planning of the deliverables will be key, because of the necessary inputs to deliver the technical opinion and to go through test and validation.

The Chair confirmed the need of a formal assurance to rely on the established deadlines and asked about what will be delivered in March 2024.

The SNCF representative asked about the high-level FRMCS v2/3 Timeline, referring to the overlapping of FRMCS v2 specifications and EECT, as the specifications v2 must be delivered by March 2024, and shared his concern on the possibility to change things until October 2024. The ERA representative clarified that between March and October 2024 the work will be focused on finishing the final document based on the UIC input. He confirmed that the final specifications will be published by the end of this period (October 2024).

The OEBB representative commented on the possibility of speeding up the overall process and stressed the importance of the migration plan. The DG Move stated the need for transparency, including more information on possible resource shortage.

The FSI, CD and OEBB representatives commented on the importance to arrive to one solution and shared their concern on the timing.

The SNCF representative asked about the hypothetical royalties of the companies working on this initiative, as chipsets must be usable in all telecom companies to assure an open market.

The ADIF representative remarked that discussions with MNOs should be considered in the timeline. The SRG Chair shared MS's concern on the deadline for implementation and asked for a fixed implementation deadline to avoid MS looking for their own solutions, against the principles of international rail transport and interoperability.

Jean-Michel EVANGHELOU stressed that all FRMCS versions are applicable to MNOs, therefore from a technical standpoint FRMCS standardization is applicable to all MNOs. On chipsets, he reminded the members that it is an industrial initiative and commented on different options. He also emphasized that the discussion on the content of FRMCS v2 specifications happened some months ago and confirmed that the list is already closed and that the "*stabilized draft*" will be ready in March. Lastly, he stressed UIC's efforts to be as transparent as possible (i.e., informing ERA of all the steps on a weekly basis) and encouraged all the members to be involved in the process.

CAF representative commented on the need to explore the implications (if any) of the timeline for the Multi Annual Work Plan and the key milestones of the Innovation Pillar, and other projects running, to make sure that everything fits.

The Chair reminded the members that the UIC's "*stabilized draft*" will be ready in March 2024 and stressed that this topic will be further discussed with Francois DAVENNE on the 19th of December 2023.

On the Deployment Group, he underlined that it has a key role in FRMCS and stressed it will be one of the first topics for them to work on.

9. ANY OTHER BUSINESS

Regarding the second prefinancing, the JU informed the members about the progress on the process and indicated that it will be completed at the beginning of December.

**- INDICATIVE LIST OF DOCUMENTS TO BE ADOPTED BY WRITTEN PROCEDURE
OR AT THE NEXT BOARD MEETING**

- Decision for decentralized agencies and joint undertakings on working time and hybrid working.

- INDICATIVE DATES OF THE NEXT GB MEETING

- 09/04/2024 ordinary meeting.

The Chair and the Executive Director a.i. thanked the participants for their attendance.

Done in Brussels on 5 December 2023

Signed:

Magda KOPCZYNSKA

Chairperson of the Governing Board