

Europe's Rail Joint Undertaking (EU-RAIL)

**12th MEETING
OF THE EU-RAIL GOVERNING BOARD**

21 June 2024

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
	KRAAK Suzanna, DG RTD	Observer
	PERSCHKE Wawrzyniec, DG MOVE	Observer
ADIF	VILLALMANZO David-Ibán	Alternate
ALSTOM	FRENCH Richard	Representative (remotely)
ANGELRAIL consortium led by MER MEC	INZIRILLO Francesco	Representative (remotely)
	SCARNERA Vincenzo	Representative (remotely)
CAF	DE CASTRO Jorge	Representative
CEIT	MELÉNDEZ Juan	Representative (remotely)
DEUTSCHE BAHN	MARXEN Ralf	Representative (remotely)

DLR	MEYER ZU HÖRSTE Michael	Alternate (remotely)
European Smart Green Rail Joint Venture (eSGR JV)	JIMÉNEZ Noemi	Representative
FAIVELEY TRANSPORT	FREA Matteo	Representative (remotely)
FSI	PIFFERI Davide	Alternate
HITACHI RAIL	TROMBETTA Antonella	Representative (remotely)
INDRA TALGO	GONZÁLEZ Alfredo	Alternate
JERNBANEDIREKTORATE (Norwegian Rail Directorate)	SAETHRE Preben	Representative (remotely)
KNORR-BREMSE	HILSE Hans-Christian	Representative
	ERTL Martin	Alternate (remotely)
ÖBB	STROHMEIER Flora	Alternate (remotely)
PKP	JANCEWICZ Zbigniew	Representative (remotely)
NS/PRO RAIL	CAYET Julien	Representative (remotely)
SIEMENS MOBILITY	KAMINSKY Ralf	Alternate
SNCF	CHERON Christophe	Representative
STRUKTON	SAMSON Henk	Alternate
THALES	JOURDAN Amaury	Representative (remotely)

TRAFIKVERKET	OLSSON Bo	Representative
VOESTALPINE	HOLZFEIND Jochen	Representative (remotely)
European Union Agency for Railway (ERA)	DOPPELBAUER Josef	Observer (remotely)
ERRAC	ANDRZEJ Massel	Observer (remotely)
Chair of the SRG	HALTUF Miroslav	Observer
Chair of the SSG	DI FEBBRARO Angela	Observer (remotely)
EU-RAIL	TRAVAINI Giorgio	Executive Director
	CONLON Ian	Observer
	TORRES Anna Maria	Observer
	GONZÁLEZ Isaac	Observer

LIST OF DECISIONS:

The following decisions were taken by the Board:

- GB Decision n°08/2024 approving the revised Europe's Rail Multi Annual Work Programme (MAWP)
- GB Decision n°09/2024 approving the call for expression of interest with a view to selecting associated members with the potential to contribute to the achievement of the objectives of the Europe's Rail Joint Undertaking
- GB Decision n°10/2024 on the approval of the Consolidated Annual Activity Report (AAR) 2023
- GB Opinion n°11/2024 on the Final Accounts 2023, including the Budgetary Implementation Report 2023
- GB Decision n°12/2024 on the application by analogy of implementing rules to the Staff Regulations

OVERVIEW OF DISCUSSIONS:

INTRODUCTION

The 12th meeting of Europe's Rail Governing Board (GB) was chaired by Mr. Kristian Schmidt (European Commission, DG MOVE). The Chair welcomed the participants to the meeting, which was held in a hybrid form with in-person and digital presentation. The Chair thanked all the participants who came to Brussels.

The Chair informed of the change of some representatives to the GB:

- DLR: Ms Meike Jipp (representative) will be the new GB member in replacement of Mr Christian Sattler.
- eSGR: Mr David Sanz (alternate) changed his position, and he is no longer GB Member.
- Ferrovie dello Stato Italiane S.p.A.: Mr Davide Pifferi (alternate) has replaced Mr Riccardo Santoro.
- ProRail: Mr Julien Cayet (representative) will be the new GB member in replacement of Mr Arjen Boersma.
- Voestalpine Railway Systems GmbH: Mr Franz Sodja (representative) will replace Mr Jochen Holzfeind.

The Chair additionally welcomed the new ERRAC Chair Mr Andrzej Massel as observer to the Governing Board.

The Chair also informed about the announcement made by Hitachi of its acquisition of GTS France SAS. He asked the ED to analyse the effects on the Joint Undertaking, discuss with Hitachi on their Letter of Commitment and report back to the next Governing Board on the proposed resolution.

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, had been distributed in advance to the participants.

He presented the draft Agenda for adoption and asked for the declarations on confidentiality and conflict of interest to be submitted and requested members in conflict of interest to abstain themselves from the concerned points 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 Agenda items</i>	9.30-10.25
2. INFORMATION FROM THE COMMISSION	
3. REPORT FROM THE EXECUTIVE DIRECTOR	
4. ADOPTION OF THE MINUTES OF THE GB MEETING OF 9 April 2024	10.25-10.30
ITEMS FOR DECISION OF THE GOVERNING BOARD	
5. DECISION ON THE MULTI ANNUAL WORK PROGRAMME UPDATE	10.30-10.40
6. DECISION ON THE CALL FOR EXPRESSION OF INTEREST WITH A VIEW TO SELECTING ASSOCIATED MEMBERS	10.40-10.50 11.50-11.00
7. DECISION ON THE ANNUAL ACTIVITY REPORT OF 2023	11.00-11.10
8. DECISION ON THE TRANSFER OF PENSION RIGHTS	11.10-11.20
9. OPINION ON FINAL ACCOUNTS 2023	
ITEMS FOR DISCUSSION OF THE GOVERNING BOARD	
10. DISCUSSION ON CONTENT: STATUS OF THE STANDARDISATION AND TSI INPUT PLAN (STIP), RETURN OF EXPERIENCE AND NEXT STEP CONSIDERING ALSO THE PHASING OUT PLAN	11.20-12.20
ANY OTHER BUSINESS	
11. AOB <ul style="list-style-type: none"> ▪ INDICATIVE LIST OF DOCUMENTS TO BE ADOPTED BY WRITTEN PROCEDURE OR AT THE NEXT BOARD MEETING <ul style="list-style-type: none"> - 2024 Call Award - Amendment of Work Programme 2024 ▪ DATE OF THE NEXT GB MEETING: 21 November 2024 	12.20-12.30

2. INFORMATION FROM THE COMMISSION

First of all, the Chair wished the recently appointed ED all the best in his new role, inviting the GB Members to give him a warm round of applause and he gave the floor to the ED. The ED thanked the Members for their confidence and support which drives him to lead our organization with dedication and vision, thanks also to a highly committed and professional staff in the JU.

The Chair then started his report referring to the European elections held between 6 and 9 June. By the end of the month, the new President and the Chair of the TRAN Committee of the European Parliament, and the President of the Commission will be known. The discussion on the budget, i.e. the Multi Annual Financial Framework (proposal to be provided to the Council by mid-2025) will start soon and will have implications for the Joint Undertakings. It is therefore time to think about what Europe's Rail has achieved and where should be going next.

The interim evaluation of Joint Undertakings will start soon. It is a legal requirement, and it is integrated in the Horizon Europe interim evaluation. The Horizon Europe evaluation report shall be adopted in 2025.

Suzanna KRAAK (European Commission, DG RTD) explained how the discussions on the future FP10 were being organized. For the time being there is no discussion yet on the “what” but on the “how”, which type of instruments for example, architecture of the programme, and international cooperation. One of the main principles will be to continue simplifying the administrative procedures as much as possible. The focus is currently on the interim evaluation report. The evaluation reports of the JUs will be annexed to the HE interim evaluation SWD and Communication, to be adopted by April 2025. An impact assessment of the future programme will start during the summer leading to a European Commission’s proposal on FP10 expected by mid-2025.

Various scenarios are possible, and we should be prepared for all of them. The most important is to evaluate the impact achieved so far by the JUs.

With regard to the budget, Ms KRAAK confirmed that following the UK’s accession to the Horizon Europe, as well as considering the cuts in the Horizon Europe budget to support Ukraine and STEP, the Union contribution to EU-RAIL will be increased with a net amount of EUR 15 million.

The Chair thanked Ms KRAAK for her contribution, highlighting that a period of uncertainty is coming although the burden of responsibility is on the JU.

The Chair also informed about the European Union Agency for Railways (ERA) Executive Director vacancy notice that was published on 5 June, as the post will be vacant as from 1 of January 2025, and he exhorted the GB Members to disseminate the vacancy notice.

3. REPORT FROM THE ACTING EXECUTIVE DIRECTOR

The ED started with some human resources information points: EU-Rail has published the vacancy notice for the recruitment of the new Head of Innovation Pillar and of a Seconded National Expert. He also exhorted GB Members to disseminate the vacancy notice.

The ED presented the main updates on the S2R Programme and the EU-Rail integrated Programme.

The ED provided an update on the administrative closure of the S2R projects. He also highlighted the main outcomes of the System Pillar Steering Group meeting 9 held on 29 May, on the EU-Rail Standardisation and TSI Input (a final document and decision foreseen by mid-July); the Trackside Assets Specifications (the written approval and publication foreseen by end-June); the General Diagnosis concept; and the response to CER/EIM paper on Rail System Architecture.

Concerning the Innovation Pillar, the ED reported that the activities are going according to plan. FP5 is the only one which has specific points (yellow status) mainly due to delays with the identification of common operational rules.

In terms of EU-Rail report on in-kind activities from the private Members, the ED reported that the majority of the Members were able to submit certificates through the new IT portal provided

by the European Commission services. Some issues were encountered including on the guidance on how to provide the IKAA information. The ED informed the Members that consequently the IKAA guidance will be updated.

The ED informed the GB on the preparatory work for the draft WP25-26 in particular on the 2nd wave of FP call and 3rd exploratory calls for proposals. The JU is also collaborating with the JRC (European Commission) for their support on technical KPIs to be transformed into societal KPIs.

A first informal meeting of the High-Level Deployment Group (DpG) took place during ERMTS conference organised by ERA on 25 April, in which it was proposed that the priority topic for the first year would be FRMCS deployment and migration. The next meeting is planned for the 11 July.

An important initiative is the "Pioneer DAC trains". The call for expression of interest aroused great participation, beyond expectations (47 companies applied). The routes span over a broad European territory and in very different operational conditions. The bilateral meetings with the participants will be finished this month and the preparation of the detailed concept will start.

The Chair of the States Representative Group (SRG) asked about the status of the DAC National Contact Points an initiative launched by the Commission. Keir FITCH (European Commission, DG MOVE) replied saying that a meeting was held last week, and the discussion is focusing on the funding and financing options and the main challenges, e.g., in time delivery, authorisation or capacity. He reminded that trains have to first be properly approved. He committed to enhance communication.

The Chair of the SRG asked for the list of nominated contacts per Member States, the European Commission confirmed that the list could be provided.

The GB Chair expressed his encouragement by the result of the call for expression of interest for the Pioneer trains and the broad geographical coverage, although there are still some gaps on the map (Spain, Portugal and Denmark are missing). The necessary funding will be mobilised for the coordination and not for running trains; hence it should be clear that those volunteering will need to bring their own funding. He called on to focus on the pioneer trains and would like to meet manufacturers collectively to discuss how they see the market and how the needed couplers could be produced at costs that are not prohibitive. If we can realise that as a vision jointly, then we can bring a critical case to the European level. It can only be a success if it is done at EU level and not by a MS or CH. Several GB Members reacted to the Chair's words. The representative of ADIF informed that they were in contact with RENFE freight and innovation department. For him, it is clearly indicated in the specifications that we should be doing that in cross border services, and that the Portuguese connection must be covered. He suggested to talk to MEDWAY to ensure the connection with Portugal and France. His efforts will be in that direction. He also suggested that all States have DAC integration reflected in their agenda.

The representative of DEUTSCHE BAHN intervened to say that there has been very good feedback from the market regarding DAC pioneer trains. He proposed strong coordination of all ongoing projects to avoid everyone is working separately. At the next GB it would be good to have an idea of how this can work, to what the Chair agreed.

The KNORR-BREMSE representative added that manufacturers are not a problem. However, it will be good to have a rough estimation on the numbers per country, and to see how to deal with authorisation.

The Chair maintained that the authorisation should be European to avoid the ERTMS situation with various versions.

The representative of the European Commission's DG MOVE Keir FITCH added that it should be a European process leading to a unique authorisation, which probably could be done within the scope of the current TSIs.

The FSI representative commented that the conditions of implementation should be manageable otherwise it would be too complicated.

The Chair compared with the situation for Covid vaccines procurement, where the negotiations were done centrally and the procurement at national level. The same could be done here.

The ADIF representative commented that we should go to standardisation. Common instructions could be provided to all parties involved, to which the Chair agreed.

The Chair of the SRG asked not to forget the infrastructure.

The Chair referred to Switzerland, in which there is an important amount ready to be spent on this, which proves that certainly the level of ambition is very high there. Most of the pioneer trains are not cross-border for the moment, so we should not hesitate to be ambitious and go cross-border.

The ED expressed his satisfaction with the discussion held and level of interest, to be continued.

He continued his presentation with an update point on the Open Call for tenders "Railway workers' perspective in rail transformation", which was published on 6 May.

He followed with a summary of the latest meetings of the SRG and SSG (Scientific Steering Group) held on 14 and 15 May, respectively.

With regard to communication and dissemination activities, the ED referred to the main events held in the last two months (Transport Research Arena, and ITF Public Transport Summit) and upcoming events: He highlighted in particular InnoTrans 2024 from 24 to 27 September in Berlin, for which a joint programme with DG MOVE and ERA has been finalised and joint European train will be provided from Brussels to Berlin on Monday – thanking the contributing private members.

The ED also presented the draft programme for the General Assembly to be held on 21-22 November, open to all participants to the research and innovation activities of the EU-Rail.

The Chair invited all GB Members who would have any ask suggestions for improvement concerning the programme of the General Assembly, to let the ED know, and thanked the ED for his exhaustive report.

The Board takes note of the information provided. An update of the Major Milestones for the 2nd half of 2024 can be found on the presentation.

4. ADOPTION OF THE MINUTES OF THE GB OF 9 APRIL 2024

The Chair invited the participants to comment on the draft minutes of the last GB meeting.

The Europe's Rail Governing Board adopted the minutes without changes.

ITEMS FOR DECISION OF THE GOVERNING BOARD

5. DECISION ON THE MULTI ANNUAL WORK PROGRAMME UPDATE

The ED referred to the background explanation provided, in particular the purpose of the revision which is to take into consideration the gap identification performed in the implementation of the EU-Rail FPs and address additional R&I elements of relevance to the JU objectives, including where new EU-Rail members could bring additional value.

The favourable opinions of the SRG and SSG on the final draft had been received.

Decision

The GB adopted Decision n° 08/2024 approving the revised Europe's Rail Multi Annual Work Programme (MAWP).

6. DECISION ON THE CALL FOR EXPRESSION OF INTEREST WITH A VIEW TO SELECTING ASSOCIATED MEMBERS

The ED explained that the launch of this Call is a legal obligation foreseen in the Single Basic Act.

A dedicated task force within the ED-SIPB was set up since the end of 2023. Both the SRG and SSG have been consulted on the final version.

After adoption by the GB, the CEI will be published on EU-Rail's website. The deadline to submit applications will be 4 November 2024, and the evaluation of all applications received will be done by end of the year with the assistance of independent experts.

The selection process will consist of two sets of criteria, and there will be minimum thresholds.

Based on the results of the evaluation, the ED will propose a list of possible associated members to be agreed by the GB. The SSG may support the GB in its final decision if needed (Art. 21.7(d)). The Commission will need to endorse the GB decision.

The Chair asked about the timetable and wondered whether the November deadline would not be too late in the Programme. The ED clarified that the GB decision could already be taken in a possible meeting in Q1/Q2 2025, which would allow finalisation of the process by Q2 2025.

Decision

GB Decision N°09/2024 approving the call for expression of interest with a view to selecting associated members with the potential to contribute to the achievement of the objectives of the Europe's Rail Joint Undertaking.

7. DECISION ON THE ANNUAL ACTIVITY REPORT OF 2023

The ED presented the final consolidated report.

In the second year of EU-Rail JU, two programmes were successfully run in parallel, which required a lot of effort from members and JU team.

In terms of EU-Rail Programme progress, the SP already delivered its first outputs, new exploratory research areas were launched, and synergy calls created for the first time. The JUs are generally satisfied with services provided by EU-Rail on the back-office arrangements on accounts. In terms of budget execution, the situation improved compared to 2022.

The ED-SIPB was consulted and the SRG and SSG gave favourable opinions to the latest draft.

The comments received from the European Commission and from the private members had been incorporated in the final version distributed on 14 June.

The ED also reported in the IKOP and ICAA implementation status, both for S2R and EU-Rail Programmes.

The Chair encouraged the members to read the entire AAR and thanked the JU for the work done. He stressed the importance of monitoring the level of participation of private members by the ED, to inform any decision of the GB on possible measures to facilitate the IKOP of the private members. Further, it is necessary to have a clearer idea of the BOAs impact on the JU's resources, more specifically to what extent the expected efficiency gains eventually materialize, in view of the discussions on FP10. The Chair also referred to the AAR being published on the JU's website; hence it is an important instrument to communicate the achievements of the JU.

The Chair opened the floor for questions or comments, but there were none. The GB approved the Consolidated AAR 2023.

Decision

GB Decision N°10/2024 on the approval of the Consolidated Annual Activity Report 2023

8. DECISION ON THE TRANSFER OF PENSION RIGHTS

An EU-Rail GB Decision to allow the application of a Commission Decision regarding the application of the Staff Regulations in the particular field of pension rights to EU-Rail JU has been presented to the GB.

The Decision was adopted by the GB without any comments.

Decision

GB Decision N° 12/2024 on the application by analogy of implementing rules to the Staff Regulations

9. OPINION ON FINAL ACCOUNTS 2023

The ED presented the Final Accounts and proposal for Decision for their adoption. He reminded that by 1 of July the EU Rail needs to send the final accounts to the European Parliament, Council, the Commission and the Court of Auditors together with the GB opinion.

The Chair commented that it is very positive that the ECA preliminary comments were addressed. He proposed the adoption of the Accounts, which all Members agreed.

Decision

GB Opinion N° 11/2024 on on the Final Accounts 2023, including the Budgetary Implementation Report 2023

ITEMS FOR DISCUSSION OF THE GOVERNING BOARD

10. DISCUSSION ON CONTENT: STATUS OF THE STANDARDISATION AND TSI INPUT PLAN (STIP), RETURN OF EXPERIENCE AND NEXT STEP CONSIDERING ALSO THE PHASING OUT PLAN

Ian CONLON, HoU at EU-Rail, presented the state of play on Standardisation and TSI Input Plan (STIP).

He explained that the work undertaken in the JU was categorised by topic classification, showing when the output is expected to be delivered and when it is expected to be finalised and which standardisation area could be addressed. The Commission request on TSIs and standards is expected to reflect insofar as possible this input.

Ian CONLON also highlighted the progress being made since the creation of the JU for reaching sectorial coordinated input from R&I to standardisation and regulation.

The Chair thanked Ian CONLON for his clear presentation and the work done by the JU.

The Chair started saying that research is, by definition, preparatory, but in this case, research is clearly co-creation. Standardisation is an important output. It is very important to acknowledge the lack of alignment between R&I and harmonisation in the past, to avoid the same happens again. There are at least 5 actors involved: EU-Rail JU, the Commission, ERA, the Member States, and the industry. We have to address the lack of upstream.

Keir FITCH intervened to refer to the process and TSI request. He said that there had been some frustration with this process and that it is important to prioritise. This is a multi-annual process, so the idea of doing this is to have a detailed planning of the work.

The Chair asked Mr FITCH what were, according to him, the five priority issues from the categories table shown during the presentation. He replied: delivery of FRMCS, DAC, cybersecurity, in the short term; and in the medium term, all requirement for traffic management, delivering on operational harmonisation, engineering rules, access on PRMs.

The TRAFIKVERKET representative commented we should continue the JU and the pre-standardisation work with new ideas all the time.

The Chair agreed and asked to reflect on the key future areas. The phasing out is a mandatory exercise, but we can also say we cannot phase out because there is still work to be done. We have to shift the focus from pure research to deployment, without forgetting the exploratory research We must be open to innovation.

The Chair of the SRG intervened to say that in the Member State, we feel lack of coordination of inputs in TSIs. We need to take into consideration in system, in the preparatory phase, it

means we are ready to discuss with the System Pillar, because it is from our point of view important.

The took the opportunity to ask SRG Chair whether something was missing, in his view, from the list of priorities mentioned by Mr. FITCH. The message of the Member States is that we cannot do the same mistake and build 27 solutions in FRMCS. We need one European wide FRMCS. Not to forget that FRMCS is under pressure of other technologies. Discussing the moving block without DAC, moving block is only a vision. Definitions in telematics must also be harmonised. So, in principle SRG agrees with STIP priorities list but with a few nuances.

The DEUTSCHE BAHN representative commented about the important to come to an affordable product in Europe. To achieve that we have to work closer. For him, harmonisation of operational rules is really important; it is about how to use our resources more efficient. For him FRMCS, DAC, ETCS and ATO are our priorities.

The representative of SIEMENS MOBILITY gave his full support to building a bridge to market, with more deployment-oriented activities. He is in favour to continue with this work and the connection with the market. In his opinion, we put too many focus on technical specifications (TSI) that may hamper some innovations. For each of the topics identified, it is important to find the correct harmonisation channel.

The KNORR-BREMSE representative added that we need a successor. The target is faster deployment, faster authorisation, cheaper authorisation. We have big challenges on deployment, and we need to stick to our schedule, we need a certain European framework if we want to deploy faster.

The Chair insisted that predictability, stability and a collective upstream planning are needed. We should focus on innovation helping us to reduce costs. He offered the floor to Mr DOPPELBAUER (ERA), asking for his views on the need to ensure coherence with their work and have joint priorities.

Mr DOPPELBAUER started by saying that there was a good cooperation with EU-Rail JU. He wanted to correct some misperceptions:

On the meaning of TSI, he said that it is the legal definition which contains the elements of what is necessary to achieve harmonisation. The purpose of TSI is to create a single European railway area, meaning that trains can run within Europe without technical obstacles. This is also why STIP contains standardisation and harmonisation channel.

He commented that the most difficult step we have is to move from a situation to a harmonised interface. This is not a technical problem, not a problem with TSIs, this is simple economic issue.

Reaching the end of the meeting, the Chair of the SRG informed that it put forward a study on European research and standardisation in the System pillar, for which the support of the Commission was key, and a discussion is foreseen in InnoTrans.

Mr CONLON added one last point to say that within the structure of EU rail and Deployment Group (DpG), there are tools to explore this in a complete way: technical specifications, financial aspects, migration, etc. The DpG will allow to explore the full picture.

The ED added that he intends to propose a workshop on the future of the JU for 16 October. The Chair welcomed the proposal. It would be a workshop on the step 2 of the phase out plan.

The Chair summarised the content discussion as follows:

- 1) There should be a clear alignment between R&I and the pipeline for standardisation that is needed for achieving SERA.
- 2) Harmonisation does not mean a strait jacket, so freedom to innovate should be preserved.
- 4) Consistency of the messages at different levels within the private sector.
- 5) Affordability to be achieved as a result.
- 6) Finally, the list of priorities is not a shopping list. We identified FRMCS, DAC, ATO and operational harmonisation.

The Chair thanked everyone for such a constructive and fruitful debate.

11. ANY OTHER BUSINESS

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

2024 Call Award

The ED presented the current status of the call award.

He proposed to GB Members to have an exclusively online GB extraordinary meeting to approve the list of selected proposals once the evaluation is concluded. The proposed dates are 17 or 19 July – a poll will follow to find the most suitable date.

Amendment of Work Programme 2024

The ED informed the GB that an amendment of WP 2024 is expected to be proposed to the GB by written procedure towards the end of July.

- **INDICATIVE DATES OF THE NEXT GB MEETING**

The next GB (ordinary) meeting will be held on 21 November 2024.

Chair concluded the meeting by thanking all GB Members for their participation.

Done in Brussels, on 21 June 2024.



Signed:

Magda KOPCZYNSKA

Chairperson of the Governing Board