



# 11<sup>th</sup> MEETING OF THE EUROPE'S RAIL SRG

19 February 2025

09:30 – 12:30

Hybrid meeting

<p><b>1. Introduction</b>  <i>Welcome by the Chairperson</i>  <i>Declarations of conflict of interest based on the Agenda items</i></p> <p>The Chair welcomed all participants present in the room and online. He reminded about the need to submit the non-conflict of interest declarations before the meeting and invited the new representatives of Hungary and Spain to introduce themselves.</p>	<p>09:30- 09:35</p>
<p><b>2. Approval of Agenda and previous MoM</b></p> <p>The proposed agenda was approved without any changes. The draft minutes of the last meeting of 9 October 2024 were also approved.</p>	<p>09:35- 09:40</p>
<p><b>3. Update on EC activities</b></p> <p>Mihaela Williams on behalf of the Commission’s DG MOVE (C.4 - “Rail safety and interoperability” unit) first referred to the SRG proposal for a transport policy study and after gave a quick update on the most relevant policy developments.</p> <p><i>Transport policy study</i></p> <p>Mihaela explained that the SRG proposal for a study on transport policy fall within the remit of the European Commission. The EU institutions have clearly defined the framework for better regulation and any revision of legislation must follow that guidance.</p> <p>The DE representative clarified that the proposal for a study was about “research on policy”. She pointed that it is not very straight forward to find proposals for changing the EU legislative framework. As Member States want to ensure that innovations financed by the EU and EU-Rail founding members are able to enter the market, it is important to ensure that the policy framework allows for that.</p> <p>The Chair expressed his full support to the DE views. He asked for possible ways to move relatively fast and be able to start working on this study.</p> <p>The DE representative suggested to have the study being discussed under the RISC committee.</p> <p>The DE representative further indicated that ERA should also be involved. The idea would be to produce a set of recommendations for the Member States, Commission, and then of course</p>	<p>09:40- 09:50</p>

feeding into the normal legislative process and support the Commission task to review TSIs or other regulations.

The Chair emphasized that it is necessary to make an analysis of the current environment so that the sector can move to a new, modern railway system. The DE representative added that, indeed, the goal is to support innovation into the market.

The ED proposed that the study, without the policy evaluation component, which is under the remit of the Commission, but with the identification of steps needed for market implementation of innovation, could eventually be part of an EU-Rail study within the context of a strategy tender that will soon be launched.

Mihaela expressed her agreement to the ED's proposal, saying that it would be also relevant for the possible continuation of the JU. The timing should be looked at in order to ensure that the findings of the study could be feeding the reflection on FP10.

The Chair concluded that it is essential to find a way to introduce the principles of this study into the future research programme. He asked Mihaela whether it would be possible to provide the SRG in the form of some bullet points DG MOVE's conclusions out of the discussions held so far on this study proposal.

Mihaela agreed and said that this would be done in the light of the proposal made by the ED.

*Action: EU-Rail investigation on possible tender support and DG MOVE to summarise position.*

#### ***Relevant EU policy developments***

Mihaela Williams informed SRG members about the clean industrial deal to be presented on 26 February 2025. This document basically addresses industries; however, she recommended to go through it because there might be hooks that may concern the future of the JU.

She also informed that the Commissioner announced in a recent hearing with the EP TRAN committee that he intends to present a high-speed plan, and work is progressing relatively quick. The plan is foreseen for before the summer. Regarding the [Competitiveness Compass](#) recently adopted, she reminded the 3 transformational imperatives to boost competitiveness identified by the Draghi Report:

- closing the innovation gap
- a joint roadmap for decarbonisation and competitiveness, and
- reducing excessive dependencies and increasing security

On top of that, there are horizontal enablers, and one of them is the next MFF, which public consultation is open until the 6th of May 2025.

Mihaela encouraged national representatives to spread the word to have a large number of responses on this consultation.

*Action: SRG members to promote an extensive participation in the MFF public consultation.*

<p><b>4. Update on EU-Rail's on-going activities</b></p> <p>- <b>Report on System Pillar (SP) work</b></p> <p>Ian Conlon, HoU for SP at EU-Rail presented the latest developments.</p> <p>A few items for decision were collected in the last meeting of 2024, such as the Annual Work Plan 2025 and the CCS/TMS data model (the latter already available on EU-Rail's website). The Traffic CS system is advancing, the idea is to have simplified implementation and reduce life cycle costs. It is currently planned for decision in March. The Task 5, HERD final report is also available on the website.</p> <p>Ian CONLON also provided an update of STIP and in particular on the coordination work with ERA, including an indicative timing for TSI revision approved last year. He explained that the work processed would be submitted by the end of February, for then undergo a process of assessment. All these inputs are relevant work for the JU. The aim is to do a progress report in June, ready for the meeting on TSIs. Product development would come after.</p> <p>Ian also flagged the topics for the upcoming SP-STG meeting on the 13<sup>th</sup> of March and the summary or the year 2 review (<i>see presentation for details</i>).</p> <p>The Chair referred to the study by Czech Republic on FRMCS which will be made available to all. He asked members to collect info in their respective States, and in particular in case similar studies are being prepared, finalised or planned, until the next SRG meeting. The objective is to prepare a comparative analysis on how the FRMCS is viewed for the preparation of a plan for the future at European level and make it available to ERA and the JU. This report should be ready by next SRG meeting in May.</p> <p><i>Action: the Chair to share the Czech Republic study with SRG members at the end of the meeting.</i></p> <p>- <b>High level overview of Innovation Pillar activities</b></p> <p>Ian Conlon continued presenting the latest developments on the different projects of the Innovation Pillar. (<i>see presentation for details</i>)</p> <p>The DE representative asked whether it would be possible to prepare one-page/slide for each project and keep them updated, to which EU-Rail agreed based on the work already shared in other more detailed presentations (e.g. last report of the FP status).</p> <p>The AT representative addressed a question related to FP2. He is not familiar with the design of FRMCS, yet all systems in the modern world are based on digital assets and driven by data. He asked if beyond sector-internal data transmission, FRMCS could not be enhanced to include functionalities for inter-modal integration, travel info, freight tracking/surveillance and so on.</p> <p>The Chair added that the Czech study he just mentioned will serve to learn more about it. He encouraged Austria to prepare similar papers that could help to modify aspects for a good work for FRMCS. There are some proposals, but it requires more discussions in the expert level. In many cases, he said, we need to differ between FRMCS and the services for passengers. So, it is not an easy question to answer.</p> <p>The ED commented that we can take up this request and next time present FP2 more in detail.</p>	<p>09:50- 10:40</p>
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*Action: EU-Rail to produce a one-page/slide per FP. FP2 to be presented in detail at the next SRG meeting.*

- **Status of Deployment Group (DpG) setup**

The ED informed members about the final setting up of the DpG. All information was made available on EU-Rail's website. More applications for membership were received and the JU will assess them twice a year. The EC will run with the same frequency the EC decision process.

The last meeting held on 13 February (first formal meeting) served to formalise all processes that had already been discussed in the previous informal meetings last year. There was also the programme and remit of the first subgroup on FRMCS deployment. The Czech Republic study was considered, but any other study will also be analysed.

The UK representative asked whether the group was open to associated countries. The ED responded that is the case. The Deployment group is setup in accordance with art. 22 of the SBA as a stakeholders' group, which is open to all public and private stakeholders, including organised groups, active in the field of the joint undertaking, international interest groups from Member States, associated countries or other countries.

The ED went into details on the subgroup on FRMCS, which is divided into 3 working groups. The DE representative asked whether Member States can attend the DpG as observers. The ED replied that the SRG was already consulted on considering potential candidates, although he will investigate this option of participation as observer.

The Chair asked members that in case they would have comments on the Czech Republic study, they should let him know because an update is currently being prepared.

- **Governing Board meetings outcome**

The ED continued with a brief information point on the latest decisions taken by the Governing Board, and in particular on the status of the Decision on the new associated members to EU-Rail and the next steps.

- **Upcoming communication and dissemination activities**

The ED provided with an overview of the most recent relevant events and planned activities for the next months. (*see presentation for details*)

The ED highlighted in particular the following events:

- “EU-Rail Regional Matchmaking Days”, with the objective to engage potential participants in the EU-Rail programme and focus on under-represented regions, but open to all. The SRG support is requested to seek input on feasibility and value of the initiative; suggestions for localisations and partnerships; and support in outreach and engagement. The PL representative suggested that this event might be organised in Warsaw and NCBR might provide organisational support.
- “EU Industry Days” to be organised by the Polish Presidency of the Council of the EU in Rzeszów, Poland ([https://eu-industry-days.ec.europa.eu/index\\_en](https://eu-industry-days.ec.europa.eu/index_en)). The PL representative offered her support if needed.

<p>The UK and PL representatives proposed that they will contact with the projects GREENET and WIDERA.NET (information can be found on the <a href="#">NCP Portal</a>), in order to provide organisational support (GREENET) and travel grants (WIDERA.NET).</p> <ul style="list-style-type: none"> <li>- <b>Overview on the received national research projects/activities + state of play proposed actions by the JU</b></li> </ul> <p>The ED provided an overview on the status of implementation of the synergy actions with EU-Rail projects, requesting SRG members not to hesitate to update their list of national R&amp;I activities and inform the JU in case of relevant changes.</p> <p><i>Action: SRG members to check if the national fiches require an update and inform the JU. The JU to continue its assessment and implementation of agreed actions.</i></p>	
<p><i>Coffee break</i></p>	<p>10:40-11:00</p>
<p><b>5. Focus on FP5 and EDDP activities overview FP5 and EDDP</b></p> <p>Patrick Seessle, Coordinator of FP5-TRANS4M-R, presented the status of the project. (<i>See presentation for full details</i>)</p> <p>This project is about developing a solution for “Full Digital Freight Train”. 76 partners (operators and industry) are involved around Europe in order to develop, test and demonstrate the FDFTO System.</p> <p>In total there are more than 50 experts from all around Europe, 5 locations and 269 prototypes. They plan to do thousands of tests.</p> <p>The Digital Automated Coupler (DAC) is the central enabler of the project.</p> <p>Patrick invited SRG member who would be interested in seeing it real life, to get in contact with him.</p> <p>In 2024 the focus was on risk assessment, cybersecurity, system architecture, specifications and early testing with a design freeze at the end of the year. In 2025 the project will focus on testing in train test lab, stepwise validation and demonstrator continuation in Sweden as well as preparation for the other countries. At the end, what can be expected by 2026 is:</p> <ul style="list-style-type: none"> <li>- An authorization ready DAV for Europe</li> <li>- 6 Demo trains all over Europe</li> <li>- Hybrid Coupler for selected Locos</li> <li>- Tested solution for T3000 wagons</li> <li>- DAC Basic Package Train Functions</li> </ul> <p>The Chair thanked Patrick very much for his exhaustive presentation, asking also for a one-page summary, a sort of leaflet. He asked in particular for an indication on the TSIs that will be impacted one the project will be finalised; and how telematics will be taken into consideration.</p>	<p>11:00-11:40</p>

Patrick replied that he would provide this one-page summary including a reply to those questions. It was agreed that this would be presented at the next SRG meeting.

The AT representative introduced a political question. He sees some promising demonstration activities but at small scale yet, still in pre-deployment, and he wonders how many years it will take for broad system roll-out. He considers that we may need new/other instruments for coordination and financing. For instance, we could think of the important project of common European interest (IPCEI) instrument, not necessarily in a successor of EU-Rail, but a kind of harmonising tool, establishing an accompanying transborder instrument to speed up the path. Clean Hydrogen JU and the European Battery Partnerships are examples for this in conjunction with their thematically related/convergent IPCEI, so why not envisage this for rail as well?

The ED expressed his support to the Austrian proposal. It is time to have a reflection and discussion on the future development, referring to the discussion at the dedicated meeting held the day before. We may need to embrace a different type of instrument and IPCEIs imply national funds. Regarding the hydrogen example, he pointed that it is with national funds.

He invited members to reflect this discussion in the context of the MFF ongoing consultation. Maybe the pre-deployment activities could be something countries be interested to fund.

The AT representative complemented by saying that national budgets are needed anyway for deployment at national level, and that it is preferable to deploy this money synergistically in a harmonised approach on deployment of DAC, ETCS2-3, FRMCS, quantum-proofing, etc.

The SE representative intervened to say that the outcome of FP5 will be absolutely crucial.

Mr Jens Engelmann, EDDP Programme Co-Manager, took over to explain the EDDP status. (*see presentation for details*)

Jens started by saying that in this project nothing can stand alone. All DAC-related work areas and activities need to be taken into consideration. Therefore, they established a risk management exercise. There is already one clear impact on the Master Plan.

He presented the Migration roadmap, DACFIT project planning overview, with the different tasks and indicative dates.

He also presented a new section on the national contact points (NCPs), showing the different countries, regions where they will install the DAC.

Ambassadors will take care of each country/region/group of countries, and a number of meetings are begin set up for the groups/sub-groups.

Jens said that if SRG members would like to be on the mailing list, they can be added.

Karel Van Gils, Project Manager in EU-Rail, completed the presentation with a quick update on Pioneer DAC trains and other EU-Rail related actions. The Connecting Europe Facility (CEF) call had been published on 24 September 2024 and was open until the 21 of January 2025. The Submission DAC Pioneer trains must include: the types and number of locomotives, wagons, corridors, countries, etc. The outcome of the call managed by CINEA is expected by mid-2025.

<p>The Project DACFIT started, and the tender on FWC Locomotive fleet retrofit and engineering solutions for DAC (and ERTMS) was published on 28 November 2024, remaining open until the 27th of February 2025. The objective of this tender is to obtain, test and validate engineering solutions for (shunting) locomotives retrofitting of DAC (and interface to ERTMS developments). This will support a technical, economical and coordinated feasible deployment of DAC (Digital Automatic Coupling).</p> <p>The deliverables from different EU-Rail calls and tender will be used as input for DAC Pioneer Trains.</p> <p>The Chair thanked both Jens and Karel for their detailed presentations.</p> <p><i>Action: a one-page summary paper on FP5 to be presented at the next SRG meeting.</i></p>	
<p><b>6. AoB and closing remarks</b></p> <ul style="list-style-type: none"> <li>- <b>Presentation on EGNOS application to rail and EU-Rail cooperation with EUSPA and ESA (<i>EUSPA invited guest by the Chair</i>)</b></li> </ul> <p>Daniel Lopour, Senior Market Development Officer at EUSPA, explained that originally EUSPA was focused on GALILEO, but they are more and more working in other topics, mainly COPERNICUS. Another pillar is GOVSATCOM, a recently signed consortium that will deliver telecom constellation. There are several pillars having a lot in common with EU-Rail’s domains.</p> <p>Daniel continued explaining the EGNOS application, which makes navigation signals more accurate and trustable for safety-critical applications. It is operational in more than 400 airports and helipads in 23 countries.</p> <p>EGNOS is composed of several stations spread out in several EU Member States and provides back to the users, information on whether the satellites can be trusted or not. It is used in aviation since 2011. For instance, it allows that aircraft can be safely landed. In the railway domain it is a little bit different, because the sector is more cumbersome. That is the reason why they are addressing the topic in a more comprehensive way.</p> <p>Daniel highlighted the good collaboration with EU-Rail to close the technological gap.</p> <p>With regard to the partnership between EUSPA and EU-Rail, EUSPA is participating to the System Pillar work, running a lot of focus activities on how to make use of this technology. They are also working with the Agency as well for certification. A common project has been built, including with ESA, which is seat in FP2 with the name EGNOS4RAIL.</p> <p>He also showed a very preliminary roadmap. It foresees the delivery of several milestones published by EU-Rail in July last year. It is possible to use of GNSS in the trains and full signalling and train protection in 2025. However, the path to achieve it will be detailed later.</p> <p>Lastly, Daniel presented the upcoming activities towards GNSS in ERTMS that need to be tackled. One particular element of attention is the necessity to address industry with continuation for cooperation on the deployment part. In aviation they continued supporting all players in the sector with additional funding schemes. That is the prerequisite to start using the</p>	<p>11:40- 12:30</p>

technology. In rail they are going in the same direction, however it will not be possible unless railway facilitates the debate.

They already started with the recent transport consultation (state aid discussed within this regulation, in which they included a sentence for the integration of ETC components inside the ETCS onboard solutions). He asks EU-Rail to support them on this.

The Chair and the ED thanked Daniel for his presence and exhaustive presentation.

The ED announced that the collaboration between EUSPA and EU-Rail will continue growing. Most probably in the same week, EU-Rail will provide a request to EUSPA and ERA to further collaborate on satellite communication and not only positioning, leading to a similar common project as EGNOS4RAIL.

- **AOB**

The ED informed members that on the day before, during the dedicated SRG meeting on the Future policy based public private partnership for rail and FP10, it was considered to organise a pair up series of meetings with the Permanent Representatives (probably starting with Research attaché, with the ED and interested SRG members). The SRG members expressed general agreement, supported by the Chair.

*Action: EU-Rail will go back to the SRG members on an individual basis with meeting proposals with Permanent Representatives. SRG members to reflect and propose to the ED possible way forward.*

The Chair commented that he would like that SRG members confirm their presence at the SRG meetings, specifying whether they will attend in person or online, in order to have a full attendance list before each meeting, for a better preparation of the meetings. The Secretariat will work on a proposal to ensure that.

*Action: the Secretariat to work on a proposal for the confirmation of meeting attendance.*

The AT representative asked for the reason why it is necessary to fill in the declaration of confidentiality and non-conflict of interest before every meeting. Other representatives joined him in his request. The UK and PT representatives informed that in other JUs this declaration is filled in only once, at the beginning of their representation. AT added that said expression of confidentiality could also be duly implemented by ticking a corresponding check box in electronic registration, indicating as well the mode of attendance (physical/virtual).

*Action: EU-Rail will investigate if it is possible to simplify CoI declaration rules and come back for the next SRG.*

Finally, the Chair reminded members that the next meeting is planned to be mainly physical, i.e. presence in Brussels is recommended.

- **Date of next meeting:** 14 May 2025 – *physical meeting in Brussels (remote access only in very exceptional cases of particular consideration – the confirmation / apology with explanatory statement of the MS is required at least 2 weeks in advance to Europe’s Rail JU Secretariat and the SRG Chair)*

ADDENDUM: FR list of suggestions (sent via email on 19/02)

- *Look at colleagues' reaction on the ever-complex SP reporting*
- *Re the section of MSs contribution to railway innovation vs EC/ ER funded initiatives, would it be possible to have 1/ a compiled view of estimates for MS average yearly financial support for innovation in the railway sector, vs that of ER and 2/ Rex on what is working in terms of cross fertilization and not, etc?*
- *Re the section on DAC, amazing communication effort, it will help bring us up to speed, if at all possible. Keen to get EC side view on the retroaction on the overall EDDP work and program validation of the likely limited take up / funding by CEF2 of the Pioneer Project proposed by the ecosystem.*

*Post-meeting Action: the ED requested SRG members who could provide and are willing to share national R&I funding figures to provide it to the secretariat, if possible, by 21st of March- (Email sent by ED on 3rd of March)*

*The Chair supported this initiative.*