

**Europe's Rail Joint Undertaking (EU-RAIL)**

**17<sup>th</sup> MEETING**

**OF THE EU-RAIL GOVERNING BOARD**

2 December 2025

09:30 AM – 12:30 PM

Hybrid connection

**PRESENT:**

<b>European Union</b> represented by the European Commission	SCHMIDT Kristian, DG MOVE	Chair
	LUECKING Joachim, DG MOVE	Observer
	WILLIAMS Mihaela, DG MOVE	Observer
	GENTILI Andrea, DG RTD	Observer
	RODRIGUES Helena, DG RTD	Observer
	SEIMANDI Yann, DG MOVE	Observer (Presentation Agenda Point 9)
	PERSCHKE Wawrzyniec, DG MOVE	Observer
<b>ACCIONA</b>	BONILLA Javier	Representative
	CALVO Ignacio	Observer
<b>ADIF</b>	VILLALMANZO David-Ibán	Alternate
	CONRADO José	Observer

<b>ALSTOM</b>	FRENCH Richard	Representative
<b>AZD</b>	KAMPIK Vladimir	Representative
<b>ANGELRAIL consortium led by MER MEC</b>	INZIRILLO Francesco	Representative (remotely)
	SCARNERA Vincenzo	Alternate (remotely)
<b>CAF</b>	DE CASTRO Jorge	Representative
<b>CD</b>	JINDRA Petr	Alternate (remotely)
<b>CEIT</b>	MELÉNDEZ Juan	Representative
<b>DEUTSCHE BAHN</b>	LIANOS Manuel	Alternate
<b>DLR</b>	MEYER ZU HÖRSTE Michael	Representative
	JIPP Meike	Alternate
<b>European Smart Green Rail Joint Venture (eSGR JV)</b>	JIMÉNEZ Noemi	Representative
<b>FAIVELEY TRANSPORT</b>	PAGLIERO Paolo	Alternate
<b>FREQUENTIS</b>	HOLZBAUER Michael	Representative (remotely)
	GRAF Guenter	Alternate (remotely)
<b>FSI</b>	PIFFERI Davide	Representative

<b>HITACHI RAIL</b>	TROMBETTA Antonella	Representative
<b>INDRA TALGO</b>	RUBIO José Miguel	Representative
	GONZÁLEZ Alfredo	Alternate
	MARCH Juan	Observer
<b>INFRASTRUTURA S DE PORTUGAL – leader of the PT Alliance</b>	FIGUEIRA Patricia	Representative (remotely)
	GANHAO Francisco	Alternate
<b>Norwegian Rail Directorate</b>	SAETHRE Preben	Representative (remotely)
<b>KNORR-BREMSE</b>	HILSE Hans-Christian	Representative
	LANGE Nicolas	Observer
	VAN'T HOEN Meike	Observer (Presentation Agenda Point 9) (remotely)
<b>KONTRON</b>	MIKULANDRA Michael	Representative
	GEIER Ulrich	Alternate (remotely)
	NEUSSL Richard	Observer
<b>ÖBB</b>	TOPAL Mark	Representative (remotely)
	STROHMEIER Flora	Alternate (remotely)
<b>PKP</b>	JANCEWICZ Zbigniew	Representative (remotely)

<b>NS/PRO RAIL</b>	VOET Tijmen	Alternate
<b>SIEMENS MOBILITY</b>	KAMINSKY Ralf	Alternate
	DEITERDING Lars	Alternate
	EDEL Roland	Observer (remotely)
<b>SNCF</b>	CHERON Christophe	Representative
<b>STRUKTON</b>	DE VRIES Tjark	Representative
	SAMSON Henk	Alternate
<b>TRAFIKVERKET</b>	CAROLIN Anders	Representative
	AABAKKEN Anders	Observer
<b>VOESTALPINE</b>	HOLZFEIND Jochen	Observer
<b>XLAB</b>	NEJC Bat	Representative (remotely)
	MENÉNDEZ Manuel	Observer
<b>European Union Agency for Railway (ERA)</b>	GHERGHINESCU Oana	Observer (remotely)
	AGUADO Marina	Observer (Presentation Agenda Point 9)
<b>ERRAC</b>	ARTUR FOJUD	Observer (remotely)
<b>SRG</b>	HALTUF Miroslav	Observer

<b>SSG</b>	DI FEBBRARO Angela	Observer (remotely)
<b>EU-RAIL</b>	TRAVAINI Giorgio	Executive Director
	FURIO Nicolas	Observer
	CONLON Ian	Observer
	TORRES Anna Maria	Observer
	PATIES Léa	Observer (remotely)
	FIGIEL Magdalena	Observer (remotely)

**LIST OF DECISIONS:**

The following decisions were taken by the Board:

- Decision n° 08/2025 on the amendment n° 2 of the Work Programme 2025-2026
- Decision n° 09/2025 on the Work Programme 2026
- Decision n° 10/2025 on the Annex to the High-level Paper on “A Future Policy Based Public Private Partnership for Rail”
- Decision n° 11/2025 on the application by analogy of Commission Decision C(2025) 2495 of 13 May 2025 on the general provisions for implementing Articles 11, 12 AND 13 of Annex VI to the Staff Regulation of officials and on authorised travel

## OVERVIEW OF DISCUSSIONS:

### *INTRODUCTION*

The 17<sup>th</sup> 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 participation.

The Chair thanked in particular all the participants who came to Brussels.

### **1. WELCOME FROM THE CHAIR AND ADOPTION OF THE AGENDA**

The Chair welcomed the newly appointed GB representatives. He then presented the draft Agenda which 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>	9.30-10.30
2. INFORMATION FROM THE COMMISSION	
3. REPORT FROM THE EXECUTIVE DIRECTOR	
4. ADOPTION OF THE MINUTES OF THE 16 <sup>th</sup> GB MEETING OF 24 JUNE 2025	10.30-10.35
<b>ITEMS FOR DECISION OF THE GOVERNING BOARD</b>	
5. DECISION ON THE AMENDMENT N °2 OF THE WORK PROGRAMME 2025-2026	10.35-11.20
6. DECISION ON THE WORK PROGRAMME 2026	
7. DECISION ON THE ANNEX OF THE HIGH-LEVEL PAPER ON "A FUTURE POLICY BASED PUBLIC PRIVATE PARTNERSHIP FOR RAIL"	
8. DECISION ON THE APPLICATION BY ANALOGY OF COMMISSION DECISION C(2025) 2495 OF 13 MAY 2025 ON THE GENERAL PROVISIONS FOR IMPLEMENTING ARTICLES 11, 12 AND 13 OF ANNEX VI TO THE STAFF REGULATIONS OF OFFICIALS AND ON AUTHORISED TRAVEL.	
<b>ITEM FOR DISCUSSION ON CONTENT</b>	
9. PRINCIPLES OF DATA INTEROPERABILITY	11:20-12:25
<b>ANY OTHER BUSINESS</b>	
10. AOB <ul style="list-style-type: none"> <li>• INDICATIVE LIST OF DOCUMENTS TO BE ADOPTED BY WRITTEN PROCEDURE OR AT THE NEXT BOARD MEETING</li> <li>• DATE OF THE NEXT GB MEETING: 9 APRIL 2026</li> </ul>	12.25-12.30

## 2. INFORMATION FROM THE COMMISSION

The Chair started his intervention by saying that it was exactly one year ago that the current Commission started its mandate and hence, the Commissioner responsible for sustainable transport and tourism policy, Apostolos TZITZIKOSTAS, began his term of office.

He proceeded to update GB Members on the latest EU policy developments. First of all, he referred to the adoption by the Commission on 5 November 2025 of the [Transport Package](#), focusing on two key areas:

- a High-Speed Rail Action Plan to slash travel times and boost rail use, and
- the Sustainable Transport Investment Plan to accelerate investment in renewable fuels for aviation and maritime sectors.

Joint programming: the aim of this package is to make European transport cleaner, more interconnected, and competitive, supporting climate goals and reducing reliance on short-haul flights.

The High-Speed Rail Action Plan, in particular, sets out the steps needed to create a faster, more interoperable and better-connected European network by 2040. It aims to cut journey times and make rail a more attractive alternative to short-haul air travel, thus increasing passenger numbers and boosting regional economies and tourism. However, the Chair pointed that adequate rolling stock is needed to achieve that.

It is indeed a high-level vision and the Commission is very committed to pursuing this objective, for which the necessary legislative proposals have been put forward.

The Chair also referred to the Member States' on-going negotiations on the next EU budget. He reminded that the Commission proposed to double the budget for the [Connecting Europe Facility \(CEF\)](#), which is the EU funding instrument for strategic investment in transport, energy and digital infrastructure.

An important part of the discussion on the budget is in relation to the current geo-political situation. In this respect, on 19 November 2025, the Commission adopted a [Military Mobility Package](#), designed to streamline moving troops and equipment across the EU, creating a "Military Schengen" by removing regulatory hurdles, upgrading infrastructure (dual-use corridors), and establishing faster procedures, supported by related defence industry simplification efforts to boost overall European defence readiness.

For military mobility rail is clearly the backbone, hence, the Commission will put on the table a legislative proposal that in emergency situations strict and short deadlines apply to obtain a single authorisation. This proposal for an EU Regulation on military mobility will be subject to adoption by the Council and the European Parliament under the ordinary legislative procedure.

Of course military objectives require much more private investments and involvement of the NATO, discussions with the Member States' Ministries of Defence, etc.

Another important piece of upcoming legislation is the [EU Regulation on Rail Infrastructure Capacity Management](#), tabled by the Commission two years ago. The final trilogue (between

Council, European Parliament and Commission) took place on 18 November 2025. Until now capacity management has been managed in a national way. The new Regulation proposes a legal framework to ensure coordination across borders. This provisional agreement will now need to be confirmed by the Member States' representatives within the Council (at Coreper level) and by the European Parliament

Further, the Chair informed that the Rail Interoperability and Safety Committee gave a positive Opinion on the Commission Implementing Regulation on the interoperability of data sharing in rail transport (TSI TELEMATICS). This Regulation covers both freight services and passenger services and lays down the technical and functional specifications for the subsystem telematics of the Union rail system.

The Danish Presidency of the Council organised the event "Taking cost out of rail" on 5 November. The Chair pointed in particular that ERA's work in this respect is key, because it is necessary to simplify the way we authorise rolling stock. This does not mean not spending money on rail; wanting to spend money on rail means showing how this can be done in an efficient way.

Overall, there are many efforts going towards the right direction. Some results are already visible, for instance, passenger flows increased in the last year. The Chair asked GB Members to continue their efforts, boosting the capacity of EU railways, with view to addressing China's growing presence in the field.

The Chair gave then the floor to Andrea GENTILI, from DG RTD, to complement the EU update from the Commission's DG RTD perspective.

He informed the GB Members on the latest news regarding the negotiations within the Council and European Parliament for the next EU Budget - i.e. the Multi-Annual Financial Framework (MFF) - and the legislative proposal for the next EU Framework Programme for Research and Innovation (FP10).

The intention of the Commission when presenting its proposal for FP10 was to simplify the landscape for stakeholders in accessing EU funds. FP10 would have a similar structure as the current Horizon Europe, but a new Pillar (Pillar 4) will tackle infrastructure for R&I.

Another novelty in FP10 is the link to the European Competitiveness Fund (ECF), which will be the new programme for deployment.

The concept of flexibility is also aimed at facilitating the implementation of the programme year by year. Because when there are difficulties - such as with the Russian invasion of Ukraine, the energy crisis, etc.-, it has not been easy to transfer the budget from one programme to another. This is what the Commission wants to avoid for the future.

The proposal on ECF mentions four policy windows but no specific areas to be covered. It is very generic; it will then be during its implementation that Member States will need to agree on which areas to focus.

Partnerships are mentioned in the FP10 proposal; they are considered good instruments. However, the future development of partnerships will depend on the priorities of the next MFF.

Since July, the Commission has been devoted to clarifying to the Council and European Parliament the content of the proposal put forward. Some Member States have concerns about what could be their role in the partnerships. The FP10 proposal foresees at least 5 Member States to be involved in each partnership. The discussion on which way we can ensure private investments in the partnerships is still pending.

DG RTD is at the moment running an “Expert Group” which will propose criteria for selecting the partnerships. By April next year, there will be more clarity about the areas that can be covered by the partnerships, including joint undertakings. A new Single Basic Act (SBA) will also need to be adopted and the proposal is expected by the end of 2026. The proposal will be accompanied by an Impact Assessment and the Strategic Research, Innovation and Deployment agenda.

In conclusion, it is not yet possible to affirm that there will be a specific partnership for rail ecosystem.

The Chair maintained that from DG MOVE’s perspective, there should be rail joint undertaking, while DG RTD’s message is that to build the case for rail, it is necessary to develop a solid narrative based on an eco-system approach. This narrative should consider the three elements of the EU [Competitiveness COMPASS](#), launched earlier this year, which sets a competitive model in Europe based on innovation-led productivity and gives a good indicator on where things are. Those are three elements:

- Sustainability and competitiveness
- International dimension: European strategic independence

The Chair opened the floor to reactions.

Miroslav HALTUF, Chair of the SRG and Observer in the GB, informed on the subjects that will be dealt in 2026 by the SRG.

Mark TOPAL (ÖBB) took the floor to request focus on costs reduction, which is the priority in his opinion, because it is very much related to how we change the system to a future one.

Henk SAMSON (STRUKTON) expressed his agreement with the needs to reduce costs and simplify rules and TSIs and make certification and authorisation more efficient.

Jochen HOLZFEID (VOESTALPINE) considered that the certification and authorisation process is also important for the implementation of innovations.

The Executive Director of ERA, Oana GHERGHINESCU, could not agree more with the points made on costs, and referred to the recent event in Copenhagen under the current EU Danish Presidency, where the message in this respect was clear.

She stressed that once specifications are mature, we need to streamline the authorisation process. The 4<sup>th</sup> Railway Package Steering Group will look into the simplification of authorisation processes and report back to the Management Board of ERA. She would like to obtain from EU-Rail Members, information on which issues can be considered red tape, i.e., not providing any added value. It is necessary to channel all energy to be able to actually have

simpler authorisation processes. Also, we need to reduce any kind of room for national variation, because we can have mature specifications but if we have national obstacles, it will never work. To sum up, specifications need to be harmonised, standardised and cheap, with little room for creativity.

Christophe CHERON (SNCF) intervened to thank the Commission for all information provided and efforts made, and to say that a rail partnership is very much needed.

The Chair concluded the debate by saying that the Commission is very much in favour of another rail joint undertaking, so and we need the cooperation from the private Members on three issues: innovation, standards and competing in the market.

### **3. REPORT FROM THE EXECUTIVE DIRECTOR**

The Executive Director provided an update on the latest EU-Rail's activities since last GB meeting. *(Full description is provided in the PowerPoint presentation of the GB meeting)*

He started with a detailed overview of the Innovation Pillar (IP) activities, emphasizing that results are coming out on various ongoing projects.

The Executive Director continued explaining the main achievements on the System Pillar (SP) as well as on the High-level Deployment Group (DpG).

Information points on various topics were also provided by the Executive Director. These are the following:

- The MADE4RAIL 2 project, awarded under Call for proposals 2025-01, will be signed in early December 2025; the project starting date was 1 December.
- The Call for proposals 2025-02 was launched on 8 October and will remain open until 11 February 2025; and an Info Day session was held on 10 October with more than 250 participants, which shows the great interest aroused, thus expectations in number of proposals are high. The "B2match" platform has never been subscribed to so much.
- The European Court of Auditors (ECA) issued its 2024 Report confirming that EU-Rail's accounts are reliable and both the revenue and payments are legal and regular in all material aspects.
- On-going tenders.
- The SRG held a dedicated meeting on 21 October to discuss on the future of EU-Rail; and a regular meeting on 22 October, which served to discuss the main topics for decision at the December GB meeting, resulting in a positive opinion on all of them. Also, a new Vice-Chair was elected, Johanna NES (NL). With regard to the Annex to the High-level Paper on the future of rail, the seven contributions from States' representatives have been made available on the GB PowerPoint presentation.
- The SSG held its regular meeting on 21 October. A positive advice on the main documents to be decided by the GB was also provided. SSG members will also advice the progress of Flagship projects. The future of EU-Rail is also high on the agenda for SSG members' deliberations.

- The programme for the General Assembly to be held on the same day in the afternoon and on the morning of the next after (2-3 December 2025) was presented.
- The timeline of the new partnerships preparation, in particular based on the outcome of the GB approved High-Level paper and Annex, as agreed with the Commission was presented.
- The main EU-Rail communication/dissemination activities and events in which EU-Rail has participated since the last GB meeting were presented. The main activities and events foreseen for 2026 were also presented.

The Chair thanked the Executive Director for a very complete and comprehensive presentation and opened the floor to any comments.

Ralph KAMINSKY (SIEMENS MOBILITY) asked what will happen between December 2026 and Q3 2027. Andrea GENTILI replied that the SBA proposal is a prerogative of the Commission, but of course it relies on the contributions from stakeholders. As previously announced, the SBA will need to be supported by an impact assessment – a standard process in the Commission - which will be launched in the week after. There will be also a Call for Evidence and a support study to analyse various options in the context of the Impact Assessment.

Manuel LIANOS (DB) asked the Executive Director on his take on the status of Europe's Rail for the next 2-3 years and if everything would be on track.

The Executive Director replied that the programme is progressing largely as planned, and that in general the private Members are reacting well, and that we were also able to undertake new activities, such FRMCS. Thanks to the good cooperation with the Commission, we are given the means to make it possible. Challenges for next years are timing and resources scare, so we need to focus on items that really matter. For instance, one of the on-going activities is to critically see what are the initial outcome of the expected technical KPIs. It is a difficult discussion but necessary for the next two years if we want to deliver tangible results.

He underlined that with all activities undertaken in the System Pillar, we have now the possibility to make an impact with the work achieved. For instance, there are different projects that can benefit from the output of the System Pillar work, it is up to all to make it happen.

The Chair agreed with the Executive Director with that various projects are now reaching maturity. He underlined the need to show that research leads to innovation and deployment and what is developed in EU-Rail is the solution. If activities do not deliver, they should be dropped. Cybersecurity, an issue affecting all Member States as critical infrastructure is also a cybersecurity target.

The Chair congratulated EU-Rail for the good results on the accounts.

With regard to the upcoming communication activities, he referred in particular the INNOTRANS fair in September 2026 in Berlin. He is very much looking forward to the “train journey from Brussels to Berlin” and thanked the private Members for their support. It was a very successful initiative last year, and for next year, he hopes it will reach a much higher level with the presence of the Commissioner and industry high level positions.

#### **4. ADOPTION OF THE MINUTES OF THE 16th GB MEETING OF 24 JUNE 2025**

The Chair invited participants to provide any further feedback on the draft minutes of the last GB meeting. All received comments had already been incorporated in the version shared on 4 November 2025.

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

#### **ITEMS FOR DECISION OF THE GOVERNING BOARD**

After confirming that the required quorum for any decision to be taken was granted, the Chair opened the decision section.

#### **5. DECISION ON THE AMENDMENT N°2 OF THE WORK PROGRAMME 2025-2026**

The Executive Director explained that the 2nd amendment of WP 2025-2026 includes an update of the in-kind contributions to additional activities plans ("IKAA plans") declared by the Private Founding Members of EU-Rail, in accordance with Article 11 of the SBA, and the individual Letter of Commitments to become a Founding Member of the JU.

In the Statement of Revenue, the amendment includes EUR 3.345.600 of commitment appropriations and EUR 3.347.796 of payment appropriations stemming from additional contribution agreements signed with the Commission.

In the Statement of Expenditure, the amendment includes a transfer EUR 138.000 of commitment appropriations, and EUR 226.221 of payment appropriations between the administrative lines to cover various needs of the JU.

In addition, the WP 2025-2026 has been amended to include EUR 3.345.600 of commitment appropriations and EUR 3.347.796 of payment appropriations stemming from additional contribution agreements signed with the EC.

The Chair submitted the amendment to the approval of the GB Members. It was adopted without any objections.

#### **Decision**

#### **GB Decision n° 08/2025 on the amendment of Work Programme 2025-2026**

#### **6. DECISION ON THE WORK PROGRAMME 2026**

The Executive Director highlighted the main elements of the proposed AWP for 2026:

A Call for proposals on Exploratory Research for a value of EUR 6,1M is expected to be launched in Q1 2026 (4 February-7 May 2026).

The JU's most relevant risks (section 2.3.6 of the WP) based on this year's assessment were updated with a reduction of the risk (removed from the most significant) on dissemination and on deployment coordination engagement and added on a possible late projects' administrative execution.

A Call for tenders for a value of commitments for 2026 of EUR 13,5M is foreseen.

The list of non-operational procurement has been updated.

The sections describing the supporting organisational and governance activities (communications, HR, IT, EU-Rail bodies, Internal Control) have been updated.

The budget for 2026 is included.

Following the input received from the Members, the multi-annual estimated amount of IKAA for 2026 has been updated; it is EUR 45,2M which represent an increase of about 9M€.

The draft GB Decision on next year's WP was consulted with the SSG, SRG and SP-StG, which contributions were duly considered by the Executive Director. The comments received from the ERA were also duly considered and included in the final version of the WP.

The Chair submitted the draft AWP 2026 to the vote of the Members. It was adopted without any changes.

### ***Decision***

#### **GB Decision n° 09/2025 on the Work Programme 2026**

#### ***7. DECISION ON THE ANNEX TO THE HIGH-LEVEL PAPER ON “A FUTURE POLICY BASED PUBLIC PRIVATE PARTNERSHIP FOR RAIL”.***

Since April 2025, there has been an extensive consultation on lessons learned and what needs to change, including analysis, on the current Flagship Areas (FAs) setup.

In June, three working groups (one per Flagship initiative) were created with the participation of JU Members. Work ended in October with a final version of the Annex to the “High-level Paper on a future public private partnership for rail” to be submitted to the GB approval.

EU-Rail further consulted with the Executive Director System and Innovation Programme Board (ED-SIPB), ERA, the SSG and the SRG.

Once adopted, the Annex will be published on EU-Rail's website, as well as the High-level Paper, and will remain a living document, i.e. further improvement and updates will be possible.

The Chair submitted the draft Annex – Flagship Initiatives - to the High-level Paper on “ a future policy based public private partnership for rail” for adoption. It was adopted without any objections.

### ***Decision***

#### **GB Decision n° 10/2025 approving the Annex to the High-level Paper “A future policy based public private partnership for rail”**

**8. *DECISION ON THE APPLICATION BY ANALOGY OF COMMISSON DECISION C(2025)2495 OF 13 MAY 2025 ON THE GENRAL PROVISIONS FOR IMPLEMENTING ARTICLES 11, 12 AND 13 OF ANNEX VI TO THE STAFF REGULATIONS OF OFFICIALS AND ON AUTHORISED TRAVEL.***

As EU-Rail needs to adopt implementing rules to give effect to the EU Staff Regulations, it was necessary for the GB to decide whether to adopt the Commission Decision referred to above, or alternatively it would apply anyway nine months after the date of its notification to EU-Rail on 13 May 2025.

The Executive Director proposed the GB should decide whether to apply the above-mentioned Commission Decision by analogy from the date of its GB adoption.

***Decision***

**GB Decision n° 11/2025 on the application by analogy of the EC rules related to authorized travel**

**ITEMS FOR DISCUSSION OF THE GOVERNING BOARD**

**9. *OPEN DISCUSSION ON THE PRINCIPLES OF DATA INTEROPERABILITY***

The Chair presented the four speakers who set the context for the discussion:

***Presentation 1)***

The first speaker, Yann SEIMANDI, Policy Officer at the Commission's DG MOVE, presented the regulatory framework, including the basic concepts and principles of data interoperability.

Definition of main concepts:

- Data interoperability refers to the ability of stakeholders to generate, share or use data serialised with a harmonised ontology via common or federated systems and interlinked data spaces. A few principles apply: data needs to have quality, be available, access to and re-use need to be granted, etc.
- The ontology developed by ERA is the Union's toolbox offering harmonised data serialisation for the Union rail system.
- Data serialisation refers to the transition from a siloed approach of data, i.e. each model valid in their own silo, to unified quality.

*(Full details are provided in the GB meeting PowerPoint presentation)*

The Executive Director said that the idea behind is that digital transition from analogue to digital systems can only work with data interoperability. Now we have the possibility to contribute significantly to that, in cooperation with the Commission which is setting the rules. But in the end it is a stakeholder take-up that needs to happen.

The Chair assented and said that standards have also a key role to play.

The Chair was particularly interested in precisising the meaning of the term “ontology”. Yann explained that ontology is allowing ultimate data sharing for everyone, so that different data shared can be used by others. A sort of lingua franca to communicate.

Davide PIFFERI (FSI) added that the basic essential requirement is for the data to be machine readable to allow processing and handling without manual intervention.

Miroslav HALTUF, Chair of the SRG, commented that ontology differs for each subsystem and that sometimes it is not consistent.

### ***Presentation 2)***

The second presentation was by Marina AGUADO, Interoperability Coordinator at ERA, who focused on the technical and semantics aspects of interoperability.

She explained that from ERA’s point of view and based on the current regulatory framework, interoperability is the ability of a sector/organisation to interact with each other across systems and processes to achieve common goals. It involves the sharing of information and knowledge through the business processes by means of exchange of data between ICT systems. In the end, this definition is about how information is exchanged.

There are different ways to measure data interoperability, which is critical for cost efficiency.

ERA has implemented a collaborative, transparent and shared governance mechanisms to sustain interoperability. ERA ontology is a unique approach to common rail terminology.

*(Full details are provided in the GB meeting PowerPoint presentation)*

### ***Presentation 3)***

Ralph MUELLER (DB) - CONEMP (Concept of Employment) Domain lead in the System Pillar - presented “Case 1 – end to End data process based on ERA ontology”.

The presentation set out a real world application of data use – enabling real time infrastructure asset assessment and maintenance. In addition, the data was based on a formal extension of the ERA ontology, providing a demonstration of how this works within an EU-RAIL project.

*(Full details are provided in the GB meeting PowerPoint presentation)*

### ***Presentation 4)***

Meike VAN’T HOEN (KNORR-BREMSE) - Lead of the Federated Rail Data Space Work package in FP1-MOTIONAL - presented “Case 2 - Rail Data Space with EU-Rail”, which is a data space group in the Innovation Pillar.

The presentation set out the work in EU-RAIL on the development and governance of the European rail data space enabling a framework to allow data exchange in a transparent and secure manner.

*(Full details are provided in the GB meeting PowerPoint presentation)*

The Chair thanked all speakers for their presentations and summarised the main conclusions.

He then invited Members to reflect on the following questions:

- *Do you agree on the value of data interoperability to drive business growth and innovation in the rail sector?*
- *What do you see as the challenges to achieve this approach?*
- *What should be the role of EU-Rail to facilitate the goal of data interoperability?*

Mark TOPAL (ÖBB) expressed his recognition for the efforts made and the potential applications of the data interoperability and its applications but pointed that there are some concerns. Data projects have a tradition of being costly and difficult to conclude. As we want to reduce the system costs, all efforts are welcome, but we need to prove return of investments back soon. The creation is not coming from tools but from our businesses. If costs are high we need to be careful.

Davide PIFFERI (FSI) clarified the differences between data interoperability and data spaces. Data interoperability is the treatment and processing of data itself. Data spaces are platforms for sharing of data.

Also the issues to solve are not only technical, it is elsewhere. For him, the next JU should not focus only on technology.

The Chair agreed and said that it is about law, architecture, infrastructure, etc.

Following a query from the Chair a discussion on concrete cases happened.

The Chair then invited all Members to provide information on use cases that could be included in a sort of catalogue of top twenty use-cases.

The Executive Director added that we are progressing in digitalisation although there is still some work ahead. He asked Members to ensure that the work done and solutions proposed in EU-Rail projects are taken up by each of the Members.

The Chair assented, adding that it was key that Members act together in a coordinated way.

## **10. ANY OTHER BUSINESS**

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

- Decisions by written procedure (tbc):
  - Prevention of and fight against psychological and sexual harassment
- Decisions at GB 2026 meetings:
  - 1<sup>st</sup> GB meeting:
    - Call 2025-02 award
    - Possible amendment of AWP 2026

- 2nd GB meeting:
  - Call 2026 award
  - CAAR 2025
  - Final Accounts 2025
  - Possible amendment AWP26
- 3rd GB meeting:
  - AWP 2027
  - ICAA Plan update
  - Amendment AWP26

**DATE OF THE NEXT GB MEETING:**

- 9 April AM
- 23 June AM
- 24 November AM (+ General Assembly on the 24th PM & the 25th AM)

Done in Brussels, on 2 December 2025.

Signed: 

Magda KOPCZYNSKA

Chairperson of the Governing Board