15th MEETING OF THE EUROPE'S RAIL SRG

13 May 2026

09:30 – 12:30
Hybrid meeting

1. Introduction The Chair and CZ representative, Haltuf Miroslav, opened the 15th regular meeting of the Europe's Rail State Representatives Group and welcomed all participants.	09:30-09:40
2. Approval of Agenda and previous MoM The proposed agenda for the meeting was approved. The minutes of the last SRG meeting were approved.	09:40-09:45
3. Update on EC activities The Chair introduced the item on European Commission activities. As no representative of the European Commission (EC) was present, Giorgio Travaini, Executive Director (ED) of Europe's Rail Joint Undertaking, provided an update on the latest known legislative steps towards a possible new Single Basic Act. In this context, an update was also provided on European Parliament activities. Member of the European Parliament (MEP), Christian EHLER, rapporteur for FP10 and the European Competitiveness Fund, has prepared an initial draft reports containing amendments to the Commission proposal. The FP10 draft report from EP rapporteur and the ECF draft report from EP rapporteur will now be discussed further in the relevant parliamentary committees. The Executive Director also referred to ongoing institutional discussions related to the High-Speed Rail Plan noting that Europe's Rail had been invited to contribute to these exchanges. The Chair stressed the importance of maintaining contact with the European Parliament to monitor developments concerning FP10, the European Competitiveness Fund and the Single Basic Act.	09:45-10:00
4. Update on Europe's Rail ongoing activities - **Report on the last GB, including presentation on the Outcome of 2025-02 call** The Executive Director provided an overview of ongoing activities and the latest Governing Board decisions.	10:00-11:00

In this context, members were informed that the Governing Board approved: - the ranked lists of innovation actions selected for funding and the list of rejected proposals under the Europe's Rail call for proposals HORIZON-JU-ER-2025-02 . - the update of Flagship Initiative 4: Innovative EU high-speed rail corridors to the Annex to the High-Level Paper "A Future Policy-Based Public-Private Partnership for Rail". - the request for the commission agreement for derogation from implementing rules to the staff regulations. For the outcome of the Call for Proposals 2025-02, the ED presented the results, covering the second wave of flagship projects together with exploratory topics. Participation was geographically diverse and included several associated countries, broadly reflecting the distribution of the rail sector around Europe. Following the evaluation by independent experts, both a main list and a reserve list were established. It was further explained that the exploratory topic dedicated to PhDs did not achieve a sufficient high score to be included on the main list. Nevertheless, the first proposal on the reserve list remains under consideration, pending the investigation of a possible transfer of budget appropriations from administrative to operational expenditure. The Governing Board approved the ranked list of projects selected for funding during its meeting of 9 April 2026. The selected projects are expected to proceed to grant signature by 31 July 2026, with activities starting on 1 August 2026. - **Report on System Pillar (SP) work** The ED informed members that it was discussed with the Governing Board the possibility of implementing the future System Pillar specifications expected in 2027 into the system that exists today for the harmonisation of the control-command and signalling system. A request for pilot has been raised so that it would be possible to standardise the CCS components and contribute to reducing implementation costs for Member States. Further, Ian Conlon, Head of the System Pillar at EU-Rail, presented the latest developments, in particular the outcome of the last System Pillar Steering Group (SP-STG). Two main decisions were highlighted: the approval of version 1.1 of the cybersecurity specifications and the approval of two onboard modularity mature solution proposals, which will now enter the ERA change control management process. Ian Conlon explained that the onboard modularity proposals are part of a broader set of change requests aimed at improving the architectural structure of the ETCS onboard system and increasing flexibility, particularly regarding the common bus and communication layers.	

In addition, the first external specifications from the System Pillar are expected shortly. These include cybersecurity-related documents and trackside asset specifications already considered mature enough to support procurement activities.

He also reported on the Future Railway Mobile Communication System (FRMCS) Stakeholder Alignment Meeting (SAM) meeting, established at the request of the sector to improve transparency regarding future radio specifications developed by UIC.

Additional details are present in the provided PowerPoint presentation.

- **Report on High-Level Deployment Group work**

The ED proposed to continue directly with the Deployment Group update.

It was explained that the work of the Deployment Group has significantly accelerated during the past year. The European DAC Delivery Programme served as a precursor to the broader Deployment Group structure.

The DAC Supervisory Board activities will be integrated into the high-level Deployment Group. The DAC programme board activities will continue as a dedicated subgroup named the DAC Deployment Group. The structure will therefore consist of the high-level Deployment Group together with two subgroups: the DAC Deployment Group and the FRMCS Deployment Group.

Ian Conlon further explained that the DAC Deployment Group focuses in particular on the interaction between the Pioneer DAC project and specification work.

The DE representative asked whether the report on risks for FRMCS was already available. Ian Conlon replied that the next stakeholder alignment meeting was scheduled for June, when the risk matrix would be finalised and discussed. He added that the document would subsequently be shared with the SRG. – ***Action***

The Chair, Miroslav HALTUF, asked if a progress on the pioneer trains will be provided to the DAC National Contact Points (NCP). The ED informed that the Commission had launched invitations for a meeting planned for 8 June with DAC National Contact Points for this exact purpose.

The Chair reiterated his concerns regarding the future European implementation plan for FRMCS, stressing the importance of avoiding difficulties similar to those encountered during ETCS deployment.

Ian Conlon replied that the FRMCS Deployment Group had already produced several supporting documents, including reports on migration scenarios, and emphasised that mechanisms were now in place to ensure transparent discussions on deployment matters. He noted, however, that implementation planning ultimately depended on the finalisation of the specifications.

The ED reiterated that Europe's Rail would provide recommendations and tools to support a cost-effective and coordinated deployment of FRMCS across Europe, while the responsibility for implementation would remain at national level and is not managed directly by EU-Rail.

Cyber security documents can be found here - Decision 01/2026 - https://rail-research.europa.eu/system-pillar-steering-group/, and *further details are present in the provided PowerPoint presentation.*

- **High level overview of Innovation Pillar (IP) activities**

For the Innovation Pillar updates, a summary of activities from the previous three months was presented by Sébastien DENIS, Senior Programme Manager at EU-Rail. Members were reminded to consult the Europe's Rail website, where public deliverables and monthly summaries are published.

For the Flagship Project 1, a key document describing 81 use cases and demonstrators was delivered. Activities continue across capacity management, traffic management and digital enablers. Several dissemination events are being organised around five result clusters. Members were invited to participate in the remaining events and the final online event.

Deliverables produced for Flagship Project 2 include reports, benchmarking and the roadmap for a common rail data space. Progress was also reported on ATO functions, onboard modularity, short-range communication and localisation activities. Demonstrators are expected to conclude by the end of the year.

A final event is planned in Prague in early June, including both a plenary session and on-site demonstrations.

More than 20 use cases are progressing under Flagship Project 3. It was noted that two rolling stock asset management use cases will not be demonstrated due to availability constraints. Nevertheless, early quantitative results remain positive, particularly regarding reductions in life-cycle costs and service failures. A final event is planned in Madrid in October.

Flagship Project 4 continues progressing, although some delays may extend certain activities into early 2027. Progress was reported on battery-electric multiple units, hydrogen technologies, refuelling station modelling and electromechanical components.

Positive feedback was received from the European Passengers' Federation regarding passenger attractiveness and circular economy activities.

Progress was reported on authorisation and safety aspects, including the authorisation strategy, overall safety plan and common safety assessment methodology for Flagship Project 5. Demonstrator preparation is ongoing, including activities in Italy and hybrid coupler testing.

No major deviations were reported under Flagship Project 6. Several demonstrators are ongoing. An expert group on satellite communication was also launched to address performance requirements and satellite integration aspects.

Progress was reported on the three projects under Flagship Project 7, although some delays were acknowledged. For exploratory research, the finalisation of the socio-economic impact assessment model under Academics4Rail was presented.

The final event of RAIL4EARTH was highlighted, particularly its focus on supply chain dependencies, resilience and the vulnerability of SMEs.

Details are present in the provided PowerPoint presentation.

The Chair raised the question of how public dissemination events are communicated and highlighted the usefulness of QR codes for wider promotion.

The Chair suggested that QR codes and event information should be circulated sufficiently in advance, ideally several months before the events, to allow Member States to promote them nationally.

Ian Conlon explained that dissemination activities are already included in the newsletter and previous SRG presentations but acknowledged the suggestion and agreed to encourage projects to provide QR codes earlier.

- **Update on 2026-01 call**

The ED briefly updated the SRG members on Call for Proposals 2026. The ED provided an overview of the 2025-02 Call for Proposals and updates on the ongoing 2026-01 Call.

The total budget allocated for the call 2025-02 amounted to EUR 148.2 million, covering flagship projects, exploratory research and coordination activities. The call received 34 proposals across several topics related to digital and sustainable rail systems, automation, freight services, regional rail, innovation in rail finance and exploratory research. The evaluation process took place between 13 February and 23 March 2026.

The call 2026-01 is now closed. Eligibility and admissibility checks are currently being finalised, while evaluations are expected to begin the following week.

- **Ongoing and upcoming communication and dissemination activities**

The ED presented upcoming dissemination activities and events. Europe's Rail recently participated in the ERTMS conference and the International Transport Forum summit. The next major event will be the Transport Research Arena in Budapest, where Europe's Rail will share a stand with three other Joint Undertakings.

Participation at InnoTrans is also planned. Europe's Rail, the European Commission and ERA will share a common European stand featuring demonstrations from projects and the System Pillar.

A dedicated high-speed train linked to InnoTrans is also being organised with support from several companies. Workshops and communication activities are planned both onboard and at the arrival in Berlin. The Executive Director also mentioned the European Railcast, the catalogue of solutions and a series of CEO support videos for the future Joint Undertaking. Twenty-four CEOs contributed videos expressing support for the continuation of the rail JU. The Chair raised the possibility of preparing an SRG support video. The DE representative suggested that a ministerial declaration might carry stronger political value than an SRG video and proposed discussing the matter internally. – ***Action*** - **Status of the High-Level paper and any other information points** The ED informed members that the high-level paper is being updated, including input from ERRAC. A shorter and lighter version is also under preparation. Under other information points, the overall status of the High-Level Paper was provided, with the new version being scheduled for mid-May and ready for endorsement at the GB in June Several service requests and studies were also presented, including: • support for local radio engineering solutions; • strategic advice for the System Pillar; • a study on effective innovation uptake. The study on innovation uptake was highlighted as a direct response to previous SRG requests. It will include identification of barriers, stakeholder consultations and recommendations supporting future partnership implementation. Members were invited to provide comments on the proposed methodology. *See powerpoint presentation for further details.* In addition, the possibility of organising the meeting during InnoTrans was discussed. Concerns were raised regarding room availability, hybrid participation and the timing of Work Programme 2027 documents. The Chair expressed a preference not to organise the formal SRG meeting during InnoTrans based on previous experience, although an informal meeting during the exhibition could still be considered.	
5. Point for SRG opinion - **Draft Consolidated Annual Activity Report (AAR) 2025 – SRG opinion for GB meeting of June 2026** The SRG meeting continued with the discussion on the SRG opinion concerning the Annual Activity Report. The ED recalled that the consolidated draft Annual Activity Report had been shared with SRG members approximately one month before the meeting. Members were invited to raise any questions or comments.	11:10-11:30

The documents for the Governing Board decision, scheduled for 23 June, would be circulated the following week, while the final accounts would be shared shortly before the Governing Board meeting, once the final contributions from members had been received at the end of May. The in-kind contributions would also be updated accordingly. The Executive Director presented the main highlights of the report. Europe's Rail is currently in its fourth operational year, and programme processes are now considered consolidated. In 2025, two calls were launched, including the second wave of flagship projects, representing a total of EUR 151 million in new funding. Regarding budget execution, the Executive Director reported that almost all commitment appropriations had been implemented and that payment execution had significantly increased compared to the previous year. In terms of governance, five new private members joined Europe's Rail and were successfully integrated into the structure and activities. It was also noted that THALES Six GTS France terminated its membership following the acquisition by Hitachi of its rail related activities. Europe's Rail currently counts 30 members: the European Union, represented by the Commission, and 29 private members. Concerning in-kind contributions, the certified IKOP currently represents approximately 37% of the regulatory target, while the IKAA is progressing at a similar level. The Executive Director expressed confidence that the minimum regulatory targets would be met and potentially exceeded. The Chair invited members to raise questions or comments. No questions were raised by SRG members. The Chair concluded that the SRG opinion on the Annual Activity Report could be approved.	
6. Report from the SRG **-** *Overview of the national research projects/activities + state of play of proposed actions by the JU* The Chair introduced the overview of national research projects and activities. Members were invited to provide updates or comments regarding their respective countries. Representatives of Switzerland indicated that they had nothing to declare at this stage but would take the request into account for 2026. The representative of the United Kingdom informed the SRG that the national slide would be updated, as a new programme had recently been launched and the current information was outdated. The ED reminded members that this exercise is an obligation under the Single Basic Act. The SRG is expected to provide information on national research and innovation programmes and projects to identify synergies and avoid duplication.	11:30-11:40

Two templates had been circulated and would be redistributed. The information collected is used to update the presentation presented at each SRG meeting and to prepare the consolidated report for the General Assembly. The information will also be published on a dedicated public webpage. Members who had not yet submitted information were encouraged to do so. It was clarified that Member States without national rail research programmes should explicitly indicate this. The Chair added that this clarification would help identify in which countries national research programmes exist and where they do not. No further comments were raised, and the item was closed	
7. State of play, review of questions submitted to UNIFE and next steps The Chair welcomed Enno WIEBE, Director General of UNIFE, to present the position of the European rail supply industry. The Chair explained that the invitation followed previous discussions with UNIFE representatives regarding coordination, information exchange and the future of the Europe's Rail partnership. Enno WIEBE, opened his presentation by noting that UNIFE represents approximately 120 members across the European rail supply chain, including SMEs and major industrial actors. The association operates mainly at European level and cooperates with EU institutions, ERA and 12 national associations. He stressed the importance of research and innovation for maintaining the competitiveness of the European rail supply industry. It was noted that the sector invests around 3.6% of its revenue in R&D activities. The need to remain competitive globally, particularly in relation to China, was emphasized. UNIFE expressed strong support for a successor to Europe's Rail and highlighted the importance of long-term EU-wide cooperation. Enno WIEBE, argued that research and innovation should remain coordinated at European level rather than fragmented into national approaches. Emphasis was placed on the need to strengthen links between research, standardisation, regulation and deployment activities. Enno WIEBE stressed that many research results risk remaining unused if no support is provided for the transition towards implementation and market readiness. The concept of "pre-deployment" was discussed extensively. Members highlighted the need for a clear and precise definition of the term. The General Director of UNIFE was invited to provide a short-written explanation or concept note to support future discussions. Giorgio Travaini, Executive Director of Europe's Rail Joint Undertaking, explained that the future European Competitiveness Fund could potentially support activities	11:40-11:50

linked to the transition from research to industrial deployment and market implementation. UNIFE also presented its involvement in the European regulatory and standardisation framework, including cooperation with ERA and the representative bodies. On cybersecurity, the Director General explained that this is currently one of the main priorities and challenges for the rail supply industry. He highlighted the complexity of applying cybersecurity legislation to railway systems with long life cycles and complex digital components. Together with other sector organisations, UNIFE contributed to the preparation of rail-specific guidance on the implementation of the Cyber Resilience Act. Regarding military mobility, UNIFE stressed the importance of resilient infrastructure, fallback solutions and secure digital systems. He emphasized that suppliers who do not share European values should not provide critical digital components for railway systems. The Chair thanked Enno WIEBE for the presentation and noted that the input provided would be useful for the preparation of the SRG position paper.	
8. MS actions in support to a possible next rail JU - Supporting a reinforced European approach for rail The SRG resumed discussions on the draft position paper concerning the future rail partnership. The Chair thanked all members who had already contributed comments and amendments to the shared online document and asked the ED to comment on it. The possibility of preparing a ministerial declaration, rather than only an SRG position paper, was discussed. Members noted that such a declaration could carry stronger political weight but would require alignment among Member States and a common message. The Chair informed members that the timeline for the preparation of the document would be updated and shared as soon as possible.	11:50-12:25
9. AoB and closing remarks The next annual SRG meeting is scheduled for 22 October. The Chair thanked all participants for their active contribution and closed the meeting.	12:25-12:30
Attendance: SRG Members present: *Miroslav Haltuf (Chair), Ariane Boehmer* SRG Members online: *Karen Roofthoofd, Juan Henriques, Fabozzi Stefania, Adnan Jelin, Jeremy Hotchkiss, HR MSTI Darjan Konjić, Becky Bennett, Peter Klamo, Obreczán Mátyás, Pierre Gierenz, Arzu İpek Yılmaz, Baudraz Michel, Tudeau Johanna, Hartinger Leonhard, Terzic Ivanka, Mandt Mikkel Åsgard, Kiss Barbara, Henri Vichard.* Observers: *Torben Holvald (ERA), Groot, H.J.Y. (DG MOVE)* Invited as presenter*: Enno WIEBE (Director General of UNIFE)*	

EU-Rail*: Giorgio Travaini (Executive Director), Ian Conlon (Head of the System Pillar), Sébastien DENIS (Senior Programme Manager), Florentina Laptuca (Assistant to the Corporate Service Unit and secretariat of the SRG)*	