

## Third meeting of the Scientific Committee of Shift2Rail JU

13 April 2016  
White Atrium building, Meeting Room no 4  
10:30-14:30

### Draft minutes

<b>10:30 – 10:40</b>	<b>Welcome by the chair</b>
	<p>The Chair, Mr Pereira, welcomed the participants at the third meeting of the Scientific Committee (SC) and explained that no comments were received on the minutes of the previous meeting and therefore these were approved.</p> <p>The Chair explained that some SC members couldn't attend the meeting due to unforeseen travel circumstance. However the required quorum was reached for the meeting to be held. The group agreed to a slight reshuffling of the agenda starting the meeting with the Information from the SC members on the latest railway research activities (point 3).</p> <p>The Chair recalled that the main purpose of this meeting was to discuss the 1<sup>st</sup> draft 2017 AWP but also to provide to the Committee an update on the state of play of the S2R JU and the committee's work plan for 2016.</p> <p>The SC members agreed on the draft agenda, as circulated on 16 March 2016 (Annex 1). A list of participants is attached (Annex 2).</p>
<b>10:40 – 11:00</b>	<b>Information from the SC members on the latest railway research activities of Shift2Rail JU</b>
	<p>The individual SC members presented an overview of the latest railway research activities at national and European level that may be relevant for the work of S2R.</p> <p>The railway research activities in the following countries were touched upon:</p> <p><u>United Kingdom</u>: pointed out the set-up of a rail research association UK, an active large partnership between Britain's rail industry and several universities. He also highlighted RSSB's open call to fund demonstration projects on vehicle dynamics with a budget of £4.5m. It was concluded</p>

that RSSB's call focuses on high TRL thus complementary to the running gear low TRL proposed in the S2R draft 2017 AWP.

Furthermore, it was pointed out that the UK is analysing the study on the modification of track access charges and the implications of open access to the mainline.

Turkey: it was shared that the research focuses primarily on locomotives, wheel/rail interface and effects of slip/slide control (I can't recall anything else.)

Greece: it was explained that efforts are mainly focussed on the construction of the main HSL railway corridor Thessaloniki - Athens, with an expected travel time 3h30.

Portugal: information was provided on the establishment of a railway cluster on ports and electrified lines, including predictive maintenance and rail dynamics containing 45 companies, including SMEs and rail traditional sector, for an investment of around 2,6 billion euro.

The group was informed that a comparison between ERRAC Strategic Rail Research Agenda (SRRRA) and S2R Annual Action Plan (MAAP) is being carried out.

This continued with a summary on the ERRAC SRRRA that has a top-down approach covering the long term vision for rail and whole system approach larger and full coverage of TRLs. The comparison would identify the SRRRA themes that are outside the MAAP and focuses mainly on the following areas: passenger attractiveness, infrastructure, safety and security and digitalisation revolution. The result of this exercise should be finalised by the end of April 2016 and it will be shared with the SC and other interested parties.

Sweden: it was pointed out that there are no major ongoing research programmes on railways in addition to S2R. A cost-benefit analysis on the investment into new HSL in Sweden is being carried out.

The JU also notified the SC about the FCH JU open call on development of new complementary solutions for rail applications, i.e. fuel-cell based power train.

In their comments, the members pointed out that further research would be welcome in the following areas:

- Research on mark-ups and the implications on incentives to innovation

	<ul style="list-style-type: none"> <li>- Primary active suspension – for improved behaviour of HSL in curves</li> <li>- Define safety, find indicators and costs for including safety measures</li> <li>- Design, construction and management of depots, trams, suburban and metros</li> <li>- Interfaces between rolling stock and infrastructure</li> </ul> <p>The Commission pointed out that other areas relevant for rail, such as security, ITS may be open in different Commission programmes and are worth looking into to ensure consistency in the drafting exercise of the S2R AWP. It was pointed out that in this respect, it is important to have SC's support in checking if the priorities in the AWP are well set taking into consideration the evolving needs of the sector and the developments in inter-linked areas.</p> <p>The SC members also highlighted that the above provides only a snapshot of some rail activities in some countries yet in a strategic approach specific areas need to be addressed and coordinated. To this end, meetings may be organised in the near future to discuss joint subjects.</p> <p>The SC members agreed to inform the SC of any synergies with rail-related calls and propose S2R interested domains to be considered in the context of SC meetings.</p>	
<b>11:00 – 11:30</b>	<b>Information on the state of play of the Shift2Rail JU</b>	
	<p>The S2R JU Programme Office presented the latest developments related to the S2R activities including summary of the applications to the first S2R calls for proposals, the set-up of the System Integration Working Group, incl. CCA, the call for tender foreseen in S2R 2015 AWP and the next steps towards S2R JU autonomy foreseen in May 2016.</p> <p>The following questions and points were addressed:</p> <ul style="list-style-type: none"> <li>• Summary of the applications to the first S2R calls for proposals</li> </ul> <p>Answering a question on the view of the JU on the number of applications to the first S2R calls for proposals and the lessons learnt, it was explained that compared to other transport calls – S2R were in the bulk depends on the quality of the proposals. The SC's feedback on the capacity of absorption of the sector is therefore very important.</p> <p>With regard to the lessons learnt following the first S2R calls, the SC concluded - in particular with respect to the topic with no proposals in</p>	

	<p>AWP 2016 - that attention should be paid to avoid prescriptive topics and to ensure a proper correlation between the scope of work and the size of the budget.</p> <ul style="list-style-type: none"> <li>• System Integration Working Group &amp; MAAP revision</li> </ul> <p>Answering a question on the role of the SC vis-à-vis the role of the System Integration Group (SIG) and how the groups can influence the long term S2R strategy, the JU highlighted that the SC should offer strategic scientific advice, while the SIG's role is on the overall strategic/system approach. In addition to the contribution on the AWP, both groups will have an important role in the revision of S2R MAAP and in driving the long term vision of S2R.</p> <p>The SC commented that in the MAAP revision it is extremely important to focus on the system approach, analysing the needs, the priorities and to keep track on the progress as well as to define criteria for prioritising the call areas. The SC proposed a chart template to keep track at system-level of the various areas proposed in the S2R calls.</p> <p>In response, the JU pointed out that the MAAP completion and the set-up of the SIG are inter-linked processes that should carefully analyse the system approach, creation of ITDs and SPDs of S2R.</p> <ul style="list-style-type: none"> <li>• calls for tender in S2R 2015 AWP</li> </ul> <p>The SC welcomed the proposed content of the calls for tender on KPIs and human capital and recommended primarily the tender on human capital to look into possible synergies with the activities in H2020 and UK National skills academy for rail in the field.</p>
<b>11:30-13:00</b>	<b>S2R Draft 2017 Annual Work Plan (AWP): Discussion and preliminary opinion</b>
	<p>The SC took note of the procedure for the development of the S2R 2017 annual work plan (2017 AWP) and the planning for the SC's feedback.</p> <p>Concerning the SC's feedback on the 2017 AWP, it was explained that the JU entered the regular rhythm of drafting and adoption of the 2017 AWP and associated budgets that allows more time for genuine dialogue with the advisory bodies to discuss revised version with these groups.</p> <p>The SC examined the first draft 2017 AWP and provided specific comments on the different topics.</p> <p>In their comments, the SC concluded that:</p>

	<ul style="list-style-type: none"> <li>• A lot of low TRL research dedicated to the members, not to Open Calls, which would be its main addressees. A mix of innovation and blue sky research is needed</li> <li>• Very little cross-IP interaction that would guarantee system approach</li> <li>• Having broader topics, i.e. clustering of topics is important in order to allow new ideas and attract/identify areas where new people/expertise would come in, i.e. from other sectors</li> <li>• In some cases there is no clear scope differentiation of the CFM and OC on similar topics</li> <li>• In some cases there might be a mismatch between current description of topic scope and TRL levels</li> <li>• consistency should be ensured between the topic requirements and the estimated topic budget</li> </ul> <p>The group provided specific comments mainly on IP5, IP1 and to a lesser extent on IP4 and CCA. The compiled feedback was circulated to SC members and to the Coordinators of the IP Steering Committees.</p> <p>Responding to a question on the low budget allocated to open calls, the JU highlighted that the percentage for open calls included in the S2R Regulation (at least 30% of the Union financial contribution to the S2R Joint Undertaking dedicated to operational costs) has to be respected at programme level and thus the percentage may differ in the annual AWP or across Innovation Programmes.</p> <p>The SC members proposed to exchange views with the IP Coordinators for the finalisation of the 2017 AWP. The JU agreed to look into this possibility in particular by arranging a telephone conference most probably in June.</p>
<b>14:00-15:00</b>	<b>SC General Working Methods</b>
	<p>The SC took note of the agenda for SC in 2016 and in particular that following the feedback of the S2R advisory bodies, the discussions on the detailed topic descriptions for 2017 AWP will start in the course of April and the S2R JU is consulting with the IP/CCA coordinators, Steering Committees, ERA and the Commission services in this respect.</p> <p>In addition, the feedback of the S2R advisory bodies is expected on the reflection and integration on the revision of the MAAP foreseen in the second part of the year.</p> <p>Subsequently, the SC took note of the following:</p>

	<ul style="list-style-type: none"> <li>• following the resignation of Ekehard Schnieder from the SC as of 4 April 2016 and in line with the SC's Rules of procedure, a GB decision on the replacement of the SC member is expected in mid - June 2016 with due consideration of the experts on the reserve list of the SC.</li> <li>• the JU will put at the disposal of the SC a registry where the SC members could notify any potential conflict of interest. The notification along with its resolution will be included in the minutes of the SC meeting. In the meantime, the SC members should address any such notifications to the JU by electronic means.</li> </ul>
<b>15:00 – 15:30</b>	<b>Any other business and date of next meeting</b>
	<p>To exchange views on the 2017 AWP, the JU will check the possibility of organising a telephone conference between the SC members, the IP Coordinators and the JU/EC most probably in June.</p> <p>The SC agreed to fix already an indicative date for its next meeting, notably the 16 September 2016, with starting time at 10h30.</p>

**Annex**  
**List of participants**

PEREIRA	Manuel	University of Lisbon
PYRGIDIS	Christos	Aristotle University of Thessaloniki
IWNICKI	Simon	University of Huddersfield
SÖYLEMEZ	Mehmet	ITU Graduate School of Sci. Eng. And Tech.
LACÔTE	François	
NASH	Chris	University of Leeds
STICHEL	Sebastian	KTH
FITCH	Keir	Shift2Rail Joint Undertaking
TRAVAINI	Giorgio	Shift2Rail Joint Undertaking
SMIT	Rachel	DG MOVE
KEDZIERSKI	Antoine	DG MOVE

PATRIS	Georgios	Shift2Rail Joint Undertaking
GURAU	Alexandra	Shift2Rail Joint Undertaking
SZELIGOWSKA	Dorota	Shift2Rail Joint Undertaking
BIRD	William	DG RTD