



## **SUPERVISORY BOARD**

**Meeting 23 March 2022  
14h30 – 16h30**

DRAFT agenda

Conference call

### **PARTICIPANTS**

ALARCON ESPINOSA Manuel	FITCH Keir	QUESNEL Gilles
BANNHOLZER Constanze	FOERST Clemens	SANDOR Judit
BORGHINI Carlo	KANIA Magdalena	SCHETTINI Bardo
CHAVANEL Christian	KUPFER David	SCHULTE Ralf-Charley
DONGIOVANNI Leonardo	LOCHMAN Libor	TOPAL-GOEKCELI Mark
ENGELMANN Jens	PETERHANS Gilles	WIEBE Enno
FEIGHAN Conor	PIRON Olivier	

#### 1. Introduction, Welcome, adoption of the Agenda

Keir FITCH (DG MOVE) welcomed the participants to the EDDP Supervisory Board meeting. He thanked the participants for their commitments to the programme and the JU team for organization of the meeting. He briefly commented on the recent activities of the European Commission undertaken since the last SB meeting in December 2021. He reminded that the Europe's Rail Joint Undertaking had been running since the end of 2021, and with the first call for proposals launched in March 2022, the JU would be soon ready to launch the activities described in the work programme. He also underlined that the Europe's Rail has been a successor of all projects and programmes of Shift2Rail JU, including DAC delivery programme. As stressed, DAC would continue to be a prominent project under Flagship Area 5, FA5 (Sustainable Competitive Digital Green Rail Freight Services). The work on DAC programme will continue, of course including the necessary standardization processes.

He mentioned the so-called smart mobility package released by the Commission in December 2021 (more information [under the link](#)), including the proposal on revision of TEN-T regulation.

Keir FITCH commented on the DAC demonstrations that took place in different European countries, including Austria and Switzerland. He stressed that to be successful, DAC would have to be a programme for the whole Europe. He suggested to expand the DAC demonstrations towards other parts of Europe, especially the Central and Eastern European countries. He commented on migration and financing as critical component of the DAC deployment plan. It has been stressed that the JU has started working on the investment plan in cooperation with the WP5.

In terms of TSI revision package, the participants were informed about the ongoing discussions with ERA on the regulatory aspects, including DAC input to TSI revision package. As stressed, after the discussions with ERA, it had been agreed that there would be an input from DAC on requirements, especially for freight wagon TSI, however only in a form of an indication that future TSI revisions plan to fully address it.. The objective was to include in TSI 2022 revision DAC specifications but it has been agreed that meanwhile and until 2025 where final specs are expected, an ERA report compiling all the good work done so far will be released.

Keir FITCH stressed out the role of railways in geopolitical context (evacuation of refugees from Ukraine, and delivery of materials). He highlighted the need to further investigate potential role of railways in strategic and military planning, including the potential contribution of DAC delivery programme.

## 2. Review of actions since the last PB

Jens ENGELMANN presented the Agenda to the participants. He informed that the presentation had been prepared in a concise manner in order to extend the Q&A session. He also stressed that most of the topics had been already discussed at the Supervisory Board meetings.

The Agenda was adopted with no objections.

Jens ENGELMANN presented the activities undertaken by Programme Managers and JU since the last SB meeting in December, including organization of SB bilateral meetings, works on TSI 2022 revision package (to be discussed under Agenda item 6), and the request to early delivery of the presentation/documents in advance of the meetings.

## 3. EDDP overall participation & new members

Jens ENGELMANN presented the latest data concerning the interest in and participation to the DAC delivery programme. As stressed out, there was an increasing interest in DAC programme expressed by the European sector, with over 230 participants from 70 organizations and 19 countries registered.

Enno WIEBE (CER) pointed to the limited number of RUs engaged in the DAC delivery programme. He commented on the challenges to address the sector, specifically stakeholders from the Eastern and South-Eastern Europe. He mentioned the activities of Libor Lochman (CER) to promote DAC activities among these regions. On behalf of CER, he addressed the EIM and UIC to join forces in promoting the DAC in Europe via associations. He also thanked the Communication Team for the effort in promoting the DAC during various European events.

Bardo SCHETTINI (EIM) endorsed the proposal. He mentioned that the EIM has been working on extending its outreach towards the regions, with certain positive feedback received.

Christian CHAVANEL (UIC) also endorsed the proposal and confirmed UIC's readiness to support the promotion of DAC programme.

Carlo BORGHINI (EU-RAIL) informed that the JU would attempt to organize a dedicated event on DAC delivery programme during the International Transport Forum ([ITF 2022](#)) in Leipzig, targeting ministries and secretaries also from the Eastern Europe. He also mentioned the opportunities to present DAC programme during the [InnoTrans](#) in Berlin.

Libor Lochman (CER) thanked for the support. He suggested to organize a special session for the associations to efficiently approach newcomers and avoid duplication in efforts.

Mark TOPAL thanked the associations for the support in reaching out the less represented regions. He pointed out that a special workshop would be organized to attract more players from the South and Easter Europe regions.

Keir FITCH asked about Pan-Asian and Euro-Asian routes and the potential relevance to the DAC programme. He asked about the potential role of Turkey in this. He informed that the DG MOVE had been undertaking a study in Central Asia on the land transport.

Mark TOPAL discussed two aspects. First, the Eurasian traffic volumes (e.g. connecting China) would be out of the scope. Second, the extension of European circles - to include also Turkey - would be more relevant (e.g. in terms of traffic volumes). He pointed to challenges related to the Central Asia route and stressed that if other issues would be resolved first, the DAC would not provide any obstacles.

Clemens FOERST (RFF) commented on the difficulties in reaching out PKP Cargo. He asked CER to support the communication process. He also agreed with other participants that Turkey should be in scope of the programme (e.g. TCDD).

Libor LOCHMAN confirmed that a bilateral meeting with the PKP Cargo and national safety authority would be organized, as well as the workshop mentioned earlier in discussion. He also commented that the participation of Turkey should not be limited to TCDD but should also target private operating companies.

#### 4. Reminder: 2022 critical issues

Jens ENGELMANN presented the participants with a list of critical issues to be addressed by the EDDP in 2022. He stressed out that topics had been presented previously to the Board and there were no new aspects. He briefly discussed the topics and issues to be solved

- Mechanical/pneumatical DAC specifications (WP1)
- Hybrid locomotive coupler specification (WP1)
- Electric coupler (WP1)
- Fleet and traffic data (WP3)
- Energy system (WP1)
- Vehicle authorization (WP8)
- CBA (WP5)

Enno WIEBE (CER) commented on alignment on functional requirements for DAC specifications (wagon bridge plates). He stressed the importance of the issue in terms of its potential impact on timeline of DAC specifications. He stressed out that the timeline on specifications would have to be updated accordingly. He requested the Programme Managers to ensure control over the following assignment or allocate it to the Programme Board.

The detailed discussion on this was followed under Agenda item 7.

#### 5. **Decision points:**

##### 5.a EDDP 2022 work programme

Mark TOPAL presented the EDDP work programme 2022 and discussed the challenges related to the timeline. As stressed, all the critical pointes had been covered in the proposed work programme. The major objective for 2022 would be

to lay the foundation for the FA5 and System Pillar (SP) of the Europe's Rail Joint Undertaking. He highlighted critical points for different activities (specifications, testing, migration, etc.). *(For detailed work programme and timeline, please refer to the presentation).*

In terms of migration and deployment, he underlined that a user consultation would be performed during summer 2022 (e.g. with wagon keepers, operators). He pointed to the necessity of support from associations regarding this exercise.

Mark TOPAL highlighted that presented work programme set a clear division of tasks between the EDDP and other projects and programmes under EU-RAIL (e.g. FA5 and SP).

The participants were informed that the Programme Board had approved the presented work programme at its recent meeting in February 2022.

Keir FITCH added that the proper conduct of consultation would be important for the migration processes. He highlighted the role of association in the consultation.

David KUPFER (UNIFE) asked about handover of activities to EU-RAIL and detailed process behind it.

The topic was discussed under Agenda item 8.

Bardo SCHETTINI (EIM) supported the consultation. He suggested to convene a dedicated meeting to discuss the coordination of work with other associations.

Enno WIEBE (CER) supported the user consultation.

He expressed his concerns with regard to work programme. He pointed to the lack of realistic approach behind the programme, specifically, in terms of availability of specifications (e.g. mechanical parts, energy system). He requested Programme Managers to present more realistic work programme before it could be approved by the CER.

Mark TOPAL explained that the programme had not targeted the final preparation of specification in 2022. The idea stemming from the work programme would be to maximize the work in EDDP and prepare a working document that would be shifted to System Pillar and FA5 for further work.

Enno WIEBE (CER) indicated that the endorsement of CER could be only expressed after the discussion on Agenda item 8.

**→ The SB agreed to discuss the Agenda item 8 first, and to resume the voting on work programme afterwards**

[After discussions on other Agenda items]

The participants welcomed the explanation delivered under items 7-8 of the Agenda. They observed that despite the certain risks identified, the mitigation measures had been undertaken and the work on solutions had been ongoing. Therefore, no further objections were raised to the work programme

**→ The work programme 2022 was approved by the Supervisory Board**

5.b Critical issue 7: EDDP final Use Case list

Mark TOPAL presented the list of use cases to be approved by the Supervisory Board as a complete list. He briefly discussed the process behind the selection of final use cases with the initial cases identified, and supplemented by additional use cases requiring analysis from the energy and data perspectives. (*For detailed list of use cases, please refer to the presentation*).

David KUPFER (UNIFE) pointed out that the participants had received another version of presentation. He asked if the presented list of use cases had been pre-endorsed by the Programme Board. He also expressed concerns related to voting on content that had not been distributed in a proper time. He also asked about the methodology of assessment the energy/communication criteria for *rear view camera for train driver* use case.

Mark TOPAL described the methodology behind the analysis against energy/communication criteria. He pointed out that the use cases were assessed against their feasibility from the system architecture perspective. He also underlined that in terms of content, the presented list of use cases was the same as the one circulated among the participants.

Gilles PETERHANS (UIP) thanked for the clear presentation of use cases. He asked if the list of use cases would be also used in discussion on operational rules.

Mark TOPAL confirmed. He also clarified that the use cases marked as green on the list would be ideally included in the first package of harmonized operational procedures.

Enno WIEBE (CER) asked about the train integrity and its coverage in the list of use cases proposed.

Mark TOPAL commented that train integrity had been included in use cases 16, and 17 in a more detailed manner.

**→ The Supervisory Board approved the list of use cases**

## **6. Action points:**

- EC/ERA/ER JU/EDDP alignment on TSI WAG revision 2022

Jens ENGLEMANN provided the participants with results of discussion with the ERA on input of DAC delivery programme to TSI 2022 revision package. He briefly reminded the process related to TSI revisions, including the potential challenge of "open points" if no specification would be presented to ERA. The open points provide an opportunity for the member states to impose the national rules. In order to avoid the application of national rules under the open points, a consensus had been reached that the ERA technical report would contain references to DAC (in TSI freight wagon). Jens ENGELMANN presented the text to be included in the report (*for details, please refer to the presentation*).

David KUPFER (UNIFE) asked if any date of mandatory implementation of new coupler had been inserted into technical report of ERA. He asked whether the EDDP would make recommendation on this.

Jens ENGELMANN clarified that no migration dates and no exceptions would be inserted. Keir FITCH clarified that once the migration plan would be established, then in the next TSI revision, planned approximately in 2025, the migration date would be included and would apply to all rolling stock. He specified that the current

provision had been included in the ERA report in order to allow manufacturers to ensure that their vehicles could adapt to DAC.

Olivier PIRON (ERA) informed the participants that the ERA would organize a meeting in the end of March with topical working group on DAC.

Gilles PETERHANS (UIP) informed that CER/UIP would provide their input to the report.

### Critical issues

- Critical issue 1b: alignment on operational processes (shunting)
- Critical issue 2: alignment on interoperability requirements by DAC suppliers

Jens ENGELMANN presented the critical issues and potential actions to solve the issues (*for details, please refer to the presentation*). He informed that the experts in WPs have been working on the items, and the decisions would be taken by the Programme Board (no decisions up to date). The following points were of informative nature for the Supervisory Board.

In terms of 1b: alignment on operational processes, Keir FITCH clarified no intention to apply national rules. Instead, the European approach would be recommended.

The participants were informed that the Programme Managers would address the Supervisory Board with potential solutions once more information would be gathered, and different options would be ready to be presented.

In terms of 2: alignment on interoperability, Jens ENGELMANN reminded about the proposal presented at the last meeting, according to which the manufacturers had been asked to find a solution among themselves in terms of the IPR for front plate. He suggested that the associations (UNIFE) would assess risk of cross-licence agreement for deployment.

David KUPFER (UNIFE) informed that according to his knowledge the issue had been discussed at companies' level and at Programme Board level, and UNIFE had not been involved.

### - Critical issue 10: alignment on future operational processes

Jens ENGELMANN presented the issue of alignment on future operational concepts/processes to the participants. He provided background information in this respect and informed about the available resources. He discussed the potential delivery date of first package of operational concepts/processes. He informed that the first package might be prepared by the end of May 2022 (initial target: July 2022). He informed about ongoing discussions with UIC on deliverables, experts, and budget proposals.

Keir FITCH raised a question about the UIC participation. He pointed to lack of ERA and Commission's involvement in the discussions. He suggested that certain aspects of this document could be included in TSI.

Mark TOPAL commented on the process. As stressed, the EDDP was in the first phase, discussing the first ideas on working document concerning operational procedures. The objective behind it would be to provide a framework on which the

FA5 would continue to work. He also added that the document would become a kind of user manual, not necessary the report on specifications. Jens ENGELMANN added that in the future certain parts could contribute to TSI, however, the current work had only aimed at providing a first draft.

Keir FITCH suggested to involve ERA in the work.

Enno WIEBE (CER) agreed that the ERA should be consulted at certain point.

Carlo BORGHINI (EU-RAIL) added that the operations should be adapted to the new technologies. He explained that the concept behind the draft would be to combine the existing resources with first ideas on the future operational processes. He suggested that once the initial ideas were gathered, there would a need to consult ERA, Commission and the sector. Mark TOPAL added that the results would be delivered to the System Pillar.

**→ The programme managers consider inviting the ERA for the discussions with operators**

- Critical issue 9: authorization strategy: update + call for experts

Gilles PETERHANS (UIP) provided information on the work on authorisation strategy that had been undertaken in WP8. He briefly informed the participants about the preparatory work done in collaboration with DB and UIP, and the scope of work. He stressed out the WP8 had been preparing a call for experts targeting all representative bodies (e.g. CER, UNIFE). The call would address the experts with knowledge in risk assessment, locomotives (including shunting), etc. He informed that the WP8 has been also discussing the issues of authorisation with the ERA.

**6. Information points:**

- Critical issue 1a: functional requirements for DAC SPEC (bridge plates)
- Critical issue 4: requirements from crash worthiness/passive safety available
- Critical issue 5: electric coupler decisions
- Critical issue 3: overview on EU loco fleet installation space
- Critical issue 6: migration: data for fleet retrofit & traffic flows
- Critical issue 8: DAC SPEC energy system

Jens ENGELMANN presented the critical issues, with an explanation of the problems behind them and possible options/solution. He informed the Supervisory Board that the points were presented for information only, and no specific activities from the Board would be requested at this stage. (*For details, please refer to the presentation*).

Enno WIEBE (CER) asked about the impact of these critical issues on the handover of activities to FA5/SP. He asked for clarification about potential risks.

Mark TOPAL commented that the same experts from EDDP would continue the work in FA5 (and in the transition period). He explained that the experts were fully aware of the critical issues, and they had been working on the solutions.

Gilles PETERHANS (UIP) clarified that there had been already certain solutions presented, however, no final agreed options had been selected by to date.

Keir FITCH pointed to necessity to establish a proper process to deliver decisions on time.

Mark TOPAL agreed. He also commented that the critical issues were technical in nature, therefore, other channels would be more efficient in taking decisions on the solutions than the Supervisory Board. He ensured that the SB would be informed about any updates in this respect. He also ensured that the Supervisory Board would be consulted in case the critical issues would negatively affect the roadmap. He also suggested that if the solutions would be agreed, the Programme Managers would present a summary to the Supervisory Board for approval.

Carlo BORGHINI added that the presented issues should have not been an obstacle to adopt the work plan. He stressed that the WPs were aware of the issues and had been working on solutions withing the groups of experts.

#### - Migration: status and main findings as of 01/03/2022

Jens ENGELMANN updated the participants about the migration status with the scenarios, methods and concepts explained. *(For details, please refer to the presentation)* More data will be presented during the Programme Board meeting in April 2022 and to the Supervisory Board during the meeting in July 2022.

#### - DAC LCC

The participants were informed that the study had not been finalised. Carlo BORGHINI informed that there were final discussions with Molinari, with the agreement expected in the coming days. As stressed, the operators were asked to greenlight the publication of the report.

#### 8. Status Update DAC@ER JU IP+SP

Mark TOPAL briefly commented on the transition of DAC from Shift2Rail to Europe's Rail Joint Undertaking. As stressed, there was intention to preserve the EDDP structure under EU-Rail, with Programme and Supervisory Board. He presented the steps of R&I cycle and the allocation of responsibilities between the EDDP, FA5 and SP. He informed that the proposal of transition had been endorsed by various stakeholders engaged in the DAC programme. *(For details, please refer to the presentation)*.

Mark TOPAL invited participants to contact the Programme Managers on bilateral basis in case of further questions or doubts.

#### 9. Status European Investment Plan

Judit SANDOR (EU-RAIL) provided a short update on the European Investment Plan. She overviewed the duration of the work, the contractors, and the objectives of the plan. She stressed the necessity of sound economic and financial considerations to follow successful European harmonized deployment. She emphasized that the study had been based on the information contributed by the EDDP. She overviewed the timeline and assignments to be conducted in the course of the study. She discussed the governance structure, with Steering Group as a main body.



Jens ENGELMANN indicated that more detailed data on migration would be available soon (to be presented to Programme Board in April 2022).

Libor LOCHMAN (CER) suggested to coordinate the work in terms of attracting Eastern and South-Eastern Europe regions.

10. **AOB and closing**

The next meeting of Supervisory Board was scheduled for July 2022.