



Next stops for European Rail

# Rail Research and Innovation to Make Rail the Everyday Mobility

1 March 2022

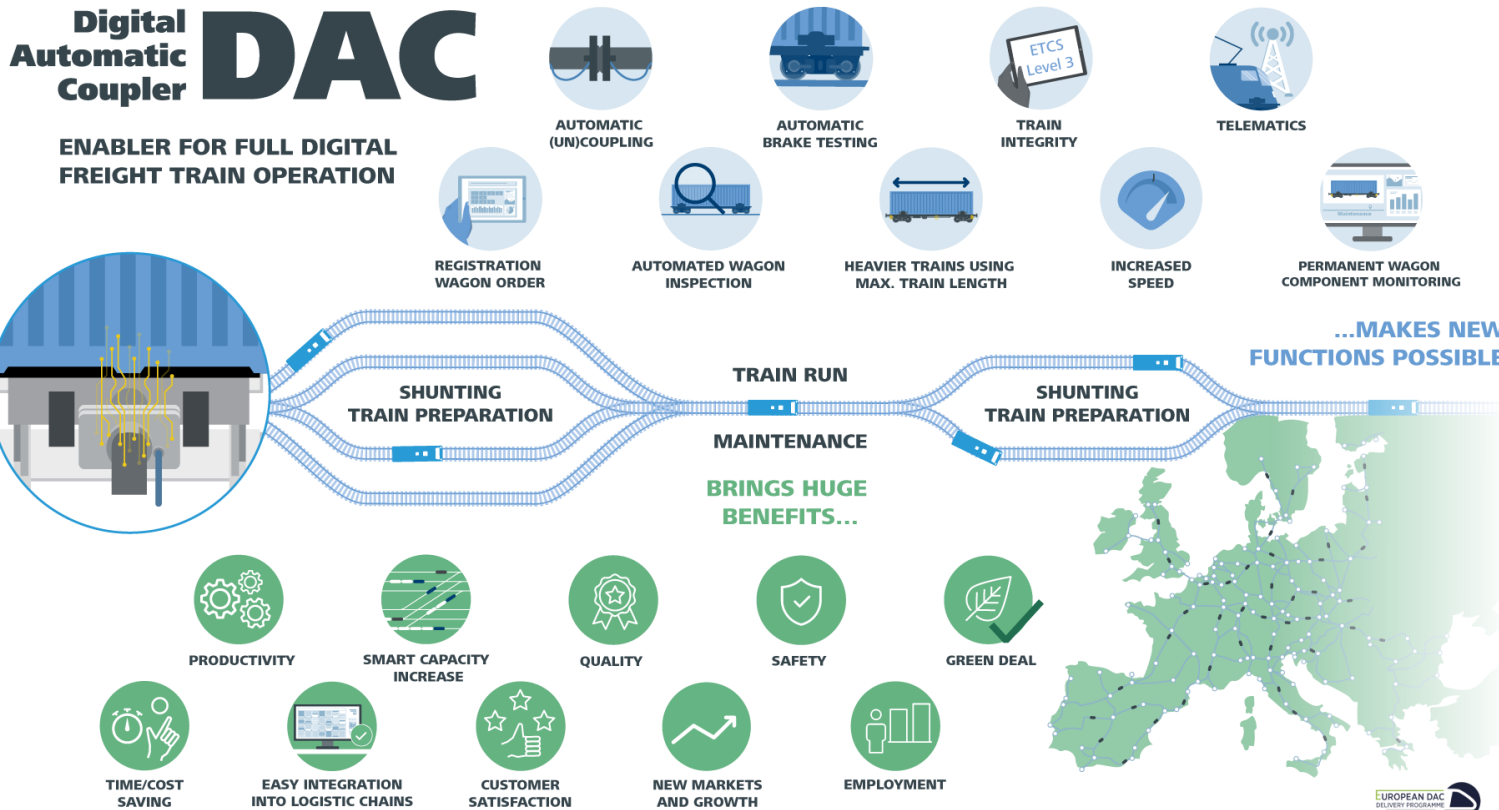
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# European DAC delivery programme:

An open platform for Full Digital Freight Train Operations



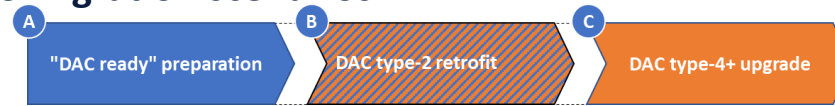
- › DAC is **more than just a coupler**
- › DAC is a key and unique **enabler for numerous applications**
- › DAC is not a stand-alone technology but the backbone for “**full digital freight train operations**” to achieve the ambitious transformation in European rail freight
- › This will allow the DAC to enable even more **use cases** and to **generate** a max. possible benefit

EUROPEAN DAC DELIVERY PROGRAMME  
Enabled by Shift2Rail

**"Scharfenberg" latch-type design selected for future Europe-wide Digital Automatic Coupling (DAC) standard coupler head**



- › EDDP participation continuously increased **> 80 companies from 20 European countries**
- › **DAC target operational procedures** for the first DAC use cases ready first time ever in Europe
- › **EU-Rail Flagship Project 5 (FP5-TRANS4M-R, 2022-2026) awarded & started** 27 beneficiaries/71 partners
  - › DAC specification “mechanical/pneumactical” , “energy” , “communication”
  - › **Demonstration of Digital Freight Trains in 2025** with DAC Type 4 & 5 incl. Energy and Data Supply, Hybrid Coupler and automated brake test **(TRL 8)**
  - › Preparing further development of **Full Digital Freight Train** for future demos
- › **Operational DAC tests** took/are taking place in European countries **S2R, DAC4EU, etc.**
- › Development of solid and feasible **migration scenarios** first time ever in Europe
- › **Cost-Benefit Analysis (first iteration)** contracted by the EC
- › **European Investment Plan for DAC** contracted by the JU (soon published)



4. Funding and financing options

**COMMON CONDITIONS**

- ▶ Establishment of a **central and single control booth** to manage complexity and synchronization of the DAC migration plan across all the EU Stakeholders.
- ▶ Public funding optimized to **address the market failure** and by avoiding over-subsidization and distortion of competition of any kind.

**Scenario 1 – Blended Financing**

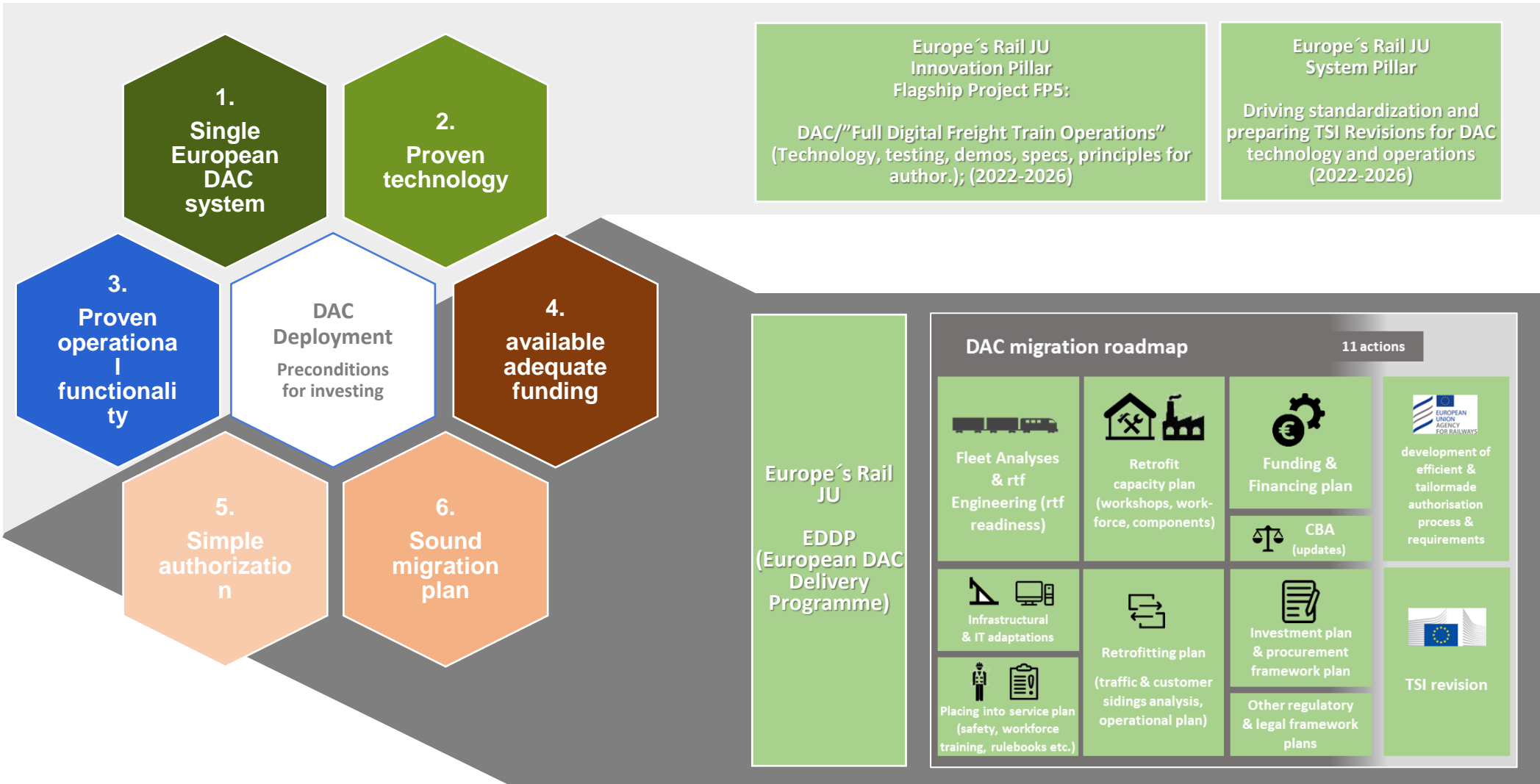
- ▶ **Moderate capacity of public spending** capacity at EU and MS level.

**Scenario 2 – Up-front Funding**

- ▶ **Larger capacity of public spending** (e.g. in case of leftover from running EU funds and instruments which would add on to scenario 1 resources).

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# Europe's Rail JU concrete actions towards DAC deployment





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