



**DAC Delivery Programme
PROGRAMME BOARD**

**Meeting 14 December 2020
14h00 – 16h30**

DRAFT MoM

Conference call

14h00	<p>1. Introduction [S2R]</p> <p>a. Welcome, adoption of the Agenda</p> <p>The meeting conducted with Webex was chaired by the S2R JU (Carlo Borghini and Giorgio Travaini).</p> <p>It was attended by the appointed representatives from DB CARGO (Thomas Jäger), FRET SNCF (Bertrand Minary), ÖBB (Mark Topal, Peter Buchas), Trafikverket (Bo Olsson), ERMEWA (Peter Reinshagen), GATX (Johann Feindert), CAF (Mathias Vandekerckhove), Wabtec (Burkhard Kurek), Siemens (Christoph Klose), Voith (Christian Radewagen), VTG AG (Sven Wellbrock, Matthias Knuepling), Knorr-Bremse (Martin Ertl), Bruno Lecomble (UIC), Lithuanian Railways (Martynas Gedaminskas), UIP (Pa Benthin), Paul Hegge (Lineas) Dellner (Johan Ahman), Jens Engelmann as independent advisor</p> <p>Different WP Leaders were also attending the meeting (partly): WP 1 Stefan Hagenlocher (hwh-transport / UIP); WP 2 Martin Zsifovits (Rail Cargo Austria); WP 3 Andreas Lipka (DB Cargo); WP 4 Jan Bergstrand (Trafikverket);</p> <p>EC - DG Move (Leonardo Dongiovanni), ERA (Oscar Martos, Olivier Piron) participated as observer.</p> <p>The agenda was adopted as presented without changes.</p> <p>S2R JU warmly welcomed the two Programme Managers Mark Topal and Jens Engelmann, nominated on the 17th of November by the DAC SB and informed the PB that S2R JU adopted the 2021 Budget on the 19th of November, in which specific resources are allocated to the PMs and that S2R JU is searching for additional resources supporting the DAC DP. S2R JU also warmly welcomed the new member of the Lithuanian Railways (Martynas Gedaminskas), stressing also the efforts that have been made so far to have whole Europe presented in the Delivery Programme.</p> <p>Both Programme Managers stressed the importance of this joint exercise – with all sectors and EU institutions presented – and reiterated their 100% commitment to the project.</p>
14h10	<p>2. Review of actions since the last PB [S2R]</p>

S2R JU presented a short summary of the activities undertaken after the last PB meeting. **The S2R JU stressed that still few signed Annexes of the adopted Rules of Procedures are pending reception, and exhorted all members to do this in due time.**

Furthermore, the WP Leaders were instructed about the tasks provided by the PB. The DAC PM organised a series of bilateral meeting, subsequently the mapping exercise started and was reviewed with WP Leaders. *Please refer to the Presentation for the specific actions undertaken per WP.* The following points were highlighted by S2R JU:

- efforts are ongoing to attract data communication experts for WP1;
- IM expert shortage in WP3, particularly related to the impacts of the Delivery Programme on marshalling yards
- Under communications efforts (WP6), S2R ED has promoted the DACDP in the EP. Furthermore, S2R ED's participation in the Staffer advisory group has been confirmed as well as liaise efforts with WP6. S2R ED has a meeting with the European transport worker trade union association, ETF, next week and also ALE, the Autonomous Train Drivers Union has been reaching out to S2R.

3. New Members and interested parties [S2R]

S2R presented an update about the results of the outreach activities, resulting 40 appointed experts, although these experts are from companies that are already engaged.

Furthermore, the preliminary DAC Webpage, launched in November, also allowed for new participants to submit their interest, resulting in 5 new companies: LTG Lithuanian Railways, ALE - European Autonomous Train Drivers Union, SWK Infrastruktur, Amsted Rail, and HARTING Electric. The webpage will be finalised before the Christmas break.

S2R stressed that it is important to be open and inclusive as well as to be able to manage all participants and opened the floor for comments.

Voith asked about a separate list of all the members and in which WPs the experts are allocated, S2R responded that will take care of that.

Mark Topal stressed the important of involving other workers' unions, and not only train drivers and to bring the broader discussion to the EU- level. **PM intends to propose a strategy to the PB and SB on how to include trade unions in the Delivery Programme.** S2R responded that it will also be useful to have a bigger picture on what is already done on the different national levels in this regard and to seek coherences with this work.

SNCF reiterated its support to search for operational experts for WP1 and WP3. DG MOVE asked whether the 5 newcomers are officially involved or if they need to be accepted through a formal procedure? S2R JU responded a specific procedure is not in place and proposed to evaluate the submissions on a case-by-case basis, and to assess the two parameters: 1. Clear commitment with recourses and 2. Be able to deliver concrete progress and results. The requests from the LTG Lithuanian Railways and HARTING Electric have already been confirmed as they were submitted before the website launch. **The other three companies will be requested to provide further information about their commitment.** The EDPB agreed that they want to avoid including sleeping observers in the Delivery Programme.

Voith asked whether there is a maximum number of experts set per company to ensure equality within discussions. S2R JU responded that it will be the WP leader to monitor a balanced representation in the decision-making processes. The list of decisions will also help to monitor this, and S2R will instruct the WP leaders when needed to alert the Programme Managers to take possible course.

Mark Topal stressed that the number of attendances of a company is not leading, and that attention is given to rule by consensus, and that the role of representation and

strengthening the decision-making process need to be further elaborated on in a later stage.

WP 1 leader (hwh-transport / UIP) made a last comment, arguing that in general the WPs should be open for all applications, but that certain guidelines needs to be drawn for companies participation in the Programme Board.

4. Report from the Programme Manager [Mark Topal / Jens Engelmann]

a. Status overview of EDDP WPs + PM

The Programme Manager provided an overview of the work done with the WPs. To answer the request of the SB, the PM shared an overview of the divisions of tasks between Mark and Jens, as well as linking to the PB and the SB tasks under the frame of the S2R JU. (See slide 10 of the presentation). PM highlighted that Mark and Jens are working very close together in relation to WP management & coordination (interfaces and content), and that Jens will mainly focus on the internal processes (timeline progress, reporting progress and action list tracking) and Mark on stakeholder/partner-management and communications, use and business cases and risks/challenges. S2R JU will assist PM's work and be in charge of the PB/SB meetings, access rights and handling of data.

Mark and Jens will reach out to all PB members in the upcoming 4 weeks to exchange views and to clarify potential different point of views and Jens' contact info will be shared.

The PM stressed the need to first agree with the WPs as well as PB/SB which preliminary work done in will be our basis to continue (such as CEN/CENELEC, ERA TWG, S2R IP5 tech. requirements and testing, DAC Winter Tests etc.).

All existing preliminary documents, positions, works, principles and context-WG to be integrated, evaluated and agreed within EDDP through WP deliverables and decision-making processes by PM, PB, SB.

PM reiterated again the deeply committed WP leaders to deliver and to encounter interfaces, and stressed that all WPs are dealing with lack of resources, summarizing the main urgent challenges:

- need to consolidate a target picture (the overall use case list, including prioritisations of use cases, and the different migration scenarios)
- specifications of the coupler on the mechanical and energy issues. We need communicate how the selection and specifications is set up when we select the coupler: first process approval and second how to communicate this process in order to achieve sector-wide buy-in. **PM will ensure that with WP1+WP2 a first draft DAC spec can be delivered to ERA for preliminary check and reassurance (with disclaimer) by 21 January 2021.**
- Need to develop an evaluation scheme, incl. the selection criteria, and how we deal with the testing results and change management process, for communication (for „digital use cases“).

Main priority is to ensure that requirements for communication, which will be set up in a later stage, will not impact backwards the decisions around energy supply taken before the end of 2021.

PM further elaborated that mechanical and energy specifications will be ready by mid-2021. Based on the target picture in (see slide 13).

PM will start reaching out to operators and to find a basis for the business cases. Jens also ensured that the target picture will be expanded (incl. WP 5) with the core team (WP(co)leaders) and that this will function as an advertisement format.

Knorr-Bremse welcomed this clear, ambitious plan but expressed a warning to not unnecessary complicate the process and asked how we can ensure a minimum product that is still upgradable. And asked to what extent the timeline is flexible in relation to production capacity and if we need to start conversations on trust

regulations?

Mark agreed to K-B's first comment and also highlighted regarding production capacity that we might start pre-production series taking into account the parameters of real economy.

S2R JU clarified that on the legal side the objective is to define the coupling in 2022 to be standardized as one EU solution and highlighted to minute **to start discussing trust regulations beginning of 2021.**

DG MOVE supports S2R JU comments and stressed that we need providing a timely contribution to the TSI process as ERA will deliver its opinion in June 2021.

ERA commented that we also need information about the migration scenarios for the TSI and to avoid having never ending legal discussions around this.

PM stressed the need to first have a sector-wide agreement on the process before working on the input for the TSI.

b. **WP interface alignment**

PM informed that bilateral talks have been ongoing with the WPs to identify all interfaces with the conclusion that the ones we have identified are quite challenging, but the PM does not foresee new, additional interfaces for now (*see slide 15*)

ERA commented that also information is needed about the connection of the new type coupler with the loco for standardisation and the PM confirmed that this will be addressed.

c. **current priority issues**

PM provided an overview of the current priority issues per WP and informed that the WPs are requested to provide a one-page on the type of expertise they are missing to communicate this, which will be shared to the PB and SB. PM also requested the PB members to provide information about how they internally have organised themselves for participation in the Delivery Programme, to understand all the areas of coordination and the players involved.

The required budget was also discussed by each WP.

S2R JU commented that they have identified some possible resources and that they are looking for the best instruments to implement these and **informed the PB that S2R will launch a tender for expertise in January.**

WP leaders informed about overall status update and evaluated how they are progressing. Only WP 3 on migration scenarios is progressing slower than expected. WP1: as discussed earlier, main focus is now on the alignment of the communication architecture and to submit the draft to ERA, which is already for 60% finalised.

WP2: focus on the evaluation logic of the DAC Type and are intensively collaborating with WP 1 on the technical specifications and are awaiting of the results of the ongoing DAC Tests.

WP3: sketched the data sources for the Migration Matrix, production capacity data and retrofitting data, and also discussed a confidentiality agreement. Point of attention is access to data. WP will be further work on the migration strategies for the target document.

WP4: analysing the effects on the marshalling yards and stressed that extra budget is needed for external evaluation of moving block effects.

WP5: some work that could be reused has been carried out by Deployment Management Team and ERA and what aspects will be included for the use cases.

Need to find right balance between funding and finance and what can be done when.

WP6: is in the process to gather information about all the WPs, and informed that the work will be mainly focused now on sector internal communications, in order to find more partners and to reach out to those who are not involved yet.

WP7: focusing on the digital use cases and train integrity, and they are analysing the level of automation we want to reach. Focus will also to identify how the DAC will be

an enabler for more benefits to improve the rail system as a whole.

d. **Draft decision making plan (main next points)**
PM are currently working on a draft decision-making plan and will discuss this in the next meeting.

e. **Next steps**
 PM briefly discussed the next steps and highlighted that they will work on a Work Programme for 2021 and will prioritise MS stakeholder/ wider sector involvement in Q1 2021.

5. Overview on the recent ongoing action on DAC [all]

a. Presentation from DAC4EU of its status

Ulrich Meuser provided a presentation on the DAC4EU progress status, including the project plan and test execution. Some basic information: project duration 06/2020-13.12.2022, main financier is German Federal Transport Ministry, financing volume of EUR 16.5 mil (EUR 3.5 mil invested by the companies), besides Germany also FRA, AUS and SWI participating, and 4 DAC types are being tested from CAF, DC Dellner, Faiveley/Wabtec and Voith. Results will be presented by end March/beginning of April.

Point for attention:

- analysis what type of re-engineering working might need to be done and how much time will be needed for this.
- DAC4EU had not decided on the communication concepts, and are currently testing three variants: powerline based, dedicated bus system with data line or near field communication.
- The results about the DAC evaluation logic/assessment criteria can be used for input for WP1 and WP2 of the Delivery Programme.

PM thanked Ulrich for his presentation and underlined **that PM with the core group (WP (co)Leaders) will analyse how to import the results to this Programme**, while taking into account the different approaches.

S2R commented that we will complement these results with the Winter Test results and that the remark about re-engineering is an important one and stressed the need that to address this in our work and to investigate how S2R IP5 can provide support.
S2R JU would like to invite Ulrich again to the PB meeting in March to provide an update.

16h15

6. AOB and closing

S2R JU asked the PB for comments to report back to the SB meeting of this Thursday.

Knorr-Bremse highlighted that the SB should be aware ion the needs to focus on one type of couple, otherwise there is a risk of over-complexifying and finding different best solutions for diverse uses cases, rather than finding a flexible/optimal solution providing satisfactory results on 80% of the cases.

DG MOVE and S2R stressed that the new [Sustainability and Smart Mobility Strategy](#) is also in our favour to continue the DAC DP regarding freight and its carbonization goals and the EC suggested that also the following points should be further discussed in the SB: 1. Technical aspects, 2. Business case and the financial aspects of this and 3. The regulatory aspect in relation to the TSI 2022 revision.

No further points were made and **the S2R JU will distribute with the minutes the set of the next meeting for 2021.**