



**DAC Delivery Programme
PROGRAMME BOARD**

Meeting 03 Feb 2021

14h00 – 16h30

DRAFT agenda

Conference call

14h00	<p>1. Introduction [S2R]</p> <ul style="list-style-type: none">a. Welcome, adoption of the Agendab. Opening and introduction of the Chair <p>The meeting was conducted with Webex and chaired by the S2R JU (Carlo Borghini, Giorgio Travaini, Manuel Alarcon). It was attended by the appointed representatives from DB CARGO (Thomas Jäger), FRET SNCF (Bertrand Minary and Antoine Rothey), Trafikverket (Bo Olsson), ERMEWA (Peter Reinshagen), GATX (Johann Feindert), Wabtec (Burkhard Kurek & Bruno Le Comble), Voith (Christian Radewagen & Kay Kolshorn), Knorr-Bremse (Martin Ertl), Lithuanian Rail (Martynas Gedaminskas), VTG Rail (Matthias Knupling & Sven Wellbrock), Transwaggon (Per-Anders Benthin); Vienna MC (Peter Buchas), Dellner (Johan Ahman), Lineas (Paul Hegge), Artur Tänna (UNIFE)</p> <p>Programme Managers: Mark Topal (ÖBB) and Jens Engelmann (railiable) with the support of Constanze Bannholzer (ÖBB)</p> <p>WP leaders and co-leaders: WP1 Stefan Hagenlocher (UIP) and Christoph Klose (Siemens); WP2 Martin Zsifovits (Rail Cargo Austria) and Frédéric Hénon (UIC); WP3 Andreas Lipka (DB Cargo); WP4 Jan Bergstrand (Trafikverket) and Thomas Petraschek (ÖBB).</p> <p>EC - DG Move (Leonardo Dongiovanni and Bertrand Collignon) and ERA (Oscar Martos) participated as observer.</p> <p>The agenda was presented and adopted, including one additional point: CAF/Dellner deal. S2R also informed about the new structure of the agenda, in which <i>points of decision</i> are highlighted in order to reinforce the decision-making process in the EDPB. S2R informed the EDPB about the first meeting on 19 January 2021 with the 25 Candidate Founding Members of the new Europe's Rail JU, with a new, balanced representation of the suppliers, IMs, RUs and research centers. The following 6 to 9 months will be used to discuss the draft Commitment Agreement in order to have it ready for signature after the Single Basic Act enters into force (foreseen Q4 2021). Also, the future work programme will be discussed, in which the DAC is expected to be one of the key elements. S2R also stressed the importance that the companies present today will also bring the DAC DP into the future discussions on the new work programme of the EURJU.</p>
14h10	<p>2. Review of actions since the last PB [S2R/PM]</p> <p><i>Please refer to the slides for more detailed information.</i></p> <p>S2R and PM presented an overview of the Programme Board Actions and informed that from Dellner and Transwaggon the Conflict of Interest/Rules of Procedures signatures are still missing and exhorted the representatives to submit the documents ASAP.</p> <p>PM informed that 16 bilateral meetings were hold, which helped to align perspectives</p>

and expectations, and thanked all members for the fruitful discussions and their participation.

PM informed that the work on including trade unions in the DAC DP will be continued and the PM will reflect on this in March.

PM informed that WP1+WP2 successfully presented the DAC draft specifications overview to ERA TWG on Freight by 21 January, which included a disclaimer on the fact that they were preliminary information subject to changes and not approved yet.

S2R informed that a tender for external expertise was launched end of December and that applications are currently running.

3. New Members, interested parties, budget

a. Update new members

[S2R/PM]

The PM presented a proposal developed with S2R of display, in order to see the dispersion of companies involved in the different WPs; and an overview of the allocation of new experts attracted (slides 7-9). At the moment, 157 experts are involved, leading to 255 participations (some experts are participating multiple times in different WPs). 29 new experts were attracted since the last EDPB Meeting in December (40 new experts since September).

WP3 leader (Andreas Lipka, DB Cargo) commented to also include the experts who left, as three participants of CAF resigned from WP3 due to the deal with Dellner.

PM commented that they are planning to include the amount of specific expertise delivered by one company (e.g., distinguish between wagon keepers, manufacturers etc.), to monitor this balance too.

The EDPB agreed with the proposed display.

A few comments were made related to the participation:

- Lineas commented that it has only three people active (WP 3,5 and PB), and the table shows five persons;
- Voith commented that three persons are listed under the PB column, but this should only be one person;
- WP1 Leader (Stefan Hagenlocher, UIP) asked about the participation of Grampet Group (Romania) as they submitted a request for participation;

PM/S2R will look into these comments. Giorgio confirmed that deputies were counted and included too in these tables. If more corrections to be made were found, please send an email to S2R.

Following the discussions last time on ensuring active participation in the WPs, the PM stressed that a few challenges were signalled because of the increase number of silent experts in different WPs, stressing that WP participation also asks experts to contribute, as it is not merely a platform to exchange information. As we are keen to keep the open process, and welcome everyone, we also need to ensure the challenging workload is balanced and covered in the upcoming months.

Any entity showing an interest to apply through the website, so that we can keep track and we can present a full picture to the EDPB of those interested companies. If there are no stops in the EDPB we apply a light procedure for those entities interested to contribute only to the WPs (i.e. no participation in decision making bodies): before admitting anybody to a WP or providing access to the cooperation tool we are first requesting the interested party about both the expected contribution and the expert availability to "better frame their possible participation" (then his/her contact will be provided to the WP leader and added in the cooperation tool). The question on how to ensure active participation, will be further discussed with the WP leaders as well.

b. Decision point for PB: partners involvement possibilities [S2R/PM]

PM introduced the proposal to establish a new DAC Users Group, consisting of stakeholders who are crucial for the deployment of the DAC, with the aim to establish a common approach for DAC implementation. The partners in this group do not have to contribute specifically to the WPs. The User Group will focus on the respective operational rules and use-cases, with the main aim to review upcoming migration scenarios.

The PB agreed on the three recommendations to be endorsed by the PM and to recommend these to the SB:

- 1. Three different major levels for interested parties to join the DAC DP;**
- 2. Establish a joint DAC Users Group;**
- 3. The idea that before new members become a member of the PB, their strong commitment and willingness to invest and contribute needs to be evaluated and approved by the PB/SB.**

> The three recommendations will be discussed during the next SB meeting (12/03) for final adoption.

c. Decision point for PB: EDDP budget 2021

[S2R/PM]

PM explained the rationale behind the proposal to have each PB member contribute with another EUR 50k (in addition to the already ongoing significant contribution) in order to cover immediate tasks (16 members *50k= 800k = 53% of 1.5 mil needed). An overview of tasks and recourses needed will be drafted as part of a jointly agreed general plan. PM stressed that we'll need to look to the procurement rules of each company. The PM and the WP leaders are drafting this plan, and will be shared.

S2R is current working on a proposal to also make additional funding available to bridge between the establishment of S2R-2.

VTG Rail asked how it will be ensured that all EDPB members will supports this, and not only a few. The PM confirmed that it is the plan to have everyone involved, and assured that ÖBB has already approved this procedure.

Voith/Dellner commented that it first needs the precise plan and specifications before it can agree to this.

Lineas commented that it also involved in RFF and Erfa works and there are budget requests 2021 for several RFF projects which need to be addressed. DAC is only one of them, and he cannot make any commitments at this moment in time, a need to for alignment is needed first.

The EDPB agreed that all members will check this proposal internally and will report back to the PM and in the meantime, the precise EDDP budget plan 2021 will be finalised, shared and made ready for decision by March.

EC-DG MOVE expressed its support of this sponsorship idea to respond to the programme needs and encouraged the PM to also take into account the budget of 2022 to avoid repetition of this exercise. PM/S2R agreed on this approach and confirmed that this will be discussed in the following weeks. S2R also used the opportunity to bring the attention to the new [EU Recovery Fund](#), as DAC implementation will be a suitable case for this, and exhorted all PB members to flag this possibility to their respective national administrations.

4. Report from the Programme Manager

a. WP's status information

[PM]

PM presented this overview shortly, pointing out that the major issues are independently tackled in 4b, c, d and e.

b. Status "Consolidated use cases"

[PM]

PM informed that excellent work has been done to consolidate the use cases, to reach common understanding in order to present the top shooters. WP5 will further review this list (i.e., benefits), which can lead to a change of order.

Knorr-Bremse commented – related to the earlier discussions on the budget – that we should allocate additional resources to those contracts that will also further investigate the top shooters. PM agreed to this approach.

Lineas asked whether the proposed DAC specifications for the TSI can jeopardize certain business cases if we include legal deadlines for retrofitting DAC, and how this is reviewed in the migration WP? PM responded that this will be covered in the migration group, e.g., which segments need to be pushed first and when. For the moment, we have not agreed on any retrofitting strategy, to be discussed in WP3 and to be agreed in the PB.

EC-DG MOVE responded that it's also the purpose to have the TSI in place in order to make the DAC functioning, safe and interoperable when the migration happens, focusing on the needs not just the creation of new rules.

c. Status "Indicative migration scenarios"

[PM]

Following the last meeting, PM/WPs were tasked to provide some indicative migration scenarios. The PM stressed the sensitivity of this exercise, however showed also optimism to have something for final adoption in Q4 2022. PM introduced the three indicative scenarios; 2, 6 or 10 years, stressing a possible ambition also towards a 2 years target. PM stressed the need to have the best operational, planning experts active in the DP to make this work, which was also echoed by WP3 leader (Andreas Lipka, DB Cargo).

d. Decision point for PB: Coupler type selection process

[PM]

The PM explained the two-stage approach for evaluation, in which *stage A* KO criteria are assessed and *stage B* the costs of the coupler and the ongoing operation are assessed, and a process timeline was presented (slide 23).

Dellner commented that the 2/3 months re-engineering is very ambitious, as this normally takes up 6 months. Trafikverket expressed the same concerns. PM responded it will take this comment into account and reassured that the timeline has been discussed with the consortium.

ERA/DG MOVE commented that the possibility has been presented in the past to add additional requirements at a later stage for the TSI revision and confirmed that discussions are ongoing how to respond in case of a delay.

Siemens and Voith can support this planning, while being aware of the uncertainties and encourage the PM to ensure early adaptations to fall-backs, in order to reach the December deadline.

The PB agreed on the three recommendations to be endorsed by the PM and to recommend these the SB:

1. Evaluation logic: two-stage approach (KO + LCC)

2. Evaluation categories and the corresponding timeline.

The PB also agreed that the PM will present a re-updated timeline in case fallbacks are experienced, including possible recourses.

e. Draft EDDP general work programme 2021/22 [PM]

PM outlined the draft general work programme, stressing also the need to plan additional testing. **The draft will be sent for adoption to the next PB meeting and exhorted all members to send comments by mail.**

f. Outlook next PB 08/03/21

PM presented the draft agenda for next week:

- selection process stage A (KO criteria)
- Use cases (draft final consolidation will be shared)
- Definition and description of indicative migration scenarios
- Methodology of the business cases/CBA will be presented
- EDPB general work programme for endorsement
- added: decision on the budget

Knorr-Bremse highlighted the need to have all participants ready to take decisions in the future as we cannot afford to lose precious time and the PM welcomed this comment and encouraged all members to do this.

5. SNCF/ERMEWA commercial pilot in FR [SNCF/ERMEWA]

Bertrand Minary and Peter Reinshagen provided a presentation on the ongoing test project 'DAC pour Castine' together with ArcelorMittal, with the aim to push real use cases. *Please refer to the presentation for more details.* Planned equipment still under review, but includes *inter alia* the DAC Type 4, and target to Type 5, automatic break control, and remote control and opening of the doors. Project is currently in phase 1 (analysing current situation and examination of possible funding, estimated EUR 2.7 mil.), and phase 2 will start in April (supplier selection, approval test phase, and preparing test operation). The same experts in the EDDP are working in this project, aligning the work done. Minary and Reinshagen stressed that they are welcoming additional external support, and provided an open invitation for demo visitations to PB members.

PB welcomed this initiative and hoped more commercial pilots will be launched soon, especially across Europe to gain more knowledge and increase the acceptance level of the DAC.

16h15

6. AOB and closing
a. Dellner/CAF deal

Dellner (Johan Ahman) informed that it was announced publicly that Dellner acquired CAF's coupling business, and that they are currently in the transition period. We have agreed that CAF and Dellner will complete their tasks both in S2R and the DAC DP (which they will also confirm in writing). Further actions will follow, when they also understand the results of the tests conducted. Dellner expressed to be committed to continue the work and if gaps arise due to departure of experts, please let Johan know and he will see how Dellner can cover this with other resources. S2R thanked Johan and confirmed that also alignment for S2R's related IP5 work is ongoing with CAF/Dellner.