



**DAC Delivery Programme
PROGRAMME BOARD**

**20th July 2021
14h00 – 16h30**

Conference call

PARTICIPANTS

Ahman Johan	Knuepling Matthias
Bannholzer Constanze	Kurek Burkhard
Bergstrand Jan	Labalette Emmanuel
Borghini Carlo	Lecomble Bruno
Engelmann Jens	Lipka Andreas
Feindert Johann	Martos Oscar
Fitch Keir	Olsson Bo
Gohel Nicolas	Rothey Antoine
Hagenlocher Stefan	Sonntag Anja-Maria
Henon Frederic	Tengler Heinz
Jager Thomas	Topal-Goekceli Mark
Jindra Petr	Travaini Giorgio
Klose Christoph	Wellbrock Sven

1. Introduction

a. Welcome, adoption of the Agenda

S2R (Carlo Borghini) and DG MOVE (Keir Fitch) welcomed participants.

The Agenda has been presented and adopted without changes.

Keir Fitch informed the participants that the European Commission has announced FitFor55 Package, a set of legislation aiming at reducing the CO2 emission in the EU. He stressed an important role of railway in realization of the EC's ambition to decarbonize the transportation sector. He pointed out that the DAC delivery programme is one of the enablers of the European Green Deal and Fitfor55, also due to its attempts in digitalization.

Keir Fitch commented on the progress in setting up the Europe's Rail, including the ongoing negotiations in the Council and the calendar for further steps. He stressed that the Europe's

Rail will have new tools to ensure the coherent integration of DAC with the railway sector, including the System Pillar and deployment group. In terms of financing, the EC will continue to support the DAC transition process in areas where it is needed. However, the EC will not fund the entire deployment process, therefore, the combination of funds from different sources is needed (i.e. national sources, EIB, or private finance).

He thanked all participants for their collective working, and programme managers for making sure results are obtained accordingly to the agreed time schedule.

Carlo Borghini informed participants that the first Governing Board of the Europe's Rail is initially planned for 21st December 2021.

2. Review of actions since the last PB

Jens Engelmann provided participants with the review of actions undertaken since the last PB (*for details, please refer to the presentation*). He stressed that the interest in the vacancies announced at the last PB is limited. As S2R did not receive any candidature proposal for the WP2 Leadership role, it has been decided that the deadline for the submitting applications will be extended.

→ **Calls for applications for WP2 leader and WP1 experts are extended**

3. New members, interested parties

Giorgio Travaini presented 5 new organizations that have registered interest in the programme (FERRMED, ITT, MEDWAY, OLTIS, PJM Monitoring). He mentioned that the interest is growing, and currently there are 57 participants.

Jen Engelmann presented draft work programme for 2021/2022, indicating the decisions to be taken in the coming months. Carlo Borghini asked to update the plan with the information at what date the postponed/delayed outputs will be reached.

Anja-Maria Sonntag asked about the planned date for decision on coupler type pointing to two dates in the timeline. Mark Topal explained the difference between the final decision of the selection and final delivery of specification. Decision on the type of coupler is expected in September/October.

→ **PMs will update the planning with specific target dates for each postponed milestone/results**

Information points:

4. Status DAC specification mechanical/pneumatical (without coupler type definition)

On behalf of WP1, Stefan Hagenlocher provided introduction to the work on DAC specification (*for details please refer to the presentation*).

Carlo Borghini indicated that specification for energy system will be important in terms of TSI revision. Keir Fitch asked about the timetable of specification to be delivered to TSI revision. Stefan confirmed that collaboration is taking place between the WP1 and ERA, including exchange of information and mutual participation in working groups. The work on the specification is ongoing with expected results on the mechanical interface by the end of the year.

Oscar Martos (ERA) confirmed the ongoing collaboration. He also pointed out that not all stakeholders are reacting to the exercise. Keir Fitch indicated that in case of any issues,

including the lack of intervention from stakeholders, the EC wants to be informed and engaged. Mark Topal also suggested to share with the programme managers the entities that are not responsive. He pointed to the different potential channels of communication that may be applied in this case (i.e. via national points or networks). Oscar Martos pointed to the importance of NSAs in the entire process. Jens Engelmann suggested to monitor the situation with regular updates.

→ PMs will follow up closely the TSI working group development and take actions for alignment where needed

5. Selected DAC basic general assumptions (FAQs)

Stefan Hagenlocher presented the main issues with regard to selected DAC that had frequently raised attention and concerns among participants. At the current stage, the assumptions presented serve the informational purposes (*for details, please refer to the presentation*).

a. Compatibility DAC/screw coupler

Mark Topal pointed out that the current assumption is non-compatibility of DAC with screw coupling. What is currently to be proved is the non-necessity of such compatibility with the migration concept. He also explained that the current discussion is not about decision on the migration scenario. Anja-Maria Sonntag provided additional information on limited/non-compatibility in operational terms.

Matthias Knuepling and Johan Feinderd suggested that due to evidence of non-compatibility, the decision as such should be taken with no delay. Jens Engelmann explained there is no necessity to take a decision at this stage, as it is a part of the assumption. As stressed, the migration work package will deal with the challenges after the summer break. Mark Topal commented that there is no shared vision between the relevant stakeholders on the future steps as there is no clear perspective on migration. The efforts need to focus on the smart migration plan, however, decision-making at this stage would be premature. Keir Fitch endorsed the argument.

Carlo Borghini summarized the following comments. He pointed out that the aim is not to open a discussion on compatibility, but it should be an incentive to work on the smart migration plan which normally will also provide the answer on the compatibility.

b. Compatibility DAC/board gauge operations

Oscar Martos commented that 1520 mm gauges including Baltic states are outside the TSI. However, it will apply to Ireland, Finland and Iberian Peninsula. He asked about the methodology - if DAC system will prove to be compatible with 1668 mm gauges (Spain and Portugal), then without further demonstration it can be assumed that it will be compatible with existing 1524 mm gauge (Finland). Stefan Hagenlocher clarified that the following can be assumed but not with certainty. It needs to be proved by physical tests first.

c. Compatibility DAC/SA-3

Mark Topal commented that the European DAC system may serve not only as a European standard in the future, but it may be used widely. Johann Feinderd indicated that the overarching goal is to set a new standard in Europe.

d. Mandatory DAC-igration for existing and new wagons

Oscar Martos commented that in terms of TSI and DAC deployment (retrofit), clear dates should be known. Mark Topal stressed that migration plan must be drafted and developed first, and then it has to be connected with funding and financing mechanisms. He stressed that migration scenario is the most crucial task to be done in the upcoming 12-18 months. Keir Fitch commented that clarity on the safety and usability of DAC is a pre-condition for TSI. He also indicated that compulsory migration ensures benefit of the overall system. Andreas Lipka added that migration has to be well-prepared and well-planned in advance. Antoine Rothey stressed that if there is no financing and deployment is mandatory, then

it poses a forced expense for the stakeholders. Mark Topal agreed that the balance between financing and migration should be provided.

Carlo Borghini indicated that the solution requires a full package, with financing, regulatory framework, business cases, migration plan, etc.

6. State of play: coupler type license-free agreement

Frederic Henon informed the participants that the agreements have been signed by manufactures with respect to deadline. He thanked all WP2 members and manufacturers for the cooperation. Istvan Babos stressed that there is a need to fix what kind of technical detailed information have to be handed out to meet the requirements stipulated in the declarations. As stressed, a clear timeline is needed. Frederic Henon explained that timeline will also rely on the planning of the process.

7. Business cases/CBA

a. Generic/draft CBA (state of play stakeholder interviews)

On behalf of EY, Nicolas Gohel provided overview of the CBA, including the first findings emerging from the stakeholder interviews (*for details, please refer to the presentation*).

Mark Topal stressed that participation of all parties in the interview exercise is crucial, in particular the participation of infrastructure managers. He suggested to reach out the association to facilitate the participation. Bo Olsson indicated willingness to cooperate on the interviews with the programme managers in terms of reaching out stakeholders. Mark Topal and Jens Engelmann indicated that the programme managers will try to reach out non-responding stakeholders.

Carlo Borghini commented on the current stage of exercise. As stressed, it shows main advantages and disadvantages, however, a quantified analysis is still needed to provide more concrete information. Keir Fitch reinforced the following and invited all parties to participate in the exchange of data and information.

→ Bo Olsson will facilitate the IMs participation/availabilities for the interviews

b. Funding and financing models (+ draft concepts)

On behalf of WP5, Constanze Bannholzer presented funding and financing models.

Carlo Borghini suggested to consider also other solutions in framework of financing models (i.e. guarantees). He also stressed that some countries (e.g. Western Balkans) may also benefit of funds also from outside the European schemes.

Antoine Rothey asked to consider also the potential of renting of DAC. He also stressed that a lesson learned from the ERTMS is that the member states need to think of dedicated funding scheme on a specific technology as generic scheme addressing everything at national level proved to be difficult to access. Constanze Bannholzer clarified that the renting model will be assessed. She also confirmed that the national level is also crucial in financial terms.

8. State of play: infrastructure capacity & socio-economic impact

Jan Bergstrand presented to participants the progress in current work on infrastructure capacity and socio-economic impact.

9. DACcelerate/EDDP working structure outlook

Carlo Borghini informed that the process of grant signing is ongoing, although not concluded pending some administrative actions from the consortium partners. The project although requested an early start date of 1 June, therefore the activities should already be started.

Mark Topal informed participants about the work structure in terms of DACcelerate. As stressed, any duplication of work with the current scheme will be avoided. The idea behind DACcelerate is to foster the work in terms of deliverables.

Matthias Knuepling asked about the people to be working in the DACcelerate WPs. Mark Topal clarified that after the consortium agreement is signed and other formal issues resolved, a more formal structure will be presented along with the proposed leaders of WPs.

Mark Topal invited all interested parties to contact him bilaterally if more detailed information about the DACcelerate is needed.

10. **AOB and closing**

a. WK position paper on LCC

On behalf of WP2, Mark Knuepling presented an overview of wagon keepers' position paper on life-cycle costs. Carlo Borghini stressed that the following topic is important for the overall decision-making process in terms of coupler selection.

Next meeting is scheduled for **14th September 2021**.

The following Agenda items have been postponed for further discussion to next meeting:

b. Vehicle re-authorization