



EDDP PROGRAMME BOARD

**Meeting 07 December 2021
14h00 – 16h30**

Minutes

PARTICIPANTS

Ahman Johan	Knuepling Matthias
Bannholzer Constanze	Kurek Burkhard
Bergstrand Jan	Martin Ertl
Borghini Carlo	Lecomble Bruno
Engelmann Jens	Lipka Andreas
Feindert Johann	Martos Oscar
Leonardo Dongiovanni	Olsson Bo
Gohel Nicolas	Bertrand Minery
Hagenlocher Stefan	Ali Dogru
Henon Frederic	Tengler Heinz
Jager Thomas	Topal-Goekceli Mark
Jindra Petr	Travaini Giorgio
Klose Christoph	Wellbrock Sven
Frederik Nordstrom	Manuel Alarcon
Jasmin Bigdon	

1. Introduction [S2R]

a. Welcome, adoption of the Agenda

Carlo Borghini (S2R) welcomed the participants to the Programme Board (PB) Meeting. The meeting took place in an online form. Carlo Borghini presented Agenda. The participants adopted the agenda with no changes introduced.

In terms of communication, Carlo Borghini briefly introduced EU Rail JU and the transition period. Mr Borghini passed the floor to Mr DGIOVANNI from DG MOVE who

celebrated and congratulated Carlo for the start of the new JU, saying that DAC will be an important expected delivery. He also encouraged all meeting participants to follow the JU Innovation Days which will take place online the 9th and 10th of December.

2. *Review of actions since the last PB*

Jens Engelmann presented the actions undertaken since the last Programme Board meeting (*for details please refer to the presentation*).

3. *New Members, interested parties*

Jens Engelmann presented new members to the DAC delivery programme and the current status of membership (*for detail, please refer to the presentation*). It was celebrated that two relevant rail freight Italian references like Mercitalia and it was suggested by the PM that they should also join the Programme Board.

Decision points:

4. *EDDP Use Case shortlist*

The list of 14 EDDP initial use cases was presented and approved as a recommendation for decision to the SB. Armin Gunter asked about the calculation regarding power consumption and he was informed that it was done taking into account 50 wagons train length and 50W per wagon, whilst the real power budget is 30W so there is room for power loss and a safety factor.

A further list of 16 new uses cases was presented. Mr Ertl urged the program to reach a freeze of use cases and start working in waves if necessary in order to assure the appropriate stability of requirements necessary for product development. It was also agreed that the use cases should have a positive cost benefit balance in order to be considered. There was a discussion regarding the capacity of locomotives to deliver power to a freight consist. Bo Olson question why limiting the power capacity while many locomotives can drive much higher load. It was said that the system is thought and based on the minimum available as no all locomotives are the same. It was asked also the possibility to design a system able to have upward compatibility and manage higher loads if the power was available.

The list of additional 16 uses cases (basic and advanced functions please ref presentation for further details) will be assessed by WP1/7 and will be presented to the PB of Feb 2022. This decision may have knock on effect on the energy/communication system.

5. *EDDP work programme adaptation after evaluation /pot. ER JU interaction*

The EDDP organisational adaptation was approved (*for details, please refer to the presentation*). During the presentation there were certain questions regarding the interfaces between EDDP and the Innovation Pillar / System Pillar of the new JU and it was said that the relationship proposed in the presentation was only indicative.

PM highlighted the re-shaping of WP7 and the new focus which demands Operational experts to derive harmonized op rules that will help define operational requirements

including coherence check for use cases/technical enablers. Jasmin Bigdon highlighted and stressed the risk of waiting to harmonize shunting conditions and procedures. Leonardo Dongiovanni also asked for further clarification on this matter. The PM confirmed that it is not something feasible in the next 3 months, but it is something to look at to make sure the upcoming DAC specs will be able to address the different operational requirements, and where possible to find some commonalities. Stefan Hagenlocher also explained that a technical solution should be found, one can be going directly to DAC5 which will solve a number of possible current incompatible operational processes in the shunting, but there may also be technical solutions/additions to DAC4 which can work and the WP1 group is currently investigating the different options.

Information points:

6. DAC SPEC: state of play & outlook

Stefan Hagenlocher presented work of the WP1 in terms of status of technical specification, planning of specification delivery and challenges to be tackled. The discussion is clustered around five technical specification (*for details, please refer to the presentation*)

- Specifications for DAC
- Energy system specification
- Communication system specification

In terms of schedule – delivery dates and degree of completion expected - WP1 Leader was reminded about the importance of having enough delivery so that the TSI rev 2022 WG could include a good enough reference to the DAC. Mr Oscar Martos insisted in the importance of having a closed version good enough for being adopted by the TSI and the consequences/implications of TSIs. Mr Borghini insisted the importance of clarifying what is needed to achieve the TSI rev 2022 with the DAC inclusion. Mr Martos confirmed that it will be possible to insert DAC in the TSI, even though there will be identified gaps and a mandatory date not yet defined (pending the gaps closure). **Oscar will provide to the JU a presentation highlighting the different options of inclusion of DAC in the TSI** (*please refer to the presentation for dates in schedules and scopes to be delivered*).

7. Draft CBA preview

CBA presented progress achieved and reported about the key drivers for additional automation, informing that this additional automation (brake test and train inspection) will be critical to trigger high savings (*please refer to the presentation for more details*)

8. DACcelerate update

A presentation on progress update for the OC was delivered, following up WP after WP in DACcelerate. It was highlighted the need of RUs to collaborate with the WP migration for the availability of the necessary information (Wagon fleet, Wagon Trips by no, etc). *Please refer to the presentation for more details*

9. Status Update DAC@ER JU IP+SP

Mark Topal informed the participants about the work on the Europe's Rail JU and its relation to the DAC. He stressed that the DAC would remain a part of relevant aspects in Flagship Area 5. It was highlighted a necessity to find a solution in terms of coherence between the DAC delivery programme and the work of the System Pillar. As stressed, this coherence will be important specifically for deployment.

10. *Status European Investment Plan*

Carlo Borghini informed the participants about the will of the JU to support the request from CER/ERFA/UIP/UIRR and that the administration to make it concrete is ongoing.

11. PB/SB 2022 scheduling

A scheduling for the year has been done and the **outlook invitations will be provided in the coming days by the JU.**

12. **AOB and closing**

Following Trafikverket request in the last EDDP PB meeting and the presentation of Bo Olsson during this meeting, the candidate, Anna Björkman is formally appointed WP2 leader. Carlo Borghini thanked Trafikvert for the provision of the WP2 new leader.

The next meeting is planned on 24 January 2022.