

PROGRAMME BOARD

**Meeting 14 February 2023
14h00 – 16h30**

Minutes

PARTICIPANTS

BACCONNIER Estelle (DG MOVE)	HEGGE Paul	OLSSON Bo
BANNHOLZER Constanze	HENON Frederic	RAOULT David
BIGDON Jasmin	IBANEZ DE YRIGOYEN Javier (JU)	RAINSHAGEN Peter
BORGHINI Carlo (JU)	JINDRA Petr	ROTNEY Antoine
CHAUMETTE Luc	KANIA Magdalena (JU)	SANDOR Judit (JU)
DE ROSE Antonio	KLOSE Christoph	SATHIYANATHAN Pravena
ENGELMANN Jens	KNÜPLING Matthias	SONNTAG Anja-Maria
ERTL Martin	KUREK Burkhard	TIONE Roberto
FEINDERT Johann	LECOMBLE Bruno	TOPAL-GOEKCELI Mark
FITCH Keir (DG MOVE)	LIPKA Andreas	TRAVAINI Giorgio (JU)
GÜNTER Armin	MARTOS Oscar (ERA)	VAN BALEN Mitchell (ERA)
HAGENLOCHER Stefan	NORDSTRÖM Frederik	WELLBROCK Sven

1. Introduction, Welcome, adoption of the Agenda

Carlo BORGHINI welcomed the participants to the EDDP Programme Board meeting. He informed the Programme Board that Mr. Leonardo DONGIOVANNI, who left the DG MOVE, was replaced by Ms. Estelle BACCONNIER who would be responsible for DAC programme from the Commission's side. He also confirmed that the JU Governing Board of 30 January 2023 approved his resignation from the position of the Executive Director as of 28 February 2023 and approved Mr. Giorgio TRAVAINI as an Executive Director *ad interim* as of 1 March 2023. The next meetings of the EDDP Programme Board would be co-chaired by Mr. Keir FITCH, on behalf of the Commission and Mr. Giorgio TRAVAINI, on behalf of the EU-Rail.

Carlo BORGHINI presented and discussed the agenda. The agenda was adopted with no objections.

On behalf of the Commission, Keir FITCH discussed the latest activities of the Commission. He stressed that the DAC programme was high on the agenda of the European Commission. He informed the Board about the internal meeting that took

place on 14 February 2023 in the morning concerning the DAC programme and approach to move forward with its developments. He also referred to the necessity of achieving consensus on the way forward within a broader audience. He pointed out that the endorsement from all relevant stakeholders in the sector would be critical.

He informed the PB about the continuous work of the Commission on the introduction of legislative package in green freight, including revision of Train Drivers' Directive. In terms of TSI revision, he referred to the ongoing work and upcoming finalisation. He discussed the inclusion of references to the DAC programme in the next round of revision, once the technical specifications would be ready. He also referred to the document released by ERA on authorization considering open questions.

2. Review of actions since the last PB

On behalf of Programme Managers, Jens ENGELMANN presented the actions undertaken by the Programme Managers since the last Programme Board meeting (*for details please refer to the presentation*).

He informed that the JU in collaboration with Programme Managers would send in the coming days letters to the WP Members asking for their preference regarding the transition to new EDDP structure.

In terms of preparation of potential migration sequences and starter package, the Board was informed that due to the complexity of the issue, the Programme Managers shall convene bilateral meetings to discuss the situation beforehand. The PM would report back to the Board at the next meeting in April 2023.

EDDP AND MIGRATION ROADMAP

3. Loco fleet data – state of play of survey

Andreas LIPKA updated the Board with the recent figures concerning the loco fleet survey. He indicated that the figures did not change much since the last Board.

He informed the Board that during the discussions with manufacturers, the WP encountered an issue with the old loco fleet that was no longer on market. There was also no solution to replace the old-legacy loco fleet with new technological solutions. For some locos, the manufacturers were not functioning on the market today, thus the availability of technical data was limited or non-existing. He also emphasized the importance of locos in the entire process of migration.

He proposed that the WP would prepare a list of needs for simple solutions for old legacy fleet loco which could be compatible with needs for DAC. The proposal would be presented at the next PB meeting.

Jens ENGELMANN asked Christoph KLOSE about possible engineering solutions.

Christoph KLOSE confirmed the support for Siemens loco. He underlined that Siemens was not prepared to support all other fleets and other locos on the market and outside market. He also pointed out that the issue should be also discussed with the loco owners, not only manufacturers.

Jens ENGELMANN clarified that what would be needed at this stage would be a simple analysis which locos were capable for new solutions and which not.

Keir FITCH (DG MOVE) asked also about the possibility of employing engineering consultants for analysis of old loco, the manufacturers of which were no longer on the market.

Oscar MARTOS (ERA) pointed to the risk that leaving liberty for manufacturers to discuss the issue with loco owners could result in non-standard technical solutions for a part of locos.

Antoine ROTHEY underlined the difference between the new locos to be produced with standard interface, common to all manufacturers, and already existing fleet. There would be also important to differentiate between the mainline and shunting locos due to high diversity of shunting locos.

Andreas LIPKA added that for some old locos, there was no capital in the market to replace them and some business models based on the old locos. He also pointed out that the number of old locos is comparatively high and not all locos would be replaced.

Jens ENGELMANN asked for explicit clarification from the manufacturers' side concerning their willingness and contribution to analysis of the existing loco fleets. He asked the manufacturers for expression whether they would provide such information to the EDDP WP3 until the June Board.

Jasmin BIGDON asked for not neglecting "old" shunting locos. She indicated that these were often locos operated by rail customers on their siding. She pointed out that the project would not get customers' support without migration plan for them.

Carlo BORGHINI suggested to address the official letter to manufacturers to ask them for collaboration. The letter would be signed by the JU/Commission and possibly the ERA.

Antoine ROTHEY suggested to have a dialogue with Commission/JU as a first step instead of an official letter.

Keir FITCH endorsed the proposal suggested by Carlo BORGHINI. He asked the EDDP Programme Managers to prepare a draft of such list and send it to the JU/Commission. The Commission would discuss internally with ERA its potential involvement.

Matthias KNÜPLING asked for involvement of loco keepers and loco leasing companies in the exercise. He also suggested to reach out to companies that were loco owners.

Jens ENGELMANN confirmed that such letter could be also sent to the loco keepers.

- **WP3 will develop and present the catalogue of needs and simple solutions for old locos at the next PB meeting. The PB will discuss the ways to implement them in the project structure**
- **The Programme Managers will prepare a draft of letter to be sent to the manufacturers and loco keepers**
- **The JU and Commission will send the letter to manufacturers and loco keepers asking for the cooperation in terms of loco fleet analysis**

4. Next steps (Q1-Q2/2023)

On behalf of the Programme Managers, Mark TOPAL discussed the next steps for the EDDP in the first half of 2023. He also informed that the service of Jens ENGLEMANN expired as of 14 February 2023. He also asked the PB for evaluation of his service. The next programme managers' support would be expected in March 2023, after the JU GB decision on awarding grant under the JU call for proposals HORIZON-ER-JU-2022-02.

He also pointed to the necessity to revise the Master Plan of the programme. He underlined that the first version of the document was released over 2 years ago, thus, it would need refinement due to changed governmental structure.

Estelle BACCONNIER asked about the objectives of the Master Plan.

Mark TOPAL explained that the revision would target the timeline, deployment, and new milestones to be achieved. Jens ENGELMANN added that the Master Plan shall also refer to the level of technology chosen and justification for this.

Carlo BORGHINI thanked Programme Managers for their work. He suggested that the PB members would submit any comments for evaluation of PM to the JU. The EU-Rail would consider all comments and based on this it would propose solution to the EDDP on the managerial structure. The intention would be to re-confirm the current structure. The EDDP SB would be informed accordingly.

→ **The PB is asked for submitting any comments for evaluation of PM to the JU (Giorgio Travaini)**

→ **The PB will discuss the managerial structure at the next PB meeting in April 2023.**

5. European Investment Plan study (results)

Carlo BORGHINI introduced the European DAC Investment Plan. He thanked Antonio DE ROSE and the EY team for their work on study. He also informed that the study would be published on the JU website.

Antonio DE ROSE presented the results of the study on European Investment Plan for DAC (*for details please refer to the presentation*).

Jasmin BIGDON asked if the investments in infrastructure changes were included in the 10 billion EUR figure (e.g., adaptation of buffer stops, DAC/ hybrid coupling on firefighting and rescue trains, etc.). Petr JINDRA asked about passenger wagons in freight trains e.g., for military purposes.

Carlo BORGHINI explained that 10 billion EUR was the first estimation, not including all costs (i.e., infrastructure or cost deployment). Antonio DE ROSE confirmed that infrastructure was not included. He pointed to the slide on what costs were included in the analysis.

Paul HEGGE asked about the chance of the grants from the EU for DAC deployment.

Carlo BORGHINI clarified that under the current MFF there were no budgetary references to DAC. However, a strong business case could result in some actions from the Commission. He also emphasized the necessity of having a strong business case in anticipation of 2028-2034 MFF. He also pointed out to funds at national level.

Christoph KLOSE added that without consideration of infrastructure costs the plan would not be complete.

Mark TOPAL agreed. He also added that the current version of investment plan was based on the inputs available in the period of preparation of the plan. Since then, the EDDP was aware of new inputs that could change the results.

Mitchell VAN BALEN (ERA) confirmed that buffer stops were included in the CBA.

Bo OLSSON commented that in Sweden there were developed efficient retrofitting plans for buffer stops for coupler. In case of need, such plans could be shared with interested stakeholders.

Christoph KLOSE asked for adaptation of shunting yards.

Antonio de ROSE also mentioned the relaxation of state aid spendings at national level which could be considered by the EDDP when looking for additional funds.

Paul HEGGE pointed out to overlaps and possible competition between development of two technologies at the same time (ERTMS/ETCS, and DAC).

Carlo BORGHINI also mentioned that the DAC coupler could be seen as an enabler for other systems.

6. Dissemination & Events 2023

Jens ENGELMANN presented the calendar for 2023 with events related to DAC dissemination.

Antoine ROTHEY informed that the event in France, scheduled for 6 March 2023, was postponed to June 2023.

Carlo BORGHINI added that on 1 March 2023 the Transport Committee of the European Parliament would be organised. He added that in the agenda there was a short discussion on the DAC programme foreseen.

- **The Board members are asked to contact the PM in case they have other events to promote**
- **The Board members are asked to contact the PM if there are any specific activities planned for the event in Munich (to integrate the references to DAC if possible).**

FP5-TRANS4M-FDFTO

7. Brief report state of play

On behalf of the FP5, Constanze BANNHOLZER provided a short summary of the activities in the FP5 (*for details please refer to the presentation*). Steffan HAGENLOCHER discussed the activities in different WPs (*for details please refer to the presentation*).

8. DAC SPEC: coupler height/e-coupler/bridge plates

David RAOULT discussed the process of assessment of technologies (validation of coupler concept). He informed that from three companies, the list was narrowed down to two, with Wabtec resigning from the competition. He also underlined that Wabtec would further collaborate with the other teams on development of concept. There were two companies still in competition – Voith and KB (*for details, please refer to the presentation*).

SYSTEM PILLAR

9. Brief report state of play SP Task 4

On behalf of SP Task 4, Frédéric HENON provided an overview of the activities withing the Task Force 4 (*for details, please refer to the presentation*).

Carlo BORGHINI underlined that the cooperation between the IP and SP was progressing in a positive direction.

10. AOB and closing.

Carlo BORGHINI summarized the discussion and discussed actions to be taken by the PM and JU after the meeting.

He also reminded that on 15 March 2023, the JU Governing Board would decide on awarding grants under the JU call for proposal HORIZON-ER-JU-2022-02 which would have an impact on the EDDP.

He officially handed over the chairmanship of the EDDP PB meetings to Giorgio TRAVAINI. He thanked all persons involved in the work on EDDP. He reminded that the work started from the scratch and achieved the current mature level thanks to the collective engagement.

The Programme Board thanked Carlo BORGHINI for his work as the Executive Director of JU and welcomed Giorgio TRAVAINI as the successive Executive Director *ad interim*.