

## **PROGRAMME BOARD**

**Meeting 21 November 2023  
14h00 – 16h30**

Minutes

### **PARTICIPANTS**

ÅHMAN Johan	JINDRA Petr	TIEDEMANN Joachim
BACCONNIER Estelle	KLOHR Markus	TIONE Roberto
BANNHOLZER Constanze	KNUEPLING Matthias	TOPAL-GOEKCELI Mark
BENTHIN Per-Anders	KUREK Burkhard	TRAVAINI Giorgio (JU)
DUTHIL Armand	LIPKA Andreas	VAN BALEN Mitchell
ENGELMANN Jens	MARTOS Oscar	VAN GILS Karel (JU)
ERTL Martin	MEMIC Rahmana	WASIK MAREK Maurice
FEINDERT Johann	NOEL Tibo	WILLIAMS Molley
GRAEBER Johannes	RADEWAGEN Christian	ZOCCO Maria Antonietta
HAGENLOCHER Stefan	REINSHAGEN Peter	
HERMANN Manuel	ROTNEY Antoine	
IBANEZ DE YRIGOYEN Javier	STRAMBEANU Liviana- Michelle (JU)	

#### **1. Introduction, Welcome, adoption of the Agenda**

Giorgio TRAVAINI welcomed the participants to the EDDP Programme Board (PB) meeting. He presented the agenda which was adopted with no further changes.

Giorgio TRAVAINI introduced Estelle BACCONNIER, participating in the meeting on behalf of DG MOVE, European Commission.

#### **2. Review of actions since the last PB**

Giorgio TRAVAINI explained that Flagship Project 5 will be requested to provide the planning for the work regarding the functions of the Basic Package and associate resources. This information will be present in the results of the PB for the year 2023. He further mentioned that an important future action will be to update the Programme Board on the pros and cons of the wheelset generators, which will happen in the next meetings. Moreover, he brought to the attention of the board that the dates for the PB and SB meetings have been shared. Finally, work is currently being undertaken on the intermodal business case within the informal task force.

## **FP5-TRANS4M-R/FDFTO & EDDP**

### **3. FDFTO updated planning + decision “DAC basic package”**

Stefan HAGENLOCHER highlighted that the updated FP5-TRANS4M-R planning allows the delivery of the DAC basic package still within 2026, subject to a formalised GA amendment in Q1 of 2024. He also mentioned that there were issues with the input documents needed to develop products, as well as on long term alignment on target operational procedures within the consortium.

Stefan HAGENLOCHER expressed his support for focusing the scope on the train functions to the EDDP basic package, involving the DAC, hybrid coupler, and all other functionalities that EDDP stakeholders are emphasising (the ones with a high TRL). Reducing complexity and focusing on the basic package enables closer attention on the functions for the pre-deployment trains. This would require an extension of the project timeline by 9 months to the end of 2026. Despite this extension, time requirements from EDDP are still being met.

Mark TOPAL-GOEKCELI reinforced this point by stating that the existing plan is no longer realistic and that the focus should indeed be on what needs to be improved within the basic package.

Andreas LIPKA mentioned the following points on behalf of DB and DB Cargo:

- Push button uncoupling function to be part of the basic package.
- Train preparation not requiring the presence of locomotives at the wagons consist.
- Architecture of the system should follow the principle of being upgradable in the future.

Mark TOPAL-GOEKCELI expressed concern on how these changes and proposals are managed from a project management perspective.

Giorgio TRAVAINI stressed that the first important aspect is to agree that the basic package is needed. He encouraged the PB to confirm the DAC basic package for demonstrator and pre-deployment trains and as the minimum package for full deployment. Further design principles like upgradeability, modularity, or interchangeability should be part of the discussion for the full deployment, as long as the interoperability and performance of the basic system will be maintained. Finally, he reminded the PB that the pilot testing will take place in 2026 and that a contrary situation would require a complete revision of the programme. The full deployment will happen the earliest in 2028.

Estelle BACCONNIER mentioned that the Commission sees the need for focusing on the DAC basic package. She further enquired about what will happen to the other functionalities, namely whether they will be dropped completely or rediscussed at a later stage.

Mark TOPAL-GOEKCELI explained that the intention is for other streams of work to play into decision-making during the deployment phase.

Giorgio TRAVAINI reminded the PB that three main waves are already foreseen for Flagship Area 5. The ongoing wave is the first one, while the second is foreseen for 2026. He confirmed that work is still being planned to address elements outside the basic package.

Mark TOPAL-GOEKCELI added that the issues related to modularity, interchangeability, upgradeability and the options for centralised software updates will be discussed during the FP5 dedicated workshop meeting of 28 November 2023. He also voiced his concern about the challenge of having enough resources to cover the basic package.

Stefan HAGENLOCHER clarified that, for the DAC, the present discussion deals strictly with the train functions.

Giorgio TRAVAINI invited the PB to make a decision.

Antoine ROTHEY asked whether the following phrase could be added to a positive PB decision: "provided that a stable design is stabilised for the basic package before pre-deployment trains." He confirmed that SNCF supports the decision, with the added statement.

Giorgio TRAVAINI agreed with the recommendation of Antoine ROTHEY on behalf of SNCF. He added that, if there are enough resources to cover other train functions, this will be accomplished either in FP5 or within the next wave of Flagship Projects.

**→ The PB decided in favour of the presented "DAC basic package"**

**→ The PB endorsed the DAC basic package to be design-stabilised for the pre-deployment trains and for full deployment and in which the following train functions are considered:**

- **DAC coupler incl. energy/data system\*\***
- **Train composition/wagon order detection**
- **Automated brake test**
- **Train integrity & train length determination**
- **Automated uncoupling (uncoupling in-train from loco)**  
**\*\* coupler with mechanical or push-button uncoupling from wagon side and incl. "prevent coupling" function**

**all to be developed by FP5-TRNS4M-R and formalised during the GA amendment process in Q1/24.**

**→ As per the presentation provided, modularity/upgradeability/interchangeability of the "DAC basic package" shall be ensured by FP5 only for those applications for which the presented FP5 time plan and the FP5 resource need would not be negatively impacted. This information shall be gathered from the foreseen respective workshop(s) and presented in the PB in January 2024.**

**Topics that turn out to be important for full deployment but have a negative impact on the presented FP5 time plan and the FP5 resource need will be addressed in further/later workstreams that will still have to be defined.**

Estelle BACCONNIER asked whether this decision will have any consequences for the Master Plan.

Mark TOPAL-GOEKCELI responded that there will be minimal consequences on the timeline. Although the next step will involve an amendment procedure for FP5-TRANS4M-R and EU-Rail will need to agree.

Giorgio TRAVAINI confirmed that a full assessment on the impact of this possible change will need to be carried on as part of the amendment procedure, that will both impact FP5 and the Master Plan.

#### **4. Call for 100 pre-deployment trains**

Mark TOPAL-GOEKCELI explained that there is a need to explore all over Europe the operational conditions under this package, ensuring a shift from TRL 7 to TRL 9. He further clarified that these trains have not been defined, but that the call has been drafted in order to get a general idea of what needs to be described so that a general awareness is reached.

Giorgio TRAVAINI stated that the goal of the Request for Interest is to identify interested and capable actors for carrying out the exercise.

Estelle BACCONNIER stated that there is a need for a clear understanding of what these pre-deployment trains seek to achieve. She recommended a comprehensive plan to be devised, justifying why it is important to employ these trains at the end of 2026.

Giorgio TRAVAINI proposed to develop a couple of pages in which reliability, finalisation of technological maturity for industrialisation at EU scale, proof of benefits in operational conditions on different regions, sector acceptance, etc. will be explained.

#### *Action:*

Mark TOPAL-GOEKCELI mentioned that this **concept paper will be drafted in the next 2 weeks**, which should clarify needed objectives. He asked ***support from the operators present in the EDDP PB can also share with the EDDP PM different ideas on how and where this the validation take should take form.***

#### **5. Sounding boards 2023**

Rahmana MEMIC shared with the PB that there will be a Sounding Board on 12 December 2023, concerning workers' and trade unions' perspectives. Worker safety and protection will be a salient topic discussed during the Sounding Board.

Estelle BACCONNIER informed the PB that there will be a Sectoral Social Dialogue of the Committee on Rail and proposed to advertise the SB in that context.

Giorgio TRAVAINI thanked and expressed agreement and assured the PB that the JU will be closely involved.

Rahmana MEMIC mentioned that the next series of Sounding Boards will start around March 2024, since there are currently many deliverables to be finalised.

Giorgio TRAVAINI recommended for this plan to be visible and easily accessible on the JU website.

## **EDDP and migration roadmap**

### **6. Overview on EU-Rail calls (fleet analysis + engineering)**

Giorgio TRAVAINI reminded the PB that in October 2023, the JU launched a call that includes Fleet Retrofitting and Retrofit Capacity Plan. This will be a Coordination and Support Action (CSA), funded by the JU at 100% of eligible costs. He mentioned that the Open Call document includes detailed information on the expected outcomes and that any questions should be addressed to the Info Call address listed in the call document. The deadline for submitting proposals is 7 February 2024.

Giorgio TRAVAINI mentioned the Engineering Solution call for tender. The intention is to publish the call during Q1 of 2024, to ensure that optimal solutions will exist at both pre-deployment and deployment stages, with emphasis on the latter,

### **7. EDDP overall planning 2023-2027: state of play**

Jens ENGELMANN introduced the topic, stating that the overall EDDP planning, referring to migration roadmap actions, and including the connections to Flagship Project 5 and the System Pillar, is currently being set up at the project management level and by EU-Rail colleagues. The presentation of the outcome will be shared during the next PB meeting.

### **8. DME concept: meeting with SESAR DM**

Giorgio TRAVAINI shared that a meeting with the SESAR Deployment Manager will take place on November 22, 2023. He explained that the idea is centred on having an informal EDDP task force on funding and finance, composed of representatives from the EDDP and JU members. A request for participation was sent to the PB members in early November 2023, and 8 participants are currently confirmed. A written report on the outcome of this meeting will be provided in the next PB meeting.

### **9. Stakeholder management plan: state of play**

Jens ENGELMANN mentioned that the rough deadline for approaching this question is the spring of 2024. He described that an EDDP stakeholder management plan has been elaborated within the EDDP/DACcord Stakeholder Management Core Group, but that it is currently in draft form. In the next steps, it will be discussed with the Commission and JU.

Jens ENGELMANN proceeded to elaborating on the started stakeholder analysis, which determined whether key stakeholders are happy, neutral, sceptical, or uninterested. A concluded analysis provides the foundation for a sturdy action plan through knowledge on who should be targeted, and through which means.

Mark TOPAL-GOEKCELI clarified that the PB is the body that decides on the stakeholder topics and general direction. Even though the Core Group will then apply this decision in relation to the different views of stakeholder groups.

#### **10. Communication/dissemination 2023/24**

Jens ENGELMANN opened this topic by presenting the communication events that took place throughout the year of 2023. Next, pertaining to 2024, he covered two important events:

- DAC Event (EDDP) – Connecting Europe Day on 2 April in Brussels.
- InnoTrans on September 24 – 27, in Berlin.

Giorgio TRAVAINI drew attention to the importance of quickly delivering the work that is needed for the Connecting Europe Day.

Estelle BACCONNIER suggested that it would be helpful to obtain feedback about events that EDDP contributors have taken part in. She stated that this would not only help the Commission but also stakeholders. Finally, she added that the Commission will also have a fully-fledged stand at InnoTrans and that, on behalf of DG MOVE.

Giorgio TRAVAINI confirmed and added that there will be a common stand between the Commission, ERA, and the JU. The JU has already requested to reserve a space for the DAC within this common stand. He explained that it would be useful to showcase some of the functions discussed today, the intention being to show more than prototypes, which were already demonstrated at the previous InnoTrans.

#### **System Pillar (Task 4)**

Johannes GRAEBER shared that the System Pillar is currently preparing the rulebook pertaining to deliverable D2.1 on operational procedures, to be used by operators. On behalf of the System Pillar, he invited all operational members who are experts on operating trains and interested in providing their support to contribute. Any member of the PB who wishes to get involved in devising the rulebook should send an email to the following address: [Johannes.Graeber@knorr-bremse.com](mailto:Johannes.Graeber@knorr-bremse.com).

#### **11. AOB and closing**

- **ERA concept paper “in-service tests with DAC prototypes”**

Oscar MARTOS stated that the concept paper has been sent to the Commission for validation.

Oscar MARTOS further described that the concept paper is a vision paper for in-service tests with DAC prototypes, drafted by ERA. He mentioned that the NSAs of the member states are responsible for providing the temporary authorization for testing.

Manuel HERMANN asked who would be responsible for discussing the issue with the NSA in Switzerland.

Oscar MARTOS advised Manuel HERMANN to proceed.

Giorgio TRAVAINI reinforced the point that the paper is still under alignment with the Commission.

- Other EOB

Mark TOPAL-GOEKCELI proposed that one of the PB meetings of 2024 be held in a physical format.

Giorgio TRAVAINI confirmed that the meeting can be hosted within JU premises and that this will be proposed in the upcoming weeks. Next, he listed the set dates for the meetings in 2024, as follows:

- January 30
- April 25
- June 26
- September 17
- November 26

Giorgio TRAVAINI salutes the following milestones reached in the present PB prior to closing the meeting:

- DAC basic package agreement.
- Development of a concept note for pre-deployment trains.