

PROGRAMME BOARD

**Meeting 30 January 2024
14h00 – 16h30**

Minutes

PARTICIPANTS

ÅHRMAN Johan	HILSE Hans-Christian	REINSHAGEN Peter
BACCONNIER Estelle	IBANEZ DE YRIGOYEN Javier	STRAMBEANU Liviana-Michelle (JU)
BANNHOLZER Constanze	JINDRA Petr	TIEDEMANN Joachim
BENTHIN Per-Anders	KNUEPLING Matthias	TIONE Roberto
COMAS Silvia	LIPKA Andreas	TOPAL-GOEKCELI Mark
DUTHIL Armand	LOCHMAN Libor	TRAVAINI Giorgio (JU)
ENGELMANN Jens	MARTOS Oscar	VAN BALEN Mitchell
ERTL Martin	MAZZONE Andrea	VAN GILS Karel (JU)
FITCH Keir	NOEL Tibo	WÜNSCH NIETLISPACH Nadine
GRAEBER Johannes	OLSSON Bo	WILLIAMS Molley
GIRAUD Nicholas	RADEWAGEN Christian	ZAEHRINGER Sandy
GÜNTER Armin	RAOULT David	ZOCCO Maria Antonietta

1. Introduction, welcome, adoption of the agenda (including report on state of play on installation of NCPs)

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

2. Review of actions since last Programme Board

Giorgio TRAVAINI gave the floor to Estelle BACCONNIER, participating in the meeting on behalf of DG MOVE.

Estelle BACCONNIER shared information on the designation of national contact points in Member States. Approximately 20 national contact points have already been nominated, with hopes to compile a full list within 1 – 2 weeks. Secondly, Estelle BACCONNIER drew attention to how Members are represented towards the Joint Undertaking across structures such as the EDDP PB or the DAC subgroup of

the States' Representatives Group (SRG), with the intention of avoiding a scenario in which multiple active forums have some overlapping roles.

Kier FITCH reiterated the importance of clarifying the roles of various groups. He then provided an update of the activities of the Commission relevant for the DAC. He announced that continuous discussions are taking place with the European Railway Agency (ERA) concerning authorisation rules to build on the approach to authorisation. This becomes even more important considering the large number of vehicles which will be deployed within the 100 pre-deployment trains. Moreover, regarding financing issues, the Commission is still exploring what to what extent EU funding programmes could be mobilised. Finally, Keir FITCH announced 31 January 2024 was the deadline for comments related to the scope of the upcoming round of TSI revision, which will include the DAC.

Giorgio TRAVAINI reminded the PB participants that the Joint Undertaking is contributing to the TSI Standardisation and Input Plan via the System Pillar. In this context, a deadline has been set for 9 February 2024 for receiving comments to the first draft.

EDDP ad migration roadmap

3. EDDP overall planning 2023-2027: state of play

Mark TOPAL-GOEKCELI presented the current state of the main activities in the EDDP overall planning, including Flagship Project 5, the Sounding Boards concerning operational procedures, the DAC migration, and the Retrofitting and Retrofit Capacity Plan. He mentioned that the 100 pre-deployment trains were added to these activities because they must be implemented through the EDDP platform. Importantly, there is a need to find ways for financing the pre-deployment trains. In 2024, the concept of the pre-deployment trains will be sharpened and refined. A definitive overview of which actors will operate the pre-deployment trains and under what conditions is foreseen for the end of 2024. Next, the fleet analysis will need to acquire a well-defined scope in terms of number and types of locos that should be representative for the pre-deployment trains, as well as shortlisted engineering solutions for retrofitting and upgrading. On the topic of stakeholder management, Mark TOPAL-GOEKCELI promoted the idea of reaching out to partners that are not highly involved to further increase acceptance of the DAC by sharing concepts, solutions, ideas, and plans. This would also pave the way for finding funding instruments and/or methods of co-funding. Lastly, the Deployment Management Entity will also be an important focus in the coming period.

Jens ENGELMANN added that the synergy with Flagship Project 5 shall be launched in the period of February – March 2024.

Hans-Christian HILSE commented that there is a need to speed up the synchronisation between Flagship project 5, Call 2024, and the fleet analysis. The objective would be to ensure the alignment of these activities with the pre-

deployment trains. He highlighted that this would allow for a clear message towards the industry.

Mark TOPAL-GOEKCELI expressed agreement with the comment of Hans-Christian HILSE, stating the urgency of determining who will operate the trains. Currently, expressions of interest are being collected from a range of partners. Mark TOPAL-GOEKCELI encouraged the PB participants to discuss the issue within their networks.

Keir FITCH remarked that the approach towards the pre-deployment trains could serve to illustrate that the migration could be organised in stages. He asked for clarification on the state of play of reflections on a staged migration.

Mark TOPAL-GOEKCELI explained that wagon and locomotive-types will be representative of the overall fleet, with the intention being to showcase 70 – 80% of what is needed in Europe. The pre-deployment trains aim to support ideas for later deployment, rather than representing a reduction of what could potentially be deployed.

Oscar MARTOS reminded the PB members of the NSA Network meeting taking place on 13 March 2024 and organised as a hybrid meeting, with the possibility to participate in-person in Valenciennes. Members of the PB have been invited to the meeting, where a presentation by Europe's Rail is expected on the DAC and its test programme.

Jens ENGELMAN confirms that he will further take care of keeping the PB members informed and of other organisational aspects.

Matthias KNUEPLING inquired about who will work on the concept of the pre-deployment trains, as well as whether and how teams may be formed for this purpose. He also asked how the resulting concept will be published.

Jens ENGELMANN affirmed that ideas are welcomed on how to best organise the concept creation and that the topic should be discussed with both Giorgio TRAVAINI and European Commission representatives.

Mark TOPAL-GOEKCELI clarified that the details will be established with interested colleagues once their overall interest is determined.

Giorgio TRAVAINI stated a key message to Flagship Project 5 that pre-deployment trains shall not substitute R&I efforts. The role of Flagship Project 5 is to test, validate, and confirm that the solutions are ready for industrial deployment and that they work for full operations.

Jens ENGELMANN shifted to mentioning that, regarding the Fleet Retrofitting and Retrofit Capacity Plan, the Joint Undertaking will launch the process in February 2024, with a decision to be taken in March 2024. The Joint Undertaking will also decide when to launch the engineering solutions, while the infrastructure and IT adaptations are foreseen to be launched by the middle of the year. On the updated EDDP planning, the full range of workstreams will be developed by April 2024. In consequence, the Master Plan will need to be updated by autumn 2024, depending

on what other amendments will appear within Flagship Project 5. Finally, Jens ENGELMANN stressed that elaborating the concepts for Connecting Europe Day and InnoTrans is of prime importance.

4. Request for expression of interest for 100 pre-deployment trains

- For more points relevant to the pre-deployment trains, see Agenda Topic 3 above.

Jens ENGELMANN presented the timeline of the Request for expression of interest. The Joint Undertaking published the letter on 17 January 2024, with replies requested until 29 February 2024. Actions related to stakeholder management have already begun. Some input following the publishing of the letter was gathered and will be shared with the Joint Undertaking. A more detailed report will be presented in the PB meeting of April 2024. Jens ENGELMANN suggested having a Q&A and provide as much information as possible to achieve high transparency.

In relation to the Call 2024 and the possibilities within it to accelerate the project, Giorgio TRAVAINI clarified that the call proposal preparation is the task of the private sector and not a matter of discussion for the EDDP PB due to potential conflict of interest issues.

5. Result from WP3 migration meeting on requirements to FP5

Andreas LIPKA reminded the participants that, following the PB meeting of September 2023, Flagship Project 5 is intending to use the Polarion tool to handle all DAC requirements. Migration input towards the company side was proposed to be added to Polarion. The decision was made to avoid bureaucracy and to deliver more quickly and efficiently. These details have been uploaded to the final version of the cooperation tool and can be found under Work Package 3.

6. DME concept: meeting with SESAR DM

Giorgio TRAVAINI presented the outcomes of his meeting with the SESAR Deployment Manager at the end of 2023. During the meeting with the SESAR Deployment Manager, its role and setup from a legal perspective were discussed, along with their budget, decision-making process and collaboration with the SESAR Joint Undertaking and the European Commission. Since the Deployment Manager is a private consortium, close attention needs to be paid to conflicts of interests, in cases where companies that are providing full-time employees while at the same time replying to Calls with solutions. In summary, the Deployment Manager is meant to facilitate the deployment of SESAR solutions. The entity is expected to assess the progress in each of the countries where solutions are being implemented in accordance with the SESAR deployment plan. The Deployment Manager is linked to financing opportunities via specific legislation put forward by the European Commission.

Giorgio TRAVAINI explained how the output of this meeting can be relevant for the EDDP. Research of legal background documents that allow for the setup of such deployment solutions should be carried out. An exact match with a DAC Deployment Manager would be impossible due to the absence of a structure that can ensure balance and representativity, such as Eurocontrol in the case of air traffic management. Giorgio TRAVAINI added that the SESAR Deployment Manager encountered difficulties at the beginning of its existence because they reached Technical Readiness Levels (TRL) of 7 – 8, which were equated with full deployment. However, for full market uptake to take place, considerable work would remain to be done. There is a need for market validation, which shall be achieved by the pre-deployment trains in the case of the EDDP.

Jens ENGELMANN added that the SESAR Deployment Manager is interested in a continuous exchange with the Joint Undertaking, and particularly with the EDDP. He reiterates the point raised by Giorgio TRAVAINI that such an entity provides ways to source funding.

Estelle BACCONNIER enquired about the ways in which this possible link could be followed up in the future, reaffirming that the provided information should be utilised to investigate governance and legal issues more in-depth.

Giorgio TRAVAINI welcomed this suggestion and confirmed that the progress will be reported on with the EDDP PB, in accordance with the calendar presented under Agenda Topic 3 of the present meeting. Notes from the meeting annexed at the end.

→ ACTION: EC to check the legal conditions of the SESAR DM and possibility of adaptation with EDDP.

7. Communication/dissemination 2024 & stakeholder management plan

Jens ENGELMANN mentioned that the draft Stakeholder Management Plan has been elaborated within the EDDP and DACcord Stakeholder Management Core Group and will be discussed with both the Joint Undertaking and the European Commission, in accordance with the original planning.

Jens ENGELMANN presented the draft concept prepared and the schedule for the Connecting Europe Days event of 2 April 2024, one of the two events of major importance in 2024 alongside InnoTrans. The Belgian Presidency of the Council of the European Union has arranged a transport ministers' meeting within the scope of the event, as well as a discussion on rail freight automation through the DAC and a presentation of the DAC itself. A panel discussion is also foreseen. In addition, he stated that the event will represent a key opportunity to approach manufacturers. He further reminded the members of the PB that there will be a joint stand between the Joint Undertaking, ERA, and the European Commission, while pointing out that joint planning and task division is needed for the initiative to come across as a joint one.

Giorgio TRAVAINI remarked that the Belgian Presidency and the Belgian Transport Minister will play a key role in the event due to their favourable stance towards the railway sector. Therefore, it represents an essential opportunity for the EDDP, considering a satisfactory level of participation will be achieved.

FP5-TRANS4M-R/FDFTO

8. FP5 general status report

Constanze BANNHOLZER presented the general status of Flagship Project 5. She reminded the members of the PB that the last report concerning Flagship Project 5 focused on the adapted and changed time plan, including a reduction in the scope of the project and how this reduction affects the DAC General Master Plan. She then proceeded to highlight the major progress on the risk assessment and safety architecture. The technical specifications for wagons and locomotives up to DAC Level 5 have been submitted and the validation and test procedures for wagon and locomotives at DAC Level 5 were developed. DAC Level 4 functional tests in supplier laboratories are nearly completed. Finally, the interoperability tests were successful realised for all four DAC suppliers, in Budapest in December 2023.

Constanze BANNHOLZER continued by displaying the status of the Work Packages. Major attention was drawn to Work Package 3 – Systems Architecture as the deliverables under this work package are delayed in the submission. However, she reassured the EDDP PB that this topic will be closed content-wise in April 2024. Concerning the specifications, there are small delays in deliverables. As regards the train functions, resources are currently being focused on Work Package 10, which is relying on major input from the architecture. Lastly, the test concept for the demonstration will be submitted, which will include the test cases disseminated via the Polarion platform.

9. Intermediate report “modularity/interchangeability” subgroup

Constanze BANNHOLZER shared that a series of constructive meetings between Flagship Project 5 and the EDDP on the issues of modularity and interchangeability took place after the last EDDP PB. She highlighted the good perspective to satisfy all upgradeability and future-proof needs. In the meantime, the work on the interchangeability of modules/components will continue and reported during the next EDDP PB.

10. Sounding boards 2024

Constanze BANNHOLZER announced that the Joint Undertaking has confirmed the planning of the Sounding Boards for 2024, which was shared with the meeting participants. The next Sounding Boards will take place on 5 February 2024, with the following mentions to be considered:

- Concerning User Requirements Specifications and Freight Architecture, the corresponding deliverables are due in the next 4 weeks, meaning that it will still be possible to include comments from the sector made during the Sounding Boards. The supplier will also give testing updates.
- The Technology Sounding Board will cover the general status of specifications for technology development and electrical coupler design decisions.
- The third Sounding Board will cover DAC Operational Procedures, which will be linked to Task 4 of the System Pillar covering the first draft rulebook format.

Constanze BANNHOLZER explained that the objective is to obtain feedback to be included in the activities and work of the EDDP. She suggested that, even if certain information is not finalised and public, the PB should nonetheless identify ways to obtain feedback from the sector. She advised the PB to contact herself, Molley WILLIAMS or Stefan HAGENLOCHER in case of any comments or questions.

Giorgio TRAVAINI inquired about the manner in which information about the Sounding Board attendees will be obtained and their feedback collected, considering the large amount of material that needs to be presented.

Constanze BANNHOLZER pointed out that a feedback and decision radar shall be put in place. The questions to be addressed will be defined in advance and disseminated towards the EDDP PB through a presentation after this EDDP PB meeting.

System Pillar (Task 4)

11. Status overview of the System Pillar

Johannes GRAEBER announced that work has begun on EU-harmonised Operation Procedures, with the objective of issuing the second set of Operation Concepts. The preferred format of the rulebook will consist of a flow chart which shall be directly translated to text. This is expected to provide a clearer overview of the interfaces in the project. During the writing of the rulebook, any need to analyse additional interfaces will be defined. He emphasised the need for a system authority for FDFTO, which could potentially manage software updates, among other aspects. Finally, he highlighted the STIP as a continuous activity. Comments are currently being collected for its revised version.

Giorgio TRAVAINI reiterated the importance of the proposed system authority.

Johannes GRAEBER responded that the concept for the system authority is intended to be finalised by the end of 2024, the latest, while 2025 will be dedicated to the establishment of the entity, which would also support the pre-deployment trains.

Jens ENGELMANN suggested the implementation of more modern methods to showcase the rulebook, such as replacing its physical format with a digital application.

Johannes GRAEBER explained that such suggestions have served as motivation for adopting the flowchart format. Such a format could be transferred more directly to

modern, digital tools in the future. He expressed hope for convincing the railway community to follow this modern approach of discussing processes.

12. AOB and closing

No other points were raised. Giorgio TRAVAINI thanked the Programme Managers for the preparations, as well as those involved in Work Package 3, the Communications Team, Flagship Project 5, and the System Pillar.

The meeting was declared closed.

Annex

Meeting on SESAR Deployment Manager Brussels, 22.11.2023

- On 22 November, a meeting was held in Brussels with representatives of the Deployment Manager of the Single European Sky ATM Research Programme (SESAR), Europe's Rail and the European DAC Delivery Programme (EDDP).
- The participants were G.Travaini, E.Bacconnier, M.vanBalén, M.de la Haye, M.Knuepling, R.Marxen, J.Engelman, E.van Gils. The SESAR Deployment Manager was represented by: La Piscopia, Trapp.
- The aim of the meeting was to explore the extent to which the experience of the SESAR Deployment Manager can be used for the DAC. The meeting was scheduled by G.Travaini (Executive Director ad interim of Europe's Rail).
- In general, in the aviation sector, there are the so-called Common Projects (based on implementing regulations), with which the Member States have agreed on the mandatory implementation of certain technologies, i.e. (harmonisation) in Europe with a defined time horizon. Funding has not yet been secured when the obligation to retrofit is determined, but CEF funding can be applied for. The implementation objectives will therefore be achieved in Europe with or without funding and with or without the SESAR deployment manager.
- It turns out that the set-up of the SESAR DM was very time-consuming. In addition, SESAR DM only allows for a maximum of 50% funding from CEF funds. SESAR acts as a bundler and consultant for the formation of sector consortia to apply for projects with CEF funding. The purpose is to implement technology harmonisation in the Member States in a bundled, uniform/harmonised manner as far as possible and to increase the administrative efficiency of the projects. The projects of around €3 billion between 2015 and 2025, both individually and in total, are significantly smaller than the DAC project. The total funding is well below the €13 billion targeted for DAC.
- In contrast to ERJU, the roll-out of technology projects is already anchored in the legal basis of SESAR. In the case of ERJU, the legal basis for the authorisation of the implementation of technology projects ("deployment") still needs to be clarified. From the point of view of the EU Commission, the current legal basis is not sufficient. It now needs to be clarified whether it is sufficient to create implementing regulations for individual projects (such as the DAC project) or whether a time-consuming adaptation of the legal basis of the ERJU itself is necessary.
- The SESAR Deployment Manager takes the form of a consortium led by Eurocontrol and comprising some of the stakeholders represented in SESAR. Manufacturers are not represented in this consortium so that there are no conflicts of interest. The employees of the Deployment Manager (approx. 80 people, many of them proportionately) are provided by the stakeholders involved (e.g. Lufthansa, Air France, national air traffic controls, etc.) and through the EU's grant agreement with the consortium. The consortium is limited in time. SDM is working on Management level. It is not an investment organisation. Investments, procurement and project management are done by the operational companies. During deployment or implementation, SDM monitors and reports to EU.
- As of today, SESAR has implemented 271 projects. The degree of implementation varies from country to country. For example, while Belgium has implemented 43 projects, Finland has implemented only one project (under the SESAR framework). However, projects can also be

implemented without funding, outside the SESAR framework. The first project to be implemented was the so-called "Pilot Common Project". The question may arise as to whether it would not make more sense to divide the DAC migration into smaller projects and to take a step-by-step path for the conversion instead of sticking to a €13 billion project over 6 years.

- SESAR takes advantage of the opportunity to finance projects through the European Investment Bank and to initiate repayment only when the savings occur. This is especially true for projects within the framework of the Green Economy.
- Further lessons learned were that SDM wants to bring research and development on the one hand and deployment on the other hand under one umbrella for more decisiveness. Buy in from investors is key to be convinced that this approach is beneficial (for the long term). SDM experiences also difficulties coordinating because of all the legacy systems and diverging national interests.