

SUPERVISORY BOARD

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

Minutes

PARTICIPANTS

BARDO SCETTINI Gherardini	GRAEBER Johannes	SCHULTZE Ralf
BACCONNIER Estelle	TABOURET Hugo	STRAMBEANU Liviana-Michelle
BANNHOLZER Constanze	ENGELMANN Jens	TIONE Roberto
COUNE Carole	CAUBET Jean-Francois	TOPAL Mark
DUTHIL Armand	MASIK MAREK Maurice	TRAVAINI Giorgio
WIEBE Enno	FISCHER Nils	VAN GILS Karel
FITCH Keir	PIRON Olivier	
FOERST Clemens	MARXEN Ralf	

1. Introduction, Welcome, adoption of the Agenda

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

2. Review of actions since the last PB

On behalf of EU-Rail, Giorgio TRAVAINI commented on the latest developments. He announced the members of the publishing of Call 2024, which contains activities related to the DAC, and encouraged them to reply with project proposals. Furthermore, as Call 2023 came to a close, EU-Rail is evaluating a possible Coordination and Support Action for the DAC, with the intent to confirm whether the proposal is successful during the Governing Board (GB) taking place at the beginning of April. Finally, he announced that Standardisation and TSI Input Plan has been shared for public consultation.

Estelle BACCONNIER provided a set of updates on behalf of the European Commission. Regarding the national contact points, the Commission has reached out to member states in various ways, obtain a total of 22 nominations of national contact points. Austria, Greece, Italy, Romania, and Slovenia are missing contact points. In some cases, member states are in the process of providing a contact point. She thanked the EU-Rail team for providing its support on this task. Next, she informed the members of the clarification of the role of the NCPs with the DAC Subgroup of the States' Representatives Group (SRG). The strategy will be to communicate with the national contact points. Further, the Commission is preparing for the scope of the next round of TSI revisions, which will cover the DAC. The issue will be discussed at a RISC meeting during the week of 19 February, after having collected feedback during the month of January. She also assured the members that

the funding of the DAC remains at the top of the Commission's agenda. However, no solution has been identified thus far. Concerning the authorisation for the 100 pre-deployment trains, a consultation was launched by the European Union Agency for Railways (ERA) with national safety authorities (NSAs) to find a solution. These consultations triggered some NSA feedback, but the deadline for feedback was extended to the end of February to collect more viewpoints.

Bardo SCHETTINI GHERARDINI inquired about the internal process in the Commission with regards to identifying sources of funding.

Estelle BACCONNIER mentioned that in the current MFF, opportunities for funding remained limited.

Giorgio TRAVAINI added that other sectors are also actively requesting support at various levels for the next MFF.

Carole COUNE shared a concern of the members of the Association of European Rail Rolling Stock Lessors that many plans exist for wagons and very few for locomotives. She inquired what the foreseen standard for locomotives will be and whether the members of the SB will be involved.

Mark TOPAL-GOEKCELI clarified that information should be expected soon on the locomotive analysis, and that further discussions on the plan for locomotives will be kickstarted at that time.

EDDP and migration roadmap

3. EDDP overall planning 2024

Mark TOPAL-GOEKCELI presented all DAC-related activities (*for details, please refer to the presentation*). He reminded the members of the planning for the 100 pre-deployment trains, and the expression for interest. Determining the scope and types necessary for the wagons and locomotives on a more detailed level will represent a key focus area on this year's agenda of the EDDP.

ENNO WIEBE asked about the funding for carrying out the actions in the DAC migration roadmap, in order to successfully implement the pre-deployment trains.

Mark TOPAL-GOEKCELI explained that these actions are not strictly related to the pre-deployment trains but serve to prepare the full deployment. No financial resources have been acquired thus far.

Keir FITCH reminded the members of the SB that full authorisation will be needed for running the pre-deployment trains because they will be operated within the public, cross-border network. Subsequently, they shall be integrated into commercial services.

Jens ENGELMANN proceeded to present the EDDP work programme of 2024 – 2026 while elaborating on the actions foreseen for 2024 (*for a detailed overview of the foreseen action, please refer to the presentation*).

Keir FITCH referred back to the issue of authorisation for the pre-deployment trains, adding that active discussions are taking place on whether a cross-border solution could be reached. The issue will be on the agenda of the ERA/NSA meeting on 13 March.

Mark TOPAL-GOEKCELI expressed his agreement with these attempts by stating that the ideal scenario would be to find an authorisation solution at the European level.

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

Giorgio TRAVAINI reminded the members of the SB that they have received the letter of request for expression of interest, which EU-Rail has published on 17 January 2024. Replies have been requested until 29 February 2024. Questions about

the call can be submitted to the functional mailbox. The questions that were already submitted refer to the kind of information that interested companies should provide, as well as financial guidelines, which are still being defined. For further information Giorgio referred to the information webinar on 22 February.

→ **He encouraged the members to share the letter with any interested companies in their networks that may be apt to contribute.**

ENNO WIEBE inquired about whether a centralised entity will ensure the management of the pre-deployment trains, or if the existing structure will be used. He stressed the need for an entity with knowledge of both the concept of the pre-deployment trains and possible funding mechanisms at the EU level. For the CER, a deployment manager represents a top priority that would provide for a structured and consistent approach.

Mark TOPAL-GOEKCELI referred to the EDDP work programme of 2024, which includes the raised concern.

Giorgio TRAVAINI mentioned that the need for a pre-deployment management entity was identified at the inception of the EDDP. The possibility of launching such an entity was discussed with the Commission.

→ **The SB members were encouraged to share their opinions.**

Keir FITCH shared the Commission's perspective, which sees value in a potential deployment manager. However, it was not made a Commission request since the Commission is unable to support it financially. The exact structure of the SESAR Deployment Manager or ERTMS coordinator cannot be reproduced because this entity is based on a specific-Regulations. However, he suggested the possibility of creating a deployment manager on a non-statutory basis, as part of a future project although this would not be suitable as a vehicle for managing any EU funding (if relevant).

Mark TOPAL-GOEKCELI noted that some details have not been provided in the letter of request precisely because it is envisioned as a call for expression of interest. Hence, the intention is not to impose constraints on partners but rather to define more detailed conditions collectively with the selected partners.

Jens ENGELMANN emphasised the value of subsequently advocating to receive funds while having a concrete set of potential partners.

Mark TOPAL-GOEKCELI reinforced this point, stating that various partners from different regions, who hold diverse perspectives, would be valuable. No full deployment can be ensured without successful pre-deployment.

5. Communication/dissemination 2024 + Stakeholder mgmt. Plan

Jens ENGELMANN reported that the draft EDDP Stakeholder Management Plan has been elaborated within the EDDP/DACcord Stakeholder Management Core Group and will be discussed with EU-Rail shortly. He proceeded to presenting the list of communication events of 2024 (*for details, please refer to the presentation*). He reminded the members of two important events, as follows:

→ **Connecting Europe Days** (2 – 5 April 2024), which will include a meeting of the European Ministries of Transport in the afternoon of 2 April (14:00 – 18:00).

→ **InnoTrans** (24 – 27 September 2024), where a unified external approach should exist between programme members and stakeholders.

ENNO WIEBE shared his perception that the focus placed on the railway community is too high and that there is a need to open up to other actors in the market, such

as ports. While recognising the importance of InnoTrans, he encouraged the members to promote the DAC beyond the immediate railway environment.

Jens ENGELMANN mentioned that the Connecting Europe Days are an opportunity to get all Ministries of Transport on board with the DAC and its objectives. A morning session will be held on 2 April (11:00 – 13:00) at Train World, tackling The Future of Rail Freight. High-level political and CEO participation are expected.

- He advised the members to reflect on **which persons in the public sector, and CEOs, would be a valuable addition to the session**. Invitations should be sent as soon as possible.

6. Summary of further topics from the last Programme Board

Jens ENGELMANN reported the following additional topics:

- EDDP Work Package 3 provided structured feedback to FP5 on all collected requirements for the DAC technology stemming from migration. An assessment of the delivered inputs will take place within FP5.
- This assessment of FP5 might cause limitations on the migration planning. A report and potential decision will follow in the next EDDP Programme Board (PB) or when the assessment within FP5 will be available.

Giorgio TRAVAINI elaborated on the meeting with the SESAR Deployment Manager, which took place in December 2023. This entity is largely organised as a private consortium, composed of the same entities that shall reply to the calls related to the deployment of SESAR technologies. Through the example of SESAR's challenges, the meeting confirmed that the pre-deployment trains are an appropriate concept, allowing for major technical issues to be solved well ahead of full deployment. A tight structure between the Deployment Manager and the Joint Undertaking was encouraged during the meeting, in order to maximise the benefits of R&I activities. He repeated that this structure cannot be fully replicated because it is coordinated by Eurocontrol as an independent entity, which is non-existent in the railway sector.

The Minutes of the Meeting (MoM) with the SESAR deployment manager shall accompany the present MoM and presentation for your read.

FP5-TRANS4M-R/FDFTO

7. FP5 general status report

Constanze BANNHOLZER reported on the general status of FP5 (*for the full overview, please refer to the presentation*). The last status of the project was reported in October 2023, when the EDDP PB decided on the DAC "basic package". She confirmed that the decisions made in the PB and SB are duly respected in the implementation of the project. In summary, she mentioned that a new deliverable was submitted, on risk assessment and safety architecture, which captures the requirements for wagon and locomotive specifications. Further, the validation and test procedures were handed in. The electric coupler assessment is currently a work in progress, as suppliers are developing two promising designs. To adhere to the timeline, a decision on the two designs must be made in February 2024. Moreover, the deliverable on the functional test report will be submitted shortly. Importantly, suppliers have already completed a series of interoperability tests, which are due in June – July 2024. She ended the presentation with the status per Work Package, noting the progress on operational procedures, which is the basis for the continuation of the System Pillar harmonised operational procedures.

Johannes GRAEBER requested a confirmation that the interoperable train functions, which are not part of the DAC "basic package", will not be deleted but instead

addressed in the next wave of projects under FA5. He also asked for an estimation of the chance of testing all technical functions tested as part of the pre-deployment trains.

Constanze BANNHOLZER stated that their interest as an operator is that the technology that has been defined as important is not getting lost. The interoperable train functions will be addressed further as part of other projects. Concerning the pre-deployment trains, an agreement was made that technology needs to be delivered by the end of 2026.

Mark TOPAL-GOEKCELI added that additional functionalities can be discussed at a later point, but that a narrowed-down "basic package" facilitates finding willing partners around Europe.

8. Intermediate report "modularity/interchangeability" subgroup

Constanze BANNHOLZER announced that the workstream has not yet been concluded.

→ A report will be presented during the next EEDP PB and SB, as far as results will be available by then.

9. Sounding Boards 2024

Constanze BANNHOLZER stressed that the Sounding Boards represent the main communication tool of FP5, addressed to the outside world. A plan has been set on the points that are to be communicated with non-FP5 partners. The first set of Sounding Boards took place on 5 February, with approximately 45 attendees out of 70 registered. Insights about the setup can be found on the EU-Rail website. The next sounding boards are scheduled for 6 May, 7 October, and 11 November (*for the full schedule, please refer to the presentation and the EU-Rail website*).

Keir FITCH asked about the role of the Rulebook, which was among the subjects of the 5 February Sounding Boards.

Constanze BANNHOLZER replied that the Rulebook, focused on the DAC Operational Procedures, was developed within the project to support Task 4 of the System Pillar. The System Pillar will have to assess and decide on the Rulebook content that could be included in the TSI as a more binding set of requirements.

Karel VAN GILS confirmed that the output of FP5 was taken into the System Pillar and reflected on following the System Pillar process. He stated that the project produced very good procedures to further build on.

→ The aim of FP5 is to produce structured contributions to operational procedures, not to create the operational procedures themselves.

System Pillar (Task 4)

10. Status Overview of the System Pillar

Karel VAN GILS provided an overview of the status of Task 4 on the DAC/FDFTO (*for the status of each remit deliverables, please refer to the presentation*).

11. AOB and closing

Keir FITCH emphasised the need to inform the DAC team about who shall be invited to the Connecting Europe Days session.

Giorgio TRAVAINI stressed the importance of selecting the most adequate participants, considering that there will be ministerial presence during the event.

Jens ENGELMANN announced the next meetings of the EDDP SB as follows:

- 3 July
- 14 October
- 3 December

Keir FITCH asked for possible topics foreseen for the 3 July meeting.

Jens ENGELMANN mentioned information on the pre-deployment trains and the first results of any project addressing fleet analysis that may stem from the respective EU-Rail Call as important topics. Architecture, user requirements, and the e-coupler will be the main points addressed for FP5.

The meeting was declared closed.