

SUPERVISORY BOARD
Meeting 14 October 2024
Brussels, Hybrid
14h30 – 16h30
Minutes

PARTICIPANTS

BACCONNIER Estelle	MOVE
BANNHOLZER Constanze	OEBB
CAUVET Antoine	EU-RAIL
CHAVANEL Christian	UIC
COUNE Carole	AERRL
DE LA HAYE Marcel	CER
ENGELMANN Jens	Railiable
ERPENBECK Thomas	DB
FITCH Keir	MOVE
GRAEBER Johannes	KNORR-BREMSE
HENON Frédéric	UIC
ZAEHRINGER, Sandy	MOVE

IBANEZ DE YRIGOYEN Javier	EU-RAIL
NOËL Tibo	NUON
PETERHANS Gilles	UIP
PIRON Olivier	ERA
SCHETTINI GHERARDINI Bardo	EIM
SCHULTZE Ralf-Charley	UIRR
TABOURET Hugo	UNIFE
TIONE Roberto	Wabtec
TRAVAINI Giorgio	EU-RAIL
VAN BALEN Mitchell	ERA
VAN GILS Karel	EU-RAIL

1. Introduction

Please find Mr. Apostolos TZITZIKOSTAS's mission letter [here](#)

Mr. Keir FITCH (KF) opened the meeting. He shared his perception of the SB meeting as a forum to get the feedback from the members. He congratulated them for the DAC activities shown during InnoTrans as well as on the DAC High level event in Spandau where the testing activities were demonstrated. He then questioned the members whether they agreed on the agenda and if any other points for discussion should be addressed. The agenda was agreed, and no additional items added so the meeting started.

KF declared that the CEF call is ongoing. He elaborated that the Commissioners' hearings at the European Parliament (EP) will take place until November. The transport Commissioner-designate, Mr. Apostolos TZITZIKOSTAS is tasked with preparing a "Clean Industrial Deal" designed to ensure the European industries are better equipped and more competitive while delivering technology needed for green transition. Even though Mr. TZITZIKOSTAS did not specifically mention the rail industry, KF emphasised the need for the JU to continue on the same basis.

KF recalled that European Industries will need rail freight in the future and underlined the importance of DAC on that endeavour. He eventually announced to the SB members that the CEF call is ongoing and will run until the 21st of January.

2. Supervisory Board actions

For further detail, please see the slides.

KF asked SB members whether they had reached out to the Member States to argue on the relevance of the DAC and its financing.

Mr. Gilles PETERHANS (GP) declared that although they got the confirmation from CH on the legal act to support DAC, they failed to reach an agreement with the French delegation. Nevertheless, the latter shared its commitment to find solutions with the Austrian and German counterparts concerning the funding and financing aspects.

Ms. Constanze BANNHOLER (CB) shared that, even with a challenging economic situation, a letter of commitment was signed by Austria, Germany, and Switzerland. She elaborated that the Austrian Ministry would like to perform coordinated activities.

Ralf-Charley SCHULTZE (RCS) defined the DAC as the one of the drivers for rail's future. After sharing that workshops are going on where they have contacts with Member States, he underlined that pioneer trains are crucial to see what DAC can prove. He warned the members to have an eye on what the Eastern MS are stating.

Mr. Bardo SCHETTINI (BS) stated that discussions are being held with EIM members and detailed that some are more receptive than others although there is a lively discussion on priorities for the IMs and MS (ERTMS vs DAC amongst others). Even though he acknowledges that DAC is useful, he declared that DAC is not perceived as a priority by EIM's affiliates.

Marcel de la Haye (MH) indicated that the German MoT has commissioned a study on national funding for DAC deployment and added that recommendations should be given for National co-funding mechanisms for implementation of DAC pioneer trains. To the knowledge of CER, the results of the study are to be presented in January 2025. For critics, ERTMS and DAC are seen to be competing for funding while MS are competing for funding as well.

KH emphasised the need for national funding even for the pioneer trains to be able to be deployed.

Giorgio Travaini (GT) highlighted the advantages of reaching out directly to the MS instead of the SB's members to avoid having to prioritise. He expressed the need for MS to understand that the DAC is a big opportunity for rail freight.

BS pointed out that he will not bypass its members, as the latter deal themselves with MS.

KF recalled the need for all JU members to engage with national authorities to get national funding. EU funds were needed primarily where no other funds would be available. In addition, KF highlighted the importance of prioritising DAC. He pointed out that if MS are waiting for the infrastructure to be ready, rail freight will have probably disappeared before.

GP recalled that rail freight companies are mostly SMEs in difficult financial situation. It is therefore understandable that these enterprises may not strongly support the DAC.

BS supported the idea that a clear business case is central to demonstrate the DAC and to convince the stakeholders.

Mr. Jens ENGELMANN (JE) argued that for the sake of the DAC project, every financial contribution should be considered. He continued by emphasising the crucial aspect of the pioneer trains, which would be a great example to show the DAC usefulness and therefore make the funding from the MS easier.

3. EDDP and migration roadmap

For further details, please see the slides.

JE presented the summary of exchanges. The fact that DACFIT Project activities has an impact on the target picture and that some wagons are not retrofittable were pointed out by JE and emphasised the need to start working on the risk management and the update of the General Master Plan.

MH questioned the need to look such into details while there is no detail on locomotives. He supported the idea of a quantitative study focusing on the number of locomotives as soon as possible.

JE thanked the participants for the feedback on the loco issues and the exchange of data.

Javier IBANEZ DE YRIGOYEN (JIY) briefly summarised the topic call 2024 and declared that the intention is to start by December.

GT asserted that the DAC General Master Plan was crucial, especially to the SB, as it is presenting the realistic expectation for the pioneer trains. There is some delay concerning the technological development of activities that will be brought a bit forward.

KF emphasised the importance of the masterplan and its alignment with ongoing actions.

4. InnoTrans 2024 – FP5 representation and DAC Tours

GP declared that InnoTrans was a success and appreciated that it was possible to show that DAC does not only exist on paper. He conveyed the message that by putting pressure on technology development, results will be shown in rail freight even if the funding issued are still open. GP eventually illustrated this statement by saying that even SMEs see opportunities on digitalisation to earn market share.

MH agreed on the above and mentioned the positive surprise as he witnessed the number of wagons and hybrid coupling solutions showcased.

Mr. Hugo TABOURET (HT) shared that UNIFE perceived InnoTrans as a very successful event for the DAC project.

KF pointed out that a video presentation with DAC working could also be shown for more impactful effect and encouraged the SB members to take advantage of the current momentum.

JE emphasised the need for an after movie of InnoTrans and that exploitation of results should be done as much as possible.

5. VORDAC meeting

For further details, please see the slides.

JE informed the participants that a meeting would take place on the 21st of October with the "Voice of Reason" coalition led by ZNPK.

Estelle BACCONNIER (EB) explained that the meeting will be an opportunity for EDDP to explain how their concerns are considered and how they are dealt with in the platform provided by the EDDP. EB added that the document prepared by the EDDP with answers to VORDAC concerns would be sent to them shortly.

JE asked whether this document would be published and EB was open to this.

6. FP5-TRANS4M-R state of play

For further details, please see the slides.

CB shared the progress on the specifications part and added that the documents have been submitted. It was also presented the Swedish demo is taking place to demonstrate the project's feasibility in commercial operation and underlined the need to communicate even more about the progress.

In relation to the EDDP sounding boards, JE informed the participants that deliverables are on time and presented on these regular meetings (the planning for 2025 will be provided shortly).

GP questioned whether the colleagues involved in the pioneer train activities are attending the sounding board meetings.

CB stated that although there is of course always a percentage of them, their share is decreasing as more and more participants are showing interest.

CB replied that communication and power supply always followed the use cases identified. Concerning the authorisation, CB declared that the deliverable was provided several months ago to the System Pillar (SP). SP is starting to work on operational rules, based on procedures delivered by FP5-TRANS4M-R.

Johannes Graeber (JG) explained the transfer of operational procedures (FP5-TRANS4M-R deliverable D2.1) into an operational rulebook. This is intended to be used by the (yard) staff handling DAC equipment and trains. He underlined that the rulebook is fully based on the output of FP5-TRANS4M-R. A process is in place to complete 'white spots'.

7. ERA and NSA state of play authorisation

For further details, please see the slides.

Mr. Thomas ERPENBECK (TE) took part on the NSA network meeting. TE stated that it is necessary to have equipped and authorised vehicles to follow their objectives of operating DAC trains in 2027. He explained to the SB members that a generic approach was used for the risk assessment and the risks associated, as if the approach is not working the time plan would be ultimately impacted.

8. System Pillar (Task 4)

For further detail, please see the slides.

The DAC Pioneer trains – Expression of Interest – Final Report on First Wave document will be made available to the EDDP SB members.

The final contract currently being prepared for the next period and the rulebook activities are continuing. The task 2 is being finalised.

9. PB and SB meetings 2025

For further detail, please see the slides.

GT proposed to reduce the number of meetings to have more topics and progress to discuss. The participants agreed to reduce the amount of PB meetings to 5 to 4 in a year. SB meetings will be held on an ad-hoc basis.

KF thank the EDDP SB members and closed the meeting.