

**PROGRAMME BOARD**  
**Meeting 26 November 2024**  
**Brussels, Hybrid**  
**14h00 – 16h30**

Minutes

**PARTICIPANTS**

TRAVAINI Giorgio	EU-RAIL
VAN GILS Karel	EU-RAIL
GRAEBER Johannes	Knorr-Bremse
ERTL Martin	Knorr - Bremse
TIONE Roberto	Wabtec
SCHMIDT Christian	(G-AM-SEN- DEV)
NOËL Tibo	NUON Con- sulting
CAUVET Antoine	EU-RAIL
LOCHMAN Libor	Wabtec
ENGELMANN Jens	Railable
TOPAL-GOEKCELI Mark	ÖBB
GÜNTER Armin	DB cargo

DE BACKER Frederick	Lineas
JINDRA Petr	CD CARGO
BACCONNIER Estelle	MOVE
LIPKA Andreas	Deutsche Bahn
BO Olsson	TRV
RADEWAGEN Christian	Voith
MARTOS Oscar	ERA
KLOHR Markus	Alstom
VAN BALEN Mitchell	ERA
ÅHMAN Johan	Dellner
DE MARCO TELESE Giancarlo	UIC
MOLLEY Williams	Europe's Rail

## **1. Introduction**

Giorgio TRAVAINI (GT) started the meeting by welcoming the participants and presented the agenda. During his speech, he specified that all the versions of the presentation are available in the dedicated folder. GT then detailed the most important points to be addressed: an update of state of play on the System Pillar (SP) activities and the Flagship Programme 5 (FP5), an overview of risk management, the restructuring of the master plan in accordance with projects advancements and an information point of the migration roadmap. GT eventually asked to the Participants if they wished to add something on the agenda. As no one replied, GT handed over to Jens ENGELMANN (JE).

GT said that that Europe's rail recently organised its Governing Board (GB) that approved the annual work plan for 2025-2026. The Joint Undertaking (JU) is also planning to launch a framework for the tendering locomotive design retrofits, that will be done in the coming days. The Members are invited to monitor the JU website.

GT then informed on the discussion on the future of the JU.

GT informed that EU-RAIL has set up a High-Level Deployment Group for FRMCS. The approach is based on the experience and lessons learned from EDDP. These two programmes set the scene towards better migration activities in the future.

Estelle BACCONNIER (EB) informed the participants that the new European Commission was entering in office on 2 December.

## **2. EDDP and migration roadmap**

*For further details, please refer to the slides.*

JE presented all the DAC-related work areas and activities.

## **3. EDDP/FP5/SPT4 Risk Management Workshop – state of play**

*For further details, please refer to the slides.*

JE started to present the DAC risk management plan and detailed that the contributors created a map where we can identify risk. Questions like: "Which risks are impacting you? What is their likelihood? Their impact?" were asked to provide a holistic view of the risks faced by the DAC project. According to JE, this exercise was described as an honest and useful discussion.

JE continued to describe the DAC risk management plan and explained the identified risks were arranged into probability and severity portfolio. He then explained that they classified the top risks in categories (e.g., for pioneer DAC trains, for full DAC deployment, etc.). *For further details, please refer to slide number 10 of the presentation.* He elaborated that the workgroup developed mitigation strategies to address these risks.

EB indicated the Commission fully supported the approach followed for the assessment of risks and considered it an important exercise. EB asked to have

more substantial discussions concerning risk management in the next meetings and suggested political risks such as the lack of political willingness or coordination could also be addressed in this context.

Mark Topal-Goekceli (MTG) specified that they are not only interested in identifying the risks but also highlighted the mitigation aspect of their work. He concluded that they should perform this work more regularly to follow up the risks and eventually thanked the participants.

JE gave a preview of the decisions in the (upcoming) board meetings and informed the members that they need a solution about the geographical scope for DACFIT migration/vehicle fleet analysis. He detailed some of them such as the update of the cost benefits analysis (CBA) with the FP5 of the Work Paper (WP) 19 Life Cycle Cost data including results of the case study. He finally highlighted the meeting concerning the version for manual uncoupling from wagon side.

GT thanked JE and MTG for having done this work that represents a substantial amount of work and provides excellent visibility. He highlighted the importance that we needed to have all the same understanding.

#### **4. B1: General DAC Master Plan – possible impact**

*For further details, please refer to the slides.*

MTG informed the members of the need to amend the general master plan. He elaborated that the FP5 needs an additional 6/9 months to complete the task and reminded that the end of 2026 is the goal to deliver the technology. He continued and reminded the members that they agreed on the importance of having and operating the pioneer DAC trains by the end of 2026. Their preparation should start in 2027 as some preparatory work needs to be done before.

EB agreed the master plan needed to be updated to ask the EDDP to clearly explain why we need more time. On the new masterplan itself, EB asked what activities were planned in relation to the management entity and its preparation, which are due to start in mid-2025 as this was not clear to the Commission.

GT stressed that EDDP activities linked to the deployment entity would focus on the supervision of pioneer DAC trains and that both boxes on the graph could be merged.

→ **The board agreed on the presented DAC General master plan 02 as the updated planning basis.**

#### **5. C1-C2: migration roadmap | Fleet analyses, Retrofit Capacity: state of play**

*For further details, please refer to the slides.*

Andreas LIPKA (LP) briefly presented and detailed that a good part of work has been started.

JE completed that the members would have forecast by the summer 2025.

LP detailed the fleet analyses and retrofit engineering. He addresses the targets, explaining that there are 35 main locomotives vehicle types, and around 50 concerning the freight wagon types. He added team is also conducting a qualitative general assessment for on-track machines and addressed the critical risk of this specific DAC aspect, as that they both need many inputs and recommended that what they should do a first is focus on locomotives. He explained that they set up an internal deadline of the 15/12/2024 for the answers from locomotive manufacturers and rental companies on transparent cooperation. After this deadline, an escalation via EU Rail will be needed. LP then discussed the fleet upgrading database that was launched mid-October 2024. Several points where he underlined the need for NCPs to name local/regional experts. Although this problem is not critical as it is now, his team is now working on a solution to handle the future recognized gaps (i.e., gaps between existing maintenance capacities and the needs). In his favor, he argued that the earlier the problems addressed the better it is. EB and KF pointed out that the formulation on the slide "NCP have to..." should be avoiding, as this task was not part of NCPs mandate.

JE highlighted the necessity for a better detailed process for NCP roles.

LP agreed and then presented a running retrofit installation test in the first week of November 2024 in a DB area. This test had the objective of measuring the time and effort required but also the additional requirements, such as the staff qualifications. LP specified that the test focused only on the mechanical part. Although the results are currently being analyzed, he assured the members that it will give them a good understanding of the process.

He concluded saying that 2 PB decisions should be prepared for 03/25 ("*Screwing instead of welding*" and "*pre-assembled wiring harnesses instead of cables on a reel and cut to size in the workshop*").

JE asked what the minimum and maximum time were measured during these tests.

LP first reminded that these tests only measured the mechanical aspects of retrofitting and did not assess other facets such as the lifting of the vehicle of cabling connection and shared that the workers needed one hour and a half for two people (fastest). He concluded that his team already identified how to improve the process.

## **6. C1: migration roadmap | Geographical scope of migration / vehicle fleet**

*For further details, please refer to the slides.*

EB confirmed that the EC agreed with the initial geographical scope.

KF asked if there are 520 wagons with bogie swaps which would need migration and whether we needed further studies. Comment related to the different wagons that are running (i.e., the 1 520 millimeters vs. 1 435 mm).

LP They are not changing the bogies but only moving the wheels.

JE complemented LP and added that the DAC is not only for the EU but also in other countries.

Oscar MARTOS (OM) shared his impression that the focus on some countries is based on past situations.

LP confirmed OM's impression. He argued that the analysis and the DACFIT project itself need to deal with the existing fleets. The focus is now made on 1 435 millimeters wagons.

GT reminded that it is the starting basis of the work, and not the final picture. He added that anyone can provide insights, data, etc. to enlarge ultimately the geographical scope.

GT then informed the participants that he recently participated in a working group on rail organized by the United Nations (UN). He shared that the attendees showed a clear willingness to further investigate DAC (and FRMCS). Russian and Turkish representatives were interested, showing the international dimension to consider for DAC.

→ The geographical recommendation to the Board for decision/recommendation was approved by the members to focus its vehicle fleet analysis on the depicted European Countries.

## **7. FP5-TRANS4M-R: Status and Overview SB 2024**

*For further details, please refer to the slides.*

Constanze Bannholzer (CB) described the work done in 2024 that focused on topics such as risk assessment, cybersecurity, system architecture and specifications. She informed the members that there are still some open points to close in the coming weeks. CB then presented the different tasks for 2025, that she described as much stronger in terms of testing and validation. She informed the members that the demonstrator will be set up in Italy and Austria in 2025. CB then addressed the sounding board dates and the activities performed in 2024. She added that her team is preparing a proposal and wants the physical workers' representatives to bring them closer to the project to be part. They are currently setting up the planning.

GT thanked CB and the entire consortium for the excellent work, particularly the dissemination events at InnoTrans, as it showed decision makers that the DAC is happening and real. He brought to the members' attention that it is important to keep this eye of the dissemination part.

Concerning the sounding boards, GT underlined the importance of finding a way to disseminate the sounding boards to a larger base. He added that Europe's rail is exhorting VORDAC members to join.

GT left the meeting chair to Karel van Gils (KG) and EB, due to parallel commitment and thanked everyone.

### **1. Operational rulebook – State of Play**

*For further details, please refer to the slides.*

Giancarlo De Marco Telese (GDMT) presented the operational rulebook's state of play and explained that his team emphasized simplifying the information organization. To do so, he detailed that his team used a color-code flow chart and tried to keep the text as short as possible. He reminded me that the rulebook is not instructions, as this level of detail should be in another document. GDMT then presented the status of the rulebook and declared that after a slow start they are now doing well as they are catching up with the delays they had initially. He informed the members that they expect to complete the first phase iteration much ahead of the schedule, in February or March 2025. They will start with the second iteration and keep the aim of completing everything by next summer, which was the initial deadline to give them sufficient time to implement the rulebook.

JE asked GDMT if they will check and cross-check the rulebook with applications on the field.

GDMT replied that although it is not on the scope of their work, they would like to perform some. They have been asking to receive feedback from operational experts, so they can reassure them that what they are doing is coherent. He added that they already have some experts that are working close to the ground and are confident that this way of working is correct. It is a good suggestion, and he will see with his team how to implement that.

JG added that the rulebook will focus on pioneer trains and specified that what is still missing is related to degraded modes. He hopes to receive more detailed new information from FP5 by the end of the year.

GDMT emphasized what JG said and detailed that the most impacted activities are related to coupling and uncoupling the wagons. Nevertheless, many procedures are not severely impacted by the DAC implementation.

### **7. AOB and closing**

Karel van Gils (KG) asked the members if the PB and SB next year's meeting. He reminded me that the frequency of these meetings was reduced.

MTG proposed to the members to have one in person meeting in Brussels next year.

**The meeting of the 11/03 was confirmed as the meeting in presence in Brussels.**

JE presented the draft EDDP work programme for 2025 and detailed that, as it is a draft, it needs to be refined. He briefly presented the document, highlighting next year's main events, and some of its features such the cost benefits analysis updates and the case studies, the FP5 RAMSS in June and demonstrator train.

KG presented the framework contract (FWC – locomotive fleet retrofit and engineering solutions for DAC (and ERTMS). He declared that this contract could last for 4 years and the deadline for the applications is on the 27/02/2025.

As no questions were asked, KG thanked the participants and closed the meeting.