

PROGRAMME BOARD
Meeting 11 March 2025
14h00 – 16h30

Minutes

PARTICIPANTS

ÅHMAN Johan	Dellner	JINDRA Petr	CD CARGO
BACCONNIER Es- telle	MOVE	LIPKA Andreas	DeutscheBahn
BANNHOLZER Con- stanze	ÖBB	LOCHMAN Libor	Wabtec
BERGSTRAND Jan	TRV	MARTOS Oscar	ERA
BO Olsson	TRV	NOËL Tibo	NUON Consult.
DE BACKER Freder- ick	Lineas	REINSHAGEN Peter	ERMEWA
DE MARCO TELESE Giancarlo	UIC	RADEWAGEN Chris- tian	Voith
DEMIRKAN AY- DOGAN Merve	EU-RAIL	ROEBBECKE Kai	VTG
EBRARDT Jerome	RailLogistics Europe	TIONE Roberto	Wabtec
ENGELMANN Jens	Railable	TOPAL-GOEKCELI Mark	ÖBB
ERTL Martin	Knorr-Bremse	TRAVAINI Giorgio	EU-RAIL
FEINDERT Johann	GATX	VAN BALEN Mitchell	ERA
GOHEL Nicolas	Blue Arches	VAN GILS Karel	EU-RAIL
GRAEBER Johannes	Knorr-Bremse	WUENSCH NIETLISPACH Nadine	SBB Cargo
GÜNTER Armin	DB cargo	ZOCCO Maria Anto- nietta	Mercitalia In- termodal

HENON Frédéric	UIC	IBANEZ DE YRIGOYEN Javier	EU-RAIL
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1. Introduction

Giorgio TRAVAINI (GT) started the meeting by welcoming the participants and presented the agenda. He reminded that the PB (Programme Board) would take decisions on the topics "Overarching requirements management in Polarion + first requirements" and "Manual uncoupling version for PDTs and migration." GT eventually asked the participants if they wished to add other topics to the agenda. Libor LOCHMAN (LL) and Mark TOPAL-GOEKCELI (MTG) mentioned that they would raise issues under AOB. After reviewing the action from the PB in November, he reminded that the physical meeting foreseen for the current meeting would take place in 02/06, yet hybrid possibility would also be maintained. GT then handed over to Jens ENGELMANN (JE).

2. EDDP and migration roadmap

JE presented all the DAC-related work areas and activities. *For further details, please refer to the slides.*

3. B1: DAC FDFTO Risk Management Workshop | state of play

JE mentioned that the second DAC FDFTO Risk Management Workshop was held in February and then elaborated on its results and state of play. He informed that a stable picture could be attained on most important topics quite soon. *For further details on the top risk management map, please refer to the slides.*

MTG added that the presented map is the first version and would be updated further with the emergence of new risks. He underlined the need to understand the existence of and the mitigation measures for these risks, some of which need urgent solutions, some of which could become substantial in the future.

Referring to the presented map, Oscar MARTOS (OM) mentioned that some of these issues, especially those related to authorisation, could also be discussed during the Sixth Meeting for the retrofitting of 100 freight trains with DAC to be held **on 18/03** by ERA.

While presenting the DAC FDFTO Risk Management Team, JE asked whether EC and ERA would like to be included in the table as they had contributed to the discussions.

→ **Post meeting note: following a check with the EC, the EC and ERA prefer not to be added to the Risk Management Team table due to their institutional role.**

4. B1: Suppliers' cross-licence agreement| state of play

For further details, please refer to the slides.

Christian Radewagen (CR) (SPoC topic 4 DAC Core (electr., mech. & pneumatic) presented the state of play. He mentioned that a good progress had been achieved so far thanks to a neutral moderator and he was confident that a final agreement on the management level could be reached.

GT clarified agreements in the context of the ongoing projects within the respect of the provision of the rules of the Grant Agreement and done in view of ensuring the possibility to exploit the successful researched solutions, should not limit the EU-Rail input to TSIs. In view of the EU-Rail technical specifications input to TSIs on safety and interoperability of the rail system, such input is expected to be provided IP free / without licences scheme.

GR replied that they would double-check if this matter was handled legally in the commercial arrangement under negotiation.

→ **The final state of play of suppliers' cross-licence agreement will be added as an item for the EDDP PB meeting in June.**

5. FP5 WP19 results (LCC)

Jerome EBRARDT (JEB) presented the methodology, intermediate results and caveats of the LCC assessment. *For further details, please refer to the slides.*

Armin GÜNTER (AG) asked whether it was planned under WP19 to have an independent industrial analysis, incorporating assessments from independent sources for costs, including those related to logistics and handling to compare this assessment.

JEB replied that as it was not clearly stated in the WP19 task, such an analysis was not planned at this stage. However, for another deliverable under WP19, due October 2026, it would be possible to give an update on this assessment also including the points not assessed previously. AG suggested realizing this task to check if these costs are bearable.

Karel VAN GILS (KVG) reminded that the presentation did not include the assessment covering locomotives and further asked about the main differences between 2021-22 and 2025 cost assessments. JEB replied that they made the assessment on locomotives despite some limitations and higher levels of uncertainties, and he could provide the slides for the locomotives assessment. Regarding the difference in estimations, he mentioned that their work was based on the DAC Basic Package, which was not the case for 2021-22 estimations.

GT reminded that some manufacturers still used the 5000 € estimation in conferences when referring to DAC, therefore the current figures needed to be jus-

tified. He underlined the importance of recognising that these figures are estimations. He then asked why the LCC assessment did not include mass deployment. JEB replied that they tried to estimate a quite high production level, with 50000 couplers produced per at least four manufacturers, leading to the estimated output of 200000 couplers per year.

Estelle BACCONNIER (EB) said that the EC welcomed transparency on the new figures but cautioned that they would have a significant impact on the potential overall budget for migration. As different costs were communicated in the past, she underlined the need to understand what happened in the meantime and what justified the difference. She also mentioned that the EC would welcome further analysis to confirm whether these figures were final and whether they could still be reduced. She said a written document on these different aspects, or a workshop would be helpful in this regard.

Johan ÅHMAN (JÅ) mentioned that the initial figures went back to a closed study done through EY and they should not come as a surprise. As for reducing costs, it could be possible by lowering complexity, but for this type of technology, the probability is low.

MTG suggested building a consistent story to bridge the two different cost estimations and to work on finding ways to reduce the costs while not giving up on functionalities. AG proposed looking into purchasing and standardisation of sub-parts for cost reduction and highlighted the need for an independent judgement on the current cost estimations. GT highlighted the importance of being willing to find solutions and being realistic. He mentioned that the WP19 deliverable would be checked by external experts for an independent review (as usual).

Regarding the review of the WP19 LCC assessment by the JU, Javier IBANEZ DE YRIGOYEN (JI) mentioned that it would be ready before summer.

- **Constanze Bannholzer (CB) mentioned that FP5 will prepare a written clarification and will share it with JE.**
- **CB mentioned that when they would prepare the service request for the second deliverable under WP19, FP5 will try to include an independent assessment.**
- **The JU's assessment output will be presented as a state of play during the EDDP PB meeting in June.**

6. C: migration roadmap

a) Reconfirmation of working assumptions for migration information

Andreas Lipka (AL) presented the currently valid working assumptions for migration planning starting in 2022. It has not yet decided whether to include or exclude these assumptions. *For further details, please refer to the slides.*

Referring to the presentation, MTG asked for clarification of "WA C." AL replied that it means "Colleagues in Working Area C and Colleagues involved in projects." MTG cautioned about the COI. Regarding the working assumptions, he

pointed out the rapid changes and the need to look for other possible options and solutions to deploy DAC as widely as possible. EB mentioned that the new cost assessments might also need to be considered when building new migration scenarios.

- The participants will notify the EDDP PB **by the end of May** for bilateral updates or workshops in case of any uncertainty about the working assumptions for migration.

b) Development of migration scenarios information

MTG presented vehicle view. *For further details, please refer to the slides.* He cautioned about the rapid change this overall view and the individual vehicles presented there might go through. He asked the participants to reflect on this view.

AG reminded the need to follow the market developments to understand what kind of vehicles would be needed from 2030 and considering mind different perspectives each company had.

Nadine WUENSCH NIETLISPACH (NWN) referred to their analysis of old wagons and locos in SBB Cargo and informed about their decision to buy new locos and wagons rather than convert them. She suggested doing this exercise to other participants and arriving at a decision about their fleets.

- **EDDP will present ideas and strategies as a basis for discussion in June EDDP PB and FP5 will present a (draft) technical spec/scope for option A ("DAC ready/DAC retrofittable") for newly built vehicles.**

Referring to migration options, LL mentioned his meeting with some NCPs in the Western Balkans and shared their willingness to provide their data. JE replied that he would get in touch to discuss this issue with LL in the coming days.

c) Overarching requirements management in Polarion + Assumptions on technical requirements

AL presented the item. *For further details, please refer to the slides.*

- Decision was taken to install an overarching requirements management for all DAC-related projects in Polarion.
- FP5 and the JU will elaborate on the most efficient solution, potentially based on the existing Polarion tool of FP5.
- EDDP PM/the JU will inform all existing and upcoming DAC projects about the decision.
- EDDP WA C will introduce the presented working assumptions on technical requirements into the overarching requirement management.

d) DACFIT - State of play

Al presented the item. *For further details, please refer to the slides.*

Regarding the challenges in the NDA signature process, MTG suggested making do with the information that could be derived from the manufacturers. GT highlighted that before DACFIT began, the JU already asked all the PB members about their willingness to share information.

7. FP5-TRANS4M-R | state of play

CB presented the item. *For further details, please refer to the slides.*

8. Manual uncoupling version for PDTs and migration

JE presented the item. *For further details, please refer to the slides.*

- Decision was taken to endorse FP5's decision to go forward with DAC5 uncoupling (uncouple via "in-train from loco" or via "push-button from wagon side") in PDTs.
- **Upon the endorsement of the FP5 recommendation for manual uncoupling for PDTs and migration today, FP5 and EDDP WA C will prepare a recommendation to the EDDP PB in June for decision about this endorsement.**

10. FA5 WS – Definition of future waves for projects

JI informed the participants about the ongoing process for future waves definition under FA5.

11. System Pillar (Task 4)– State of Play

Johannes Graeber (JG) presented the item. *For further details, please refer to the slides.*

12. AOB and closing

The issue LL suggested as AOB at the beginning of the meeting was dealt with under the item "C: Migration roadmap" due to its relevance.

MTG mentioned the request they had been receiving about a DAC Portfolio Manager to ensure alignment, synchronisation, and different DAC-related projects towards the Pioneer Trains. He suggested JE take up this role due to his involvement in EDDP and JU activities and preparations for Pioneer Trains as well as access to all relevant data.

- **It was agreed JE would cover the role.**

GT thanked JE for this role and exhorted MTG also to continue to contribute to it as EDDP PM.

He thanked participants for their availability and contributions and concluded the meeting.