

SUPERVISORY BOARD

Meeting 21 March 2025

9h30 – 11h30

Minutes

PARTICIPANTS

BACCONNIER Estelle	DG MOVE	TIONE Roberto	Wabtec
BANNHOLZER Constanze	ÖBB	TOPAL-GOEKCELI Mark	ÖBB
CAUBET Jean-Francois	RolRail	TRAVAINI Giorgio	EU-RAIL
COUNE Carole	AERRL	VAN GILS Karel	EU-RAIL
DE MARCO TELESE Giancarlo	UIC	ZAEHRINGER Sandy	DG MOVE
DEMIRKAN AYDOGAN Merve	EU-RAIL		
ENGELMANN Jens	Railiable		
FOERST Clemens	Rail Cargo		
HENON Frédéric	UIC		
IBANEZ DE YRIGOYEN Javier	EU-RAIL		
LIPKA Andreas	Deutsche Bahn		
LUECKING Joachim	DG MOVE		
NOËL Tibo	NUON Consulting		
QUESNEL Gilles	SNCF		
SCHETTINI GHERARDINI Bardo	EIM		
SCHULTZE Ralf-Charley	UIRR		
TABOURET Hugo	UNIFE		

1. Introduction

Giorgio TRAVAINI (GT) started the meeting by welcoming the participants. Then Joachim LUECKING (JL), the new Head of Unit for Rail Safety and Interoperability in DG MOVE, who attended the EDDP Supervisory Board (SB) meeting for the first time, introduced himself. GT then presented the agenda. He reminded that the SB would take decisions on the topics "Overarching requirements management" and "Manual uncoupling version for PDTs and migration." GT eventually asked the Participants if they wished to add other topics to the agenda. No AOB was raised. However, Carole COUNE thanked Jens ENGELMANN (JE) and his team for their availability to share information regularly with them since they could not attend all the meetings due to their lack of resources. Then, the meeting agenda was approved.

2. Review of actions since the last SB

There were no actions due from the last SB. GT handed over to JE.

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 since November 2024, several joint risk management workshops have been held on all the areas under FP5 to prioritise, focus resources and take action at the right moment. The second DAC FDFTO Risk Management Workshop was held in February and then elaborated on its results and state of play. He said that a stable picture could be attained on the most important topics quite soon. *For further details on the top risk management map, please refer to the slides.*

Mark TOPAL-GOEKCELI (MTG) added that the presented map gives orientation for the planning and finding the proper mitigation measures to be executed. JE mentioned that discussion of mitigation measures will be discussed in the upcoming PB/SB meetings.

JE then presented the DAC FTFTO risk management team and underlined that EC and ERA colleagues are not part of the team despite their contribution to the discussions.

GT highlighted the importance of risk management activities and urged the Participants to discuss these issues in their association meetings to make them visible and mobilise their members for support.

4. Summary of the exchange in the 11/03/25 PB

JE and Andreas Lipka (AL) presented the item. *For further details, please refer to the slides.*

Regarding Bardo SCHETTINI GHERARDINI (BSG)'s question about the Suppliers' cross-licence agreement, JE mentioned that the agreement concerns patents. GT also underlined that the discussions about this agreement respected the Grant Agreement rules. The beneficiaries could identify the measures to increase the likelihood of exploitation. The only caveat was that interoperability topics must be patent-free. JE mentioned that considering the ongoing positive progress in the discussions, this issue is not on the risk map.

Regarding FP5 WP19 results (DAC LCC), Gilles QUESNEL (GQ) urged the need to challenge the cost indications and asked about the timeline to discuss these costs and clarify a cost reduction strategy. GT mentioned that the EU-RAIL launched external verification with two experts looking into the matter. Their conclusions would be available next month. He reminded that whatever the results, these were cost estimations, and it was always possible to optimise them. He urged the Participants to come up with a solution that works for the entire sector. JL also underlined the need to have updated cost estimates as the economic viability of the DAC project was key for it to be implemented. He called for optimised and reduced costs to make DAC a success story. MTG added that railway operators, wagon keepers and manufacturers would look into all the economic details and for finding ways to reduce the estimations. The process for this had already started.

On DACFIT – state of play, GQ reminded the importance of checking the available fleets and the compatibility between locomotives and DAC. He also underlined the importance of analysing the impact of ERTMS deployment on locomotives. AL mentioned that this issue covers several fields of activity, including workshop capacities, the question of authorization and the weight limitation of locomotives. The analysis of these issues is ongoing. Karel VAN GILS (KVG) mentioned the recent launch of a tender by the EU-RAIL for installing full digital DAC equipment on a locomotive type and possibly testing for a limited number of locomotive types to enable DAC and ERTMS retrofitting. JE added that escalation via EU-RAIL for loco manufacturers and bigger rental companies whose cooperation was only partially satisfying is imminent.

5. C: Development of migration scenarios

MTG presented the item. *For further details, please refer to the slides.* He underlined the need to offer a menu card for the respective companies as there is no one-size-fits-all strategy. Highlighting the importance of pioneer trains, MTG reminded that before the plans for full-scale migration, the technology should be ready as soon as possible to be placed into the market in case there is a demand for its application. JE mentioned that in the EDDP SB meeting in June the first potential theoretical overall scenarios with as much as possible quantification estimates will be presented and brought up for discussion. This could also be published on the EU-RAIL website and trigger further discussions.

Actions:

- EDDP PM will draft the first potential theoretical overall scenarios with as much as possible quantification estimates (for future potential target pictures, incl. min./max. options) for the June PB/SB.
- EDDP WA C (Colleagues in Working Area C and Colleagues involved in projects) will continue the quantification of fleet via DACFIT
- FP5 will draft for the June PB/SB a proposal for a technical spec/scope for option A ("DAC ready/DAC retrofittable") for new built vehicles
- EDDP WA C will challenge and complement with a potential scope / timing for an as soon as possible application for procurement of new built (e. g., after feedback from Pioneer Trains) to ensure that, for all scenarios, at minimum, the currently and future procured new fleet is ready for later DAC "plug and play."

6. C: Overarching DAC requirements management

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

- Decision was taken to endorse the 11/03/25 PB (recommendation for) decision as follows:
 - i) to agree on the presented proposal to install an overarching requirements management for all DAC-related projects,
 - ii) FP5/EU-RAIL to elaborate the most efficient solution, potentially based on the existing FP5 Polarion tool,
 - iii) EDDP PM/EU-RAIL to inform all existing and upcoming DAC projects about the decision.

7. B2: Stakeholder management | DAC Fora + NCPs –State of play

JE presented the item. *For further details, please refer to the slides.* JE thanked Estelle BACCONNIER (EB) for her support for NCP nominations. NCPs bring EDDP into contact with stakeholders in their respective country.

For the DAC FORUM France webinar organised on 6 March 2025, please use this link: <https://youtu.be/d8x9egnZFFk>.

- Recommendation to the board for action regarding EC's reaching out again to Member States about NCP nomination and activities where necessary was endorsed.

8. FP5-TRANS4M-R | state of play

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

GQ reminded the importance of air valve as a safety issue. CB mentioned that FP5 will have more information on this issue in April.

Regarding authorisation, GQ reminded the importance of reaching 2027 targets and asked EC support at all levels to make sure that the authorisation process would be lean. Hugo TABOURET (HT) echoed GQ's message on behalf of UNIFE and underlined that this process would have major implications for the DAC project. JL replied that they understood the issue's importance and would cooperate closely. CB also thanked ERA for their close collaboration on the issue.

JE reminded that they were organising visitor slots in the Berlin Spandau Test Lab and that the Participants could inform them if they were interested in such a visit. CB mentioned that FP5 planned to organise the ERA/NSA working group meeting there this year.

9. Manual uncoupling version for PDTs and migration decision

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

- Decision was taken to endorse the 11/03/25 PB (recommendation for) decision, which entails that the FP5 and EDDP WA C will prepare a decision request for the June PB/SB to abandon the mechanically operated manual uncoupling from the wagon side function (DAC4) and go forward with the rapid mounting of DAC train functions/electronic DAC components (incl. push button etc.) for DAC full deployment (as already introduced in Polarion).

10. FA5 WS – Definition of future waves for projects

Javier Ibanez de Yrigoyen (JI) informed the participants about the ongoing process for future waves definition under FA5. The same exercise is being done for all FAs.

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

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

BSG asked whether all the work under Task 4 would be finished by the end of this year. KVG replied affirmatively for the ongoing service contract 2.4.

12. AOB and closing

GT informed the Participants about the newly selected associated members and that EU-RAIL is finalising LoCs with them.

GT reminded that the EC launched [public consultations on the next MFF](#), open until 6 May. He urged the Participants to encourage their members to participate in the consultations in an organised and consistent manner by using the messages in [High-level paper](#) developed with the EU-RAIL members. The more answers would mean more visibility for the sector. EB mentioned that EC counted on the mobilisation of the railway industry and urged them to contribute to the consultations. GQ and HT said that they were working on their replies to the public consultations.

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