PROGRAMME BOARD

Meeting 2 June 2025

14h30 – 16h30

Minutes

PARTICIPANTS

ÅHMAN Johan	Dellner	LOCHMAN Libor	Wabtec
BANNHOLZER Constanze	ÖBB	MAZZONE Andrea	ALSTOM
DE BACKER Frederick	Lineas	NOËL Tibo	NUON Consulting
DE MARCO TELESE Giancarlo	UIC	RADEWAGEN Christian	Voith
DEMIRKAN AYDOGAN Merve	EU-RAIL	RÖBBECKE Kai	VTG Rail Europe
ENGELMANN Jens	Railiable	TIONE Roberto	Wabtec
ERTL Martin	Knorr-Bremse	TOPAL-GOEKCELI Mark	ÖBB
FURIO Nicolas	EU-RAIL	TRAVAINI Giorgio	EU-RAIL
GRAEBER Johannes	System Pillar - Knorr-Bremse	VAN BALEN Mitchell	ERA
GÜNTER Armin	DB cargo	WUENSCH NIETLISPACH Nadine	SBB Cargo
HILSE Hans-Christian	Knorr-Bremse	ZAEHRINGER Sandy	DG MOVE
IBANEZ DE YRIGOYEN Javier	EU-RAIL	ZOCCO Maria Antonietta	Mercitalia Intermodal
JINDRA Petr	CD CARGO	KOFFLER Christoph	VOITH
KLOHR Markus	ALSTOM	LIPKA Andreas	DeutscheBahn
KNÜPLING Matthias	GATX Rail Germany		

1. Introduction

Giorgio TRAVAINI (GT) started the meeting by welcoming the participants. He presented the agenda and reviewed the actions since the last PB. GT eventually asked the participants if they wished to add other topics to the agenda. No AOB was raised. He then handed over to Sandy ZAEHRINGER (SZ) for introductory remarks.

SZ expressed the EC's keenness for DAC and to see pioneer trains operational, which is expected to take place by the beginning of 2027. She mentioned that the question is whether the EDDP PB thought this is feasible or not. She also informed that CEF call results will be made public in July.

Following the introduction of the recently joined participants, GT handed over to Jens ENGELMANN (JE).

2. EDDP and migration roadmap
B1: DAC FDFTO Risk Management Workshop | state of play

JE mentioned that so far, several risk management workshops have been held in all areas under EDDP with respective projects to prioritise, focus resources, and take action at the right moment; the last one took place on **06/05**. He also presented the DAC FDFTO risk management team, which now includes the FP5-DACtiVate project's PC Marc-André Sahba. He then presented the state of play of the risks and mitigation measures. *For further details, please refer to the slides.*

Regarding the risk of EMC validation not at the ERA level for wagons, SZ mentioned that CCS TSI data on all train detection systems were collected at the end of last year and will be assessed by ERA. Thus, all national rules will be transferred to the respective TSI, probably a technical ERA document. This will streamline the authorisation process and hopefully also result in the reduction of rules if there are overlaps. As for DAC, she said that she expected that the DAC EMC issue may not have the same complexity as the design of the power supply will not include a back current running via the rail and hence the interference with trackside train detections system should be minimal or none at all (back current within the circuit and not the tracks). Mitchell VAN BALEN (MVB) added that technical details from 18 countries have been collected so far and that this number is expected to increase in the coming months.

Hans-Christian HILSE (HCH) asked about tests for DAC's adaptation to the state-of-the-art regulations and their timeline. SZ replied that to have clarity on the tests, it is necessary to see the specifications first. She mentioned that the timeline depends on the development of solutions regarding how the frequency management is done for the DAC power supply. She stressed that this should be finalised before the authorisation of the pioneer trains.

JE emphasised the problem with the locomotive manufacturers, which are not cooperative in providing information. SZ stated that one high-level escalation

had already been attempted, with no real effect on the willingness to provide feedback. She noted that it is possible to make a second attempt and Commission would be ready to do so, but it also has to be kept in mind that there are no means available to force manufacturers to give feedback. She, therefore, stressed the necessity to not only rely on the high-level escalation as mitigation measure but to think about the alternative plan that would involve less dependency on loco manufacturers. She mentioned that if there are no locos, she does not think that there will be PDTs. She also emphasised the need for an alternative funding plan. JE noted that this cooperation meeting should be the last attempt to gather information and assess how far it is possible to hold on to hope. SZ then asked about the timeline for PDTs. Mark TOPAL-GOEKCELI (MTG) highlighted the urgency of having a digitalised and transformed European rail freight system, which is not only a DAC issue but also involves all sector partners. He added that the moment the TRL7 level in the basic package is achieved, it will be possible to start with PDTs in 2027.

GT noted that the problems should be approached step by step, with priority given to addressing shorter deadlines. Should the escalation does not work, mitigation measures can be investigated.

Matthias Knüpling (MK) asked SZ about what should be done from the project perspective so that DAC will have an important place in the European budget. SZ replied that the EC is trying to promote DAC, the deadline for input provision has passed now, a first proposal of the MFF is prepared and will be presented in July, so we all have to await to see how far DAC has been considered in the MFF process.

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

Christian Radewagen (CR) (SPoC topic 4 DAC Core (electr., mech. & pneumatic) mentioned that the biggest hurdle for this agreement has been overcome, and meetings have been set with the lawyers and the technical team to finalise the wording and the technical aspects. The draft version is expected to be ready **by the end of June**; however, the timeline will also depend on how quickly the partners can sign it.

JE raised the question of whether this point should be removed from the list of risks, and CR approved it. GT praised this collaboration and encouraged CR to share any lessons learned, if any, with the PB.

4. Manual uncoupling version for PDTs and migration

For further information on this recommendation for decision, please refer to the slides. MTG reminded that this recommendation has been aligned with the FP5-TRANS4M-R project. GT added that this decision could save some development time. No objection was raised.

→ **Recommendation for decision on fulfilling the rapid mounting of DAC train functions / of electronic DAC components (incl. push**

button etc.) as necessary precondition and abandoning the "manual uncoupling from wagon side" functionality in PDTs was endorsed.

→ **Upon the endorsement of the recommendation for manual uncoupling for PDTs and migration, EDDP PM will prepare a recommendation to the EDDP SB in June for endorsing this decision.**

5. **C: migration roadmap**

a) DACFIT - State of play

Andreas Lipka (AL) provided an overview of WA C "Migration" and how it is supported by DACFIT through several workstreams. *Please refer to the slides for more information.* He highlighted the only partially satisfying response from the loco OEMs and the lack of complete information received through the rental companies and keepers. He mentioned possible budgetary problems for additional engineering work. For activity C1, he highlighted the poor data quality in NVRs and how DACFIT is doing the gap analysis. He said that by the next PB, some progress can be expected in this regard. He noted that most DAC manufacturers are willing to exchange their data. One remains to sign the necessary NDA, and he expects this signature to be finalised in the coming weeks. He highlighted the significant potential for optimisation in installation, a key aspect for the CBA. He also emphasised the additional potential that arises from combining DAC parts from different manufacturers.

Regarding the workshop landscape and capacity, Hans-Christian HILSE (HCH) inquired whether there is information available about the experience of these workshops in electric and electronics for the assembly of DAC. AL replied that this information is included in their analysis.

Regarding exact figures for workshops and rail freight stations in the southeastern countries, Libor Lochman (LL) inquired whether the project is in direct contact with national contact points or stakeholders from these countries for data. He mentioned that his contacts in these countries will be happy to give the requested information directly.

Regarding the comment by Petr JINDA (PJ) about a possible mismatch between the actual figures and the available data for the Czech Republic, AL replied that they mistrust these figures and will contact the colleagues who filled out the DIUM registry to correct this mistake.

GT asked whether there is a way to verify these numbers at the ERA level. AL replied that this data is available at ERA level. MVB added that there is information on infrastructure and location but that he cannot verify the overlaps. However, he said, it is possible to check how extensively these points are being used, providing another angle.

b) onsite visits in DE on parallel operation of coupler systems

JE presented the BASF Ludwigshafen on-site rail network and emphasised the need to explore deeper solutions for the parallel operation of two DAC types. GT

reminded the participants that some NDA signatures were missing and stated that he expected collaboration from the PB members, as this was a precondition he had put on the table before signing the DACFIT GA. He encouraged the participants to proceed with the necessary step forward.

c) intermediate evaluation of deployment scenarios

MTG informed the participants that if everything goes as planned, there will be some PDTs operating in Europe as of 2027 and shared different scenarios for full deployment. *Please refer to the slides for further details*. He emphasised that the separability of traffics needs to be tackled based on the assumption that scenario 1 will not be likely to happen.

JE added that the work ahead for DAC should be chunked down to manageable subsystems and that it is important to be ready by the end of 2027 with the DAC basic package, regardless of the scenarios. He also stressed that it is possible to end up having more than one single plan.

On MK's question about the main message with the scenarios, MTG replied that it is a reminder to focus on the separability of traffics issue, as it will be key to survival from the operational perspective. MVB highlighted the potential benefits of providing the sector with the economic consequences of these scenarios. He also suggested feeding into the migration scenarios the information on how much the traffic can be separated.

MTG added that whatever is needed is reliable framework conditions in addition to TSIs, if there can be an opt-in. SZ mentioned that in the case of optional/voluntary deployment, while generally not being opposed to the idea, beside operational restrictions, there might be further obstacles or external restriction that might have to be considered, like possible needed adaptations or infrastructure (shunting yards, terminals) to accommodate the operation of DAC equipped trains. She added that a long deployment time might be a problem in securing investment. She, therefore, suggested making a critical analysis of how feasible it is and how it impacts the different scenarios.

AL highlighted the importance of keeping in mind that rental companies own half of the European wagon fleet and that they will want to keep the flexibility as it is today. Armin GÜNTER (AG) stated that opt-in could be a way forward, but it must occur before the roll-out begins as it is essential to know whether a critical mass will be reached or not.

Regarding the migration scenarios, AL emphasised the importance of data availability. MK commented that in the event of a failure with the PDTs, analysing the data will not bring any value. He suggested instead focusing on making PDTs a reality and then continuing the work on the data analysis.

7. <u>FP5-TRANS4M-R | state of play</u>

Constanze BANNHOLZER (CB) presented the item. *For further details, please refer to the slides.* A significant update is that KB developed a concept for the

air valve, which has been assessed by TÜV Süd and received a 99% approval. FP5-TRANS4M-R will test this solution. She mentioned that for authorisation regarding PDTs, the project is in contact with ERA coordinated by the FP5 SpoC for Authorisation (T. Erpenbeck).

GT mentioned that a letter was received from the DAC suppliers the week before, indicating a potential issue with not having the DAC Basic Package ready for foreseen start of PDTs and the timeframe for authorisation. CB then shared the background of this letter. She said that FP5-TRANS4M-R is responsible for being prepared for authorisation and, therefore, initiated a consolidated planning process. According to the consolidated answer coordinated by the industry, the timeline for the certified components for the DAC Basic Package is suggested as end of 2027, with the start of operation in end of 2028.

GT, highlighting the criticality of the issue, proposed an action plan to quickly address this issue.

- → **Internally assessing the letter signed by all suppliers, setting up bilateral meetings with the manufacturers to understand the root cause of the problem and check the availability of the DAC Basic Package products at the end of 2026 (Action for the JU).**
- → **In case that the issue is confirmed, setting up a tiger team (Action for the JU) and identifying the root cause and the mitigation measures both within and outside the FP5-TRANS4M-R (Action for the JU and EDDP PM). Providing an update on the progress of this action during the EDDP SB <u>on 30/06.</u>**

CB expressed her enthusiasm for GT's proposal. She added that coordination by JU on the EDDP level for the last mile in FP5 could be a good step. GT said that a percentage of FP5-TRANS4M-R has been paid so far, the majority being the pre-financing. Considering the impact of this issue on output and delivery, it may be the case that payment cannot be made to the project. He also noted that a sector initiative in parallel could manage all the certification processes.

Johan ÅHMAN (JÅ) reminded the importance of considering what is certified against given the regulatory framework for the industry. He added that FP5-TRANS4M-R and PDTs need a bridging. However, the competition laws pose difficulty in conducting an open dialogue. AG stated that it is unclear what certification means in the case of PDTs, as they will operate under very restricted conditions. He added that the postponement is not a good idea, given that the CEF project ends in 2028, and it is necessary to explore solutions that may work, which can be developed and tested under FP5-TRANS4M-R as preparation for PDTs.

HCH highlighted that the target remains the same, but antitrust laws should also be taken into consideration. He stressed the need to keep the European umbrella. GT added that EDDP is a safe umbrella.

JE then asked whether anyone disagreed that FP5-TRANS4M-R would deliver the technical and preparatory work for PDTs. HCH mentioned that they do not; however, in the case of the arrival of new locos, there will not be an FP5-TRANS4M-R solution, as the mechanical interface needs to be tailored to the specific loco. JÅ added that they have provided a lot of things and are still waiting for testing. He noted their hesitancy to do much more within the FP5-TRANS4M-R as it will end in a year. He highlighted the importance of creating a stable baseline. MTG said that it is necessary to stabilise the project and, therefore, commit to deliver on the DAC basic package basis.

8. <u>RAMSS target values | state of play</u>

CB informed that the project identified main functions and clustered them based on the methodology developed. *For further details, please refer to the slides*. The data collection phase has finished, and the project is now defining the reliability model and starting with the KB representatives this week, the project will contact the industry partners within the project.

9. <u>Draft technical spec for new built / "DAC ready" & its communication</u>

CB presented the draft technical spec and its format which is handy for the sector. *For further details, please refer to the slides.* She informed that the document received quite positive feedback from the manufacturers during the Sounding Boards and the dialogue platform. She said that the document has been distributed to suppliers for comments. JE mentioned that this document could be used in potential meetings with loco OEMs as well as in JU newsletters and on the website. Javier IBANEZ DE YRIGOYEN (JI) noted that it was included in the latest JU newsletter already.

10. <u>WP19 LCC assessment by the JU | State of play (oral update)</u>

JI informed the participants that D19.1 has been reopened following the review by two independent experts, and the project will submit the revised version only after the summer break.

12. <u>AOB and closing</u>

- state of play EU-Rail tender "engineering solutions"

GT informed the participants that the tender outcome has been reached, and the applicants have ten days to object, following which the information will be public.

- short report from last DAC Fora

JE informed that the DAC Forum Southern was a success. LL added that the stakeholders in the region appreciated the personal contact and that such activities should continue in the remote regions as well.

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