

SUPERVISORY BOARD

Meeting 30 June 2025

14h30 – 16h30

Minutes

PARTICIPANTS

BANNHOLZER Constanze	ÖBB
DE LA HAYE Marcel	CER
DE MARCO TELESE Giancarlo	UIC
DEMIRKAN AYDOGAN Merve	EU-RAIL
ENGELMANN Jens	Railiable
FURIO Nicolas	EU-RAIL
GRAEBER Johannes	System Pillar - Knorr-Bremse
LUECKING Joachim	DG MOVE
NOËL Tibo	NUON Consulting
PETERHANS Gilles	UIP
PIRON Olivier	ERA
SCHETTINI GHERARDINI Bardo	EIM
TABOURET Hugo	UNIFE
TIONE Roberto	Wabtec
TOPAL-GOEKCELI Mark	ÖBB

1. Introduction

Joachim LUECKING (JL) started the meeting by welcoming the participants. He reviewed the agenda and asked the participants if they wished to add other topics to the agenda. Jens ENGELMANN (JE) mentioned that topics 5 and 4 of the agenda were combined. No AOB was proposed, and the agenda was adopted.

JL informed that the result of the 2024 CEF call proposal evaluations will be announced in the upcoming week and that the Commission's presentation on the MFF proposal is expected for mid-July.

On the JU side, Nicolas FURIO (NF) reported that five new companies/stakeholders joined the JU recently. He informed that EU-RAIL JU launched the Net-Zero Logistics study by Ernst & Young to underscore rail freight, which he encouraged the participants to promote at their level. He then shared the decisions taken during the Governing Board meeting of JU held on **24/06**, including the approval of the Annual Activity Report 2024 and the award of the Call 2025-01 as well as the adoption of the JU's Work Programme of 2025-2026 (including the topics of the EU RAIL JU 2025-02 Call), Europe's Rail Multi Annual Work Programme (MAWP) and the High-Level Paper on "A future policy based public private partnership for rail." He invited the participants to view them on the JU's website.

JL handed over to JE.

2. Review of actions since the last SB

Jens ENGELMANN (JE) presented the review of actions since last SB. *For further details, please refer to the slides.*

FP5-TRANS4M-R/FDFTO

3. DAC FDFTO Risk Management Workshop | state of play

JE provided an overview of all DAC-related work areas and activities. He reported that since November 2024, an overarching risk management has been implemented by considering all the risks of the program to prioritise and take the right action at the right time. He underlined that this exercise not only identifies risks and mitigation measures but also aims to maintain an overall plan spanning from technology development under FP5, execution under pioneer DAC trains (if confirmed), to the full deployment, since all these risks might impact the timeline. Regarding the DAC FDFTO risk management team, Hugo TABOURET (HT) mentioned that Robert TIONE, SP Contact for topic 11 (Safe train length), will assume the topic 12 (FDFTO Central Instance (FCI) as well, currently managed by Wolfgang WINDOLF.

4. FP5-TRANS4M-R | state of play and Summary of Exchange in the 02/06/25 PB

Constanze BANNHOLZER (CB) reported the status/progress of open points and risks for each cluster. Regarding the cluster functional requirements including RAMSS, she informed that the project is close to defining all reliability targets and aligning with the industry at present. She noted that the project will start a dialogue with ERA on this issue in the Autumn.

Regarding the technology development cluster, she reported that the project drafted a document, "Rolling stocks prepared to DAC," outlining the guidelines for procuring new assets prepared to DAC. This document was presented to companies and partners not involved in the project in the sounding board to gather sector feedback and improve the document. Regarding the air valve, she noted that this issue is resolved following the positive assessment of a concept developed by KB and assessed by TÜV Süd.

Regarding CBA, funding & financing cluster, she informed that the deliverable focusing on LCC was submitted. NF underlined the key importance of this deliverable for the Commission due to its LCC focus and noted that, due to inconsistencies in the data provided, the JU requested a new version of the deliverable. CB mentioned that the project will submit the revised version mid-September as agreed with EU RAIL JU.

CB also noted that the suppliers agreed on the cross-licence agreements on the use of IPR and that they are about to sign the related contract. Bardo SCHETTINI GHERARDINI (BSG) asked whether there are still open points and whether there is certainty that no blocking points will emerge later. CB replied that it is impossible to say beforehand that nothing will come up. She said there are some points to be optimised, especially on migration, which is in common agreement with the suppliers.

Concerning the authorisation cluster, CB noted that the FP5 project approached the industry suppliers on the feasibility of starting the pre-deployment trains in 2027. The feedback received in the scope of FP5 mismatched with the planning of pre-deployment trains. The project reported this issue in the last EDDP PB. NF reported that to address the issue, a tiger team composed of a group of experts from the sector was established. *Please refer to the slides for the group's composition.* The team's objective is to discuss with the suppliers to address the challenges, define the planning and mitigation measures to reduce the risk of a long delay for the delivery of fully authorised products for the testing and demonstration activities of PDTs, which is to start in April 2027. The kick-off meeting took place last week, with subsequent meetings taking place during the coming weeks. The target is to have a new proposal plan **by 18/07** to mitigate this misalignment risk.

JE stated that the first meeting was very fruitful, offering clarifications on the timeframes. Mark TOPAL-GOEKCELI (MTG) noted that the main players are serious about the issue and that a reasonable amended overall time plan will be provided to ensure that the project is moving forward in the right direction.

Marcel DE LA HAYE (MLH) inquired about the feasibility of the timeframe given the short deadline for the group to deliver. NF expressed his confidence in the group's delivery of a proposal plan **by 18/07**. Then the project plan will have to be assessed and discussed with EDDP PB and the SB will be kept informed.

Olivier PIRON (OP) asked about the reliability of this planning given different topics with unclear deadlines, such as when the pioneer trains will operate. MTG

replied that no plan can be 100% reliable. However, the fact that this is a backwards planning with the participation of several partners responsible for its execution gives the initiative credibility.

JL noted that the results of the CEF project on PDTs will be announced in the first week of July, and therefore, the work of the tiger team is critical as a mechanism to ensure the speeding up of the process. He stressed the important role of the tiger team in reporting back to the existing mechanisms of the PB and SB so that everyone is provided with information about how to achieve the outcomes sought together.

EDDP and migration roadmap

6. Manual uncoupling version for PDTs and migration

JE presented the item. He said that abandoning DAC4 now for the full-deployment will allow the FP5-TRANS4M-R project to focus on the issues that matter more. *For further details, please refer to the slides.*

HT asked whether a study was made to assess potential additional delays with the decision to have rapid mounting of DAC train functions in the basic package. JE replied that this will not be for the basic package in the pioneer trains, but for the later stage of serial production preparation. He underlined that this decision will not incur delays. On the contrary, it will help the project gain time. Johannes GRAEBER (JG) asked whether the proposed function is similar to the two-step approach of DAC Ready. JE confirmed that they are similar in the need for quick operation in a big-bang situation and to rapid mounting.

→ **Decision was taken to endorse the 02/06/25 PB (recommendation for) decision stated below:**

- 1. in order to renounce on a mechanically operated "manual uncoupling from wagon side" functionality (DAC 4) for full DAC deployment (entire system), the existing requirements for rapid mounting of DAC train functions / of electronic DAC components (incl. push button etc.)* need to be fulfilled as necessary precondition in the DAC technology development at a later stage and validated before such full deployment.**
- 2. the mechanically operated "manual uncoupling from wagon side" functionality (DAC4) is abandoned/is not necessary for full DAC deployment (and for Pioneer DAC Trains), if 1. is fulfilled.**

7. Summary of the DACFIT state of play in the 02/06/25 PB

JE reported that the DACFIT project contacted the loco OEMs for the preliminary technical rail freight fleet analysis, but the OEMs have been uncooperative, citing a lack of business case for providing the requested information. JE emphasised the crucial role of individual or group meetings, facilitated through an escalation via the JU and the Commission, to request their openness and collaboration. NF added that Carol COUNE, Secretary General of the Association of European Rail

Rolling Stock Lessors (AERRL), informed the JU that AERRL is extending its support to obtain the data from the loco OEMs.

HT noted that as the manufacturers are bound by intellectual property, they cannot share this information freely. He said that providing and even looking for the data requires a lot of time and resources. He noted that these manufacturers need help with these aspects and need to know what precise information they need to supply. He reminded of their openness to continue discussions on this. JL said that the Commission is more than willing to sit around the table and open to any format that is helpful in reaching the desired solution. He noted that it is also incumbent on the rail supply industry to create framework conditions for DAC to emerge and take their responsibility rather than solely discussing it. He informed that the Commission started to discuss this issue bilaterally. Kristian Schmidt, the Land Transport Director at DG MOVE, met recently with one loco manufacturer where he raised this issue.

BSG suggested that any solution to this issue could be applied to other critical cases for the rail sector such as FRMCS. He highlighted the potential role of UNIFE in creating a level playing field for their members. He noted that having separate discussions will be time-consuming. HT said that UNIFE is open to facilitating and participating in these discussions but stressed that their involvement should be assessed on a case-by-case basis. He reminded the limits they cannot cross as an association in their members' business.

Gilles PETERHANS (GP) mentioned that a IT platform was set-up aiming at facilitating the collection and sharing of available data from keepers wishing to log their fleet. He reminded that the platform operates under general terms and use, and there will be a cost associated with it. However, he also highlighted the potential benefits, such as gaining an overview of the feasible freight wagon fleet in Europe. GP offered to present the tool in the next PB/SB meetings to encourage logging information. JE and JL praised the initiative.

JL reminded the urgency of the issue which needs to be solved at all levels and asked the participants to use their influence to receive the loco OEM's contribution.

8. Intermediate evaluation of deployment scenarios

MTG reiterated the lack of sufficient information on fleet and loco as well as the lack of a clear plan for funding and migration as challenges. Therefore, he underlined the importance of flexible and realistic migration scenarios with the common denominator of having the technology ready for operation as of 2029-2030. In this context, he stressed the importance of prioritising the separability of traffics and also running a parallel operation for a certain time to mitigate the risks in migration planning. He underlined that these are not fallback plans but different plans for achieving the same target.

Replying to a question on the use of different scenarios and delaying the big bang for a few years, MTG said that a combination of scenarios is possible which

also depends on the framework conditions. JE said that the analysis of the separability of traffics and the fleet information are the main conditions to be able to say the most likely migration scenario. Depending on the preconditions, he mentioned that there might be big bangs of different sizes. GP underlined UIP's support for the proposal.

MTG noted the difficulty of predicting the future in the rail freight business. However, he reiterated that if this technology is not delivered in due time, it might not be delivered at all. Therefore, the priority should be to close the FP5-TRANS4M-R project and to start with the pioneer trains (if confirmed). He also mentioned that new vehicles procured in the fleets should meet the new specifications to be ready for DAC deployment.

9. AOB and closing

NF reported that the assessment process for the EU-Rail tender "engineering solutions" is ongoing. JE mentioned that on **17/06**, the VPI, the association for freight wagon keepers in Germany, organised an event in Spandau. 185 people wanted to see the demonstration in the FP5 train test lab, attesting to the huge interest for DAC.

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