



PROGRAMME BOARD

Meeting 16 September 2025

14h30 – 16h30

Minutes

PARTICIPANTS

ÅHMAN Johan	Dellner	JINDRA Petr	CD CARGO
BACCONNIER Estelle	DG MOVE	KNÜPLING Matthias	GATX Rail Germany
DE BACKER Frederick	Lineas	LIPKA Andreas	Deutsche Bahn
DE MARCO TELESE Giancarlo	UIC	LOCHMAN Libor	Wabtec
DEMIRKAN AYDOGAN Merve	EU-RAIL	MARTOS Oscar	ERA
ENGELMANN Jens	Railiable	NOËL Tibo	NUON Consulting
ERTL Martin	Knorr-Bremse	TIONE Roberto	Wabtec
FURIO Nicolas	EU-RAIL	VAN BALEN Mitchell	ERA
GÜLKER Matthias	Ermewa	VAN GILS Karel	EU-RAIL
GÜNTER Armin	DB cargo	WUENSCH NIETLISPACH Nadine	SBB Cargo
HABETS Matheus	Voith	ZAEHRINGER Sandy	DG MOVE
HAGENLOCHER Stephan	HWH-transport	ZOCCO Maria Antonietta	Mercitalia Intermodal
JACOB Felix	System Pillar-Knorr-Bremse		

1. Introduction

Nicolas FURIO (NF) opened the meeting by highlighting the ongoing discussion between the consortium and CINEA on setting up the Pioneer DAC Trains (PioDAC). He stressed the importance of securing the support from the entire rail sector for a successful DAC implementation in the future.

EB reported that the next MFF proposal adopted in mid-July includes a CEF Programme 3 with a budget of more than €50 billion between 2028 and 2034, which is double the current programme. She said the proposal is being discussed in the EP and the Council and the outcome of these negotiations will be known in due course. She thanked stakeholders who lobbied to maintain a high budget support for transport.

NF then welcomed Felix JACOB (FJ), who will replace Johannes GRAEBER as the SP Core Group Representative in the EDDP PB. FJ introduced himself to the PB. NF then reviewed the agenda. The agenda was adopted with no AOB proposed.

2. Review of actions since the last PB

JE mentioned that the action for setting up a “tiger team” has been completed.

EDDP and migration roadmap

3. Overview on DAC-related topics | update

JE presented the map of all DAC-related work areas and activities together with an overview of the various DAC/EDDP-related projects and the DAC FDFTP project portfolio. *Please refer to the slides for more details.* He added that the PioDAC project is also included in the overview, even though information about the project will only be available once the PioDAC GA has been signed.

4. G/C: EU-Rail tender “engineering solutions” | state of play

Karel Van GILS (KVG) reported that EU-Rail launched a tender for retrofitting and engineering solutions. He said that the information from PioDAC, DACFIT, FP5-TRANS4M-R and FP5-DACtiVate will be used to decide which types of locomotives for reengineering (retrofitting process) to be put in service contract via this tender. This process has been coordinated with FP5-TRANS4M-R and FP5-DACtiVate projects, which already identified types of locomotives for reengineering.

He underlined that the process is still open for PioDac as the GA is not signed yet. When the GA will be signed, the PioDAC consortium will be asked which vehicles they wish to use and which types of locomotives they would need support for reengineering purposes via the tender. He mentioned that the tender was published a few weeks ago, and the kick-off meeting with the tenderers ranked in the cascade has been held. He explained that once clarity is obtained on which locomotives to be retrofitted, the first tenderer will be invited to carry out the work. Depending on their response, the following tenderer will be approached. He said that the first service contract is expected to be issued either at the end of Q3 or Q4. *For more information on the tenderers and the sequence for loco retrofit solutions, please refer to the slides.*

Armin GÜNTER (AG) asked who is to coordinate the whole process to ensure that everything works well with the right selections for specific topics and constructions will be tendered. KVG replied that when the PioDAC GA is signed, the JU will ask the PioDAC consortium which vehicle they want to get retrofitted and following the discussion with them and FP5 projects, the service contract will be decided. He added that vehicles already dealt with in other programmes will be excluded. AG said that the PioDAC project consortium will make their mind about what they need and he encouraged considering a coordinator for the whole topic.

JE then provided background on the process, explaining that it has been well coordinated so that the PioDAC input will feed into DACFIT and the information on requirements is channelled into the EU-Rail tender, which in turn relates back to the PioDAC. He asked whether AG felt that any aspects might have been overlooked.

AG reminded that some white spots could still remain and encouraged careful consideration of how to address them if they arise. He stressed the need to address the coordination topic rather than relying on the projects' close collaboration. JE confirmed that this is part of the overarching risk management. If any white spots are detected, they should be raised in a joint round where common solutions can be identified with the participation of all concerned projects.

On Matthias KNÜPLING (MK)'s comment on the possible need to sign non-disclosure agreements (NDSAs) or collaboration agreements to overcome communication obstacles, KVG said that after the PioDAC GA is signed, he will request information, without an NDA, on the type of locomotives from the new consortium.

5. B1: "tiger team" | intermediate results

JE provided the background for the need to setup the tiger team. *For more details, please refer to the slides.* NF added that in case key milestones are not achieved, the whole programme will be put into question.

JE then showed the hypothetical GANTT chart for planning derived from the tiger team meetings. *Please refer to the slides for more details.* He added that the planning is still hypothetical as the PioDAC project has not been made official yet. Showing the links between the FP5-TRANS4M-R timeframe to the duration of a potential PioDAC project, and considering the delays in the delivery of FP5-TRANS4M-R components, the suppliers proposed an intermediate launch of operations with the so-called assist functions during fall 2027, where the couplers will be operational, but the electronics will not be fully certified. He said end of 2028 the full DAC basic package could be authorised and put in operation.

AG asked whether there is a plan B for this timeline and whether there are certain measures to accelerate some steps in the planning. JE responded that things may be accelerated if individual suppliers can be quicker, however, the intermediate situation is as he explained and the final situation can only be

known after the PioDAC project's GA is signed. NF added that the JU had already discussed with the FP5-TRANS4M-R regarding box 0 (slide 17) and the timeline is already compressed to the maximum. He then asked if there is a way to optimise box 4 (slide 17) for vehicle certification and authorisation.

JE responded that Thomas ERPENBECK, FP5 SpoC for Authorisation, previously mentioned that the full legal duration for this process takes five months, with four months for checking the documents and one month for the completion of the request. He noted that if ERA and NSA are involved from the start, they will not be surprised by the documents they receive. He added, however, that this is an issue to be worked out within the consortium. Oscar MARTOS (OM) confirmed that no reduction in the process can be assumed, as many documents and reports are involved, analysis of which requires full legal responsibility. He stressed the importance of preparing the documents well and informing ERA about the intermediate step applications as soon as possible.

EB thanked the JU for having engaged with the manufacturers to find a solution for the delivery time that would be acceptable in view of the PioDAC consortium. She underscored that the intention is not that PioDAC only operates trains equipped with the basic package not fully authorised. Rather, it is to support the commercial operations of the trains equipped with the fully authorised DAC basic package. She warned that aiming for end of 2027 for this is already extremely late and stressed the need to build momentum. She added that PioDAC project is good news in this respect, but that a major issue will arise if there is a collective failure to deliver the DAC basic package by end of 2027.

NF added that a failure would seriously endanger any EU funding for a full deployment of DAC. JE said that the message is clear to all suppliers and the next step is that the PioDAC consortium discuss and agree on the intermediate step, which might affect the current planning.

6. B1: 3rd DAC FDFTO Risk Management Workshop

JE shared the DAC FDFTO risk management team and the map for top risk management. *For more details, please refer to the slides.* He said in case such an overarching risk management is maintained, the risk of potential Pioneer Trains should also be listed in the map.

Referring to a discussion during the recent risk management workshops, AG proposed developing deeper insights into certain topics, including actions and decisions to be taken in the sector and identifying responsible persons. JE suggested holding a separate exchange to detail AG's proposal and determine the topics worth going deeper.

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

Johan ÅHMAN (JÅ) mentioned that there is a verbal agreement between the CEOs of the companies, documented in meeting minutes, and witnessed by an

independent lawyer, but not yet a signed contract. He explained that the agreement is about interoperable parts and not a general cross-licence agreement.

JE proposed keeping this topic on the agenda of EDDP meetings. NF agreed and added that until there is a written confirmation, the issue will remain on the agenda and confirmation will be requested regarding the signature of this agreement.

8. B1/G/C: "European Loco Summit" | draft concept

JE presented the intermediate state of play for the European Loco Summit, noting that it is still subject to change. He pointed out that the overarching issues shown (Slide 24) may continue even when DACFIT's well-known difficulties with receiving technical data from OEMs are resolved. He then reviewed these issues and their potential solutions for installing DACs in the existing locos. *Please refer to the slides for more details.*

Andreas LIPKA (AL) added that the retrofit issues presented in the slides are not only crucial for the DAC project itself, but also for other mass retrofitting programmes such as ETCS and FRMCS. He therefore suggested not only focusing on Pioneer DAC trains but also working on solutions suitable for the wider sector. KVG remarked that keeping an eye on the future is important but suggested focusing on the Pioneer DAC trains phase. EB welcomed this synthetic overview of all issues. She reminded the EC's openness to support dialogues with whom-ever needs to be part of the solution.

9. B2: Stakeholder Management: overview dissemination/comm activities

JE presented the overview of events as part of EDDP's stakeholder management. *Please refer to the slides for more details on the events and EDDP's contribution.* Highlighting the unique value of a functional train for communicating DAC, he reminded that, if interested, the participants can contact FP5-TRANS4M-R to arrange a visit to the train test lab in Spandau.

EB said that keeping this list on the EDDP PB agenda is useful. She added that it would also be valuable to gather quick feedback on stakeholder positions not yet known, as well as the main issues and achievements regarding the events.

JE asked the participants to flag if any event is missing on the list. Regarding the Special Session on DAC (UNECE) to be held in Geneva on 12-14 November, he asked for more information from the JU side about the event. NF said that to his knowledge no invitation has been received by the JU but he will check internally and inform the EDDP.

On FERROVIARA to be held in Milano, NF said that Giorgio TRAVAINI (GT) is planning to attend. Maria Antonietta ZOCCO (MAZ) added that the program of

the event is under preparation, and the participants will receive an invitation when it is ready.

- **Providing quick feedback on stakeholder positions as well as main issues and achievements of the events at EDDP PB meetings (Action for EDDP)**
- **Checking internally and providing information about the UNECE event to EDDP (Action for the JU).**

10. B1: Need for overarching project coordination after e. o. EDDP/DACcord

In view of EDDP/DACcord's conclusion in March 2026, Matthias KNÜPLING (MK) made a presentation stressing the need for overarching project coordination afterwards. *Please refer to the slides for more details.* JE and Tibo NOEL (TN) left the meeting briefly to facilitate the exchange.

AG expressed strong support for the continuation of EDDP, stressing the importance of greater coordination and sector-wide involvement. He added that DB will be happy to contribute to the process for sharing ideas on setting up a new EDDP.

NF took note of the messages and stated that the JU values the role of the EDDP and reminded that DACcord was funded by the JU to organise EDDP activities. He stressed the importance of ensuring that the sector and all stakeholders support such a continuation. But he also underlined that the JU has not planned any follow-up funded projects after DACcord.

MK said he wanted to collect feedback on this issue and asked that the issue is mentioned in the minutes. NF thanked MK for expressing his views.

FP5-TRANS4M-R/FDFTO

11.FP5-TRANS4M-R | state of play (main risk points)

Stefan HAGENLOCHER (SH) presented the FP5-TRANS4M-R status. *Please refer to the slides for the status of each Spoc area and for a detailed overview on the specifications.* On Functional Requirements incl. RAMMS, he stated that the project is currently struggling with the reliability and availability requirements and that it is in discussions with the operators that are developing the targets and with industry on these targets' achievability.

On Test and demo, he said that DAC5 was tested by all four suppliers on various combinations and areas during the summer. The project is currently assessing the test results and evaluating with each supplier whether the technology is mature enough before being installed into demonstrator trains.

Under Authorisation, SH noted that work is ongoing to stabilise and finalise the full set of safety requirements by October. He also mentioned that the revised version of D19.1 will be submitted in the coming days/weeks, including more

precise information, such as the cost estimation for the power supply for locomotives.

JE noted that the overview presented by SH should form the substance of the discussions on FP5-TRANS4M-R in board meetings. AG said that all these points need to be closely examined. JE stressed the need to decide which level of detail is suitable for the board and management and to collectively figure out what can go wrong. SH reassured that all the risks stated in the risks list have defined responsibilities, action and time plan and confirmed the project's readiness to provide more information if EDDP PB requires it.

12.DAC Basic Package "medium detail spec" (e g for nat. funding schemes)

SH then presented DAC Basic Package with more precise information. *Please refer to the slides for more information.* The document was approved by the Programme Board. JE said that the document will be distributed via SRG (State Representatives Group) of the JU and that it could be useful when applying for national funding streams.

13.WP19 LCC assessment by the JU | state of play (oral update) System Pillar (Task 4)

NF reported that FP5 has not yet submitted the revised version of D19.1, but sent a presentation to the JU on what has been done since the JU provided its comments to the consortium. He mentioned that a meeting with FP5-TRANS4M-R will take place soon to receive an update on the LCC analysis.

He added that the JU will share the main outputs of the revised version at the next PB following a thorough analysis. He noted that FP5-TRANS4M-R has included financial assessments on some missing cost items (e.g. cabling for the wagons, traction/power supply for the locomotives) which resulted in a new price for DAC for the wagons and locomotives. JE added that the full picture of the prices will become visible in the procurement processes under the PioDAC project. NF underlined that the target is to obtain the financial estimates as soon as possible.

14. AOB and closing

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