



PROGRAMME BOARD

Meeting 09 December 2025

14h00 – 16h30

Minutes

PARTICIPANTS

BACCONNIER Estelle	DG MOVE	MARTOS Oscar	ERA
BANNHOLZER Constanze	ÖBB	NOËL Tibo	NUON Consulting
BERGSTRAND Jan	TRV	NORDSTRÖM Fredrik	Dellner
DE BACKER Frederick	Lineas	RADEWAGEN Christian	Voith
DE MARCO TELESE Giancarlo	UIC	RADKE Heiko	VPI
DEMIRKAN AYDOGAN Merve	EU-RAIL	REINSHAGEN Peter	ERMEWA
ENGELMANN Jens	Railable	SKOVDAHL Ove	NRD
ERTL Martin	Knorr-Bremse	STROTKÖTTER Marten	SBB Cargo
JACOB Felix	System Pillar-Knorr-Bremse	TIEDEMANN Joachim	SIEMENS
JINDRA Petr	CD CARGO	TIONE Roberto	Wabtec
KNÜPLING Matthias	GATX Rail Germany	TRAVAINI Giorgio	EU-RAIL
LIPKA Andreas	Deutsche Bahn	VAN GILS Karel	EU-RAIL
LOCHMAN Libor	Wabtec	WILLIAMS Molley	DB

1. Introduction

Giorgio TRAVAINI (GT) opened the meeting by welcoming the participants and reviewed the agenda. He noted that observers have been invited from the PioDAC consortium to present the status of the PioDAC project. Jens ENGELMANN (JE) welcomed the participation of PioDAC consortium representatives in the EDDP PB for the first time after a long preparation, allowing to have a more

comprehensive overview. GT further noted that while many of PioDAC consortium members are already EDDP PB members, the possible need for extending the membership of EDDP PB under AOB will be discussed. The agenda was adopted with no other AOB items were proposed.

2. Review of actions since the last PB

Regarding action to provide a status update of UNECE event, GT noted that he did not attend but was informed that the event focused on the output of the previous UNECE meeting. He asked Estelle BACCONNIER (EB) about whether she had an update on the event. EB confirmed the information that GT provided.

On the action to provide feedback on stakeholder positions, GT informed that this action will be dealt during the course of the meeting.

EDDP and migration roadmap

3. G: PioDAC (Pioneer DAC Trains CEF Project)

Jan BERGSTRAND (JB), the Project Coordinator, presented the status of the PioDAC project with an overview of its WPs. *Please refer to the slides for more details.* He noted that the project comprises seven very well composed trains across nine countries and held its formal kick-off meeting on 1 November with the participation of CINEA, DG MOVE, ERA, and the EU-RAIL JU.

Regarding the two adapter wagons stated under WP4, GT asked whether these will be newly built. Mark TOPAL-GOEKCELI (MTG) clarified that all adapter wagons are new and that most projects/subprojects have integrated them as fallback solutions in case of challenges with locomotives and system integration.

JB noted that the project is now focusing on the administrative stabilisation and will move into planning and procurement activities in the coming year. He thanked for the opportunity to present the project overview.

GT thanked for the presentation and said that it would be useful to receive PioDAC's report on project activities on regular basis. He opened the floor for questions.

MTG highlighted the uniqueness of the initiative, noting that a consortium of this size was established for the first time with the specific objective of pre-deploying the developed technology. He pointed to open points and risks, while stressing that the initiative demonstrates strong stakeholder confidence in the technology's potential to transform the European freight system. GT added that the initiative represents a pioneer activity driven by a clear will. He mentioned that the High-Level paper laying the ground for future JU also learnt from this initiative as a concrete example of what can be achieved in future.

MTG thanked all parties involved, in particular JE for coordinating and managing the application phase, and the EDDP members, emphasising that EDDP was the platform where the initiative originated.

JE asked about what could be an appropriate reporting scheme and frequency for PioDAC in EDDP Board meetings. MTG suggested that it should occur more than twice a year and be included as a regular agenda item. GT agreed that reporting on PioDAC activities should follow the same approach as reporting on FP5-TRANS4M-R and SP activities.

4. B1: "tiger team"| results and next steps

JE presented the outcome of the FDFTO tiger team meetings in simplified Gantt chart showing the link between the FP5-TRANS4M-R and PioDAC. *Please refer to the slides for more details on the timeline.* The process will unfold in two steps: an initial phase with assist functions, followed by a phase with fully certified 5+ functions. This would lead to the start of operations in autumn 2027, and the inclusion of full FP5-TRANS4M-R equipment sometime in 2028. *Please refer to the slides for a detailed overview of this approach focusing on the functions in commercial operation, functions for demonstration, authorisation and interoperability.* The overview, which has been agreed upon by the participants, is being implemented by PioDAC. MTG reiterated the benefits of the two-steps approach for providing the needed flexibility to meet all the objectives. He also highlighted the importance of reaching to the second step within PioDAC with all functions in a fully operational state before the PioDAC project's end.

JE concluded by suggesting that the tiger team could be closed and thanked the ED of JU, the FP5-TRANS4M-R, PioDAC consortium members and all those who held bilateral meetings with the suppliers.

5. B1: 4th DAC FDFTO Risk Management Workshop

JE presented the DAC FDFTO top risk management map. *For more details, please refer to the slides.* While no major progress has been achieved since the last meeting, certain progress in certain directions took place. He then reported some updates under the technical and migration risk categories. Following discussions, it has been decided that the migration related risks will be addressed within an ERA Working Group (WG) or an ERA WG subgroup, replacing the previously envisaged European Loco Summit.

Regarding the technical risks for missing the timeline of realising PioDAC assist and certified functions, he noted that the mitigation measures will need to be implemented within the PioDAC project by DAC suppliers. He indicated that the procurement activities in PioDAC have not yet started. These risks will be followed up under the overall risk management framework in addition to the new task force to be setup for main loco DAC blocking points for authorisation (see point 7).

MTG highlighted the urgency of resolving the locomotive retrofit authorisation risk. GT confirmed its priority and called for coordinated action to move the risk indicators on the map towards green.

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

Christian RADEWAGEN (CR) reported that the final wording and final appendix of the suppliers' cross-licence agreement are under internal review. Following the confirmation of all companies, the agreement will enter the signature process. Responding to JE's question on the target date, CR said that he cannot confirm a certain date, yet he does not see any obstacle for its signature.

JE proposed keeping this topic as draft on the agenda until written confirmation about the completion of its signature process is received. GT agreed.

7. B1/G/C: DACFIT, especially locos | state of play

Andreas LIPKA (AL) presented an overview of DACFIT achievements and challenges. While the initial target was to analyse 35 loco types, the project analysed 42 main types with 120 subtypes, focusing on mechanical and pneumatic aspects, since the electrical and data components are still under development. The project was able to reach to some findings. He then provided the results of the analysis done regarding frame stability considering compressive and tensile force. He highlighted the criticality of the missing information in this analysis and assured that in the second year of the DACFIT project, the project will check as much as what is possible to develop further on this initial finding due to its importance for the DAC deployment. *Please refer to the slides for more details.*

AL also underlined the urgency of addressing weight issues based on the comparison of two different hybrid coupler DAC versions for locomotives. *Please refer to the slides for more details.* JE reiterated the need for the contribution of loco OEMs with data to support decisions on weight reduction.

AL then outlined the main loco DAC blocking points for authorisation (TSI requirement) and the draft plan developed to tackle the loco retrofit issues. *Please refer to the slides for more details.* JE added that a meeting between UNIFE, EU-RAIL, EC and ERA confirmed the need for coordinated action where the initial idea for the European Loco Summit originated. In the meeting Joachim LUECKING (JL) made it clear that any change to the regulatory framework would require appropriate preparation. This work would be taken forward within Oscar MARTOS (OM)'s ERA group. JE reminded that the amendment proposals need to come from the concerned parties.

JE further explained the proposal to set up a specific loco retrofit/ authorisation subgroup under the existing "100 Pio trains authorisation" WG, operating in task-force mode over the next months. He invited all the participants shown in the slide to stand ready for step 2. *For more details on the draft plan with specific areas, steps, tasks and participants, please refer to the slides.* JE noted that he requested written feedback on the proposal from all participants of this meeting, and during the ERA meeting organised by OM. To date, he received positive

feedback only from UNIFE and Siemens while the rest did not provide any feedback. He highlighted that its implementation will depend on stakeholder support and strong leadership, while noting that this is the only way out possible to find solutions for the pressing loco issues.

MTG expressed his support for the proposal and stressed the need for a larger, strong and applicant-driven group led by, for instance, the EDDP PM, to develop practical solutions. GT added that the proposal could build up on the successes of the 'tiger team', as they share the same objective of developing practical solutions and presenting them to the EC, ERA and NSA to ensure a common understanding. He invited participants to raise any objections to this proposal, if they have any. Otherwise, he stressed the need to establish this group urgently with the appropriate expertise to accelerate progress.

MTG proposed reordering the list in the 3rd column so that PioDAC loco operators, loco keepers and NSAs affected by PioDAC are prioritised. JE clarified that the current list is alphabetical although the column was built with the same reflection. JE added that if no strong objection is raised from PioDAC colleagues, the proposal will be considered accepted.

OM welcomed the proposal and raised no objections, while cautioning about potential delays, especially, if step 2 of the proposal were to result in drafting a technical opinion amending the TSIs. He added that quantifying the extent to which axle load limits will be exceeded for certain locomotives would be useful. JE confirmed the relevance of this information for both IM and vehicle side.

GT, thanked JE for leading this initiative and noting that no objections received, declared that consensus has been reached on the proposal.

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

JE reported on the DAC For a, highlighting their development over the past year and the role of DAC Ambassadors in ensuring their success through effective local engagement. *Please refer to the slides for more details.*

JE then presented the DACcord project plan. He reported that the stakeholder management ended in April 2025. However, the group that worked under WP9/10 stakeholder management, which represents the whole sector and associations, decided to continue activities voluntarily until the end of DACcord in March 2026 to ensure continuity and credibility.

Regarding the final event of the DACcord, he informed that 13 March 2026 was proposed provisionally, with further details to be aligned with the JU. He noted that DACcord will also invite JB to the final event. GT confirmed that this date

has been added to the calendars and thanked all the members for continuing engagement without funding, which shows the commitment of the sector.

In response to JE's question on whether she had any comments or questions on the DAC Fora and communication activities, EB thanked for the useful information.

9. B1: Overall project coordination after end of EDDP/DACcord

GT reminded three factors as a background for the memo prepared by MTG. These are the end of DACcord in March 2026, the need to refocus of EDDP, and avoid duplication of existing groups, taking into account the role of the High-Level Deployment Group, which has been operating for a year successfully. He confirmed that the JU is aligned with the memo's content.

MTG presented the memo and reported that recent discussions across different groups showed broad support for the continuation of the EDDP platform. He proposed a clearer refocus on the EDDP's core mandate, particularly supporting coordination and decision making rather than carrying out content work. This would include maintaining an overview of all relevant initiatives, including first and second wave of FP5-TRANS4M-R, PioDAC, other ongoing or completed projects also those at the national level and managing their interfaces. While EDDP cannot enforce any execution, it can strongly recommend several tasks and initiatives in the respective projects.

On escalation, he said EDDP should be the platform where key challenges, risks and progress can be discussed. He proposed integrating EDDP SB into High-Level Deployment Group (HL-DpG) where DAC-related issues could be a permanent agenda item. Reminding that EDDP PB and SB follow the same agenda, he said they should be slightly different to avoid overlap.

MTG underlined the importance of involving the top management in discussions to improve efficiency and accelerate progress. He suggested mobilising external and in-kind support from all partners. GT opened the floor for discussion.

AL welcomed the memo and expressed confidence that EDDP will continue in some form. He expected the detailed discussions on the issue could be presented in the next PB. GT commented that he expected more the budgetary solution than the concept in which the EDDP should continue could be presented. He said that what is proposed is that PB continues as is while the SB is integrated into the HL-DpG to avoid duplication, especially for associations participating in both groups.

Matthias KNÜPLING (MK) welcomed the memo. On the integration of EDDP SB into High-Level Deployment Group, he noted the efficiency gains from combining these platforms. He underlined the need to review group membership in detail, given the different participation of associations and companies. Regarding decision making, he proposed clarifying in the memo that EDDP may initiate new projects, new WGs, to take, for instance, the stakeholder management from the

customer angles. GT confirmed that these points could be reflected in the memo. MK also insisted on the need of a neutral and experienced person for the role of PM.

Martin ERTL (ME) expressed KB's support for the approach as presented by MK. GT confirmed that a similar selection process for the PM will follow as the original EDDP setup.

Karel Van GILS (KVG) stressed that HL-DpG has been working for a year and is an open group. He noted the potential to better align or merge the EDDP SB and HL-DpG, depending on the outcome of the discussions, to avoid parallel tracks. Commenting as a member of HL-DpG Ove SKOVDAHL (OS) stated that HL-DpG is well positioned to coordinate the two major deployments, FRMCS and DAC, in the next decade.

JE asked whether the future EDDP should also undertake content related work. AL stressed the need to have an open floor to sector actors that are willing to contribute in content wise questions even if they are not part of the funded projects, while noting that HL-DpG is an open yet high-level steering body. MK supported limiting EDDP to governance topics, with content work handled in separate projects. MTG added that the content development should remain the responsibility of funded projects, while EDDP should focus on platform management, overall coordination, and monitoring of risks and milestones.

Libor LOCHMANN (LL) inquired about how the stakeholder management would continue without content work and if DAC Fora will be continued. GT replied that DACcord was set up as coordination support action and that dissemination and stakeholder engagement are embedded in EU-funded projects with a dedicated budget for these activities, although it could be done also without dedicated EU funding. LL noted that someone would need to be assigned to continue the work on DAC fora.

MK underlined the importance of continuing stakeholder management beyond PioDAC and referred to the possible need to launch a project in this regard under EDDP in future. MTG confirmed that EDDP can always initiate some sub/projects not only on stakeholder management but also on other topics. He said there should be a clear distinction between the EDDP management task regarding the platform and the management of subtask or the project. He also underlined the need to secure sufficient partner support and contributions. GT then reminded the current way of operating in the EDDP with different WGs providing voluntary contributions.

GT thanked MTG for his timely proposal. He stressed the importance of putting in place the necessary elements until March 2026 to have a smooth transition.

→ **Sending their diverging input, if any, on the proposed memo no later than 17 December. Otherwise, this concept will be presented at EDDP SB on 18 December (Action for EDDP PB members).**

FP5-TRANS4M-R/FDFTO

10.FP5-TRANS4M-R | state of play

Constanze BANNHOLZER (CB) presented the FP5-TRANS4M-R status, open points and risks. *Please refer to the slides for more details.*

She reported major progress recently on the Functional Requirements incl. RAMSS, with strong alignment on the operator side and ongoing exchanges with the industry. The objective is to close this topic by Q4/2025, which is subject to a Board decision in Q1/2026. Responding to JE's question the target values, CB said that reliability value depends on reference train configurations. ERA tasked FP5-TRANS4M-R with the request for the reliability definition and the project started drafting the report on it, following which the project will get in touch with OM's WG and the dedicated experts. JE suggested that this topic be presented in detail at the next EDDP PB. CB welcomed the request and GT agreed.

On testing and demo, CB reported that significant resources are being invested in monitoring and managing delivery dates and applying mitigation measures as every delay requires an adapted planning.

MK inquired about the future communication system. CB stated that SinglePair Ethernet remains the preferred solution, while Powerline Plus will be maintained as backup option. She added that this issue will continue to be followed up.

KVG asked for more detailed overview of mitigation measures and timelines to the risk matrix.

11.FP5-TRANS4M-R | Demo trains | state of play

CB reported on the deployment of demonstrators and the methodology applied, including the quality gate concept which is used to assess compliance with the majority of requirements for a safe operation. *For more details on the status of the demonstrators and the quality gate concept, please refer to the slides.*

She noted that the infringement of the Berne Rectangle remains a critical item for authorisation and presented the scheduling planned for its evaluation.

12.FP5-TRANS4M-R | Sounding boards review

CB reported that four sounding boards took place in 2025. *Please refer to the slides for more details.* On Sounding Board on workers' and unions' perspective, she said early alignment with ETF was achieved, and the date will be set to the same day or the day before of ETF's plenary meeting of the Locomotive Drivers Advisory Group to maximise participation. Invitations for the sounding boards in 2026 will be circulated to the JU before Christmas.

System Pillar (Task 4)

13.State of play

Roberto TIONE (RT) reported that the SP Task 4 focuses on three major topics, harmonised DAC rulebook, train length function at SIL4, and FDFTO central instance. The activity on train length had been completed, and the formal document was released for approval. During approval phase, the SP Task 2 highlighted that the system designed would be ready to perform also train integrity integrated in the same train length function. An extension of three months has therefore been requested to incorporate train integrity specifications in the same document.

On central instance, the formal document was released in Polarion for approval and the topic is considered closed. Approval is expected for integrating the concept of federated data space for data management in the second half of 2026.

On the harmonised rulebook, he reported no major issues. He added that Giancarlo DE MARCO TELESE (GMT) has been appointed as the lead for the rulebook activities in PioDAC.

KVG stated that further development of rulebook depends on the current technology developments and stressed the importance of clearly presenting not only the risks but also the mitigation measures on how the timeline is kept for the PioDAC trains to be operational. CB confirmed FP5-TRANS4M-R's readiness to prepare a project-level note on selected risks. GMT identified the timely delivery of integrated emergency modes by FP5-TRANS4M-R as the main challenge for the operational rulebook. He said the coordination between the projects is going well and added that if they receive updates, they will integrate them rather than waiting for the whole document to be finalised and validated.

14.AOB and closing

- Extension of PB member categories

GT reported that the JU received a request from AERRL to join the EDDP PB. He noted that current EDDP PB composition does not include lessors and proposed amending the current rules of procedure, to cover the full spectrum. In addition, he referred to an earlier proposal to integrate of PioDAC entities into the EDDP PB. Yet, further reviews showed that the entities participating in the PioDAC are already PB members, with the exception of UIC and VERS. He wondered if service providers should be in the EDDP PB. Then he opened the floor for discussion.

AL underlined the support from the locomotive lessors in addressing information gaps in the DACFIT project. Regarding workshop service providers, he mentioned the support of VERS and other workshop providers, including in kind contribution to send welders to install DACs for free during the tests. He recommended including interested parties already contributing. MK explained that VERS is a subsidiary of German Wagon Keeper Association and proposed discussing its inclusion within the wagon keeper environment. MTG added that some selectivity is necessary to keep the EDDP PB at an appropriate and agile decision-making level. GT reminded that this principle guided how the PB was

set up. He noted that MK's feedback from the wagon keeper perspective is expected before presenting the proposal in the next EDDP SB or the following one.

→ **Providing input on VERS' inclusion in the EDDP PB as member (Action for Matthias KNÜPLING (MK)).**

- **Provisional Meeting Dates 2026**

GT informed that one EDDP SB meeting will be put on hold or cancelled depending on the future setup of the EDDP SB.

→ **Checking the meeting dates of EDDP PB/SB meetings and letting the JU know in case there are major conflict issues (Action for EDDP PB members).**

GT thanked participants for their contributions and concluded the meeting.