SUPERVISORY BOARD

Meeting 18 December 2025

14h30 – 16h30

Minutes

PARTICIPANTS

BACCONNIER Estelle	DG MOVE
BANNHOLZER Constanze	ÖBB
COUNE Carol	AERRL
DE LA HAYE Marcel	CER
DE MARCO TELESE Giancarlo	UIC
DEMIRKAN AYDOGAN Merve	EU-RAIL
ENGELMANN Jens	Railiable
FISCHER Nils-Henning	ETF
FURIO Nicolas	EU-RAIL
IBANEZ DE YRIGOYEN Javier	EU-RAIL
LUECKING Joachim	DG MOVE
NOËL Tibo	NUON Consulting
PIRON Olivier	ERA
SCHETTINI GHERARDINI Bardo	EIM
SCHULTZE Ralf-Charley	UIRR
STROHSCHNEIDER Michaela	DG MOVE
TABOURET Hugo	UNIFE
TOPAL-GOEKCELI Mark	ÖBB
TRAVAINI Giorgio	EU-RAIL
VAN GILS Karel	EU-RAIL

1. Introduction

Joachim LUECKING welcomed participants and announced that the CEF PioDAC project officially began in November after the Grant Agreement was signed. He underscored this project's importance in supporting potential EU-wide deployment of DAC by demonstrating its business case, collecting data on the maturity of the DAC Basic Package, and outlining expected benefits. He also noted that, to support the authorisation of DAC-equipped vehicles within the PioDAC project, the EC has requested a technical opinion from ERA. Over the next 12 to 18 months, ERA will define common specifications for authorised DAC-equipped vehicles also incorporating input from EU-Rail projects.

He also reported on other initiatives relevant to rail freight, including the EC's adoption of the Military Mobility Package on 19 November and the High-Speed Rail Action Plan on 5 November. The Military Mobility Package seeks to remove infrastructure and capability barriers to the movement of military personnel and equipment across Europe. The High-Speed Rail Action Plan aims to connect EU capitals and major cities, offer an alternative to short-and medium-haul flights, and help reduce transport related emissions.

Giorgio TRAVAINI (GT) emphasised the need to intensify efforts within the FP5-TRANS4M-R project to ensure the PioDAC project has the necessary technology for broader pre-deployment testing of DAC. He noted that during the General Assembly and Governing Board meetings of the EU-Rail JU on 2 December, a significant document, the Annex of the High-Level Paper, was adopted. This document demonstrates EU-Rail members' full support for the future of freight.

JL reviewed the agenda and asked participants if they wished to raise any AOB items. Some participants requested more detailed information on ERA's technical opinion. The agenda was adopted with this additional item.

2. Review of actions since the last PB

GT reported that the action to publish the DAC Basic Package "medium detail spec" on the JU's website was resolved, with no further actions remaining.

EDDP and migration roadmap

3. Extension of PB member categories

JL reported that AEERL is interested in joining the EDDP PB. Referring to the AEERL's interest in DAC issues and its contributions, he presented the proposal to amend the Article 1 of the Rules of Procedure to include locomotive lessors/keepers. *Please refer to the slides for more details.* He asked whether the participants supported this proposal and enquired if they wanted to propose additional entities for membership that should be covered on the same occasion.

→ **The EDDP SB endorsed the proposal to expand EDDP PB membership categories. Article 1 of the Rules of Procedure will be amended accordingly.**

Carole COUNE (AERRL) thanked the group for welcoming AERRL and confirmed their commitment to supporting the project. GT added that the JU will contact AERRL regarding nomination of representative(s).

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

Jens ENGELMANN (JE) presented the status of the project by reviewing each WP. *Please refer to the slides for more details*. Some participants welcomed the inclusion of intermodal transport in the tests and noted that they looked forward to the results as confirmation of progress and being on the right track.

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

JE presented the FDFTO tiger team meeting outcomes in a simplified Gantt chart that shows the link between FP5-TRANS4M-R and PioDAC. The process will proceed in two phases: an initial phase with assist functions, followed by a phase with fully certified 5+ functions. Operations are expected to begin in autumn 2027, with full FP5-TRANS4M-R equipment included 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*.

Olivier PIRON (OP) requested additional information about vehicle certification and noted that certification by NoBos or DeBos should occur before authorisation. JE confirmed that component certification precedes authorisation, but some certifications can only be completed once installed on a retrofitted vehicle. OP stressed the importance of obtaining test results and certificates before authorisation begins and cautioned that parallel processes may pose risks. JE confirmed that certification precedes authorisation and stated that the timeline will be corrected to address the graphical error.

OP also suggested including ERA's technical opinion in the timeline, noting that ERA must deliver its opinion by April 2027. This leaves two months for MSs and NSAs to fully accept ERA's opinion before authorisation begins. JE agreed that this issue should be integrated into PioDAC project planning and reminded that the timeline refers only to the wagon authorisation chart.

JL reiterated that the schedule is extremely tight and stressed the need for close monitoring to ensure all tasks are completed on time.

6. B1: 4th DAC FDFTO Risk Management Workshop

JE presented the DAC FDFTO top risk management map. *For more details, please refer to the slides*. He reported some progress since the last meeting. He added that under the technical risks, two new items have been added for missing the timeline of realising PioDAC assist and certified functions. 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.

JL urged for moving the risk indicators on the map towards green.

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

JE stated that DACFIT has collected data to provide a technical overview of retrofitability. Although the initial goal was to analyse 35 locomotive types, the project covered 42 main types and 120 subtypes, obtaining results for frame stability and weight analysis for some types. *Please refer to the slides for further details*. He noted that this analysis relied on publicly available data and information from AERRL member companies and some FP5 project operators, without OEM involvement. He highlighted that the lack of quantification is a challenge not only for both full deployment but also for pioneer trains.

JE outlined the main loco DAC blocking points for authorisation (TSI requirement), noting that a meeting on 25 September between UNIFE, EU-RAIL, EC and ERA confirmed the need for coordinated action. During the meeting, the EC proposed finding a solution on technical level with ERA. Accordingly, he presented the draft plan to tackle the loco retrofit issues within specific loco retrofit/authorisation subgroup(s) under the existing "100 Pio trains authorisation" WG, operating in task-force manner. *Please refer to the slides for more details*. He informed that EDDP PB reached consensus on the draft proposal. He noted that the draft proposal was also sent to the PioDAC consortium, but no feedback has been received so far. He added that without an agreement, work on this aspect cannot proceed.

OP stated that ERA does not consider the proposed solutions in slide 38 to be final, as safety-critical issues remain. These will be discussed with the subgroup during the development of the technical opinion. He noted that the column listing assignees for potential solutions may be misleading, since ERA proposes requirements/specifications to be introduced into TSIs based on inputs coming from the sector or EU-Rail. JE agreed, highlighting the need for central coordination. In response to JE's question about whether the technical opinion covers locomotives, OP confirmed.

JL noted that EC held several discussions with UNIFE, ERA, and other stakeholders, emphasising the urgent need to resolve the locomotive issue and to explore interoperable solutions for implementing the DAC system in SERA. He highlighted that the tight timetable leaves little room for deviation. The sooner this group delivers results, the sooner there will be reassurance that development is progressing as planned.

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

JE reported on the DAC Fora, 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 DACcord final event, which will be held online, he informed that 13 March 2026 was proposed provisionally, with further details to be aligned with the JU.

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

GT noted that EDDP programme management is currently supported by a JU-funded project ending in March 2026. He pointed out the need to consider how programme management could be improved or refocused, and how it will be supported after EDDP/DACcord concludes, as discussed in the EDDP PB and outlined in the proposed memo by Mark TOPAL-GOEKCELI (MTG). He added that the detailed proposal, previously shared with EDDP PB members, will be circulated after the meeting.

MTG stated that the EDDP format has proved the necessity for having an open and transparent platform for discussion, decision-making, and collaboration. He suggested the focus should now be on how to restructure the platform for the future. He then presented a proposal to concentrate on the core mandate and strengthen execution and decision-making within the sector to have a stepwise approach to deploying DAC technology. He stressed that participation and decisions should occur at the high-level management to facilitate execution. He also highlighted the importance of professional programme management, which remains open for further discussion. He informed about the EDDP PB members' agreement for the continuation of the EDDP.

GT added that the proposal also aims to simplify the organisation. He noted that the High-Level Deployment Group (HL-DpG) already serves as an open platform with most EDDP SB members present. Integrating the EDDP SB into HL-DpG would ensure broader representation and allow all deployment topics to be addressed within a single forum, while the EDDP PB would remain unchanged. This approach would reduce workload by eliminating parallel meetings and streamline deployment discussions.

Participants welcomed moving discussions to HL-DpG. Some highlighted resource constraints within HL-DpG and stressed the need for additional investment if new tasks are assigned. GT responded that support for EDDP working groups comes mainly from voluntary work. However, he stressed the importance

of reflecting on the resources for programme management referring to the proposal for external support of up to two person-days/week, with a budget of up to €200k/year.

MTG noted the initial idea to integrate the EDDP structure into the PioDAC project. However, given the many interactions among ongoing initiatives and national projects related to DAC, he emphasised the need to maintain an open platform like EDDP in the coming years. Participants supported an integrative approach and broader participation beyond the PioDAC project. They also welcomed the establishment of a full-time team to oversee and coordinate the various work packages.

Following participants' support for the proposal, Karel Van GILS (KVG) underscored the need for agreement on next steps based on the proposed memo before the HL-DpG meeting in February 2026. JL clarified that final decisions would not be made at the meeting. GT suggested distributing the paper after the meeting and collecting comments before the next HL-DpG, so the approach can be presented there. A decision will be made during the EDDP SB on 20 March. Once resource requirements for programme management are clear, a transparent process for selecting the programme manager should be initiated, as was done at the start of EDDP. JL concluded by noting broad support for the proposal and confirmed that a decision will be taken at the EDDP SB meeting on 20 March.

→ **Sending their comments on the proposed memo no later than 23 January. (Action for EDDP SB 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 that extensive tests have been made on coupling, functional interoperability, derailment, climate chamber, including a quality gate which identified which coupling system can be used in the next phase.

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

CB reported that demonstration trains are now operating in Switzerland and Sweden, with preparations underway for full FDFTO operations in Italy and Austria. She noted that train functions will be tested at the Test Train Lab in 2026 and stepwise implemented on demonstrators. *Please refer to the slides for further details*.

In response to a question about the locomotive with the hybrid coupler in Austria, CB explained that Austrian legislation allows specific test activities but does not allow commercial operations. She stated that this locomotive is dedicated to the FP5-TRANS4M-R project and will operate continuously until the end of 2026.

For questions regarding the project's risk map, such as the air valve or 400V, participants may contact her or Molley Williams directly.

12. FP5-TRANS4M-R | Sounding boards review

CB reported that five sounding boards were held in 2025 to share project results with external stakeholders as early as possible. She noted that sounding boards will continue in 2026, with two scheduled in person on 16 June 2026 at Test Train Lab. *Please refer to the slides for further details on the planned schedule*.

System Pillar (Task 4)

13. State of play

Hugo TABOURET (HT) reported that the SP DAC related work is progressing in three workstreams. The first and most urgent one is the rulebook, which will also be used for the PioDAC. The second covers the activities on train length and train integrity, which will be extended to incorporate the comments from SP Task 2 (CCS) into the deliverable, which was originally due on 25 October. The third workstream focuses on the central instance and the organisational concept to manage software releases in the FDFTO trains, ensuring interoperability and establishing a System Authority. He noted that the wagon keepers' comments will be incorporated in the final document.

Regarding the rulebook, Giancarlo DE MARCO TELESE (GMT) highlighted effective communication between FP5-TRANS4M-R and PioDAC. He noted that both teams face significant time pressure to prepare training materials for pioneer train staff. FP5-TRANS4M-R will update its parts, while PioDAC will revise the rulebook in SP Task 4, making only essential changes. He stated that the rulebook is critical for ensuring train interoperability and that national specificities should be addressed with minimal impact on the global rulebook.

14. AOB and closing

During AOB, participants requested more detailed information regarding the EC's request for a technical opinion from ERA. OP stated that ERA received the request a few days ago and will first review and analyse it internally. He confirmed that the request includes both wagons and locomotives. He also noted that while forming a subgroup within the topical working group on DAC has been discussed, no decision has been made. JE suggested using existing subgroups and focusing on substantive issues, in case there emerges a need to organise a subgroup for the development of the technical opinion.

JL noted that the EC requested the technical opinion to be delivered by April 2027. He added that this date depends on ERA's analysis and confirmation of their ability to meet it. He stated that ERA may provide further information during the EDDP SB meeting in March. He also reminded participants that if EDDP SB is merged with HL-DpG, meetings after March 2026 will not be required.

However, the March 2026 meeting will take place as planned to decide on EDDP SB's integration with HL-DpG.

JL thanked participants for their contributions and concluded the meeting.