



**PROGRAMME BOARD**  
**Meeting 03 March 2026**  
**14h00 – 16h30**  
 Minutes

**PARTICIPANTS**

BACCONNIER Estelle	DG MOVE
BERGSTRAND Jan	Trafikverket
DE MARCO TELESE Giancarlo	UIC
ENGELMANN Jens	Railable
FURIO Nicolas	EU-RAIL
GÜNTER Armin	DB Cargo
IBANEZ DE YRIGOYEN Javier	EU-RAIL
JINDRA Peter	CD Cargo
KNÜPLING Matthias	GATX
LIPKA Andreas	DB Cargo
MARTOS Oscar	ERA
NOËL Tibo	NUON Consulting
RADEWAGEN Christian	Voith
REINSHAGEN Peter	ERMEWA
SCHUETZ Andreas	DG MOVE
TOPAL-GOEKCELI Mark	ÖBB
TRAVAINI Giorgio	EU-RAIL
VAN GILS Karel	EU-RAIL
ZIMMERMANN Marcus	DB
ZOCCO Maria Antonietta	Mercitalia Intermodal

### **1. Introduction, Welcome, Adoption of the Agenda**

Giorgio TRAVAINI (GT) welcomed the participants to the last meeting of the EDDP Programme Board. The agenda was adopted without changes. He informed the PB members that the participation of AERRL members in the Programme Board is secured.

### **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.

Status: All actions closed.

### **EDDP and migration roadmap**

#### **3. G: PioDAC – State of Play (milestones, authorisation, critical path)**

Jan BERGSTRAND (JB) informed that the PioDAC (Pioneer DAC Trains) project is progressing according to plan (refer to slides). 7 trains across 9 countries are confirmed, using DAC Basic Package.

Marcus ZIMMERMANN (MZ) reported on the currently ongoing technical coordination, procurement and authorisation activities. He explained that PioDAC participants were engaging both with ERA and NSAs to prepare the authorisation of vehicles equipped with DAC. Several procurements were launched via EU portal (individually by each partner); positive supplier engagement was reported. First scope is wagon equipment, partly also for adaptor wagons. No engagement with loco OEMs up to now. The tender docs will be shared among participants.

A key risk remains regarding the delivery timing and feasibility of supplier offers. Retrofitting shall take place already end-2026 (to be followed-up in future PB meetings). PioDAC experts participate in ERA working groups on authorisation.

ERA asked for an overview on which vehicles are under NSA or ERA authorisation.

PB members took note.

TO DOs:

- **The PioDAC authorization timeline shall be updated with the 4+1 months phase (not three) | PioDAC team (JB + MZ) until next PB.**
- **Share EU procurement link(s) for PioDAC | MZ (asap)**
- **Provide an overview on ERA/national authorisations | MZ (asap)**

#### **4. B1: 5th DAC DFTO Risk Management Workshop (incl. cross-licence agreement)**

Jens ENGELMANN (JE) presented the updated DAC DFTO top risks dashboard. No fundamentally new risks came up, but some status improvements (from yellow to light green, see slides). Two new technical risks were added: missing the

timeline of realising PioDAC “assist” and “certified” functions. Mitigation measures to be implemented within the PioDAC project by DAC suppliers. They can only be monitored once the procurement / delivery process is ongoing.

JE and Christian RADEWAGEN (CR) reported that the supplier’s cross-licence agreement for PioDAC trains is secured. Full deployment cross-licence agreement is pending until final technical specification after pioneer trains (2028). The basic text is ok, detailed annex will be updated based on final solutions.

Details on mitigation measures will be presented in the agenda’s topics on ERA authorisation and on FDFTO state of play.

PB members took note.

#### **5. C: DACFIT other topics than locos | state of play | UIP info on DAC-rail**

**DACFIT:** Andreas LIPKA (AL) presented the additional intermediate achievements of the DACFIT project other than the loco results: more wagon types were investigated than foreseen, a four-digit number of potential retrofitting workshops has been identified, and the Minimum Viable Product (MVP) for the decision-making tool is progressing.

Retrofit times for mounting DAC into wagons have improved by over 30% since the last test due to all suppliers’ learning curve and technical improvements. Development to be continued in PioDAC.

As critical challenge for later industrialisation and rapid wagon retrofitting were highlighted: standardisation of electrical cable lengths and interface positioning; clearer technical definitions to support series production logistics.

#### **DACrail (UIP):**

Matthias KNÜPLING (MK) reported on the creation of an operational UIP web portal to collect wagon (type) technical data (DACrail). The objective is to support the determination of fleet size, retrofit complexity and investment volume.

MK called for wagon keepers to actively provide data. The use of the portal is free of charge; governance takes place via RSRD<sup>2</sup>.

PB members took note.

#### **6. E: ERA WG “retrofitting of ... with DAC” (authorisation) | state of play**

Oscar MARTOS (OM) ERA presented a structured overview of the main technical topics which are treated in the respective ERA work group “retrofitting of vehicles with DAC” (see slides).

- Longitudinal compressive forces: solution agreed, TSI update via technical opinion planned.
- Brake safety (PioDAC): resolved
- Electrical equipment & battery fire standards: still under clarification.
- Reliability and compatibility between suppliers: work ongoing.
- Locomotive “sticking” topics: 6 Green/Yellow, 5 red
  - Axle load solution agreed (pre- and post-weighing). Of course, proof needs to be delivered during authorisation that all vehicle components can bear the accepted excess weight.
  - Running behaviour with excess weight: open
  - Train length topic is solvable via TSI clarification.
  - Berne rectangle: no technical solution yet; possible operational derogation for pilot phase discussed.
  - Crashworthiness: acknowledged as most difficult open issue. PioDAC to be run with derogation (even this is a very difficult task). Solution for full deployment needs a larger initiative on crashworthiness standard review, without guarantee for success.

The strong cooperation among ERA–FP5–PioDAC was confirmed.

Andreas SCHUETZ (AS) asked PioDAC members for providing evidence for the used vehicles (data / technical parameters vehicles + FP5 -requirements/TSI/national). A generic requirements document from FP5, assessed by ASBO, will be released 10 March and serve as input for PioDAC, but cannot provide solutions for the above sticky loco points.

MZ reported that this evidence/data will be collected for PioDAC trains.

PB members took note. Especially loco topics are extremely mission critical and need to be followed-up intensely in PioDAC and next PBs.

## **FP5-TRANS4M-R/FDFTO**

### **7. FP5-TRANS4M-R | state of play**

Stefan HAGENLOCHER (SH) presented the FP5-TRANS4M-R status, open points and risks. Please refer to the slides for more details.

- Final project year focused on testing and validation.
- Air valve advanced solution developed and lab-tested. Demonstrators and PioDAC will start without air valve. Ongoing KB modification now lab and field tested.

- 400V safe power / earthing concept (current flows over couplers through wagons and is released via earthing brush in the locomotive) was validated through resistance testing; AsBo report under preparation.
- Reliability benchmark established based on screw coupler statistics.
- Cybersecurity assessment completed.
- Operational procedures deliverable progressing towards finalisation.

Main challenge:

- Delivery delays of electronic components impacting demo timing (Italy).

PB members took note. Follow-up intensely in/for PioDAC and next PBs.

### **8. FP5-TRANS4M-R | Demo trains | state of play**

SH reported that demonstration trains are now operating in Sweden and Norway, Italy, Switzerland and Austria, focusing on testing electronic parts.

#### **Sweden/Norway**

- Commercial operations ongoing under severe winter conditions (down to  $-30^{\circ}\text{C}$ ).
- Positive operational results.

#### **Austria**

- Hybrid coupler interoperability confirmed.
- Winter testing successful.

#### **Italy**

- Retrofit ongoing.
- Demonstration window shortened due to component supply delays.

#### **Overall:**

- Interoperability tests between suppliers successful.
- Functional tests progressing.

PB members took note. Follow-up in next PBs.

### **System Pillar (Task 4)**

#### **9. State of play**

Giancarlo DE MARCO TELESE (GMT) highlighted that the rulebook second iteration is largely completed, with clearer role differentiation between automated DAC functions and human actions. Ongoing discussions with FP5 on train length (TL) / train integrity (TI) solution; aim is to finalise before decision in the June SP-STG.

The degraded mode logic is partly integrated already. The development takes place in strong alignment with FP5 developments. PioDAC adaptations are foreseen depending on return of experience. Next reconciliation meetings are scheduled mid-March.

PB members took note. Follow-up in PioDAC and next PBs.

#### **10. B1: Overall project coordination after end of EDDP/DACcord**

GT noted that EDDP programme management is currently supported by a JU-funded project (DACcord) ending in March 2026. A proposal on how it can be improved or refocused and supported after EDDP/DACcord concludes was outlined in a memo by Mark TOPAL-GOEKCELI (MTG) and discussed in the last EDDP PB. The memo had already preliminary endorsement of the PB and HL DpG. No comments were received on profile and appointment process for the PM. Comments from last SB are addressed in the proposal.

Karel VAN GILS (KVG) explained the foreseen succession process

- DACcord ends on 31 March 2026.
- The proposal is to transition the governance under Europe's Rail High-Level Deployment Group
- Dedicated DAC Deployment Group shall replace current PB/EDDP structure.
- The draft Programme Manager (PM) profile was presented (strategic + operational roles).

PB members are requested to provide feedback within one week. The appointment process is foreseen in April (via an extraordinary PB and High Level Deployment Group endorsement).

The estimated resource need remains at ~€200k/year (for covering this, voluntary, EU call or JU support options are under review).

MK raised the question if CBA remains a point to consider for the future tasks: Estelle BACCONNIER (EB) replied that CBA was already funded under ERA/EC remit before, and this will remain the case. Stakeholder coordination / meeting organisation could be driven by the sector directly. Armin GÜNTER (AG) requested future PM to focus on the 6 deployment pre-conditions.

Comments on the PM profiles to be given by PB members within one week to KVG for endorsement by the EDDP Supervisory Board, then publication.

The PB members endorsed the process and will respond within one week.

GT 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 feedback on the proposed PM profile | EDDP PB members, no later than 10 March**

→ **Prepare extraordinary PB for PM selection | JU, April 2026**

## **11. AOB and closing**

### **Draft overview on EU and national DAC funding**

JE presented a draft overview of national funding streams (Germany, Switzerland, Austria figures). The table is intended to support the discussions in the State Representative Group (SRG) and with Member States. To be followed-up by the JU.

### **DACcord objectives self-assessment**

JE and Tibo Noël (TN) summarised a self-assessment of 5 years of EDDP management (of which 3 years via DACcord project) (see slide).

Beyond the general EDDP governance structure and actions management, the migration plan framework was established and the risk management process established. Broad stakeholder alignment was achieved, and especially the Pioneer Trains were initiated and the PioDAC consortium pre-prepared. On 20/03/26, the DACcord final event will take place (hybrid).

### **Closing**

GT closed the meeting with acknowledgement of the DACcord contributions, especially also the Programme Management Team, and indicated a transition into the next phase.