SUPERVISORY BOARD

Meeting 20 March 2026

13h00 – 15h00

Minutes

PARTICIPANTS

BACCONNIER Estelle	DG MOVE
BANNHOLZER Constanze	ÖBB
BERGSTRAND Jan	Trafikverket
COUNE Carole	AERRL
DE LA HAYE Marcel	CER
DE MARCO TELESE Giancarlo	UIC
ENGELMANN Jens	railiable
FISCHER Nils-Henning	ETF
IBANEZ DE YRIGOYEN Javier	EU-RAIL
NOËL Tibo	NUON Consulting
PETERHANS Gilles	UIP
PIRON Olivier	ERA
LANDSTED Ludwig	EIM
SCHETTINI Bardo	EIM
SCHUETZ Andreas	DG MOVE
TABOURET Hugo	UNIFE
TIONE Roberto	Wabtec
TOPAL-GOEKCELI Mark	ÖBB
TRAVAINI Giorgio	EU-RAIL
VAN GILS Karel	EU-RAIL
ZIMMERMANN Marcus	DB

1. Introduction

Giorgio TRAVAINI (GT) welcomed the participants to the last meeting of the EDDP Supervisory Board. The agenda was adopted without changes. He informed the SB members that the participation of AERRL members in the Programme Board is secured. Carole COUNE (CC) appreciated the development.

2. Review of actions since the last SB

GT reported that the action to amend the Article 1 of the RoP of the EDDP PB was closed and that SB members could send comments on the EDDP continuation until 23/02/26.

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. Several procurements were launched via EU portal (individually by each partner) based on requirements harmonised as much as possible; positive supplier engagement was reported. Procurements should be completed for all partners by September 2026. 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 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. Subcontracting of authorising strategy is under way. Each partner will decide whether to seek authorisation from ERA or NSAs depending on national context.

SB members took note. Hugo TABOURET (HT) stressed the importance for PioDAC to stick to the timeline and for tender documents to be clear. Responding to a question by Gilles PETERHANS (GP) on whether PioDAC had an advisory group, JB noted that two sounding boards were planned per year.

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

Jens ENGELMANN (JE) presented the updated DAC FDFTO 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 HT 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.

SB members took note.

5. C: DACFIT other topics than locos | state of play | UIP info on DACrail

DACFIT: JE summarised the additional intermediate achievements of the DACFIT project others 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):

GP 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.

GP called for wagon keepers to actively provide data. The use of the portal is free of charge; governance takes place via RSRD².

SB members took note.

6. E: ERA WG "retrofitting of … with DAC" (authorisation) | state of play

Olivier PIRON (OP) 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.

OP explained that ERA will produce a technical opinion by April 2027 reflecting the solutions found for all issues. The strong cooperation 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). AS also stressed that derogations were not a real solution as they would shift the burden of the responsibility from ERA to the European Commission, which creates bureaucracy and has no added value. 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.

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

FP5-TRANS4M-R/FDFTO

7. 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.

- 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).

SB members took note. Follow-up intensely in/for PioDAC and next "SBs".

8. <u>FP5-TRANS4M-R | Demo trains | state of play</u>

CB 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°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.

SB members took note. Follow-up in next "SBs".

System Pillar (Task 4)

9. <u>State of play</u>

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.

Some participants asked about whether the new DAC rulebook would require a revision of OPE TSI. GMT responded that in a first step, the rulebook would be an AMOC in order to remain agile. Once more mature, its impact on OPE TSI would need to be assessed and the opportunity to make it more binding would be considered.

SB members took note. Follow-up in PioDAC and next "SBs".

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 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).

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).

Marcel de la HAYE (MH) appreciated the new structure and doubts that the sector can realise the governance by itself. CBA is to remain a future task; Estelle BACCONNIER (EB) confirmed that CBA continues under ERA/EC remit as before.

Carole COUNE (CC) asked for synergies with other deployment programmes under the new structure. KVG confirmed that transversal topics will be merged wherever possible.

Decision: The SB decided to accept the new governance structure and proposal for the future tasks. With this decision, this SB is the last one in the current setting.

The call for PM nominations according to profile will be launched by the JU per email from the Cooperation Tool on 23/03/26 to HL-DpG, EDDP PB and SB members, requesting replies to a functional mailbox until 07/04/2026.

→ **Launch PM nomination process | EU-Rail on 23/03/2026**

→ **Send PM nominations to EU-Rail | HLDpG, PB, SB members until 07/04/26**

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.