Deliverable D 13.1
Dissemination and Promotion Activities Review II

Project acronym:	DACcord
Starting date:	01/04/2023
Duration (in months):	36
Call (part) identifier:	HORIZON-ER-JU-2022-ExplR-07
Grant agreement no:	101121855
Due date of deliverable:	31-03-2026
Actual submission date:	08-04-2026
Responsible/Author:	Trafikverket/Lindholmen Science Park
Dissemination level:	PU
Status:	Issued

Reviewed: yes

Funded by the European Union.

Funded by the European Union. Views and opinion expressed are however those of the author(s) only and do not necessarily reflect those of the European Union or the Europe's Rail Joint Undertaking. Neither the European Union nor the granting authority can be held responsible for them.
The project DACcord is supported by the Europe's Rail Joint Undertaking and its members.

Document history		
Revision	*Date*	*Description*
1	25-11-2025	First issue
2	30-03-2026	Final review
3	28-05-2026	Revision after comments from reviewers

Report contributors		
Name	Beneficiary Short Name	Details of contribution
Tove Wahlén	TRV/Lindholmen	Author/reviewer
Petra Juhlin	TRV/Lindholmen	Author/reviewer + DACcord final event studio director
Michael Sünder	DB Cargo	reviewer
Libor Lochman	DAC Ambassador	reviewer
Jens Engelmann	railiable	Final reviewer

Table of Contents

List of Figures

List of Tables

1. Executive Summary

This summary describes the **dissemination and promotion/communication activities in the DACcord WP13** from project month M25 to M36.

The stakeholder management plan made in WP10 and its effectiveness evaluation at the end of WP10 have set the way for dissemination and communication activities also in the last year of the project. The stakeholder management group have continuously managed the communication activities to achieve a maximum of coherence in messaging and material used.

It is important to note that **the Stakeholder Management team continued its work from WP10 on a total "for free" – unpaid - basis also in M25-36**, which is reported here due to a lacking deliverable for the (officially non-existing) WP10 continuation.

Communication activities have been continued on manifold occasions – media and events. On top of articles in magazines, the events managed varied, again, from conferences, webinars, workshops to demonstrations, based on the target audience.

Special attention has been given to the CSEE-countries to ensure that also the decision makers of these countries, who are not a part of the development of DAC, also receive consistent news updates. The tool of DAC Fora has been successfully implemented further.

The final point of the DACcord communication activities was reached with the organisation of a massively successful final DACcord event (hybrid Brussels/online/20/03/2026) with broad and highest level on-site participation and outstanding, never before reached level of online participants, showcasing to the entire sector the state of play of DAC development, from its first beginnings over the management of the programme via the DACcord project and by bridging the view to the EU-Rail DAC technology projects, including an outlook to the CINEA-funded & national Pioneer Trains projects.

In implementation of an EU-Rail Governing Board decision, an ex-post evaluation of communication events was designed as template ("External events monitoring handbook") and mandated for application, first to the DACcord final event. It aims at gathering feedback on communication success in a structured, comparable way.

The objective of the WP13 has been fully achieved and all tasks have been successfully performed.

Going forward, the DAC Fora meetings should continue in a still to be defined way beyond the DACcord project, for continuous and close contact with the stakeholders, also the upcoming demonstrations and tests will be important to be disseminated.

The respective work within the DACcord project hereby ends, at the end of Reporting Period 3.

2. Abbreviations and acronyms

Abbreviation / Acronym	Description
CBA	Cost-Benefit Analysis
CEF	Connecting Europe Facilities
CER	Community of European Railway and Infrastructure Companies
CINEA	European Climate, infrastructure and Environment Executive Agency
CSEE	Central and South-Eastern Europe (countries)
CTO	Chief Technology Officer (of a company)
DAC	Digital Automatic Coupler
D&C	Dissemination and Communication
EDDP	European Digital Automatic Coupler (DAC) Delivery Programme
EIM	European Rail Infrastructure Managers
ERA	European Union Agency for Railways/ European Railway Agency
EU-Rail (JU)	Europe's Rail (Joint Undertaking)
FDFTO	Full Digital Freight Train Operations
FP	(EU-Rail) Flagship Project
IM	Infrastructure Manager
MAWP	Multi-Annual Work Plan
NCP	National Contact Point (in ministry)
PM	Programme Management
PMO	Programme Management Office
RU	Railway Undertaking
SH	Stakeholder
SM	Stakeholder Management
TSI	Technical Specification for Interoperability
UIC	Union Internationale des Chemins de Fer
WA	(EDDP) Work Area
WP	Work package

3. Background

The project DACcord provides management competencies to support the EU-Rail JU for the continuation of the professional management of the activities of the European DAC Delivery Programme (EDDP), enabled by the EU-Rail JU and established in the EU-Rail JU work programme, in which European Rail Freight Sector and manufacturers are united to strive for the Europe-wide introduction of the Digital Automatic Coupler.

The present document constitutes the **Deliverable "D 13.1 Dissemination and Promotion Activities Review II"** of the DACcord project's **WP13 "Dissemination and Promotion II"** in the framework of the European DAC Delivery Programme within Flagship Area 5 as described in the EU-RAIL Multi-Annual Work Plan (MAWP), and interacting with the Flagship Project 5 TRANS4M-R (see Graphic 3-1).

DACcord Beneficiary Trafikverket, together with its affiliated entity Lindholmen Science Park, was in charge of this work package, supported by the DACcord project partners and sector stakeholders forming the EDDP / DACCord stakeholder management core group within DACCord WP9 and WP10.

For easier referencing, the identification of the areas and activities of the overall DAC programme has been set to the following nomenclature:

Work area	**Activity**	**Title/content**
A	A1	EU-Rail Flagship Project 5 TRANS4M-R, "Full Digital Freight Train Operations"
	A2, 3	FP5 FDFTO "Sounding Boards" for FP5 Technology and Operational Rules
B (EDDP & Stakeholder management)	B1	EDDP programme / risk management
	B2	EDDP Stakeholder management ***(this area includes dissemin./promotion)***
C (Migration)	C1	Fleet analysis and retrofit engineering
	C2	Retrofit Capacity (workshops, workforce, components)
	C3	Migration strategies & retrofitting plan (incl. traffic analysis etc.)
	C4	Infrastructural and IT adaptations
	C5	Placing into service plan/measures (for operations/staff)
D (Economics)	D1	Funding & financing plan (for DAC pre- and full deployment)
	D2	Cost-Benefit Analysis (CBA) incl. updates
	D3	Investment plan & procurement framework plan
	D4	Other regulatory & legal framework plans (e. g. GCU)
E (EC and ERA-related)	E1	Efficient & suitable authorisation process/requirements; preparing draft TSIs
	E2	TSI revisions
F (EU-Rail System Pillar)	F	Standardisation of Technical and Operational Rules, preparing inputs to TSI drafting, driving EU standardisation
G	-	The Pioneer DAC Trains project

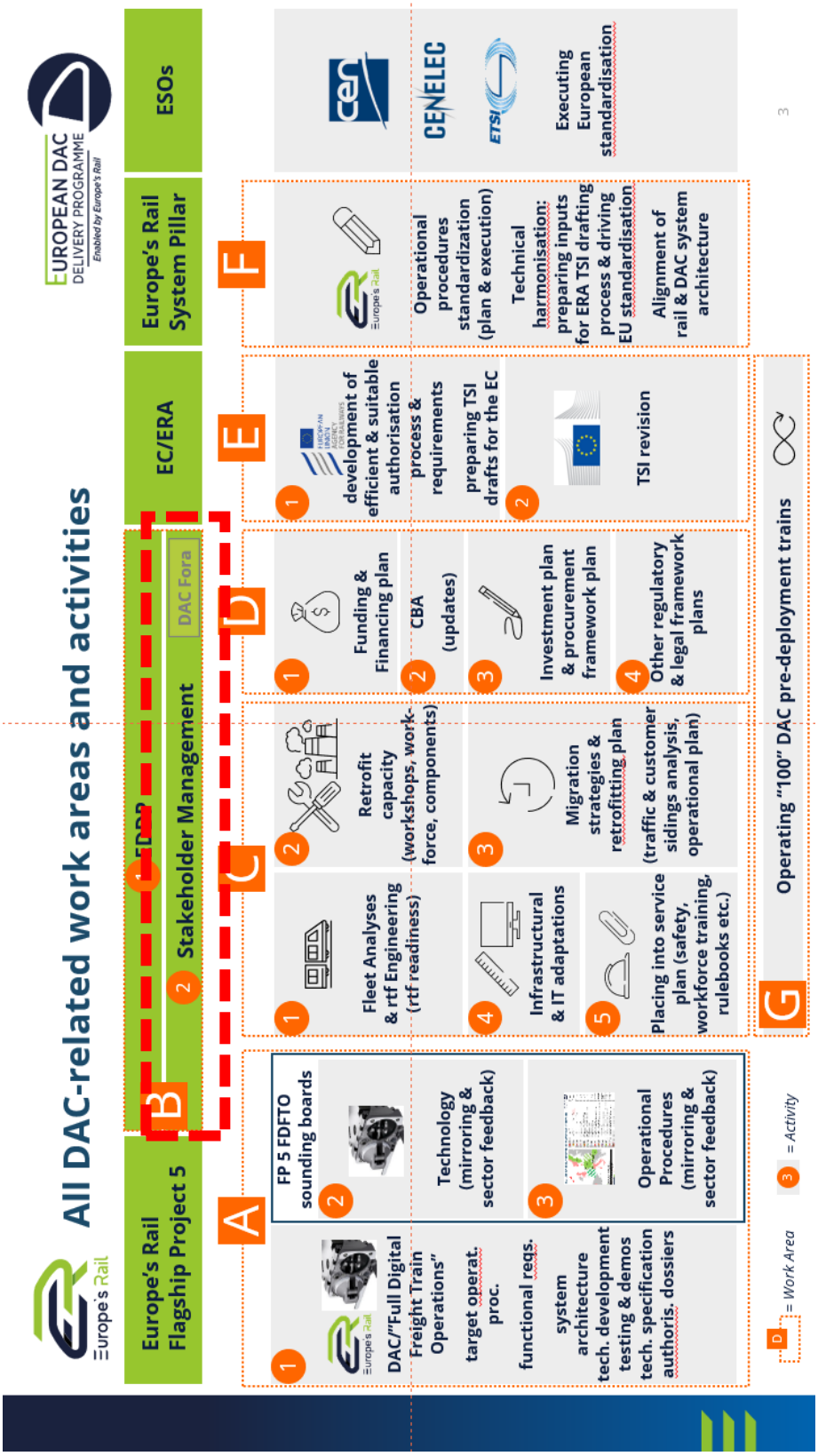


Figure 1. Dissemination/Promotion within EDDP Stakeholder management and all DAC-related work areas

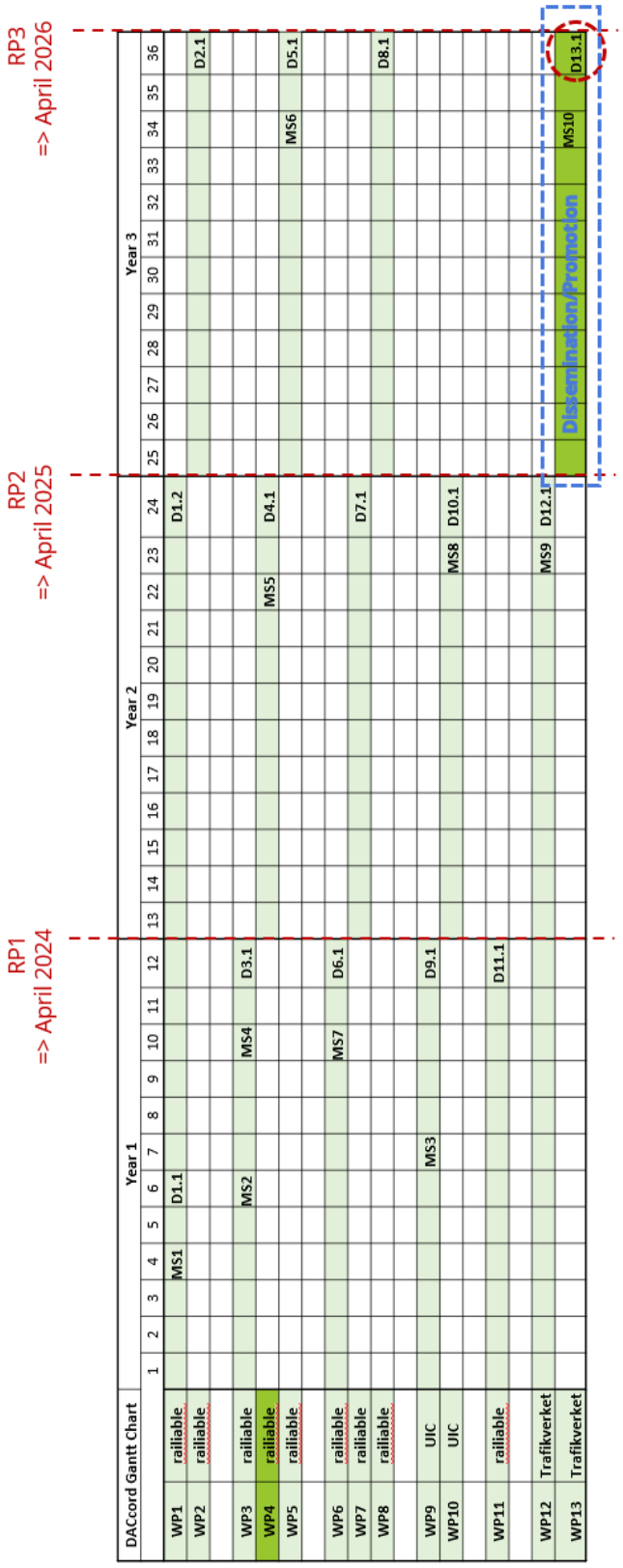


Figure 2. Dissemination/promotion within the DACcord project plan

4. Objective/Aim

The main objective of DAccord WP13 "Dissemination and Promotion II" is to **implement the project's dissemination, communication and cooperation strategies in conjunction with the WP9-10 stakeholder management** for the months 25-36.

The project's dissemination strategy has been reviewed in close cooperation with WP 9 and 10 (stakeholder management) and coordinated with the ER JU. WP13 aims to support the EDDP and advise the ER JU Communications to implement the technical dissemination and communication of results.

The type and number of publications, events etc. has been defined by the DACcord stakeholder management team itself and adapted to the actual needs in project month 25/26, following the own evaluation and recommendations of the previous 2 years of communication work. **The effectiveness evaluation incl. recommendations has been reported already in WP10's D10.1.**

In implementing it, the project worked closely with EDDP members and stakeholders on the actions, to further achieve consensus on the DAC/EDDP objectives throughout Europe and specially to, finally and maybe, unlock the necessary funding for such a sector-wide transformation.

Table 1. WP13 communication tasks, derived from WP9/10 plan and effectiveness evaluation:

To achieve the EU-Rail JU/EDDP stakeholder management objectives, as defined after evaluation in WP10 and WP12, the WP will …	**Status**	**Chapter**
Publish 1 DAC article via various channels, to improve DAC understanding in to-be-determined regions.	Achieved	5.1
Support EDDP stakeholder management team members in presenting DAC at minimum at 1-2 major external events per year.	Achieved	5.2
In order to reach out to relevant stakeholders, implement further the DAC Fora, started in WP12, in the EU and non-EU countries, by as many events as sensible per year.	Achieved	5.3
Organise 1 dedicated (virtual) final DACcord event – subjects decided together with WP10 and the EU-Rail – for DACcord / EDDP progresses. Highlight will be put on findings, results as well as outlook for future deployment for relevant stakeholders.	Achieved	5.4
Perform Additional dissemination/communication actions stemming from EDDP Stakeholder Management Plan (WP9/10)	Achieved	5.5

5. WP13 Achievements (Months 25-36)

This chapter details the results resp. state of play of the different major WP13 tasks from the WP13 task list. It includes the articles published, a description of overall external events representation and major external events like the Rail Freight Summit, TRAKO, Train & Rail and SIFER. Thereafter, highlighting one of the main achievements of WP13, the DACcord final event titled “Moving towards real DAC operations - from talking to doing. Where do we stand, what's next?” as well as regional activities clustered as DAC Fora and other dedicated workshops for EDDP progress. Finally, additional communication and dissemination activities are stated to give the full overview of activities made.

5.1. Publication of articles

In this chapter we present the articles published for DACcord purposes and give an insight to the media landscape around DAC. The publication of information in European media is very important for the purpose of DACcord as it spreads outside of the geographical boarders which mitigates fragmentation of "The European Railway Area". It also helps enforce the innovation to be perceived as a new European standard rather than a local experiment.

5.1.1. Tablet-Controlled Coupling? DAC proves it's closer than you think

On 18th of June 2025 Rail target summarized the site visit organised by VPI in the FP5 Train Test Lab Berlin-Spandau where over 180 railway experts, including operators, manufacturers, and policymakers, gathered to see DAC technology in action. The site visit presented tangible proof of concept, helping bridge the gap between theory and practice. By allowing attendees to control coupling activities with a tablet, it demonstrated that the technology is functional and not a distant concept but actually closer than you think.

The article highlighted the platform such an event provides to create a sector-wide dialogue where wagon keepers, workshops, and authorities could give direct feedback to be incorporated into the European DAC roadmap.

Although a delay of the roadmap was presented, it got perceived as transparent and serious, to ensure the technology meets operational realities before roll-out also giving professionals confidence in the direction of the migration to digital freight.

Rail Target is a Czechia/Slovakia-based B2B online magazine & news portal dedicated to the railway industry, catering primarily to transport professionals, decision-makers, and industry stakeholders across Europe and the globe. Coverage on this platform validates DAC as a serious, high-priority topic. It moves the technology from a theoretical concept to a central issue in the future European rail freight.

The outreach surrounding the actual article could not be found, however Rail Target on LinkedIn has 14 000 followers and the post about the article has gained 20+ likes and two shares.

Figure 3. From left, Heiko Radtke VERS, Jens Engelmann DACcord/EDDP/railiable, Andreas Lipka DB Cargo and Malte Lawrenz VPI Germany at the Berlin-Spandau Train test lab.

https://www.railtarget.eu/technologies-and-infrastructure/dak-live-event-2025-digital-automatic-coupling-10750.html

https://www.linkedin.com/posts/railtarget_freight-digitalfuture-activity-7341436083584282624-9kau?utm_source=social_share_send&utm_medium=member_desktop_web&rcm=ACoAAAXzbmwBdKBx5ANkOa5JuaDzzW1nBrlt3Ho

5.1.2. Support needed for rail supply industry to play role in decarbonising rail freight

Global Railway Review's Track Insight: Unlocking the Future of Freight published on 10/10/2025.

Hugo Tabouret, Technical Affairs Manager, UNIFE shared how, without significant intervention and support to the stakeholders in the ecosystem, rail freight could be seen as increasingly obsolete – a scenario which is a disaster for the European industry and climate. Three pillars were pointed out as vital to overcome the challenges pointed out by the recent Net Zero Logistics Study: Digitalisation, Policy and Innovation.

DAC was then pointed out as a key to digitalisation of the rail industry, radically boosting competitiveness through increasing capacity for both freight and passenger services.

The Global Railway Review is one of the leading sources of information and analysis in the rail sector. Articles featured are unbiased, non-marketing led and written by senior heads from end-user companies on subjects that they think their readers need to know about which gives the site high editorial integrity. Covering all the new technologies, developments, trends and challenges within the rail sector.

The article creates a sense of urgency that investments are needed to come out in a good way on the other side and that DAC is a great enabler for the future of a competitive rail system.

The outreach surrounding the actual article could not be found, however Global Railway Review on LinkedIn has 22 000 followers.

In general, and this refers to both above mentioned articles, Information sharing about the outreach of media content (such as "number of clicks on an article", or "number of views") is very difficult to obtain from media companies. This forms part of "habits and customs" in the communication world, where this information is not widely and publicly shared by the journalists. Unfortunately, for receiving this information, the DACcord project (and all other similar requesters) is dependent on the media platform. In most situations, this information cannot be received by the project members for "public eyes' " publication.

Figure 4. Article with Hugo Tabouret, UNIFE, in the Track Insight: The Future of Freight Report

https://www.globalrailwayreview.com/support-needed-for-rail-supply-industry-to-play-role-in-decarbonising-rail-freight/1367774.article

5.1.3. External view of DAC

The Digital Automatic Coupler has drawn a lot of attention over the year, showing a highly polarized picture. Although it is often framed as a necessary evolution for the survival of rail freight, the positive framing is often paired with pragmatic industry concerns. While the technology is universally praised as necessary for modernization, the tone has shifted partially over the last year toward louder scepticism regarding funding, implementation timelines, and the survival of smaller operators.

The coverage as a whole produces a complex attitude in which DAC is seen as economically difficult yet technologically essential.

By featuring interviews with association leaders (like those from the VPI or CER) who demand public funding, platforms rallies industry opinion around the necessity of subsidies. It creates a consensus that DAC is not viable without significant financial support from the state or EU.

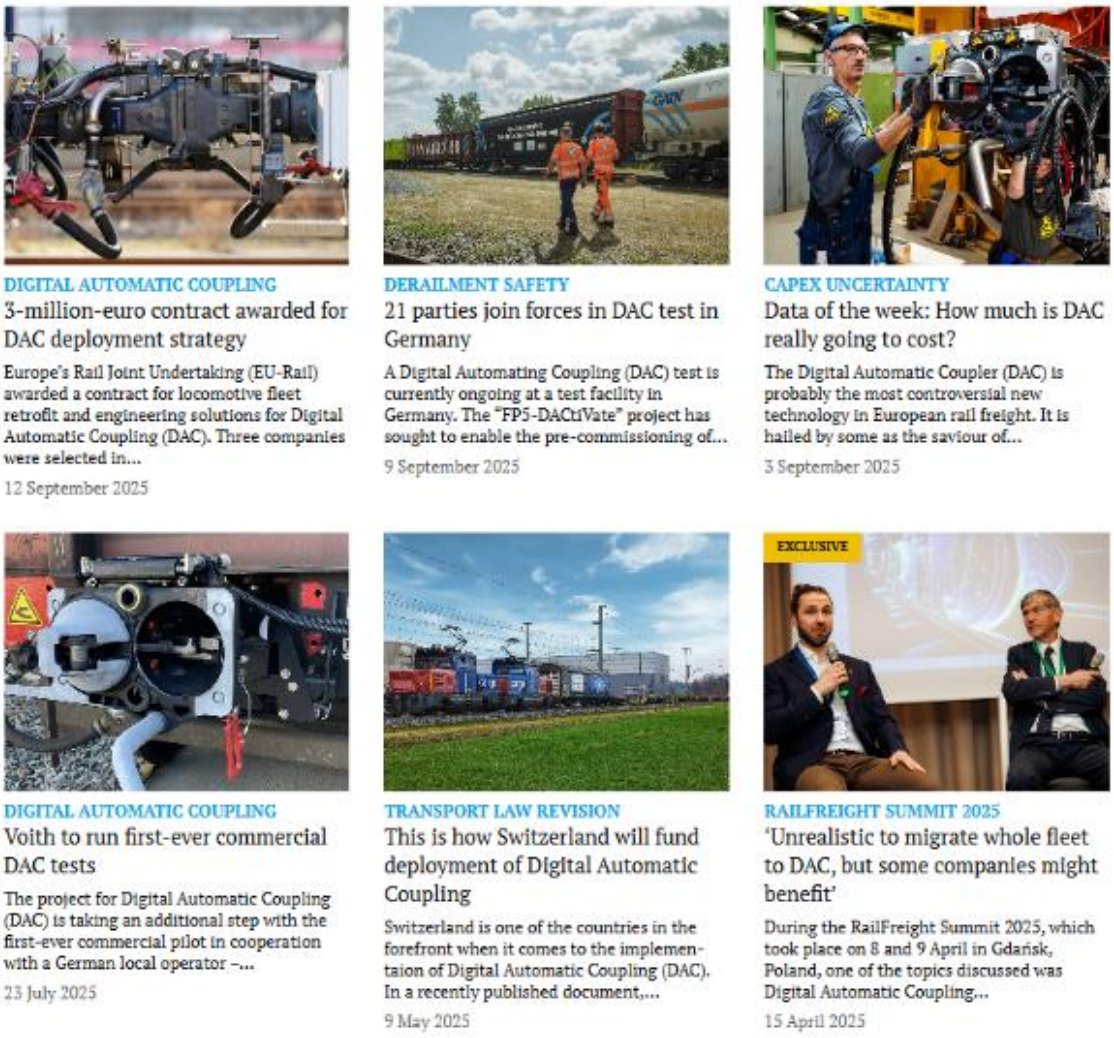


Figure 5. An extraction from RailFreight.com over the published articles on DAC. Extraction date: November 3rd 2025.

Link: https://www.railfreight.com/tag/dac/ (please scroll to the right article in the timeline)

5.2. Presenting DAC at major external events

To raise awareness of the European need for the Digital Automatic Coupler and how crucial further financing is for its development the DACcord team has continued over the last 12 months of the project to actively support and co-ordinate numerous of DAC events, workshops and meetings across Europe.

Activities have focused on disseminating key benefits/aspects of DAC, including technical specifications, framework discussions, financing options, and deployment strategies. Furthermore, these platforms have also served to promote participation in EDDP workstreams, fostering collaboration and cooperation among stakeholders in advancing DAC deployment. These activities are a result of the stakeholder management strategy to reach the identified stakeholders with content that is relevant to them, according to the actions and content defined in the Stakeholder Management plan.

The following subchapters give an overview on the overall event representation and special/outstanding events organised or enabled by DACcord WP13 from April 2025 to March 2026.

5.2.1. Overall external events representation

EDDP/DACcord members presented DAC in a number of external events. Activities were held all over Europe to create awareness, interest and a common understanding of the collective need for joint efforts in this innovation. In combination with the physical events, represented below, many of the events have been held online to facilitate for all interested parties to join. In the map below dots represent all places where DAC related physical events have been held between April 2025 and March 2026. Multiple events may have taken place in the same place but are only represented one time.

Figure 6. Map over representation of physical DAC related events in the last reporting period.

Below is the full list of DACcord, EDDP, related activities from the 1st of April 2025 to the 31st of March 2026, as well as a list of already planned activities that will take place during 2026, after the DACcord reporting period.

Table 2. Summary of participation in event within DACcord in 2025

Date	Event (organiser)	Venue	EDDP contribution	Audience	Participants
2025					
08.-09.04.	RailFreight Summit	Gdansk	Lochman	PL and EU rail freight experts	25 to 100
13.-15.04.	Moderne Schienenfahrzeuge (TU Graz)	Graz	-	Industry and business partners	More than 150
16.04	Working Group on Infrastructure (VDV)	Online	Lipka	German rail infrastructure experts	Up to 25
22.04	Working Group on RUs (VDV)	Online	-	German rail freight experts	Up to 25
05.05	FP5 Sounding Board (Tech & OPE)	Online	-	Industry and business partners	25 to 100
06.-08.05.	Train & Rail	Stockholm	Bergstrand	Industry and business partners	More than 150
07.05	FP5 Sounding Board (Manufacturers)	Online	Engelman	Vehicle manufacturers	25 to 100
07.05	DAC Forum SI & HR (SEESARI)	Hybrid-Ljubljana	Engelmann, Lochman	Slovenian rail freight experts	30
09.05	Special Session on DAC (UNECE)	Geneva	Travaini (video message)	MS representatives from AT, DE, HU, NL, PL	Up to 25
13.-14.05.	Working Groups on Infrastructure / RUs (VDV)	Ludwigshafen	Engelmann, Stuhr	German rail freight experts	Up to 25
14.05	Forum Rail Freight (VAP)	Zurich	Peterhans	Swiss rail freight experts, shippers	More than 100
14.05	DAC Forum EL (EL NCP)	Athens	Lochman	Greek rail freight experts	Up to 25
16.05	Working Groups on Infrastructure / RUs (VDV)	Düsseldorf	Engelmann, Lipka	German rail infrastructure experts	Up to 25
23.05	Keepers' summit (UIP)	Valencia	Peterhans	European rail freight experts, NSAs, shippers	More than 100
27.-28.05.	Towards innovation and efficient, safe maintenance of rolling stock (SWP)	Online	Lochman	PL rail freight experts (keepers)	Up to 25
02.-05.06.	transport logistic 2025	Munich	Bergstrand	Industry and business partners	25 to 100
03.-05.06.	International Railway Summit	Vienna	Wiebe, Peterhans, Heiming, Furio,	Mid-level management of operators and suppliers	25 to 100

			Bannholzer, Lochman, Mendoza		
23.-24.06.	IT / OT in Rail Transport (IK)	Warsaw	Lochman	PL rail freight experts	25 to 100
24.06	Rail freight in the EU (ŽESNAD)	Brussels	-	CZ and DE rail freight experts, 1 MEP, DG MOVE, EU-Rail, CER, UNIFE	Up to 25
24.06.	DAC Forum DE (VDV)	Online	Sünder	German rail freight experts	25 to 100
24.-26.06.	SIFER	Lille	Engelmann, Tabouret	Suppliers, manufacturers and rail customers	More than 100
25.06.	Working Group on Infrastructure (VDV)	Online	-	German rail infrastructure experts	Up to 25
08.07.	Rail Freight Study Group (VDB)	Berlin	Stuhr	German rail suppliers	Up to 25
10.07.	WLE event (DAC4EU)	Lippstadt	Wartzek	German rail freight experts, local representatives	25 to 100
28.-29.07.	Working Group on RUs (VDV)	Cologne	-	German rail freight experts	Up to 25
08.-09.09.	Seminar for operations managers (AWV)	Leipzig	Busam	German rail safety directors	25 to 100
17.-19.09.	Current problems in rail vehicles (AME)	Česká Třebová	Malkovsky (DACFIT)	CSEE rail experts (operators, suppliers, universities)	More than 100
18.09	DAC Forum IT (UIC)	Online	De Marco Telese	IT rail freight experts	174
19.09	DAC Forum Nordic (NCPs)	Online	TRV, LSP	FI, NO, SE rail freight experts	42
23.-26.09.	TRAKO – Guided tour	Gdansk	Sowada	PL and EU rail freight experts	25 to 100
23.-26.09.	TRAKO – DAC panel	Gdansk	Lochman, Bergstrand	PL and EU rail freight experts	25 to 100
25.09	Working Group on Infrastructure (VDV)	Online	-	German rail infrastructure experts	Up to 25
30.09.-02.10.	EXPO FERROVIARIA	Milan	Giancarlo	Italian rail community	More than 100
02.-03.10.	ICT for Railways 2025 (CENELEC)	Hybrid - Madrid	Engelmann	Suppliers, researchers, technology companies	200
06.10	FP5 Sounding Board (Tech & OPE)	Online	-	Rail freight & operation experts	25 to 100
06.10	DAC Forum AT (BMIMI)	Vienna	Bannholzer, Stuhr, Topal, Wartzek	AT / CH / DE rail freight experts	55
08.10	The horizons of rail transport	Jasná	Lochman	SK / CZ / EU rail freight experts	25 to 100

	(Žilina Uni.)				
09.10	DAC Forum DE (VDV)	Spandau	Wolfram, Stuhrr	German rail freight experts	Up to 25
15.-16.10.	Smart SmartRaCon Scientific Seminar (DLR)	Stuttgart	Schäfer	European / DE R&D community (incl. EU-Rail)	25 to 100
21.10	Alpine Rail Optimisation	Vienna	Emmerich, Seeßle	Rail community / academia / suppliers from CSEE	More than 100
10.11	FP5 Sounding Board (workers and trade unions)	Spandau	-	Union representatives	25 to 100
17.-21.11.	WCRR 2025	Colorado Springs	Jobstfinke	Rail engineering experts (sector, R&D, universities)	25 to 100
20.11	HL Kick-off PioDAC Trains (Pio DAC)	Copenhagen	Davenne, Bergstrand, Valette, Radke, De Marco Telese, Minary	CER UIC HL Freight Meeting, PioDAC partners	25 to 100
26.-28.11.	Rail Live	Madrid	Ibanez de Yrigoyen	Suppliers, manufacturers and rail customers	More than 100
28.11	Järnvägsfrukosten	Nässjö	Björkman	Swedish Industry and business partners	25 to 50
03.12	General Assembly (EU-Rail)	Online	Topal	Participants of EU-Rail GA	25 to 100
17.12	OpenRailDay (OpenRail)	Paris	Schäfer	Rail and IT experts	25 to 100 and / or more than 100

Table 3. Summary of participation in event in 2026

Date	Event (organiser)	Venue	EDDP contribution	Audience	Participants
2026					
13.01.	Symposium (VPI)	Hamburg	Günter, Wartzek, Knüpling	German speaking rail freight experts, public officials	More than 100
03.-04.02.	Sustainability on last mile infrastructure (BME)	Berlin	Stuhr	RUs, shippers, IT service providers, supply industry	100
09.02.	FP5 Sounding Board (Tech & OPE)	Online	Engelmann	Rail freight & operation experts	25 to 100
16.-17.03.	European Rolling Stock Summit	Warsaw	Eurofima, MercItalia	Suppliers, manufacturers and rail customers	More than 100
20.03.	DACcord final event	Online	Project consortium	215	25

Table 4. Events scheduled after reporting period 3

Date	Event (organiser)	Venue	EDDP contribution
2026 - Scheduled events after reporting period			
21.-23.04.	ERTMS conference (ERA)	Valenciennes	? tbd
06.-08.05	ITF 2026 (Funding a just and green transition)	Leipzig	? tbd
18.-21.05.	Transport Research Arena	Budapest	TRV
20.-21.05.	The Rise of IoT, AI & Big Data in Rail	Cologne	Günter
06	International Railway	London	Lochman
22.-25.09.	InnoTrans	Berlin	? tbd
28.09.	Connecting Europe Days	Brussels (?)	? tbd
16.11.	Sounding Board (Tech & OPE)	Online	? tbd

5.2.2. Rail Freight Summit

At the Rail Freight Summit in Gdansk 8-9 of April Libor Lochman, DAC CSEE Ambassador, together with Michal Litwin, board member at European Rail Freight Association (ERFA), debated at the event “Rail's hottest debate: who bears the DAC's costs and implementation?”. In the audience representatives from key industry stakeholders, including technology providers, testing organizations, and rail operators, shared their perspectives on the feasibility, challenges, and opportunities of implementing DAC across Europe.

The Polish rail freight market is the second largest in Europe. Thus, any Europe-wide changes in the technology must involve the rail sector in Poland to ensure the smooth continuation of rail business and guarantee its growth perspective.

Rail freight automation through DAC is not any different in that sense, considering also the international services performed by Polish railway undertakings. A continuous, permanent exchange between EDDP / DACcord and the Polish stakeholders is therefore vital.

The Rail Freight Summit in Gdansk was a perfect opportunity to engage with wider expertise in Poland and neighbouring countries. Not surprisingly there were a variety of questions and comments, spanning from technical readiness up to the business cases for individual stakeholders. Nevertheless, the event demonstrated the need to continue engaging in the region and be open to views on the DAC deployment modalities.

Figure 7. Debate on DAC at Rail Freight Summit 2025

Figure 8. Debate on DAC at Rail Freight Summit 2025

5.2.3. Transport Logistics fair 2025

The Transport Logistics fair in Munich, 2nd-5th of June, broke many records as more than 77,000 visitors from over 130 countries and regions attended. This year there was a focus on digitalisation, sustainability and artificial intelligence.

Trafikverket were represented at the Railport Scandinavia exhibit where a session with Jan Bergstrand, Trafikverket, and Patrik Seeßle, DB Cargo, presented the DAC, it's development, key benefits for shippers and plan forward.

Figure 9. Presentation of the DAC at the Railport Scandinavia booth at Transport Logistics 2025

DAC was also mounted on two wagons in the outside area by Greenbrier and Tatravagonka to give participants a chance of a closer look.

Figure 10. Couplers mounted on the courtyard at the 2025 Transport Logistic fair

5.2.4. DAC at TRAKO International Railway Fair 2025

At the second largest fair for rail transport industry actors, the TRAKO fair in Gdansk Poland, DAC was discussed in both direct events, exhibition discussions and as a general topic of discussion. Some of the DAC expert organisations represented with exhibits at the fair were DB Systemtechnik, Dellner, Instytut Kolejnictwa, PKP and Voith.

Designated DAC event - In the session "Implementing Digital Couplers in Freight Transport – How, When, and Whose Money", key challenges of the DAC implementation were discussed. The organisers, the Polish Railway Institute and the Polish Chamber of Commerce of Land Transport, had invited Libor Lochman (EDDP CSEEE DAC Ambassador) and Jan Bergstrand (EDDP Nordic DAC Ambassador) to represent the EDDP in the open debate. The session highlighted the importance of automation in rail freight and gathered diverse perspectives on the future of DAC in Europe.

Figure 11. Panel discussion on DAC at TRAKO 2025

After the event – A reflective article related to the panel discussion event was "DAC: to be or not to be – that is the question" in RailFreight.com, from the 6th of November. Here the Ukrainian author points out that the critical voices heard at TRAKO 2025 were really pointing towards one obstacle – the cost. The DACcord consortium therefore sees it of highest importance that the future projects regard this topic to make all from development to purchasing, retrofitting and maintenance enable a full DAC deployment. In its absence of a broader resistance the article also shows that the need of digitalization and modernisation of the European railway system is not argued and that the DAC is a big leap forward.

Link: https://www.railfreight.com/specials/2025/11/06/dac-to-be-or-not-to-be-that-is-the-question/

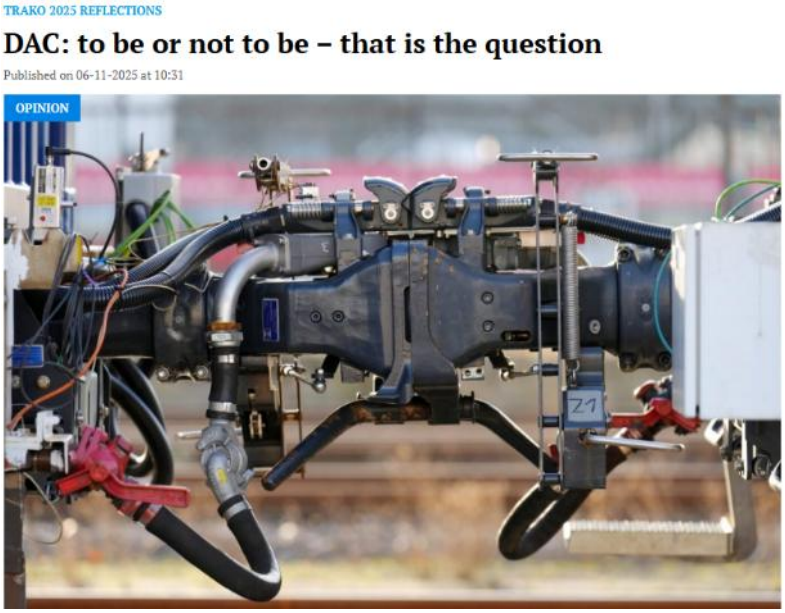


Figure 12. Reflective article of the event "Implementing Digital Couplers in Freight Transport – How, When, and Whose Money".

The DAC Guided Tour - An event organized by the European DAC Delivery Programme with the support of Europe's Rail Joint Undertaking and the projects DACFIT, FP5-TRANS4M-R, and FP5-DACtiVate. Participants were guided through some of the individual partners of these projects to get a detailed scope of activities in the field of Digital Automatic Couplers in Europe. It began at the Instytut Kolejnictwa (Railway Institute) stand and then moved on to the stands of PKP SA, Dellner, and Voith Group.

Figure 13. The Guided DAC tour showing DAC's from different suppliers. Pictures from Europe Rail's website

After the event - Activities at TRAKO were also communicated through the Europe's Rail newsletter in September 2025. Link to newsletter.

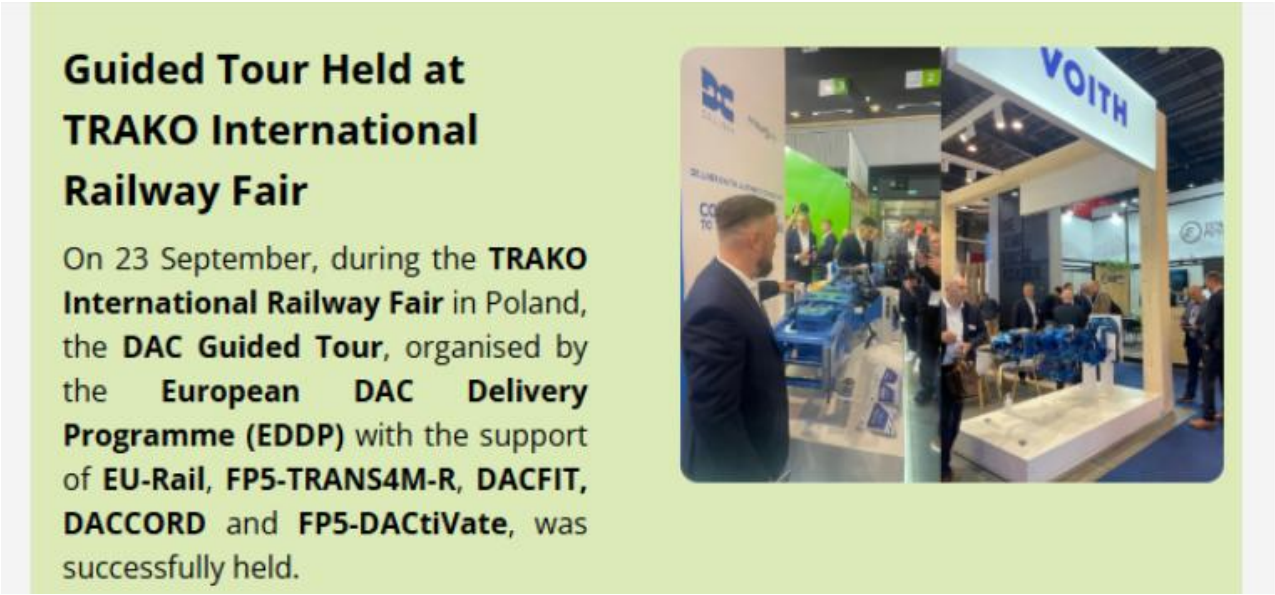


Figure 14. Newsletter from Europe's Rail published in September 2025.

5.2.5. Train & Rail – Sweden

For the second time the Train & Rail fair was live in Stockholm with 174 exhibitors and 3300 visitors for three days in May 2025.

On the first day, 6th of May, the fair started off with giving the Europe Rail's Joint Undertaking funded projects focus by presenting the Flagship Project for 15 minutes each. In the session "Increasing the attractiveness of rail freight transport" Jan Bergstrand, Trafikverket, gave a presentation mostly related to the development in FP5 but also insights to the emigration plan and work of the EDDP.

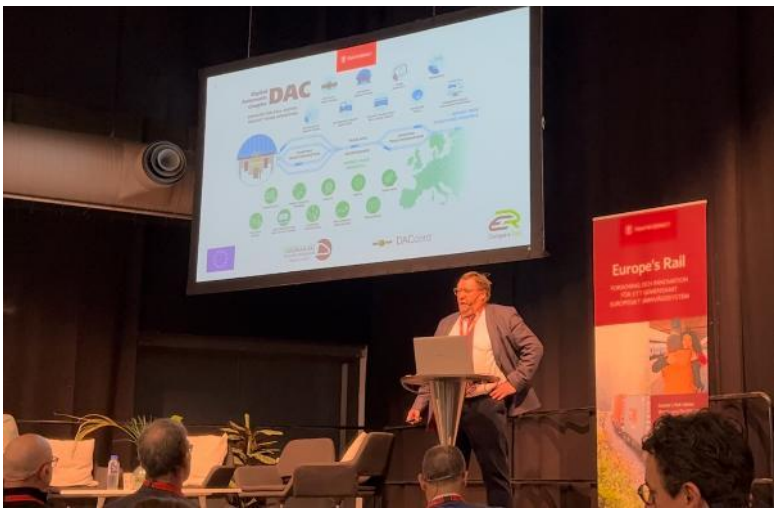


Figure 15. Jan Bergstrand in the session "Status of implementation of Digital Automatic Couplers for rail freight" at the Train & Rail 2025

After the event a sum-up video was posted on Rail Sweden's LinkedIn, reaching also outside of the visitor scope: https://www.linkedin.com/feed/update/urn:li:activity:7326246109847207937

Figure 16. Jan Bergstrand making a sum-up for Rail Sweden's LinkedIn from the Train & Rail 2025

On the 7th there was another DAC session in Swedish translated to “Status of implementation of Digital Automatic Couplers for rail freight”. On stage there was Jan Bergstrand, Trafikverket, along with market representatives, Sverker Hoflin, Voith, and Magnus Larsson, Wabtec. Sverker and Magnus were for this occasion representing Swedtrain – a Swedish trade association for industry and educational institutions that deliver modern technologies, innovations and sustainable solutions for the railway systems of the future, an associated member of UNIFE.

Focusing on what DAC will enable for the rail freight market with increased productivity, safety and digital advancement. The session had good energy and was well received by the audience.

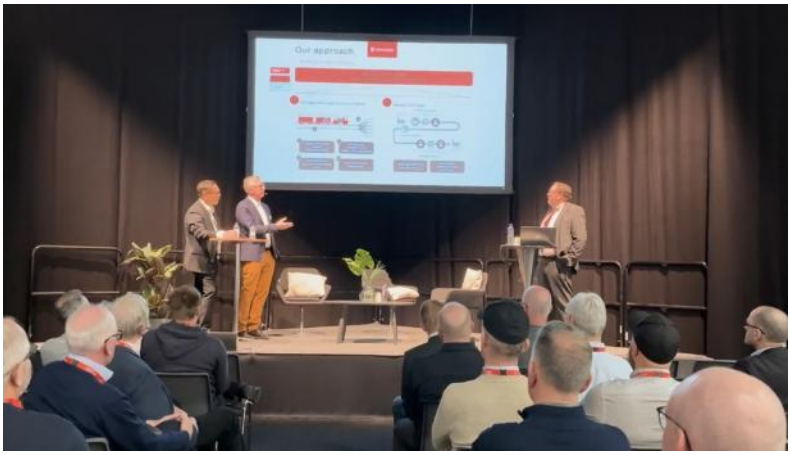


Figure 17. Magnus Larsson, Sverker Hoflin and Jan Bergstrand presenting at the Train & Rail 2025.

At the fair both Voith and Wabtec had exhibits, Wabtec showing a virtual DAC and Voith had brought their Hybrid coupler along with experts to give deep dives into how the technology functions as well as how it will affect the rail industry.

Figure 18. Voiths Hybrid coupler presented by experts at the Train & Rail 2025

5.2.6. SIFER

On the second day, the 25th of June, of France's leading rail event Hugo Tabouret (UNIFE and DACcord) together with Jerome Ebrardt (RLE and FP5-TRANS4M-R) gave a presentation on the status of DAC technology. In Lille, the presentation was given at the stand of I-Trans and Railenium and included the overall reasoning behind DAC deployment as well as the planned FP5-TRANS4M-R project timeline. Focus was given to the benefits related to the DAC functions developed, the hybrid DAC for locomotives and the work already achieved but also to the challenges ahead. A closing remark on the PioDAC project reminded the audience of the next important milestone for DAC technology and deployment. This open presentation was followed by a successful question and answer session at the stand, where all participants could express their views. The event was well appreciated by attendees, who gave positive feedback of interest for the topic. The presentation was held in French to accommodate a fluent discussion amongst the attendees.

Figure 19. Hugo Tabouret UNIFE and Jerome Ebrardt RLE giving a presentation at SIFER.

5.3. DAC Fora in EU and non-EU countries

In accordance with the stakeholder management, the chosen European regions were given special attention in smaller groups to have a more cohesive group regarding position towards DAC, technical readiness and so on. Smaller target groups allowed for better aim in the communication and more relevant discussions in meetings. Exchanges have been made through the meeting concept called **DAC Fora** to transfer knowledge between EDDP and the region/country (group) stakeholders. The meetings are orchestrated by appointed **EDDP Ambassadors for country groups** (table 5.4-1) and National Contact Points (Ministry NCPs) who together with relevant experts from FP5 and EDDP (SPOCs) share information on relevant DAC related topics with national stakeholders – operators, infrastructure manager, wagon keepers, safety authority, wagon manufactures, DAC component suppliers and sector associations.

Priority topics for DAC Fora differ based on the region but generally included:

- DAC technology development status
- overall benefits and cost / benefit case studies, lessons learned
- developments on funding / financing options
- fleet analysis and upgrade information and further migration topics
- status of pre-deployment trains in the region

Additional value and outcomes expected from DAC Fora has been:

- engaging with final customers in and outside the region
- exploring regional funding opportunities, with a focus on non-EU states
- addressing human resource challenges, including re-skilling shunting personnel and staff shortages (with potential trade union engagement in discussions)
- addressing regional manufacturing and workshop capacity
- developing customised used cases for stakeholders in the region, considering wagon fleet and locomotive structures
- fine-tuning migration strategies in the region

A detailed report on DAC Fora implementation can be found in D10.1 “Summary II on Stakeholder Management activities”. Below is a table of EDDP country groups, NCPs & main ambassadors.

Groups	Sub-Groups	NCPs	EDDP ambassadors (group)
EU	**EU Institutions + groups + OTIF**	--	EU-Rail & EDDP PM (EU-Rail & Mark Topal-Gökceli/Jens Engelmann)
FR	**FR**	Henri Vichard	UIC (Danijela Doric); KB (Victorien Thenault), Wabtec (Laura Ghiringhelli)
DACH	**DE, AT, CH**	Jan Schöning (DE) Petra Deflorian (AT) René Sigrist (CH)	DB Cargo (Michael Sünder); UIP (Lisa Gruber); ÖBB (Markus Riedl)
Benelux	**BE, NL, LU**	Functional contact (BE) Marcel Thijs (NL) Pierre Gierenz (LU)	TBD – open
Central	**CZ, PL, SK**	Pavlina Tomkova (CZ) Andrea Neuschlová, Peter Klamo (SK) Maciej Sofinski (PL)	DACcord (Libor Lochman) supported by Michael Sünder (DB Cargo)
Southern	**HU, SI, HR**	György Lengyel (HU) Damir Bukvić (HR); Substitute: Mario Pavić Aleksandar Dobrijevic (SI)	RCG (Boglarka Mondvay-Nemeth) / DACcord (Libor Lochman)
Eastern	**BG, RO, EL, (TR), (MD), (UA)**	Ivan Cholakov (BG) Giorgios Danias (EL)	DACcord (Libor Lochman)
West-Balkan	**RS, BA, MK, ME, XK (TCT-countries)**	Matej Zakonjšek	DACcord (Libor Lochman) supported by UIC (Danijela Doric)
Baltics	**FI, EE, LT, LV**	Ville-Veikkö Savolainen (FI) Kristjan Kaunissaare (EE) Tomas Bieksa (LT) Māris Aizstrauts (LV)	DACcord (Libor Lochman)
Nordics	**SE, DK, NO (FI)**	Christer Löfving, Bo Olsson (SE) Paula Ottenberg (DK) Ole Skovdahl (NO) Ville-Veikkö Savolainen (FI)	Trafikverket (Jan Bergstrand)
Iberian	**ES, PT**	Jesus Coloma Pérez, Roberto Marín Escribano (ES) Amelia Areias (PT)	CER (João Sarmento) + NN Spain
IT	**IT**	Carlo Prischich	UIC (Giancarlo De Marco Telese)
IE	**IE**	Donnacha Stackpoole	TBD - open
IMs	**IMs**		EIM (Bardo Schettini) + CER (Marcel de la Haye) + Trafikverket (Jan Bergstrand)

Table 5. EDDP country NCPs and Ambassadors

Below are the listed activities that have been orchestrated and run by the EDDP on a structured basis with stakeholders in, if possible, national language. We can see that the interest is widening as the communication of the Swedish demo train has been spread and that the new demonstrator in Austria is starting to communicate its work.

Meetings

Date	DAC Fora	DAC Ambassador	# participants	physical/online
DAC Fora before reporting period				
06/03/2025	France	Djoric (Railenium)	86	Online
24/03/2025	Nordic (for NCPs)	Bergstrand (TRV)	10	Online

Date	DAC Fora	DAC Ambassador	# participants	physical/online
DAC Fora in reporting period				
07/05/2025	Slovenia & Croatia	Lochman (DACcord)	30	Physical + online
14/05/2025	Greece	Lochman (DACcord)	20	Physical
24/06/2025	Germany	Sünder (DB)	69	Online
18/09/2025	Italy	De Marco (UIC)	174	Online
19/09/2025	Nordic	Bergstrand (TRV)	42	Online
06/10/2025	Austria	Riedl (ÖBB)	55	Physical
09/10/2025	Germany (Spandau)	Sünder (DB) + VDV	40	Physical

The DAC Fora have led to increased stakeholder engagement and information sharing across different regions regarding DAC implementation strategies and specific regional needs. To give more details and insights into the organisation and impact of the DAC Fora there are two representative events below.

5.3.1. DAC Forum DE – 09 October 2025

Type: Physical meeting in Spandau

Number of participants: 20

The event was organised by VDV, the German association of transport companies.

The invitation was distributed among VDV members (about 700 companies) and members of other associations (VPI, VDB).

A maximum threshold of 30 participants was set to simplify logistics, etc.

25 applications and a little bit less than 20 participants covering a wide range of German rail freight experts (from TU Berlin, suppliers to third RUs).

Normal events in Spandau last about 90 to 120 min. For this event, the format was extended to 3,5 hours in total. To have enough time for in-depth discussions.

In bilateral exchanges during and after the visit with participants, the general feedback was very positive. The participants appreciated the high level of transparency ("honest reporting") and the efforts which were carried out to develop an optimal solution. Participants were much interested in an update in 2026.

5.3.2. DAC Forum Nordics – 19 September

Type: Online webinar

Number of participants: 42

The event was organised by Trafikverket and Rail Sweden at Lindholmen Science Park.

The invitation was distributed to earlier participants in Nordic DAC related events, within Trafikverket and to rail business collogues through LinkedIn.

The event had 63 registrants and 42 that joined. Participants were mostly from Norway and Sweden representing operators, infrastructure managers and NSA's as well as private rail businesses actors. There was also a big interest from other parts of Europe interested in the highly relevant demonstrator trains and Piotrains that are planned. Actors were infrastructure managers, wagon keeper organisations and other governmental organisations interested in mobility and innovation.

Two highlights:

The participation of Stephan Ray, Green Cargo, who as the operator of the Swedish steel demonstration train gave an engaging speach of how the DAC can be a game changer for productivity ultimately giving lower operating and maintenance costs. He also stated that the introduction could result in fewer wagons used, as the ones operating will be more efficient.

Local insights from Ove Skovdahl, Jernbanedirektoratet, and Jan Bergstrand, Trafikverket, were given on the new project PioDAC that will showcase pioneer trains in both Norway and Sweden.

A survey was conducted at the end of the event through a QR-code and through an e-mail send out to participants. General feedback was that the event was positive and engaging. Some encouraging quotes were ”Pragmatic approaches instead of long theoretical discussions! Please keep this momentum!”, “Good to know that winter testing is ongoing and that Green Crago sees efficiency advantages with DAC” and “The DAC is reliable and can support productivity increase!”.

The recap posted on LinkedIn, by Rail Sweden at Lindholmen Science Park, after the event was interacted with 160 times (likes, shares and comments). Here the content can also be seen as shared outside of the rail business/industry partners.

Link to post.: https://www.linkedin.com/posts/lsp-rail_euabrrail-dac-fp5-activity-7374800615132004352-Ad7z?utm_source=share&utm_medium=member_desktop&rcm=ACoAAB_54lMB7vissyFYR_BLuuLwgzbNsP4qSfI

The event was also highlighted in Europe’s Rails newsletter in October.

Figure 20. Crop from Europe's Rail newsletter in October.

5.4. DACcord final event

Type of event: Hybrid/Online

Number of participants: **400+**

To show the contributions from the DACcord project in the DAC landscape the final event of DACcord involved a big number of representatives from different stakeholder groups. The event "Moving towards real DAC operations - from talking to doing. Where do we stand, what's next?" was a hybrid meeting on the 20th of March where high level speakers gathered in the CER conference room in Brussels, broadcasted widely to reach a broad crowd from different stakeholder groups and to support the attendance of new organisations. The project team with specific guests attended the same room to be able to deepen the discussions before and after the event and therefore gain further impact.

The agenda was as follows:

What	Who
Welcome and introduction of the moderator	Jens Engelmann, railiable - Programme Manager EDDP and DACcord PC Tibo Noël, NUON Consulting – Managing Partner
Introduction of agenda and practical information	Constanze Bannholzer, ÖBB Holding - DAC Programme Manager ÖBB – Moderator
Story of DAC – How it all started	Ulrich Meuser, Seniors DAC Expert
Stakeholder Perspectives - Why is DAC needed?	Alberto Mazzola, CER - Executive Director Stephan Ray, Green Cargo - Head of Communications & Public Affairs Matthias Knüpling, UIP - DAC Coordinator Carole Coune, AERRL - Secretary General Enno Wiebe, UNIFE - Director General Jedde Hollewijn, European Transport Workers' Federation (ETF) - Senior Policy Officer for Railways Aleksandar Dobrijević, Slovenian Institute of Traffic and Transport - Deputy Director
How we have organised it? EDDP and the DACcord project	Mark Topal-Gökceli, ÖBB Holding - Programme Manager EDDP Jens Engelmann, railiable - DACcord Project Coordinator Tibo Noël, NUON Consulting - DACcord Project Managing Officer Giancarlo de Marco Telese, UIC - DACcord WP lead Tove Wahlén, Rail Sweden at Lindholmen Science Park - DACcord WP lead Libor Lochman, DAC CSEE Ambassador Marcel de la Haye, CER - DACcord WP lead
What is being done for DAC? The DAC-related EU-Rail projects	Molley Williams, DB, FP5-TRANS4M-R - Project Manager Ajith Sureshkumar, DB Cargo, FP5-DACtiVate - Project Manager Ajith Sureshkumar, DB Cargo, DACFIT - Project Manager
The next steps - DAC pre-deployment and future projects	Jan Bergstrand, Trafikverket - PioDAC coordinator Jan Schöning, German Federal Ministry of Transport - Head of Unit Javier Ibanez, Europe's Rail Joint Undertaking - Senior Programme Manager Karel van Gils, Europe's Rail Joint Undertaking - Senior Programme Manager
Closing outlooks	Kristian Schmidt, European Commission / DG MOVE - Director Land Transport Giorgio Travaini, Europe's Rail Joint Undertaking – Executive Director
Thank you + feeback wanted	Jens Engelmann & Tibo Noël

It was an inspiring session filled with consensus and a clear vision for the steps ahead. The DAC solution is a unique opportunity to demonstrate innovation, noted Enno Wiebe, Director General UNIFE. Why is DAC needed? The answer from the panel of stakeholders was unanimous: Efficiency, capacity, and above all safety were the keywords that everyone agreed on. As Kristian Schmidt, European Commission / DG Move International - Director Land Transport noted: "We certainly need DAC for freight. We need to make the sector more attractive; safety is important."

"European rail DAC system needs to be a single system and the technology has to be proven through demonstration and simple authorisation," those were two of the six preconditions that Mark Topal-Gökceli, ÖBB – CTO and EDDP Programme Manager, highlighted.

The shift to DAC extends beyond technical implementation. It's not just about the safety of passengers and goods but also the people working in the freight sector. As Jedde Hollewijn, European Transport Workers' Federation (ETF), emphasized, operational success depends on comprehensive training programs to handle both the mechanical and the digital interfaces of the new coupling system.

Link to news article and recorded webinar.: https://railsweden.lindholmen.se/en/news/moving-towards-real-dac-operations-talking-doing

In the end of the meeting and in (first) application of the "External events monitoring handbook" (see chapter 5.6.3), a Mentimeter survey was used to collect thoughts and takeaways from the event. The same questions were also sent out in a mail to the attendees after the event to gather further responses. Mostly positive answers, some questions about financing and future long-term plans.

Some comments were:

- *Very positive and promising signals for DAC*
- *Useful and interesting presentation of history, status and future*
- *Good to see that real operation have started - would be interesting for the next session to focus the long-term investment plans to be built by asset owners*
- *The event was very informative, content was of high quality*
- *Visually, slides were perfectly organised and content was very clear and understandable, just as such an publicly open event is supposed to be.*
- *Speakers were relevant for the field, with clear messages and highlighting what is the great benefit of DAC to the citizens of Europe.*

Please find a summary in "**6. Conclusions**" and the full range of answers/feedback **in Appendix 1**.

Figure 21. DACcord Final Event - Behind the scenes of the webinar

5.5. Dedicated workshops for EDDP progress

In this chapter specific, dedicated events organised by DACcord/EDDP with focus on findings, results as well as outlook for future deployment for relevant stakeholders will be presented. These types of meetings have been naturally decreased as the amount of DAC Fora has increased.

5.5.1. Visits to Spandau

In October 2025, the Association of German Transport Companies (VDV) held its 4th DAC Forum Germany at the Train Test Lab in Spandau. Organised in cooperation with the European DAC Delivery Programme (EDDP), the main ideas of this event were to accompany the ongoing discussions in the two VDV working groups and to provide deeper insights for a smaller audience.

So, the length of the guided tour was extended to more than three hours, and the number of participants was restricted to 40. A little over 30 interested participants registered, about 20 came and joined a very comprehensive DAC presentation lasting almost four hours.

This is mainly due to the many questions that came from the participants resulting in long discussions on DAC fundamentals. The insights and transparency were highly appreciated and contributed to a better understanding of the project among German rail freight experts. Some of them explicitly requested that the event should be repeated in one to two years' time.

Figure 22. Visit to the workshop at the train test lab in Spandau.

Figure 23. Visit to the train test lab in Spandau.

5.5.2. Järnvägsfrukosten (Railway breakfast)

On the 28th of November 2025, Anna Björkman (Rail Sweden, Lindholmen Science Park, affiliated partner of Trafikverket) presented DAC and the latest development for a group of rail industry and business partners at the Nordic Infracenter in Nässjö, Sweden. Reaching local railway actors that don't usually participate in these types of events is important to get closer to the end user and see how the full rail sector interacts with the idea and get a deeper understanding of the different perspectives needed to be taken into consideration for the deployment.

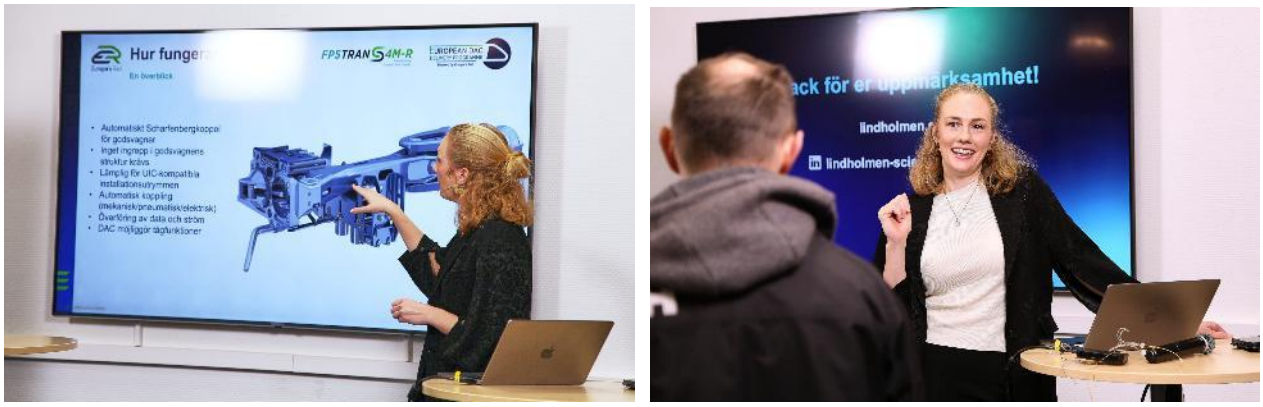


Figure 24. Anna Björkman giving a presentation in Nässjö

Nordic Infracenter published a newsarticle about the event highlighting the importance of the demonstrator train in Nässjö, which was of particular local interest, and the Swedish steel train. The article also showed that there also was a big interest from the audience. Björn Jansson from the Harting Technology Group was quoted "This whole transition is extremely interesting for us".

The news article received approximately 90 web views. On YouTube (in Swedish), where the breakfast meeting also continues to be available, the article has 195 views. In addition, the email campaign reached roughly 450 recipients. The number of event participants was approximately 20.

Link to article: https://www.nordicinfracenter.se/nyheter/digitala-koppel-i-fokus-pa-jarnvagsfrukosten/?utm_source=linkedin&utm_medium=social

https://www.youtube.com/watch?v=lFONVsQIUBc

Björn Jansson är Key Account Manager hos Harting Technology Group, ett tyskt familjeföretag som bland annat utveckla industrikontakter med applikation inom järnvägen. "Hela den här omställningen är jätteintressant för oss."

Figure 25. Björn Jansson, Harting Technology Group attended the seminar.

5.5.3. EDDP/FP5 Sounding Boards

The close collaboration between DACcord/EDDP and FP5 is also illustrated by the number of the so called "FP5/EDDP Sounding Boards" on DAC Technology and Operational matters, jointly organised by FP5 and EDDP for free access to information for a broad European stakeholder audience. These Sounding Boards will continue to exist during the whole lifetime of FP5 and EDDP.

FP5 Sounding Board (Tech & OPE)	05.05.2025
FP5 Sounding board (Manufacturers)	07.05.2025
FP5 Sounding Board (Tech & OPE)	06.10.2025
FP5 Sounding Board (workers and trade unions)	10.11.2025
FP5 Sounding Board (Tech & OPE)	09.02.2026

Table 6. List of FP5 Sound Board attended

The stakeholder groups present in the Sounding Board meetings were the "traditional" stakeholders interested in DAC, i. e. technical and operational staff from Railway Undertakings, Wagon/vehicle keepers, suppliers, DAC project members (EDDP and FP5 TRANS4M-R), partially members from NSA/ERA, etc. For the November 2025 Sounding Board, especially representatives from the workers and trade unions were participating.

The Sounding Board meetings had an **attendance between 30 to 100 participants** per meeting, according to the information given in the December 2025 Programme Board (detailed numbers per Sounding Board meeting are available at the FP5 TRANS4M-R project).

5.6. Additional dissemination/communication actions

WP13 performed some actions in addition to the published articles and performed events that complemented the general communication activities of the EDDP Stakeholder Management Plan. These activities are listed below.

5.6.1. DAC in 30 sec

The micro campaign “DAC in 30 seconds” was launched using easy to hand out QR-codes leading to a Europe’s Rail Joint undertaking landing page that can be used at bigger events and trade shows. On the landing page there was a short film, in 30 seconds, giving an introduction to the DAC topic and where, at that specific event, you could find more information.

By putting stickers on the affiliated partners exhibits that enables a quick introduction to DAC along with more information on where the reader can turn for a deeper understanding.

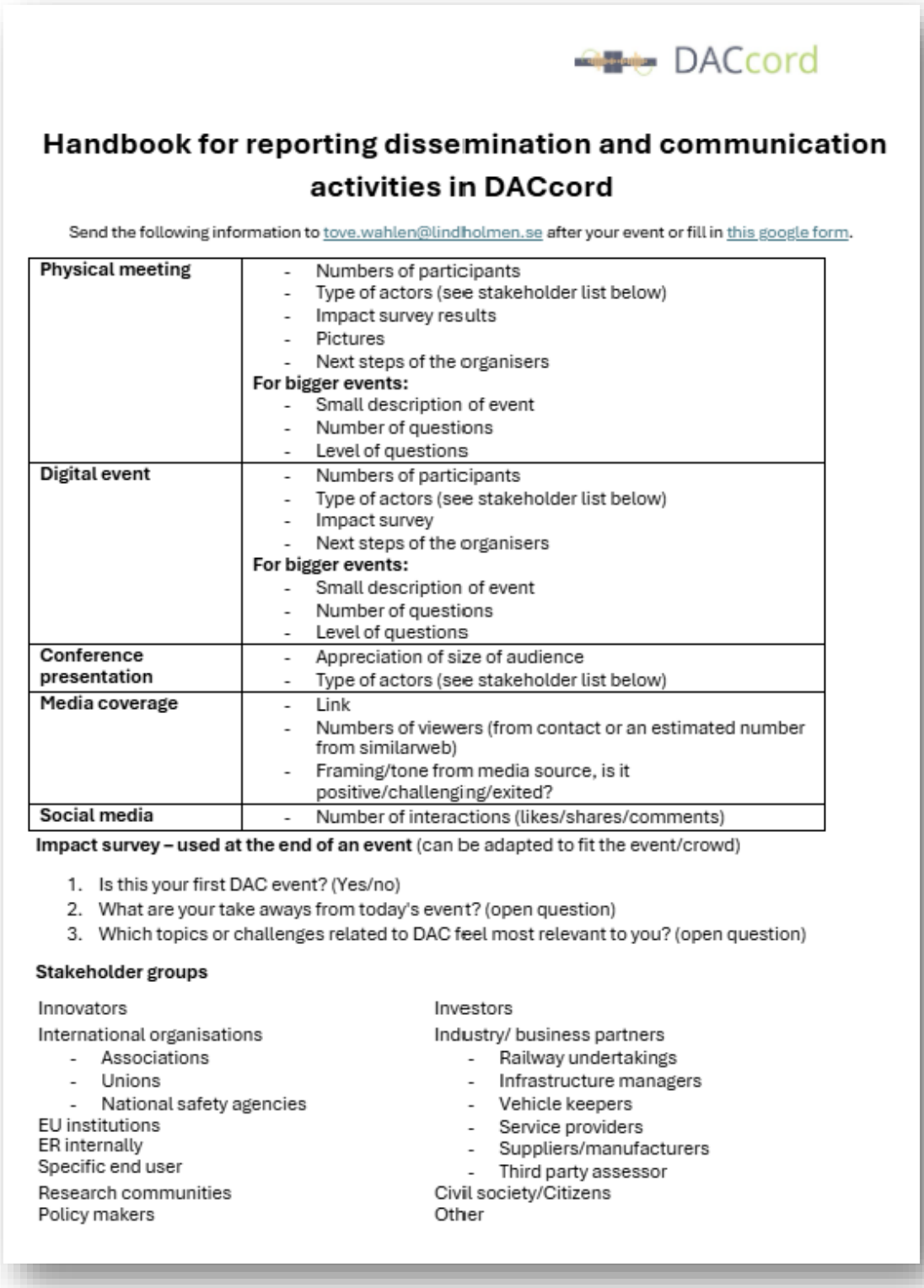
5.6.2. DAC Wiki

During the last year of the DACcord project the Digital automatic coupler page on Wikipedia has been keep à jour to answer FAQ and recurring items. The current document can be fond under

https://en.wikipedia.org/wiki/Digital_Automatic_Coupling

5.6.3. External events monitoring handbook

After WP12, it was seen that the collection of output from communication and dissemination activities needed to be simplified for the DACcord stakeholder management team. The experience was also that there was a need to structure what output we had from each activity. For this purpose, a handbook was created and implemented including what should be reported from each type of activity, questions that should be answered from the audience at an event and clarification of stakeholder groups. To have a user-friendly way to collect this data a digital survey was created and spread to the project partners. This tool was applied to the events after 15th September 2025, more precisely – due to the lack of other “own DACcord events” since that day, the first real application took place at the DACcord final event (20/03/2026). For detailed results please refer to Appendix 1.



DACcord

Handbook for reporting dissemination and communication activities in DACcord

Send the following information to tove.wahlen@lindholmen.se after your event or fill in this google form.

Physical meeting	- Numbers of participants - Type of actors (see stakeholder list below) - Impact survey results - Pictures - Next steps of the organisers **For bigger events:** - Small description of event - Number of questions - Level of questions
Digital event	- Numbers of participants - Type of actors (see stakeholder list below) - Impact survey - Next steps of the organisers **For bigger events:** - Small description of event - Number of questions - Level of questions
Conference presentation	- Appreciation of size of audience - Type of actors (see stakeholder list below)
Media coverage	- Link - Numbers of viewers (from contact or an estimated number from similarweb) - Framing/tone from media source, is it positive/challenging/exited?
Social media	- Number of interactions (likes/shares/comments)

Impact survey – used at the end of an event (can be adapted to fit the event/crowd)

1. Is this your first DAC event? (Yes/no)
2. What are your take aways from today's event? (open question)
3. Which topics or challenges related to DAC feel most relevant to you? (open question)

Stakeholder groups

Innovators
International organisations
- Associations
- Unions
- National safety agencies

EU institutions
ER internally
Specific end user
Research communities
Policy makers
Investors
Industry/ business partners
- Railway undertakings
- Infrastructure managers
- Vehicle keepers
- Service providers
- Suppliers/manufacturers
- Third party assessor

Civil society/Citizens
Other

Figure 26. Handbook for reporting dissemination and communication activities in DACcord

6. Conclusions

In the DACcord project months M25 - M36, the dissemination/promotion plan from WP9/10 stakeholder management plan and its communication effectiveness evaluation was executed further.

As the activities list shows, also the last project year has resulted in consistent massive presence in media and at different conferences to spread knowledge about the coupler technology and possibilities connected to it, how the migration should work and the financing related to it etc.

These activities have focused on disseminating key beneficial aspects of DAC, including technical specifications etc.. Primary goal is to achieve consensus on the necessity of DAC and its funding/financing. These actions also serve to promote participation in EDDP workstreams, fostering knowledge sharing and encouraging broader engagement in advancing DAC deployment.

Lessons learned is, among much else, that targeted communication for prioritized stakeholders, addressing the specific interests and needs of each stakeholder group and geographical areas, is essential in creating engagement. Tailored language, workshops and meetings help reaching the audience on a more local level in a good way. When possible, more materials could therefore be translated into other languages than English to validly increase the amount of people that can be reached. The main DACcord tool to reach that were the DAC Fora held in different European Countries.

Major on-site industry events gave the possibility to engage with key stakeholders and showcase DAC technology to create a feeling of “readiness”. Tangible, concrete examples of the DAC's potential and help to illustrate the technology's benefits and build confidence among stakeholders.

The (first) application of the “External Events Monitoring Handbook” (which was created, implementing an EU-Rail Governing Board Decision, for collecting impact feedback on external events organised by the DACcord/EDDP stakeholder & communications team), revealed for the DACcord final event that, overall, the event was assessed very positively. Many participants highlighted the clear overview, professional organisation and broad support for DAC. Key takeaways included the technical progress achieved, the launch of pioneer trains and a clear shared commitment across the sector. At the same time, financing, migration, costs, economic viability and authorisation were identified as the main remaining challenges. Several responses noted that economic aspects and concrete implementation steps still require further clarification. Overall, the survey showed confidence in the technical progress of DAC, but also a clear need for further work on financing, migration and practical scaling.

The collaboration with the FP5-TRANS4M-R communications team had been further developed, resulting in joint efforts for better communication and dissemination. This includes also the new projects as DACFIT and DACtiVate to ensure consistent communication in coordination with EU-Rail.

The DACcord team recommends, as future actions after the DAC cord project,

- to continue the DAC Fora, to reach the required audience in all regions. Information needs to be prepared centrally and then spread in efficient channels to the respective regions in Europe.
- To conduct studies to address the specific worries of wagon keepers and smaller operators
- To address, in coming events, e. g, "DAC Economics: Tackling the Cost Barrier" to show that the challenges are real and that a collective effort is needed to create the wanted outcome. As soon as possible, funding/financing options should be communicated.
- To rely more on pragmatics and business case than on the vision. Showing real freight wagons using the system shows reliability, while highlighting the connection of data enabling predictive maintenance, energy savings and a reliable system to ensure a return of investment.

The WP13 work and the entire DACcord project itself hereby end.

7. Appendix

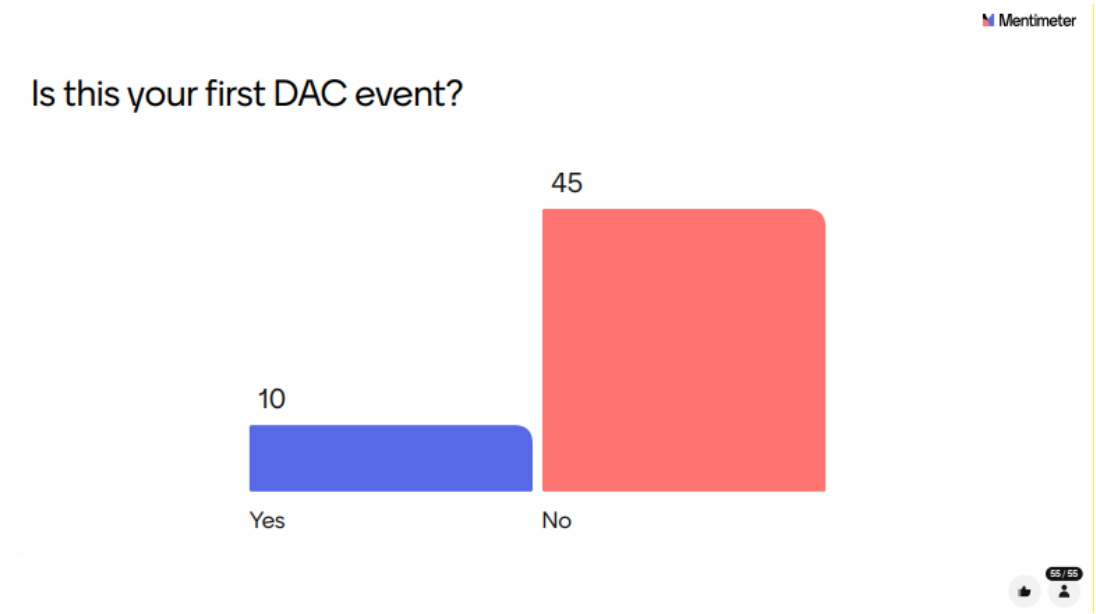


Figure 27. Participants' "novelty to DAC" level from DACcord final event 20/03/2026 (Mentimeter Survey)

Notes:

1) *the total number of online participants at the event was 400+, of which 55 responded to the Mentimeter survey*
2) *all questions raised by the participants via the meeting chat were answered after the meeting*

What are your take aways from today's event?
Good summary of the different initiatives and the progress of them
Useful and interesting presentation of History, status and future
Inspiring and insightful.
Great
The upcoming initiative from the German government
The Go Life of DAC is well prepared. Just the financing of the migration is still open
The results of EDDP and DACcord and how they have been measured were not quite clear
positive mood
. Great moderation.
Great Event. Good overview of what has been done.
Very positive and promising signals for DAC
Big support and drive to continue
DAC is coming :)
I have big concerns regarding the future coordination under the umbrella of the deployment group
The number of pioneer trains was new for me
We have the support from the European Commission but there are high expectations from their side
The Dac technically seems to be viable. The economic (Cba) viability has not been addressed
Global perception of DAC from the outside
Good to see that real operation have started Would be interesting for the next session to focus the long term investment plans to be built by asset owners
Professional presentation and preparation
Positive Outlook. Status of piodac project
United message from cross sector participants
Comprehensive Status of this very complex Project: technology-wise the DAC is „ready“ - but major (risky) parts like Authorizations and the integration into pre-TSI-Assets still „under construction“
Very interesting interventions
Difricult time for rail transport. Wrap up of where we stand. Uodate of ongoing work and next steps Eager to see the results of pioneer trains
Broad base pro DAC. Great Progress. From theory top real live with the Piotrains
That the real, huge problems, are well hidden and not discussed.
The status of DAC and the readiness of the technology to pilot projects.
short brief on the point information
Good update on technology lacking the economical aspects.
I feel confident that with all these activities in the various parts of the European project a successful shift to digitalization of European rail freight transport will be realized.
À big part of the rail sector is aligned on the need for DAC. Team spirit is there. EC consider DAC as a game changer. Freight is stagnating and DaC can help to increase. DAC can help attractiveness
Deploymebt projects
Europe is moving ahead with DAC
Would have been interesting go hear detailed information from the testing in Nordics. How coupling and uncoupling has worked. Ir is it a block train with minimal amount of coupling.
Focus on technology and rules, but it is not affordable for smaller companies - no real answer
Good progress on DAC, buy still things have be done. Migration Plan and product cost have still to be fixed
Nice show, but what's the reality?

The positive attitude from all involved
Nothing new
positive
Afterparty is just starting!
Future events should be more interactive!
The technical viability has been succesfully demonstrated. The financial viability and feasibility remains unclear.
Challenges ahead to be overcome with the close collaboration of all rail stakeholders involved
Everything is going well
short brief on the point information
Move on with DAC
Nothing new
I hope, my question on PioDAC will be answered after the event

Figure 28. Participants' take aways from DACcord final event 20/03/2026 (Mentimeter Survey)

Which topics or challenges related to DAC feel most relevant to you?
The technical rediness of the products developed
All
Financing the migration. New wagons will get no financial help and will be much more expensive than existing wagons
pressure on economical feasibility
Funding
Authorisation , delivery of products in time
Migration und funding
Interoperability of PioDAC trains
The longitudinal forces in the train
The industry has to provide more clear numbers on costs.
Migration
Migration phase will be the main challenge. Enough funding (national and/or European)
Be able to migrate without disrupting traffic
Authorization and funding schemes. Both belong together: only with enhanced authorization procedures a realistic & sufficient funding can be achieved.
Time to deliver
Pioneer trains
Investments of EU Timeline of the project Technical hurdles (Max Weight etc.)
Costs, migration, consequences for wagon maintenance, no ep-Brake
pioneer trains
Cost-Effect ratio
Financing and migration
Training for workers
PioDAC
Financing
Why are all these nice news not known outside of the bubble? It looks like a black box.
Costs. Migration
funding
The timeline is short and will we manage to achieve all tasks in the short time
Dac cost
Business cases
PioDAC. EU funding
The technical readiness of DAC
Dac financing

Figure 29. Participants' felt most relevant challenges from DACcord final event 20/03/2026 (Mentimeter Survey)