

DAC DEPLOYMENT GROUP
Informal Meeting 10 June 2026
14h00 – 16h30

Minutes

PARTICIPANTS

BACCONNIER Estelle	DG MOVE
BANNHOLZER Constanze	ÖBB
BERGSTRAND Jan	TRV
BÜHLMANN Roland	SBB Cargo
DE LA HAYE Marcel	CER
DE MARCO TELESE Giancarlo	UIC
DEMIRKAN AYDOGAN Merve	EU-RAIL
DOHMEN Jon Robert	Norwegian Railway Directorate
EBRARDT Jerome	RLE
ENOCHSSON Anna	Dellner
FURIO Nicolas	EU-RAIL
JINDRA Petr	CD CARGO
KLOHR Markus	Alstom
KNÜPLING Matthias	GATX Rail Germany
LIPKA Andreas	Deutsche Bahn
LOCHMAN Libor	Wabtec
MARTOS Oscar	ERA
PELEGRIN PREIXENS Monica	DG MOVE
REINSHAGEN Peter	ERMEWA
REMIE Mark	NEXRAIL
ROEBBECKE Kai	VTG
SCHMID Daniel	TRANSWAGGON Group
TIEDEMANN Joachim	SIEMENS
TIONE Robert	Wabtec
TOPAL-GOEKCELI Mark	ÖBB
TRAVAINI Giorgio	EU-RAIL
VAN GILS Karel	EU-RAIL

1. Introduction

Giorgio TRAVAINI (GT) welcomed participants to the first informal meeting of the DAC Deployment Group, which is the successor of the EDDP Programme Board (PB). He noted that all EDDP PB members were invited, and that experts designated by High-Level Deployment Group (HL-DpG) members were also in attendance.

GT reviewed the agenda and asked participants if they wished to raise any AOB items. No AOB was raised.

Estelle BACCONNIER (EB) updated participants on the DAC National Contact Point (NCP) meeting held on 08/06/2026. She explained that the DAC NCP group was established to inform transport ministries about DAC developments, and this event followed the group's first meeting in June 2024. Representatives from 18 countries attended, where updates on DAC-related projects within EU-RAIL JU and the PioDAC project were presented. Norway and Germany also provided updates on national developments. She added that the European Commission is closely monitoring DAC progress.

2. Adoption of MoM of EDDP PB

Karel VAN GILS (KVG) noted that the MoM of the last EDDP PB received no comments. The minutes were adopted as they are.

- Review of actions since the last PB

KVG invited Jan BERGSTRAND (JB) to update the group on outstanding actions from the last EDDP PB. JB confirmed that two of the three actions have been completed. For the remaining action on ERA/national authorisation, he noted that PioDAC will provide further information after its programme management board meeting next week.

→ **Sending information on action number three to the group (Action for JB).**

3. Transformation towards DAC Deployment Group | state of play

- Programme Management and Way of Working (Rules of Procedure of SB and PB)

GT stated that as part of the transition to the DAC Deployment Group, EDDP SB will be integrated into HL-DpG, and EDDP PB will become a subgroup under HL-DpG. Although daily operations remain largely unchanged, this integration aims to improve efficiency and collaboration with other sub-groups, such as FRMCS. The transformation will be finalised at the HL-DpG meeting on 02/07/2026. Programme management application evaluations are ongoing; in the interim, EU-

RAIL will ensure continuity. Invitations have been sent to EDDP SB members who are not yet HL-DpG members, and some responses are still pending. Members are encouraged to follow up to ensure all responses are received. *For further details on the process, provisional decision on DAC DpG remits by HL-DpG, and practical matters, please refer to the slides.*

In response to a question about the use of the Cooperation Tool and Sharepoint for the DAC Deployment Group, GT clarified that the Cooperation Tool will be used to share meeting documents, schedule meetings, and support sub-working groups. Sharepoint will serve as a collaborative platform for document storage and editing by multiple users. MK asked for efficient communication, without duplications. This is noted.

4. PioDAC (Pioneer DAC Trains CEF Project) | state of play

JB updated on the status of the tenders launched for the purchase of DAC equipment.

Regarding locomotive retrofitting and authorisation, JB stated that PioDAC is in close dialogue with the ERA working group. Referring to JB's presentation, Oscar MARTOS (OM) noted that the challenges of authorisation were well known. He also requested that the slide wording be corrected to state that the ERA and EU Commission "provide guidance for" non-application process for Crash and Berne Rectangle, rather than "support." *For further details, please refer to the slides.*

Some participants identified the locomotive issue as mission critical. GT reminded the group that these are pioneer trains and that all partners must work together to manage the associated risks.

Mark REMIE (MR) highlighted the need for ERA guidance and support on applicable European rules and suggested forming a group to determine next steps of retrofitting locomotives.

- **Providing guidance on derogation rules and sending an invitation for the topical working group (TWG) to MR (Action for OM)**
- **Sharing the remits and outcomes of these TWG meetings in the Cooperation Tool for all members to access (Action for OM)**

Some participants asked about the UNIFE paper mentioned in the presentation. JB clarified that it refers to the [UNIFE position paper](#) published in April, not a separate paper on budget and time.

EB inquired about the number of country teams that received offer from manufacturers. JB responded that teams of Germany, Italy, Luxembourg and Austria received offers and the offer to Swedish team is expected soon. EB reminded that this is the one chance to prove the maturity of the DAC product and its economic viability. JB also highlighted the need to be solution oriented.

5. FP5-TRANS4M-R | state of play

Constanze BANNHOLZER (CB) noted that the project has progressed since the last meeting, with the goal to complete all testing activities and achieve all functionalities. She added that hardware and software deliveries are on the critical path, and asset-related delays are impacting testing activities. The project is working to mitigate deviations for the demo trains. The SteCo has approved a three-month extension for the demo train activities in Austria and Italy, and a two-month extension for the test train lab activities.

She noted that the project is making significant efforts to ensure the FP5-TRANS4M-R demonstrations. *For more details, please refer to the slides.* GT noted the need for FP5-TRANS4M-R to ensure technical solutions are validated for successive commercial pilot operations in the pre-deployment phase/PioDAC.

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

OM reported good progress on freight wagon issues. However, challenges remain for locomotives. Solutions have been identified for axle load and minor increases in locomotive length for certain types. ERA is expecting to receive alternative solution for running dynamic behaviour. *For additional information, please refer to the slides.*

MR inquired whether the authorisation applies to a single country or the entire EU. OM clarified that the area of use is determined by the applicant, and all relevant rules, including TSIs and national regulations, apply. He identified electromagnetic compatibility as the main obstacle. KVG suggested meeting with ERA and all (7) PioDAC related NSA’s to align on the state-of-play and specificities.

MR then asked if it is possible to limit testing to only the modifications, given that current locomotive owners may lack documentation of previous tests. He also asked ERA for initial check of the documentation of the initial tests (specifications) to understand which new tests the DAC equipped locomotives will have to undertake. OM replied that, in principle, only the aspects affected by the change require reassessment. GT suggested identifying a practical solution and discussing specific cases further.

→ Setting a meeting with MR and KVG to discuss the loco authorisation issue related to different countries/NSA’s (Action for OM)

Regarding the possibility of derogation from national rules in case derogation request covers more than one country, OM noted that EC decides to send the derogation request to ERA and that the process is open and simple. On the question of whether NSAs are sufficiently involved in the process so that they will not come up with new rules, OM noted that he did not see major issues on this aspect.

→ Providing an update on the derogation process and NSA involvement in the next DAC Deployment Group meeting (Action for OM)

7. DACFIT | state of play

Andreas LIPKA (AL) reported that at least 500k wagons are found to be in use for rail freight for 1435 mm in Europe. Final figures on retrofitting will be available in autumn before the closing of the DACFIT project. *For more details on the workshop capacity and retrofit capacity plan, please refer to the slides.*

In response to a question about DACFIT's focus, AL confirmed that standard gauge is within the project's scope. Studies on other gauges are planned for later stages.

KVG invited participants to raise any additional topics for member consideration. The locomotive issue was identified as the top priority.

→ **Adding loco issue as a separate topic in the upcoming DAC Deployment Group meetings' agenda (Action for the JU)**

8. System Pillar (Task 4) | state of play

Giancarlo DE MARCO TELESE (GMT) reported that the documents on train length/train integrity and the FDFTO Central Instance were adopted by the SP-STG on 01/06/2026. Comments received will be incorporated, and the next task is to evaluate integration with the federated data space in the coming months.

Regarding the DAC Rulebook, he noted that work has started to implement the degraded modes. He added that communication with FP5-TRANS4M-R has been effective and results from test lab and manufacturers are promptly shared to close the white spots as soon as possible. Expectations are clear on both sides, and a way forward has been established, with no further intervention required.

Roberto TIONE (RT) recommended transferring the train length/train integrity document to FP5-TRANS4M-R or its successor. He also advised transferring the Central Instance document to the successor of EDDP for analysis and adoption.

→ **Adding a topic in the agenda of a next DAC Deployment Group meeting on how to follow up this recommendation (Action for the JU).**

9. AOB and closing

- Programme Dashboard / Risk Management / Next High-Level Deployment Group

KVG reported that the DAC Deployment Group meeting's presentation will be shared with HL-DpG members for information. In the HL-DpG, only the main critical DAC deployment topics will be selected for discussion.

GT emphasised the importance of communicating DAC beyond the usual DAC circle. He thanked participants for their contributions and closed the meeting.