

PROGRAMME BOARD

**Meeting 25 April 2024
14h00 – 16h30**

Minutes

PARTICIPANTS

ÅHMAN Johan	Dellner
BACCONNIER Estelle	EC (DG MOVE)
BANNHOLZER Constanze	ÖBB
BENTHIN Per-Anders	Transwaggon
BERGSTRAND Jan	Trafikverket
ENGELMANN Jens	Railiable
ERTL Martin	Knorr-Bremse
FEINDERT Johann	GATX
GRÄBER Johannes	Knorr-Bremse
GÜLKER Matthias	Ermewa
HAGENLOCHER Stefan	HWH Transport
IBANEZ DE YRIGOYEN Javier (JU)	EU-Rail JU
JINDRA Petr	ČD Cargo
KLOHR Markus	Alstom

LIPKA Andreas	Deutsche Bahn
LIPPERT Valeska	EU-Rail JU
LOCHMAN Libor	Wabtec
LÖFVING Christer	TRV
NOËL Tibo	NUON Consulting
OLSSON Bo	Trafikverket
RADEWAGEN Christian	Voith
RAOULT David	Wabtac
TABOURET Hugo	Unife
TIONE Roberto	Wabtec
TOPAL-GOEKCELI Mark	ÖBB
VAN BALEN Mitchell	EC (ERA)
WÜNSCH NIETLISPACH Nadine	SBB

1. Introduction, welcome, adoption of the agenda

Javier IBANEZ DE YRIGOYEN (JI) welcomed the attendees to the 22nd meeting of the European DAC Delivery Programme (EDDP) Programme Board (PB) and informed that the meeting today was co-chaired by Estelle BACCONIER (EB) on behalf of DG MOVE and himself due to the absence of Keir FITCH and Giorgio TRAVAINI (participating today to the European Rail Traffic Management System (ERTMS) conference). The agenda was presented and agreed without further additions to it.

Mark TOPAL-GOEKCELI (MT) asked about the possibility of a more transparent communication regarding the representatives attending and absent from the EDDP PB with the aim of ensuring consistent decision-making processes. JI confirmed that participants will be linked to the represented companies in the MoM.

Jens ENGELMANN (JE) apologised to the participants for the short notice of the presentation provided for this PB which was justified for the need to include additional information related to the decision on the e-coupler (presented below). He assured an earlier provision of the presentation for future PBs.

2. Review of actions since the last Programme Board

JI mentioned the action deriving from the previous PB. EB confirmed that this area is being discussed within the Commission and that further information will follow in the PB in June 2024.

→ **ACTION: EC to provide further Information on the legal conditions of the SESAR DM and possibility of adaptation with EDDP**

FP5-TRANS4NN-R/FDFTO

Constanze BANNHOLZER provided an update on the progress of the FDFT activities. Progress has been made on both the system architecture and the test concept and deliverables have recently been submitted. Questions regarding personal protection were clarified for the technical concept so that it could be approved. Important tests were carried out in the Train Test Lab, which will be incorporated into upcoming deliverables. Despite some open points, progress has also been made with the specification, as the interface control document is currently being finalised. The technical specification of the electrical power and communication system has been reviewed internally and is expected to be finalised as planned in July 2024.

3. E-Coupler decision

Constanze BANNHOLZER (CB) provided an update on the FDFT activities. Progress has been made on both the system architecture and the test concept and deliverables have recently been submitted. Questions regarding personal protection were clarified for the technical concept so that it could be approved. Important tests were carried out in the Train Test Lab, which will be incorporated into upcoming deliverables. Despite some open points, progress is also being made with the specification, as the interface control document is currently being finalised. The

technical specification of the electrical power and communication system is being reviewed internally and is expected to be finalised in July 2024.

Stefan HAGENLOCHER (SH) summarised the evaluation process of the electric coupler design by Knorr-Bremse (KB) and Voith. He described the problems with the electric couplers tested in the DAC4EU project. Accordingly, they exceeded the height limit of 200 mm and were tied to the connection of the mechanical couplers. KB solved the latter problem with a moveable e-coupler initiated by the plunger. Voith developed a different mechanism in which the connection of the e-couplers is triggered by the mechanical coupling. He then described some of the field and laboratory tests carried out for the selection of a system, the passing of which served as a selection criterion. Further evaluation was based on technical criteria and life cycle costs. The evaluation was carried out by the major operators in FP5 (Operator Expert Group). Overall, he described both services as being very good and almost equal, each with advantages and disadvantages. On 29 February 2024, the FP5 Steering Committee decided in favour of the Voith design. He described the resulting further task of maturing and further testing the selected system and is in favour of the possible bundling of efforts and resources.

MT and EB thanked everyone involved for their great commitment as well as for the valuable explanations provided to the PB members. MT confirmed that it was a difficult decision, and that testing will continue in a focussed manner.

Per-Anders BENTHIN (PAB) asked about the specific conditions under which the functionality of the e-coupler was tested in the ice chamber. SH specifies that various scenarios with very low sub-zero temperatures and artificially created layers of ice on the couplers were tested. PAB expressed his concern that the ice layers obtained do not yet reflect the weather conditions to which the system was exposed in the Scandinavian winter and asks for more detailed information to be provided. SH confirmed the relevance of the topic and assured the realisation and communication of further tests on the selected e-coupler. He also referred to two demonstrators being deployed in Sweden and Norway, which will provide realistic experiences during the winter months.

JI asked to those present at the EDDP PB for the official endorsement of the e-coupler decision to the EDDP Supervisory Board. The decision was endorsed without additional comments.

4. D2.3 Architecture & D2.2 User Requirements

SH informed about the submission of deliverable D2.3 in Feb. 2024. He explained the background to its creation. In addition, he described the structure, functionality, and components of the FDFTO Freight System Architecture explained within the document. He announced a concrete implementation of this for the next EDDP PB and then presented deliverable D2.2 on the user requirements. CB emphasised their definition as one of the main tasks in the early days of FP5. She pointed out that progress can be taken from the Polaron platform.

Johannes GRÄBER (JG) expressed his support for the integration of D2.2 in the System Pillar Group Rulebook.

5. Sounding Board's results

CB presented the results of the sounding boards that took place between FP5 and EDDP. She asked those present for further involvement of interested stakeholders in the process and emphasised the use of a feedback mechanism in which the participants of the sounding board are subsequently asked for their opinion on the procedure and progress of the work so that documentation can be provided promptly. She reminded of the upcoming Sounding Board Meetings.

JG proposed the discussion of the Central Instance Proposal for one of these meetings. He asked about the specific tasks of the Sounding Board. CB recalled that the Sounding Board hosted a specific agenda item for the System Pillar in the past. SH added that general orientations on the Central Instance could be presented during the Sounding Board, while the EDDP PB makes the decisions.

EDDP and migration roadmap

6. Pre-Deployment Trains concept and plan

JE moved on to the pre-deployment plan and concept, which were already announced in the work programme and which he considers to be among the outstanding activities of the EDDP. He recalled that the request for expression of interest was made in Jan. 2024 with a deadline in March. He presented the results received since then by country and composition. He pointed out that the expressions of interest vary greatly in their quantity and may still change, but that currently more than 40 railways can be expected. He described these results as good and praises the further dissemination across European countries.

JI summarised the impressions of the kick-off meeting of the pre-deployment trains, which took place on 24 April 2024, as positive. Many interested parties asked for a possible extension of the deadline for the expression of interest, which should still be possible.

JE pointed out that it will be necessary to wait until the beginning of May before publishing the progress made, as confirmation is awaited from those interested on their public referencing. He pointed out that the parties involved still can change. He described that most questions have been asked around funding and financing, followed by approach, technicalities and training. He described the further planned project course. Regarding InnoTrans 2024, he mentioned the possibility of combined activity with EU-Rail and the EC. He then went into more detail about the vehicles potentially provided by the interested parties, which were described with varying degrees of detail and are so versatile that adaptations and selection for use as deployment trains must be considered. This may require information from different operators and manufacturers, which will need their participation and more precise information by June 2024.

JI emphasised that the EU-Rail call 2024 topic on DAC activities is not intended to cover the entire pre-deployment train project. JE emphasised that the necessary resources should be raised as soon as possible to avoid later cuts.

EB asked whether the fact that the initial target of 100 pre-deployment trains was not reached could affect the value of the results. JE pointed out that this figure is based on calculations of the targeted train trips and not only fluctuates, but also depends on the operational behaviour patterns of the railways. MT added that the actual requirements for the routes and durations will be reviewed during the process and that the number of interested parties and railways provided is expected to increase. JE emphasised the great motivation, commitment, and creativity of the interested private companies. MT mentioned again that a more detailed plan should be in place by the PB in June 2024 following the bilateral consolidation and alignment rounds.

7. Definition of SPoCs

MT recalled the agreement reached last year on single points of contact in the 10 project topic areas. Nominations have now been received. He reiterated the communication and coordination advantages of a single competent and experienced point of contact. He mentioned the topic areas and referred to his wish for a representative for DAC Core and Train Functions (topics 4 and 5), which were split up and now require perfect coordination with each other.

JG interjected that an SPoC for the central instance activity is still being discussed and that overall coordination with FP5 and the SP is necessary. MT explained that the appointment of the SPoCs would not change existing governance structures and decision-making processes. It should only be matter of creating a single point of contact. JG specifies that the central instance lies outside FP5, but within operational procedures, where it should therefore be included in. MT and JI confirmed that this is being discussed and that the details of the interactions between the areas still need to be finalised.

8. Results of call "DAC fleet retrofitting & retrofit capacity plan"

JI summarised the outcome of the 2023 call "DAC fleet retrofitting and retrofit capacity plan", which have already been presented to the Governing Board. Currently, the Grant Agreement Preparation phase is ongoing and the kick-off meeting already took place. The Grant Agreement is expected to be signed by mid-July 2024.

9. Updated EDDP detail planning for work areas C and D

JE led over to the planning for work areas C and D by giving an overview of the planned activities. He highlighted the ongoing review of the programme's risk management. He described problems that have arisen in the past from the taxonomy

and the growing number of work packages. He then went on with explaining the proposed classification system using work areas and activities. He emphasises the importance of a clear hierarchy. Currently, work is taking place on revising the structure of work areas C and D, while the structure of FP5 and the SP is to remain unchanged. He presented the traffic light logic to be established by the PMOs to monitor the progress of each deliverable. The results of the implementation of the new structure in areas B, C and D will be presented in the PB in June 2024. He added that the EU Rail DAC Delivery website should also be adapted accordingly so that applications can be assigned more specifically.

Andreas LIPKA (AL) continued with a more detailed explanation of the structure of work area C by first explaining the division into 5 activities. For activities C4 and C5, the assignment of a responsible person is currently underway. He then summarised the workstreams of each activity and noted the lack of transparency regarding the status in the previous way of presentation. JE emphasised that there are still open questions in some workstreams.

AL emphasised that the DACFIT project has enabled new and industry-specific partners to be found. He reiterated the relevance of the new structuring approach for transparency in the distribution of resources. JE mentioned the need for technical and operational alternatives for the migration strategies developed under Activity C3.

JG asked whether these involve solely wagon retrofitting strategies or also locomotives. He mentioned that a big bang for locomotives should also be discussed. AL confirmed that all components should be covered and continued with the required IT support currently being discussed within C3. Jan BERGSTRAND mentioned a white paper initiated in the context of the last meeting of the DACcord project, as well as planned workshops, the date of which will be announced. He emphasised that cooperation with FP5 would make sense in this context. JE confirmed that duplication of work should be avoided. AL continued and emphasised that the activities planned under C5 should be understood as preliminary.

➔ **Open questions on the workstreams of EDDP activity C1** (quantitative rail freight fleet analysis, European vehicle fleet upgrading database), **as well as technical and operational alternatives of the migration strategies to be discussed and clarified in the June 2024 PB**

10. EDDP stakeholder management plan and actions

JE led over to the Stakeholder Management plan and actions. He summarised the progress made since last year and presented the preliminary results not yet accepted by EU-Rail. He called on those present to propose alternative, less technical names for the rail freight automation process, which are also memorable and understandable. He listed further objectives of EDDP stakeholder management and the questions that need to be clarified to achieve them. He then presented the classification of the stakeholder groups that are interdependent and among which

the finance ministries and prime ministers make the main decisions, as well as the information required by each group. He re-emphasised the relevance of realistic demonstrators for project acceptance and a general understanding of the EU-wide benefits of the investments. Overall, the potential of DAC development for society should be communicated more strongly and underpinned by case studies.

Furthermore, he presented various strategies for dealing with stakeholders depending on their influence and interest in the project. As a result, most of them should be closely managed, which requires a great deal of effort. Finally, he presents the resulting recommendations. On the one hand, this includes a harmonised structure for dealing with stakeholders per category and region, which is currently being tested in the Czech Republic, Slovakia and soon Germany. The country groupings are based on various factors, such as languages or the level of knowledge. As further recommendations for the following actions, he again emphasised the great importance of practical implementations of the DAC, also in the form of test labs, as well as the central provision of information and the conducting of studies on the social and economic effects.

Libor LOCHMAN emphasised the relevance of communicating in an appropriate way to stakeholders about project progresses, so that the sector adapts to the DAC in the long term. He also strongly recommended that the meeting of infrastructure managers on the CER-EIM is held as soon as possible.

11. Review of the Connecting Europe Day (02.04.24) and state of Play for InnoTrans

JE thanked all participants for their efforts in connection with the Connecting Europe Days (2 to 5 April 2024) and emphasised that joint efforts will lead to further successes. EB also praised the team for the organisation of the event. The pre-deployment trains offered a tangible and realistic way to achieve progress, which was welcome from policy makers.

JE emphasised that great progress has been made since the last InnoTrans, which will also be presented at InnoTrans 2024. Work is currently underway with EU-Rail to harmonise the activities that are planned so that a coherent picture is provided.

Hugo TABOURET presented the results of the questionnaire sent to the PB members and other DAC stakeholders on their plans regarding InnoTrans 2024. A total of 4 couplers will be showcased, including one installed outside on wagons, as well as a hybrid coupler, a draft gear and 3 digital applications. Videos and presentations are also planned, as well as a trip to the Test Train Lab in Berlin. EB offered her support in the case of gaps in communication and pointed out that stakeholders should not mistakenly assume full funding commitments in relation to DAC

JE mentioned the Midterm Plenary Event taking place on 16 May in Vienna. He referred to the already closed registration for participation on site, while online tracking of the event is still possible.

12. AOB and closing

MT expressed interest in holding the EDDP PB meeting physically and proposes Vienna as the venue for the meeting in September 2024, as this coincides with the International Rail Safety Council from 17 to 21 September 2024. JI assured that this will be considered in case no initial proposal was made and approved already to be held in Brussels (further information will follow). EB and JI thanked the colleagues attending the meeting for their participation and closed the meeting.