

PROGRAMME BOARD

Meeting 17 September 2024

Vienna, Hybrid

14h00 – 16h30

Minutes

PARTICIPANTS

ÅHMAN Johan	Dellner
BACCONNIER Es- telle	EC (DG MOVE)
BANNHOLZER Con- stanze	ÖBB
ENGELMANN Jens	Railiable
ERTL Martin	Knorr-Bremse
FITCH Keir	EC (DG MOVE)
GRÄBER Johannes	Knorr-Bremse
GÜNTER Armin	Deutsche Bahn
HENON Frédéric	UIC
IBÁÑEZ DE YRI- GOYEN Javier (JU)	EU-Rail JU
JINDRA Petr	CD Cargo
KLOHR Markus	Alstom
LIPKA Andreas	Deutsche Bahn
LOCHMAN Libor	Wabtec
MARTOS Oscar	ERA

MAZZONE Andrea	ALSTOM
NOËL Tibo	NUON Consult- ing
OLSSON Bo	Trafikverket
RADEWAGEN Chris- tian	Voith
RAOULT David	Wabtec
REINSHAGEN Peter	ERMEWA
TIEDEMANN Joa- chim	Siemens Mobil- ity
TIONE Roberto	Wabtec
TRAVAINI Giorgio	EU-Rail JU
TOPAL-GOEKCELI Mark	ÖBB
VAN BALEN Mitchell	ERA
VAN GILS Karel	EU-Rail JU
WILLIAMS Molley	Deutsche Bahn
WÜNSCH Nietlispach Nadine	SBB
ZAEHRINGER Sandy	EC (DG MOVE)
ZOCCO Maria Anto- nietta	MERCITALIA INTERMODAL

1. Introduction, Welcome, and Adoption of the Agenda [EU-Rail/EC]

Giorgio TRAVAINI (GT) welcomed the attendees and presented the agenda for the meeting.

Additional Agenda Item: An update on licencing was added to be discussed during AOB.

2. Review of Actions Since the Last PB EDDP and Migration Roadmap

All previous action points were completed.

It was confirmed that the EU-Rail website will be updated to include enhanced links for better access to DAC activities. This update will be demonstrated during InnoTrans 2024.

3. D1: Draft Concept for Functional and Financial Models/Pre-Deployment Management Entity Information [EU-Rail/EC]

The final report on the Pioneer Trains has been circulated, and a copy will be sent to all members with the minutes of the meeting (MoM).

The CEF Call will be officially launched on 24 September 2024 and will close by the end of January 2025. This call will include provisions for pioneer trains.

Mark TOPAL-GOEKCELI (MT) encouraged any interested parties to reach out to him if they are considering preparing a common proposal for the CEF Call.

4. C: Overall Activities Planning/Sequencing + Preconditions

Andreas LIPKA (AL) highlighted that planning needs to be more structured and systematic.

Key Points:

Planning should not solely focus on achieving the target system but must also address short-term technical issues on a step-by-step basis.

DAC-related processes will need to move forward by solving individual issues rather than concentrating on complex, long-term goals.

For example, issues like uncoupling technology and system-wide decisions need to be resolved progressively rather than waiting for perfect long-term solutions.

Keir FITCH (KF) raised the need to identify specific information that must be combined (e.g., whether the European Vehicle Register (EVR) should be included). He emphasised the need to clarify what needs to be achieved and what needs to be done to achieve this. He also asked where an intervention or decision of the Programme Board or Supervisory Board was needed to facilitate progress.

AL responded that the focus is on addressing the most immediate in-scope and out-of-scope questions, without yet considering the full vehicle fleet.

MT suggested that rather than trying to achieve 100% perfection, achieving 80% of the target may be sufficient. This would allow for flexible options like purchasing new rolling stock or standardising procedures.

Jens ENGELMANN (JE) noted that the target is mixed traffic compatibility, which requires specific solutions to challenges like whether to implement screwing or welding mechanisms for DAC adaptation.

- Next Steps:

- ➔ Specific planning topics and blocking issues (e.g. realisation before pioneer trains) are to be discussed in the next EDDP PB meeting.

5. C1: Migration Roadmap | DACFIT State of Play, Data Governance (for Endorsement)

AL provided an overview of how the project deriving from the EU-Rail JU Call 2023 (DACFIT) would proceed and provided an update on how data will be handled, focusing on data governance and the handling of sensitive data through the Fraunhofer Institute. This was a request from the previous EDDP PB meeting by which EDDP PB members would endorse the foreseen actions. For this purpose, additional clarification on three open topics were addressed (see presentation).

Key Discussion Points:

KF raised concerns about the risks linked with a reduced scope of the fleet analysis announced by DACFIT. In particular, covering the fleets of the stakeholders who were less supportive of DAC could be helpful. He asked whether an overarching understanding of the fleet to be retrofitted could be achieved with incomplete data.

AL acknowledged that although 50% of the fleet is owned by rental companies and data from private owners may be incomplete, collaboration with UIP (Union Internationale des Chemins de fer) is in progress. The goal is to secure as much data as possible.

Christian RADEWAGEN (CR) asked for specifics about the data set. AL responded that data on 500,000 vehicles and 20,000 locomotives is included, with approximately 400 wagon types and 200 locomotive families identified so far.

Constanze BANNHOLZER (CB) raised concerns about the confidentiality of the data and asked if the confidentiality agreements could be shared with members. AL confirmed that Fraunhofer anonymises the data, adhering to GDPR rules, and the confidentiality agreements will be distributed to the EDDP PB for review.

GT urged EDDP PB members to support the suggested data-handling approach to avoid delays in the project and confirmed that confirmation on EVR data supply from ERA was needed to proceed.

- Outcomes and Next Steps:

1. The Programme Board agreed to the proposed approach for data governance under DACFIT.

2. Action: The GTC agreement will be shared with legal departments from DB, OEGB, and Train Italia for review by 25 September 2024.

3. Once legal steps are completed, the Grant Agreement (GA) process can proceed, with an anticipated start date of 15 October 2024.

4. The coalition of the willing approach will be pursued to collect data from cooperating parties.

6. C1: Overview on DAC-Related Projects and Locomotive Solutions

JE provided an overview of the DAC-related projects and the proposed sequence for locomotive retrofit solutions, emphasising the potential support of new EU-Rail grants.

- Discussion Points:

MT suggested focusing on solutions that cover 80% of the problem, rather than aiming for perfection.

KF highlighted the need for realistic timeframes to avoid delays.

Armin GÜNTHER (AG) suggested involving locomotive manufacturers more actively to ensure their commitment to DAC solutions.

7. B1: General DAC Master Plan Evaluation for Autumn 2024

CEF Call Timeline:

- The CEF call decision is expected by June/July 2025.

EDDP PB Decision:

The Programme Board agreed that a new DAC Master Plan evaluation will be needed by November/December 2024. This update will also be presented at the Supervisory Board.

Updates will include the progress on FP5-TRANS4M-R, EDDP and the System Pillar.

8. B2: Communication and Dissemination 2024 | State of Play for InnoTrans

The InnoTrans 2024 event schedule has been finalised and published.

Details have been distributed to the EDDP PB, EDDP SB and published on the EU-Rail website.

FP5-TRANS4M-R/FDFTO

9. Sounding Board results

CB gave a summary of developments (see presentation), providing updates on energy and data requirements, specifications, and the progress of demo trains.

She also presented an overview of upcoming Sounding Boards, aimed to gather rail stakeholders' feedback.

10. System Pillar Task 4: FDFTO Central Instance (FCI)

Johannes GRÄBER (JG) presented the reasoning behind the proposal (see presentation)

KF emphasised the need for clarity on ERA's role in the process and its alignment with ERA's processes and TSI requirements.

MT raised concerns about priority, particularly regarding FP5 delivery timelines and financial clarity.

JE agreed that the FCI must be fully functional by the end of the pioneer train phase.

AG and Maria Antonietta ZOCCO (MAZ) agreed on the need to settle minimum capacity requirements for pioneer trains.

- Conclusions:

1. The EDDP PB advised to proceed with FCI development and providing more details and clarity on timing and pioneer trains.
2. Detailed information on the FCI will be distributed to EDDP PB members.
3. SP/Task4 will identify key topics that must be addressed immediately, including ERA's role and recommendations for minimum requirements for pioneer trains.

AOB

Discussions with suppliers on licensing for pioneer trains and FP5 will be updated in the next PB meeting.

2025 Meeting Schedule Proposal:

- Four (4) Programme Board and three (3) Supervisory Board meetings are proposed for 2025.

November Meeting Agenda:

- Planning activities for 2025 will be added to the November meeting agenda.

Actions and Next Steps:

1. GTC agreement feedback from legal departments (DB, OEGB, Mercitalia) to be provided by 25 September 2024. Data governance legal steps to be finalised with support from DB, OEGB, and Mercitalia.
2. DACFIT project to start if the Grant Agreement is signed.
4. Present updated DAC Master Plan in November/December 2024.

GT closed the meeting and thanked everyone for their participation.