

SUPERVISORY BOARD

8th Meeting
10 November 2022
15h00 – 17h00

Minutes of the Meeting

List of participants

BANNHOLZER Constanze	KANIA Magdalena (JU)	SCHETTINI Bardo
BORGHINI Carlo (JU)	KUPFER David	SCHULTZE Ralf-Charley
CHAVANEL Christian	LIPKA Andreas	TOPAL Mark
ENGELMANN Jens	MARXEN Ralf	VAN BALEN Mitchell
FITCH Keir (EC)	PETERHANS Gilles	WIEBE Enno
FOERST Clemens	PIRON Olivier	

The representatives of the EFT excused their absence via email before the meeting.

1. Introduction, welcome and adoption of the Agenda

Keir FITCH welcomed the participants to the EDDP Supervisory Board meeting.

He presented the Agenda which was adopted with no objections.

Enno WIEBE asked for adding a point to AOB discussing the need for operational skills, as an action for the future. This topic was discussed under point 6 of the Agenda.

On behalf of the Commission, Keir FITCH informed the Supervisory Board that due to internal changes, Mr. Leonardo DONGIOVANNI would be replaced, and a new person would take over his duties in the coming weeks. He reminded that Mr. DONGIOVANNI was involved in the preparation of CBA and financial analyses.

Keir FITCH discussed the recent developments in the Commission. He referred to the continuous support to the Ukraine, including work on technical solutions to support Ukraine in managing the possible threats (i.e., grain export), as well as the implications of the war in Europe (i.e., raising petroleum products' prices). He mentioned the role of railway in managing the energy crisis. The Commission would analyse what further activities could be undertaken in the innovation sector to promote the efficiency of railway.

The Supervisory Board was also informed about the Commission's ongoing work on TSI revision. Keir FITCH informed the Supervisory Board that the Commission would have a discussion with the JU, EDDP and Agency to align the work and ensure that the DAC-related and FRMCS-related work were included in the TSI.

He also mentioned the Commission's legislative proposals in railway sector – revision of the Train Drivers' Directive and legislative package in freight to deliver the green freight across Europe. The intention of the Commission would be to refer to the DAC programme as a part of the freight package.

2. Review of actions since the last Supervisory Board

On behalf of Programme Management, Jens ENGELMANN discussed the activities performed by the PM since the last Supervisory Board. As shown, all the actions discussed were addressed by the PM:

- A dedicated session on financial/investment issues was convened
- Refinement of the Agenda/presentation for the EDDP SB was performed and implemented
- MoM of the previous SB meetings were published on the JU website. The minutes are available under the link: <https://rail-research.europa.eu/european-dac-delivery-programme/governance/supervisory-board/>

Jens ENGELMANN presented the work programme for 2022 and discussed the next steps to the end of the year (*for details, please refer to the presentation*).

3. EDDP overall participation & new members

The PM introduced new members to the EDDP programme. Two new organizations have registered the interest: railisticsGmbH (Germany) and VUVK a.s. (Czech Republic). There were also new participants who joined the WPs from railisticsGmbH, VUVK a.s., and ETF.

The PM commented that a rising number of participants may require reassessment of governance. The PM would provide the Boards with a proposal.

4. Critical issues – state of play

Jens ENGELMANN presented the table of critical issues and discussed what activities were undertaken by the Programme Board. He highlighted the issues that would require a decision to be taken by the Board, and the actions points to be addressed by associations or manufacturers (*for details please refer to the presentation*).

As summarized, certain points were closed since the last meeting, whereas others were in preparation.

5. Summary of the exchange of the Programme Board

The Programme Managers presented a summarized version of discussion at the Programme Board meeting. They overviewed the topics discussed, the state of play and ways forwards (*for details please refer to the presentation*). As stressed, two points were expected to be resolved by 10 November 2022 (EDDP neo structure and critical issue 1b +10). Three other issues would be reported to the Programme Board at its next meeting on 21 November 2022 (Loco fleet data criteria; CBA; and AUCO 15 + IOP requirements). The topic of European

Investment Plan would be discussed at the consecutive meetings of the Programme Board in accordance with the agreed timing.

Keir FITCH commented on the planning for AUCO 15+IOP requirement. Given the indicative timing for testing solutions before final decision (approximately 1 year), he asked for the implication of such timing for the TSI specifications. He also asked for possibility of accelerating the work (adjust the timing) in order to mitigate any potential delays. He suggested to consider parallel testing to finalize the TSI specs on time.

It has been confirmed that the work would be done in parallel in order to deliver TSI based on solid test results. Mark TOPAL warned against finalizing the TSI chapter before all tests would be done. As underlined, such approach would exclude important information generated from tests' results. He stressed that the FP5 would be pushed to start the testing as soon as possible.

On behalf of ERA, Olivier PIRON reminded that the ERA had also an internal process to process inputs for TSI, which should be also taken into account.

The Programme Managers discussed the loco fleet data criteria and the involvement of associations in supporting the survey. They asked for feedback from associations, reminding about the report on results to be delivered at the Programme Board meeting on 21 November 2022.

Enno WIEBE confirmed the support of CER. He stressed the challenges related to data collection. He suggested to discuss together how to streamline the approach and gather more data from relevant stakeholders.

On behalf of UNIFE, David KUPFER confirm the support to the exercise. He asked for possibility of delivering the data at the level of association, not disclosing the data provided by individual stakeholders.

Andreas LIPKA commented on the feedback received. He informed about the ongoing discussion with manufactures who were reluctant in terms of disclosing the data. He commented that there was still reluctance among the stakeholders to share the data. He summarized that as per preliminary figures, the data was collected for 10% of mainline locomotives, and for less than 10% of shunting locomotives. He suggested that plan B would be needed in case such low figures would be maintained. Jens ENGELMANN added that such reluctance might come from the competition issues.

Keir FITCH proposed to involve the ERA in the process of data collecting. As stressed, the ERA was bound by the EU rules on confidentiality, thus, it could help resolve the question of competition.

Ralf-Charley SCHULTZE added that the issue would be brought to the UIRR's interested group to have a bigger picture.

Carlo BORGHINI commented on the work to be done in the upcoming weeks which would require information received from the survey. He commented on the DAC investment plan, which would be a basis for financial considerations (planned by the year end), the CBA and migration plan (work expected in November 2022).

6. EDDP “neo” structure (incl. transition of current WPs)

Mark TOPAL discussed the DAC migration roadmap and its integration in the overall DAC context and activities. He stressed the ongoing analyses to identify the gap areas and detect information needed for effective deployment of DAC (i.e., information about relevant wagons and locos). He overviewed the actions to be undertaken in the migration. He discussed the issue of retrofitting that would be split into two parts: capacity development (i.e., through workshops and product component), and the retrofitting plan (i.e., work on different types of locos). He emphasized that in order to understand the costs, a clear picture would be needed in terms of number of locos to be retrofitted. He also discussed the operation skills, the issue raised by Enno WIEBE in the beginning of the meeting (*for details, please refer to the presentation*).

Mark TOPAL also discussed the issue of governance in terms of organization of EDDP after launching the FP5 project. He stressed that the FP5 would provide the EDDP staff, not involved in the FP5, with feedback and update (i.e., in terms of operations, challenges, skills).

Enno WIEBE asked about the management of interfaces between the EDDP and FP5. He asked for clarification if any strong coordination was foreseen and if so, who would take over such task (i.e. DAC coordinator). He also underlined that such coordination would be important in view of discussion with the Agency.

Mark TOPAL indicated that there would be a PB workshop on governance on 21 November 2022 focused on the structure of interrelation between the EDDP and FP5. He also underlined the necessity to use the existing structures as much as possible instead of creating new positions. He emphasized that the EDDP was already an efficient platform reaching out to more stakeholders than FP5 due to its composition. The results of the governance workshop would be discussed with PB and SB.

Oliver PIRON commented on the slide on migration roadmap. He stressed that the prioritization of tasks was missing. He also commented on the discussion with ERA on tailor-made approach for standardization process in terms of DAC. He stressed that the Agency was bound by legislation in terms of internal process. He also ensured that the Agency would not be a blocking point in standardization. It was also suggested that ERA could support the PM with risk assessment.

The SB discussed the issue of standardization process for DAC. As stressed, such discussion should be addressed to the ERA senior management for decision. Due to the magnitude of authorization and socio-economic pressure concerning the standardization of DAC, the ERA was asked to propose a DAC-dedicated authorization process. It was emphasised that the DAC-dedicated authorization process would not compromise the safety nor security but allowed for minimalization of administrative burdens.

David KUPFER complemented that the idea behind such DAC-dedicated approach to authorization was necessity to design a fast and efficient process that would avoid duplication of work between the SP and DAC.

Gilles PETERHANS shared his remarks. Firstly, he ensured that the interest in safety was priority for EDDP and such issues would not be undermined in a DAC-dedicated approach to authorization. He also discussed the difference between upgrading and retrofitting. Secondly, he shared his understanding of a tailor-made approach for DAC which would denote designing an intelligent way to accelerate implementation with minimalized administrative burden.

Jens ENGELMANN thanked the ERA for support in risk assessment that had been already provided.

Carlo BORGHINI confirmed that in terms of communication, the JU would liaise with the Agency as a host of the EDDP programme. He discussed challenges related to the magnitude of DAC standardization and emphasized that such types of programmes would require a new approach.

7. Decision points (Recommendation agreed by the Programme Board)

The Programme Managers presented the recommendation to the Supervisory Board for decisions on EDDP neo structure.

The Supervisory Board was asked to take note of the proposed DAC migration roadmap, the proposed EDDP neo structure and position of the EDDP in the new structure. The governance model would be discussed during the PB workshop on 21 November 2022. The Programme Managers would rewrite point C (slide 22) as the workshop and PB meeting would be convened in the same day.

→ Supervisory took note of the topics

The Programme Managers presented the recommendation to the Supervisory Board for decisions on targeting DAC operational processes. The Supervisory Board was asked to take note of the state of play and to agree on asking the FP5 to close the discussion on the open issues as soon as possible and to present the final agreed operational target procedures & requirements for decision in the 21/11 PB.

David KUPFER raised his expectations that the Supervisory Board would be provided with more detailed information on the future governance in the DAC programme. Carlo BORGHINI that the governance of the EDDP as such would not be changed. There were ongoing discussions on the reallocation of some resources between the FP5 and EDDP (i.e., WP8 would no longer be relevant) and how to ensure the coordination and interactions. As stressed, both the Programme Board and Supervisory Board would be kept. Certain WPs would be transferred to the FP2 (i.e., WP1 and WP2).

→ Supervisory took note of the topics and agreed on the recommendation towards the FP5

8. CBA user consultation

Mitchell VAN BALEN presented the state of play in terms of feedback received from the stakeholders (mainly from the RUs and WKs). He stressed there was a mixed response towards the consultations. He pointed out that some responders perceived the CBA as a complicated model. The most critical commented came

from the intermodal transport sector. The comments from consultation would be integrated in the CBA.

Answering to the question on the involvement of associations, Mitchell VAN BALEN informed about the bilateral discussions to be organized in the coming weeks. He invited the associations to contact stakeholders, if possible.

David KUPFER commented that more solid basis would be needed for investments. Keir FITCH added that strong indications emerging from the CBA would be a basis for the Members States to start the discussions on investments.

Mitchell van BALEN informed that the next version of the CBA would be available in January 2023 (after the addressing the comments and finalization of case studies).

9. Review of the recent public discussions around DAC

The Supervisory Board Members discussed the event on DAC at InnoTrans in Berlin. The Programme Managers stressed that a lot of critical points emerging in Berlin was based on misunderstanding. Thus, a strong communication on DAC would be needed to avoid such situations in the future.

Enno WIEBE added that lesson learnt from InnoTrans was that a collective work should be a priority. He also stressed that the same would apply to the System Pillar.

Carlo BORGHINI added that misunderstanding stemmed also from previous experience in different programmes (i.e. ERTMS) that resulted in financial burdens for states.

Keir FITCH thanked Enno WIEBE for the sector statement delivered at InnoTrans. He also mentioned that the Member States should have a clear picture on the potential benefits to invest in DAC. He asked if any bilateral discussions would be organized with Polish stakeholders.

Jens ENGELMANN confirmed that there were plans to organize discussion in Poland in first quarter of 2023. Mark TOPAL added that Slovakia would be also a target for EDDP team. He informed that the EDDP should have a common position in terms of communication and be clear about the impacts and benefits. He stressed the importance of having a clear picture of benefits disaggregated to different stakeholders (i.e., wagon keepers, infrastructure managers, etc.).

Keir FITCH informed about the planned meeting between the Commission and Member States in December 2022. The Commission would bring the DAC issue to the discussion and report back to the EDDP.

10. AOB and closing

Keir FITCH summarized the meeting. He stressed the importance of data collection in order to have a clear picture when designing the retrofitting phase. He proposed to consider involvement of the ERA in exercise of data collection.

Carlo BORGHINI commented on the calendar of meetings for 2023. He reminded that the preliminary calendar was circulated, and no comments were received. The JU would soon send the invitations for meetings in 2023.