

# European Freight DAC Delivery Programme

enabled by Europe's Rail

Moving European Rail Freight Forward

**DAC @ VPI Symposium**

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Hamburg, 14 January 2025



**A**

**1** **FP5TRAN S4M-R**  
transforming Europe's Rail Freight

**DAC/"Full Digital Freight Train Operations" target operat. proc.**

**functional reqs.**

- system architecture
- tech. development
- testing & demos
- tech. specification
- authoris. dossiers

**2** **FP 5 FDFTO sounding boards**

**Technology (mirroring & sector feedback)**

**3**

**Operational Procedures (mirroring & sector feedback)**

**C**

**1** **Fleet Analyses & rtf Engineering (rtf readiness)**

**2** **Retrofit capacity (workshops, workforce, components)**

**3** **Migration strategies & retrofitting plan (traffic & customer sidings analysis, operational plan)**

**4** **Infrastructural & IT adaptations**

**5** **Placing into service plan (safety, workforce training, rulebooks etc.)**

**D**

**1** **Funding & Financing plan**

**2** **CBA (updates)**

**3** **Investment plan & procurement framework plan**

**4** **Other regulatory & legal framework plans**

**E**

**1** **development of efficient & suitable authorisation provisions & requirements**

**preparing TSI drafts for the EC**

**2** **TSI revision**

**F**

**Operational procedures standardization (plan & execution)**

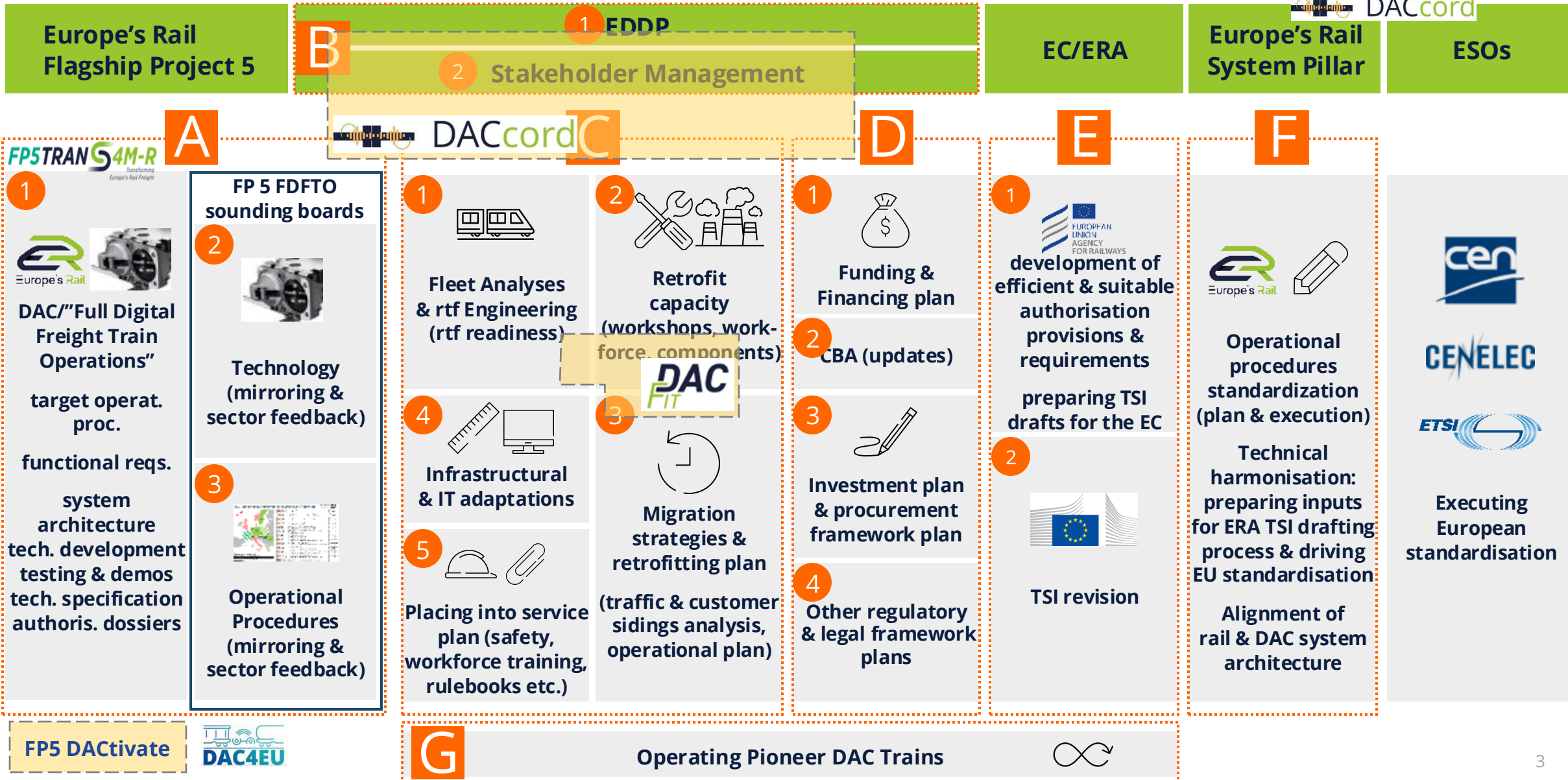
**Technical harmonisation: preparing inputs for ERA TSI drafting process & driving EU standardisation**

**Alignment of rail & DAC system architecture**

**Executing European standardisation**

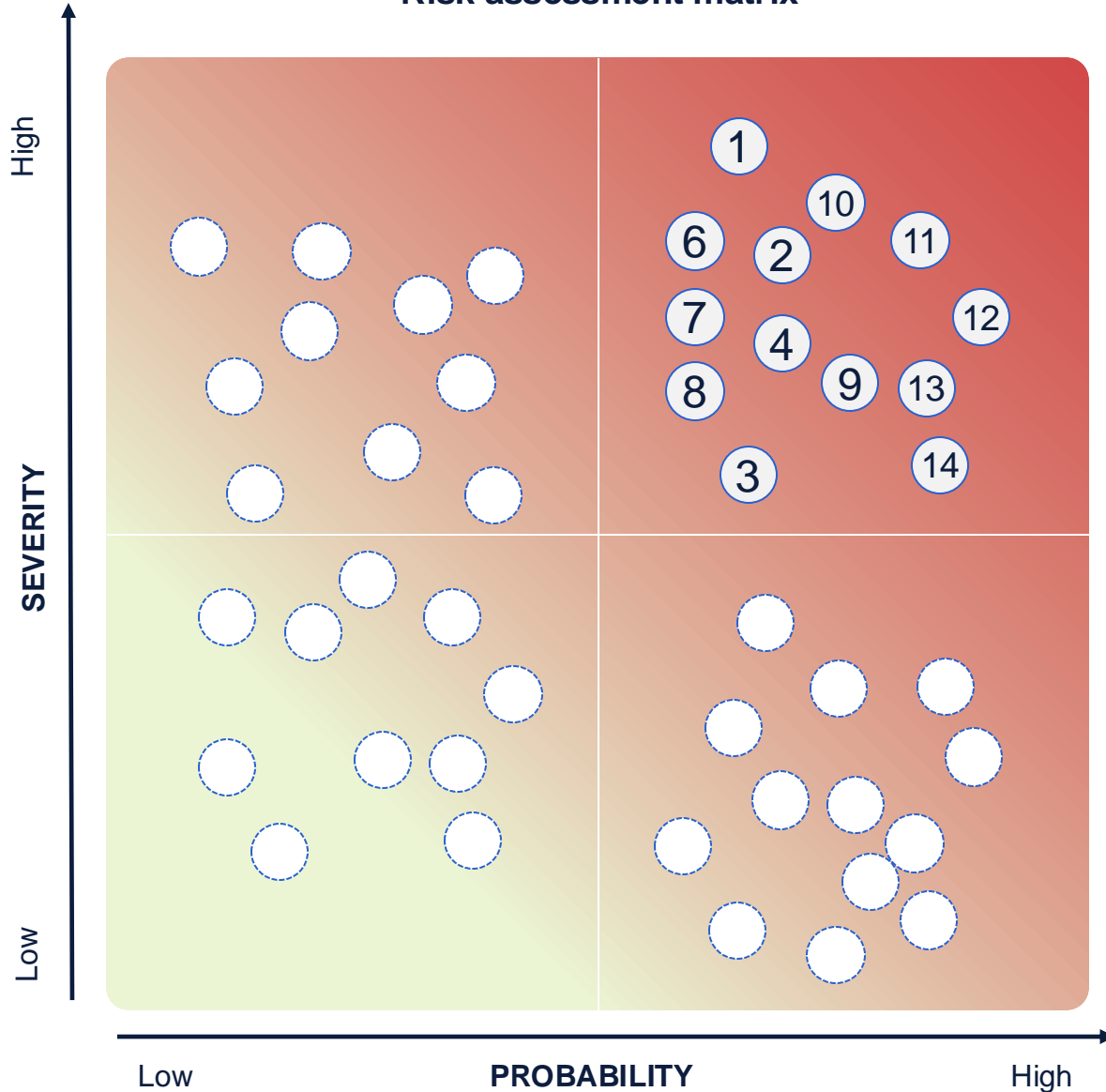
**D** = Work Area      **3** = Activity

**G** **Operating Pioneer DAC Trains**



First consolidated view.  
To be refined further  
More detailed reports in  
following PBs

Risk assessment matrix



### Top Risks for FP5-TRANS4M-R Technology Development

e. g. emergency brake solution, RAMSS target values, energy/data system, ...

### Mitigation

High management attention & allocation of resources, regular reporting in PB

### Top Risks for Pioneer DAC Trains

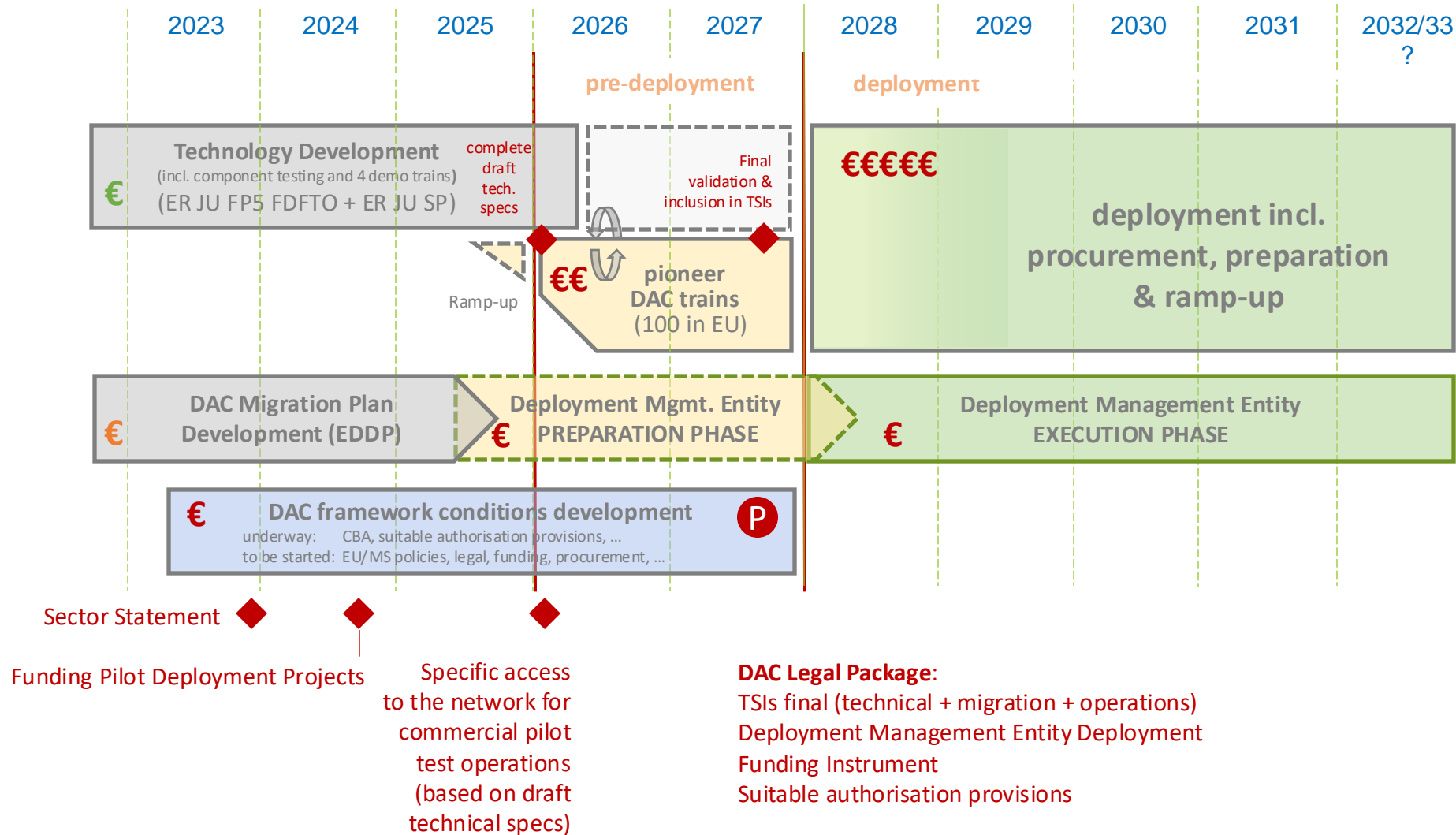
e. g. means of verification of requirements for authorisation, availability of loco hybrid coupler, ...

(task force) workshop series EC/ERA/NSA/EU-Rail & bilaterals ERA/FP5, focused development in DACTivate & alignment with PDTs

### Top Risks for DAC Full Deployment

e. g. vehicle fleet overview, knowledge on separability of traffics, EU/national funding & financing available, ...

Fostered exchange between DACFIT and industry partners, HL meeting EC/ERA/JU/EDDP with loco OEMs, regular report in PBs, proper setting-up of “separability” workstream in EDDP WA C, ...



**Major amendments/NEW:**

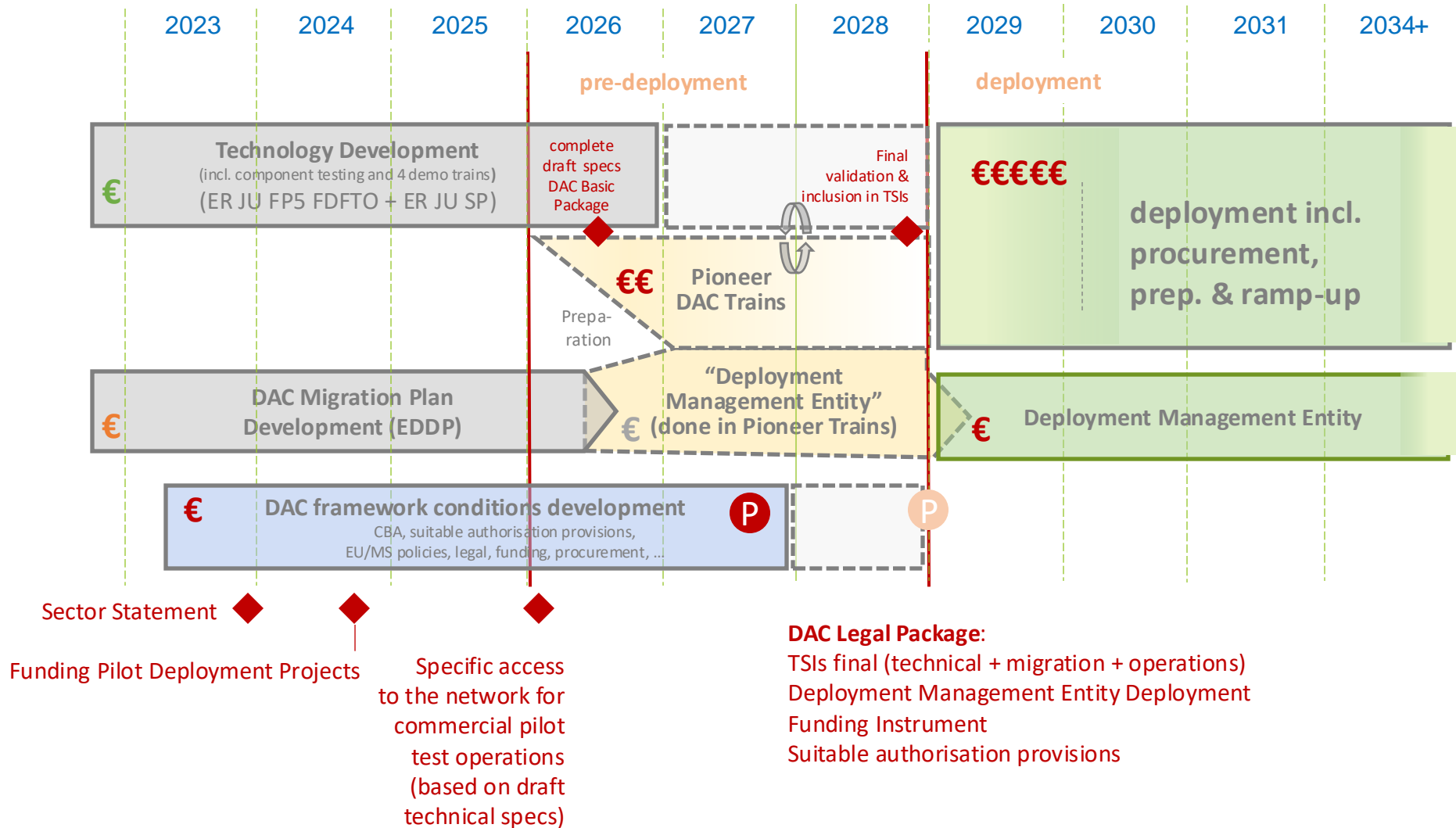
- DAC pilot deployment projects
- DAC framework conditions development
- Deployment Management Entity

€ Budget and resource need (already funded)

€ Budget and resource need (currently mainly unfunded)

P Determining milestone: DAC Legal Package to be implemented before this deadline

existing (grey box)  
to be prepared (green, yellow, blue boxes)



**Major amendments/reasons:**

- Extension of FP5-TRANS4M-R to end-2026 (Dec. 2026)
- Updated planning and focus on DAC Basic Package
- DAC technology for Pioneer Trains operation available as of end-2026

€ Budget and resource need (already funded)

€ Budget and resource need (currently mainly unfunded)

P Determining milestone: DAC Legal Package to be implemented before this deadline

Existing (grey bar)

To be prepared (green, yellow, blue bars)

# CEF call text was published on 24.09.2024

## EU OBJECTIVE: REMOVING INTEROPERABILITY BARRIERS

**2024 CEF Transport calls for proposals**

**Details**

STATUS: OPEN

Publication date: 24 September 2024

Opening date: 24 September 2024

Deadline modal: Single stage

Deadline date: 21 January 2025, 17:30 (CET)

Funding programme: Connecting Europe Facility (CEF) (0613007)

**Description**

The 2024 CEF Transport calls for proposals (total €1.5 billion available) to build and maintain European transport infrastructure. They support the European Commission's vision of a strong, sustainable transport system, with smart and resilient solutions implemented in interconnected Europe. Projects funded under these calls will help make the trans-European transport network (TEN-T) more sustainable, smart and resilient and contribute to the EU's goal of becoming climate neutral by 2050.

The calls cover the core, selected core and comprehensive TEN-T networks in the following areas:

- rail/rail
- inland waterways (IWW)
- maritime and inland ports
- road safety
- multimodal freight terminals
- multimodal passenger hubs
- smart and interoperable applications for transport
- safe and secure mobility
- infrastructure resilience

**Overview of the calls**

Projects on the Core Network	Call(s) (€ billion)
CORECOEN - 4 topics	Cefcoen (€1.0 billion)
IWWs & inland ports, maritime ports, rail, roads & multimodal freight terminals	
Projects on the Comprehensive Network	Call(s) (€ billion)
COMPCOEN - 4 topics	Cefcom (€150 million)
IWWs & inland ports, maritime ports, rail, roads & multimodal freight terminals	
Smart and interoperable mobility	Call(s) (€ billion)
SIMOBGEN - 10 topics	Cefsim (€140 million)
ESTMS - ITS, RIS, EMIS, VTMS, w/IT, REMB, SESAR - DSD, SESAR - CP and SESAR - OP	
Sustainable and multimodal mobility	Call(s) (€ billion)
SUSTMOBGEN - 2 topics	Cefsus (€140 million)
EMS and Multimodal passenger hubs	
Safe and secure mobility	Call(s) (€ billion)
SAFEMOBGEN - 3 topics	Cefsaf (€160 million)
External borders, Safe and Secure Parkings and transport infrastructure resilience	
Safe and Secure Parkings, transport infrastructure resilience and road safety	

[CEF-T-2024-SIMOBGEN-REMIB-WORKS](#); 640 mEUR in TOTAL for 10 topics

“ Studies concerning **Digital Automatic Coupling (DAC)** for rail freight operations (including **validating the system in commercial operations**). Projects must involve relevant stakeholder groups **from at least 4 Member States and include testing in cross border and shunting yards operations**. The studies can cover **all phases/tasks necessary** for collecting data on the system reliability and availability in commercial operations (technical, administrative, legal, certification/authorisation, procedures, etc.).

The studies/technical reports shall **contribute to a wider deployment of DAC in the EU and therefore be publicly available**.

Investments concerning rolling stock, notably the installation of sensors or other devices on wagons, are not supported, except as regards DAC studies

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