



DACFIT Public Kick-Off

16.12.2024



The project is supported by the Europe's Rail Joint Undertaking and its members.

Funded by the European Union. Views and opinions expressed are however those of the author(s) only and do not necessarily reflect those of the European Union or the Europe's Rail Joint Undertaking. Neither the European Union nor the granting authority can be held responsible for them.





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While some activities among competitors are both legal and beneficial to the industry, group activities of competitors are inherently suspect under the antitrust/ competition laws of the countries in which our companies do business.

Agreements between or among competitors need not be formal to raise questions under antitrust laws. They may include any kind of understanding, formal or informal, secretive or public, under which each of the participants can reasonably expect that another will follow a particular course of action or conduct. Each of the participants in this initiative is responsible for seeing that topics which may give an appearance of an agreement that would violate the antitrust laws are not discussed. It is the responsibility of each participant in the first instance to avoid raising improper subjects for discussion, notably such as those identified below.

It is the sole purpose of any meeting of this initiative to provide a forum for expression of various points of view on topics

- (i) that are strictly related to the purpose or the execution of the initiative,
- (ii) that need to be discussed among the participants of the initiative,
- (iii) that are duly mentioned in the agenda of this meeting and
- (iv) that are extensively described in the minutes of the meeting.

Participants are strongly encouraged to adhere to the agenda. Under no circumstances shall this meeting be used as a means for competing companies to reach any understanding, expressed or implied, which restricts or tends to restrict competition, or in any way impairs or tends to impair the ability of members to exercise independent business judgment regarding matters affecting competition.

As a general rule, participants may not exchange any information about any business secret of their respective companies. In particular, participants must avoid any agreement or exchange of information on topics on the following non-exhaustive list:

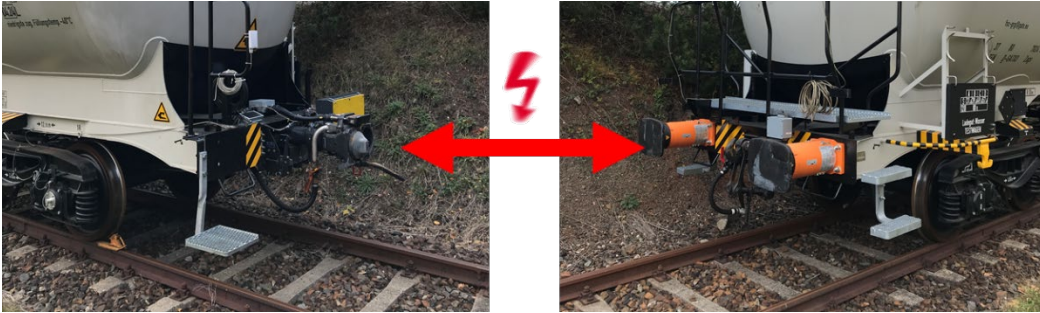
1. Prices, including calculation methodologies, surcharges, fees, rebates, conditions, freight rates, marketing terms, and pricing policies in general;
2. any kind of market allocation, such as the allocation of territories, routes, product markets, customers, suppliers, and tenders;
3. production planning; marketing or investment plans; capacities; levels of production or sales; customer base; customer relationships; margins; costs in general; product development; specific R&D projects;
4. standards setting (when its purpose is to limit the availability and selection of products, limit competition, restrict entry into an industry, inhibit innovation or inhibit the ability of competitors to compete);
5. codes of ethics administered in a way that could inhibit or restrict competition;
6. group boycotts;
7. validity of patents;
8. ongoing litigations.

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1	Introduction and Welcome Words	Andreas Lipka
2	Europe's Rail JU Presentation	Javier Ibáñez de Yrigoyen
3	The DAC Universe	Molley Williams
4	DACFIT – General Information and Objectives	Ajith Sureshkumar
5	DACFIT Work Packages – Pitches from every WP	Work Package Leader
6	Final remarks and closing	

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The DAC migration planning ensures that during migration ...

- ... two vehicles with different couplings do not meet on the same track



- ... the vehicles are not absent from the customer for too long



There are several fields of action in DAC migration planning – DACFIT supports here

- **Migration strategies** considering train routing, train formation facilities, stations and sidings
- **Retrofitting concepts** and **staff resources** for the workshops
- Technical layout: **coupler design** and **design of further digital and electric components** in line with migration strategies
- Framework conditions: **Procurement** and **public funding programs** without restrictions on migration
- Coordination at **European level**, ensuring a **synchronized and controlled migration** over the entire period

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DACFIT

Public Kick-Off Meeting

16 December 2024

Javier IBÁÑEZ DE YRIGOYEN

Senior Programme Manager
Europe's Rail JU



DACFIT

DAC - Freight's Intelligent Transformation



Europe's Rail JU Vision

To deliver a **fully integrated**
European railway network
for citizens and cargo.

High capacity



Flexible



Interoperable



Multimodal



Sustainable



Reliable



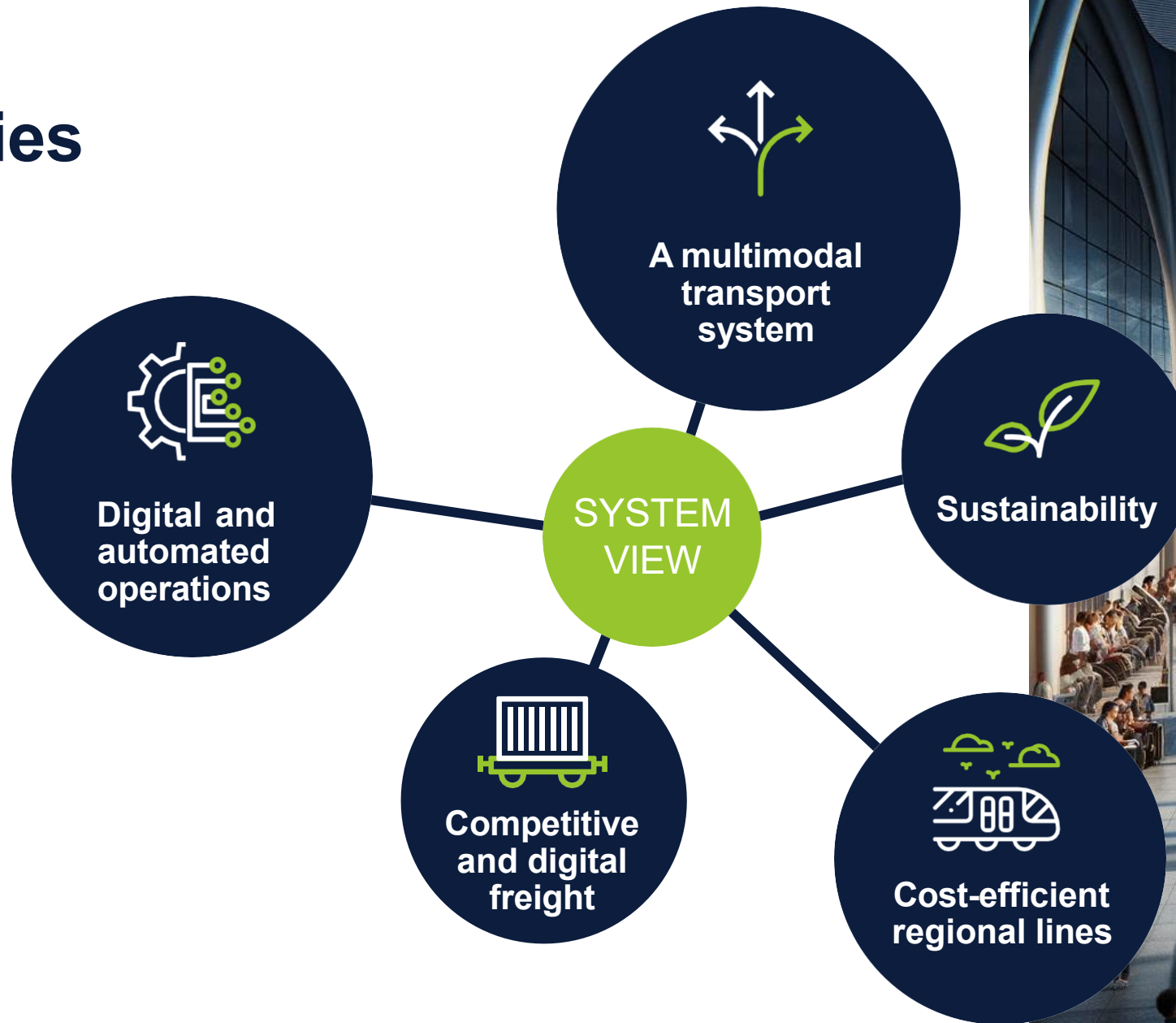
Competitive



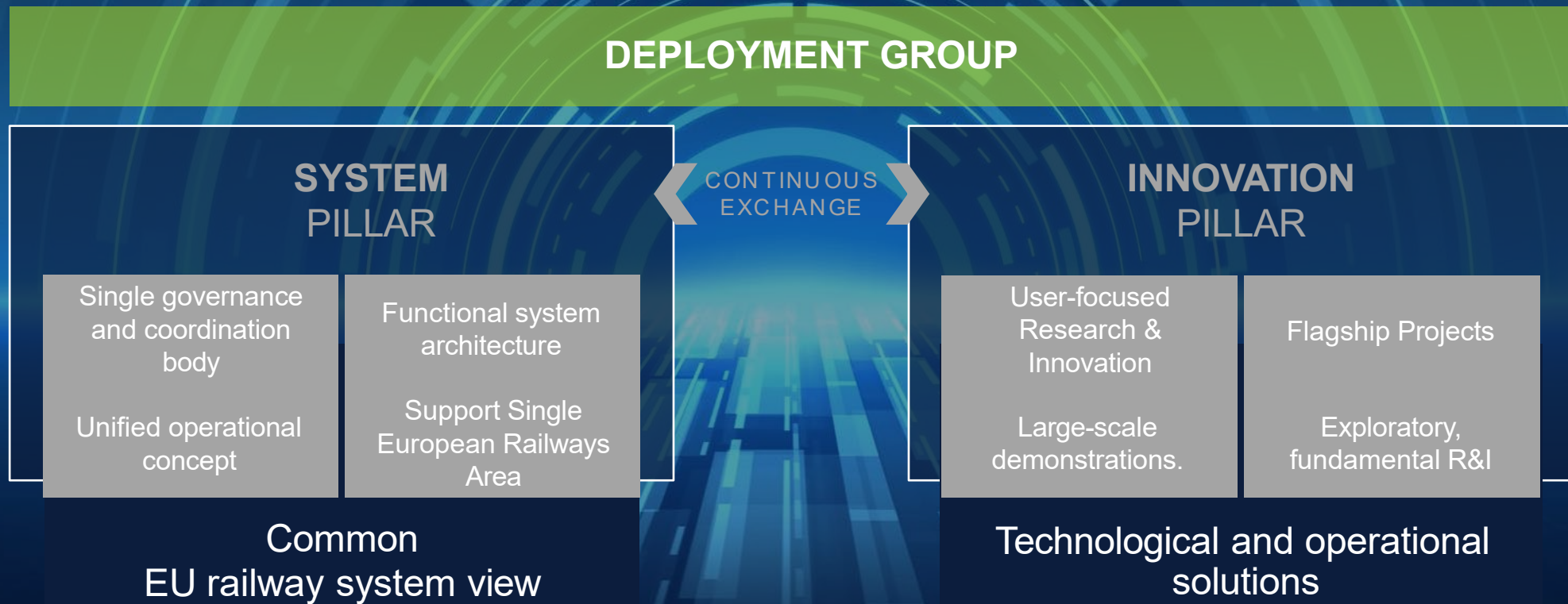
Inclusive



Priorities



Single R&I Programme based on a **system view**



- **FA1:** European Rail Traffic Management System (TMS)/ Capacity Management System (CMS); FP1-MOTIONAL
- **FA2:** Digital and automated up to autonomous train operations: FP2 – R2DATO
- **FA3:** Intelligent and integrated asset management: FP3-IAM-4RAIL
- **FA4:** Sustainable and green rail system: FP4-Rail4Earth
- **FA5:** Sustainable **competitive digital green rail freight** services: **FP5-TRANS4M-R**
- **FA6:** Regional rail services / innovative rail services to revitalise capillary lines: FP6-FutuRe
- **FA7:** Innovation for new approaches on guided transport modes: Pods4Rail



Exploratory research activities

- Technologies and innovations from other sectors
- Game changing methodologies
- Disruption of innovation cycle





DACFIT

Grant Agreement

- **Funded by EU-Rail JU**
- **GA** signed by **Deutsche Bahn AG** (DACFIT Coordinator) and **EU-Rail JU** (i.e. manages the GA)
- **Horizon Europe Model/Lump Sum:**
 - **No obligations on actual cost reporting and financial audits** (Certificate of Financial Statement and ex-post audits) at project implementation phase, however, the granting authority can verify **at any time** through checks, reviews, audits the compliance with the conditions for using lump sum contribution per work package
 - **Focus on performance:** Shift from focus on financial management and checking costs to focus on scientific-technical content of the projects (Work Packages (WPs))



- 5% of the total lump sum is retained as contribution to the Mutual Insurance Mechanism (MIM) to cover against financial risks
- The amount contributed to the MIM will be **reimbursed at the payment of the balance** after the end of the project
- The MIM **belongs to all beneficiaries** of grant agreements under Horizon Europe

- [Lump sums – what do I need to know?](#) - General presentation for applicants to get started, including details on how to set up a lump sum budget



- [Quick guide](#) - The key steps explained and possible concerns addressed

- Amendments **to the signed GA** must not have the purpose of making changes that might call into question the decision of awarding the grant
- Request in writing (electronically) – specific time windows for submission announced yearly by the EU-Rail JU
- Only the Coordinator may submit an amendment request
- Enlargement of the consortium to new contractors and new activities may be foreseen
- In severe cases, it can lead, upon the decision of the EU-Rail JU to a reduction of the grant, its termination or any other appropriate measures, in accordance with the provisions of the grant agreement and HE rules
- A guide to amendment is available through the [participant portal](#)

Key aspects to be addressed between the partners:

- Management
- Distribution of funds
- Internal organisation of work, internal reporting
- Evolution of the consortium
- IPR (to be decided before signature of contract) – ANNEX V HE Grant Agreement
- Risk management / collective responsibility
- Decision-making process

[EU-Rail JU Consortium GA template](#)

DACFIT Grant Agreement – General considerations

- **The grant can be reduced** if GA obligations are not met
- **Reinforcement on the monitoring of compliance** with dissemination, exploitation and communications obligations is possible
- **No plagiarism and no duplication of work** of other R&I activities
- **Coordination and cooperation** with the relevant projects as per DoA

DACFIT Grant Agreement – General considerations

- **Delivering on time** the expected results in accordance to the GA
- **Regular dialogue with the EU-Rail JU Programme Manager** to ensure a good flow of information about the project and its progress
- **Collaboration with the bodies of the Joint Undertakings**
 - EU-Rail JU: Flagship Projects (FPs), System Pillar (SP), System and Innovation Programme Board (SIPB), working groups set-up by the Governing Board (GB)
- **Coordination and communication** amongst the **DACFIT WPs**
- Europe's Rail JU Governance and Process Handbook: https://rail-research.europa.eu/wp-content/uploads/2024/01/ED-DECISION-ED-23-09_Annex_GovProc.Handbook.pdf

DACFIT

THANK YOU!

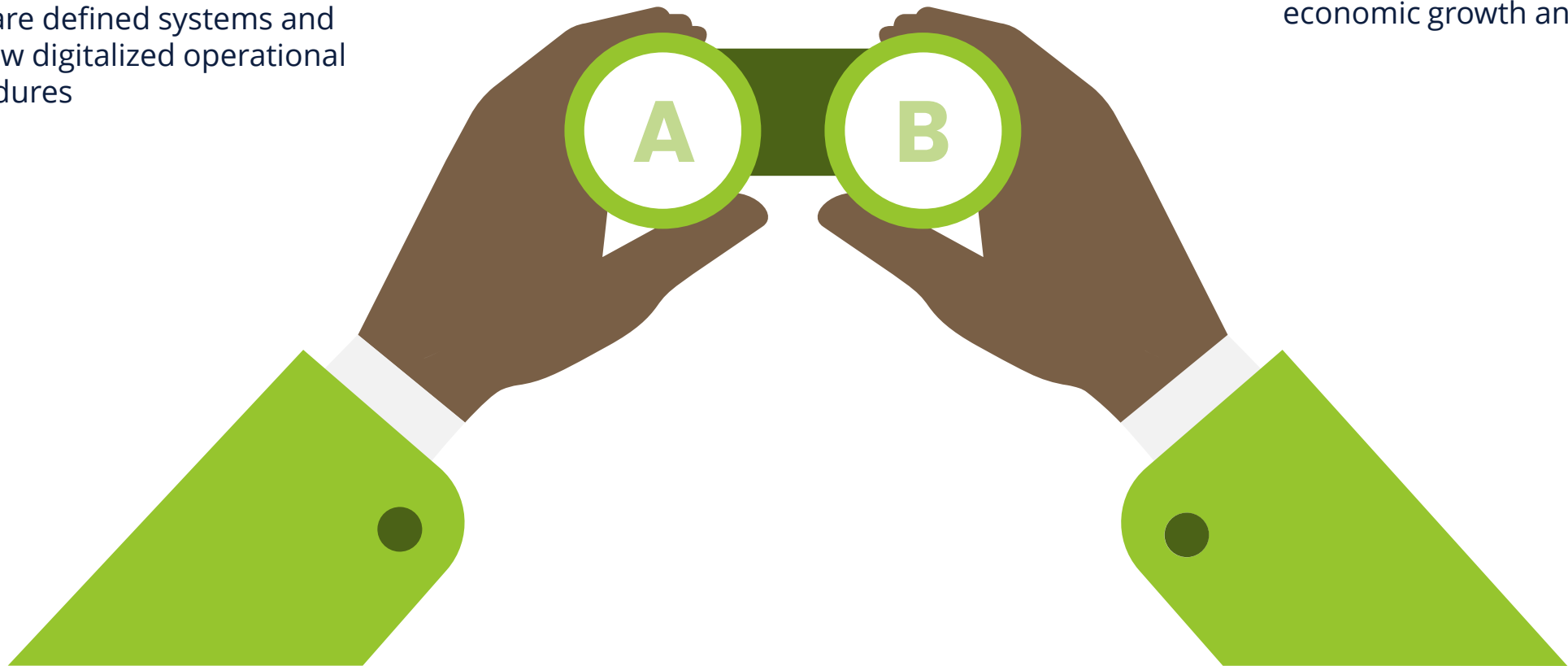
www.rail-research.europa.eu

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Establish rail freight as backbone of the lowest emission and most resilient logistics chain in Europe, fulfilling the end customer requirements

Demonstrate digital interoperability and capability of software defined systems and the new digitalized operational procedures

Increase rail freights market share and revoke causality between economic growth and pollution



Economic Growth

- Increase in capacity, productivity, efficiency and flexibility to secure the economic growth in Europe
- Secure and further develop the world leading position of Europe within the global economy



Demographic Change

- Average age of employees is increasing
- Less people available for physical demanding work especially in yards such as train preparation, coupling, uncoupling and further operational processes



Financial & Political Pressure

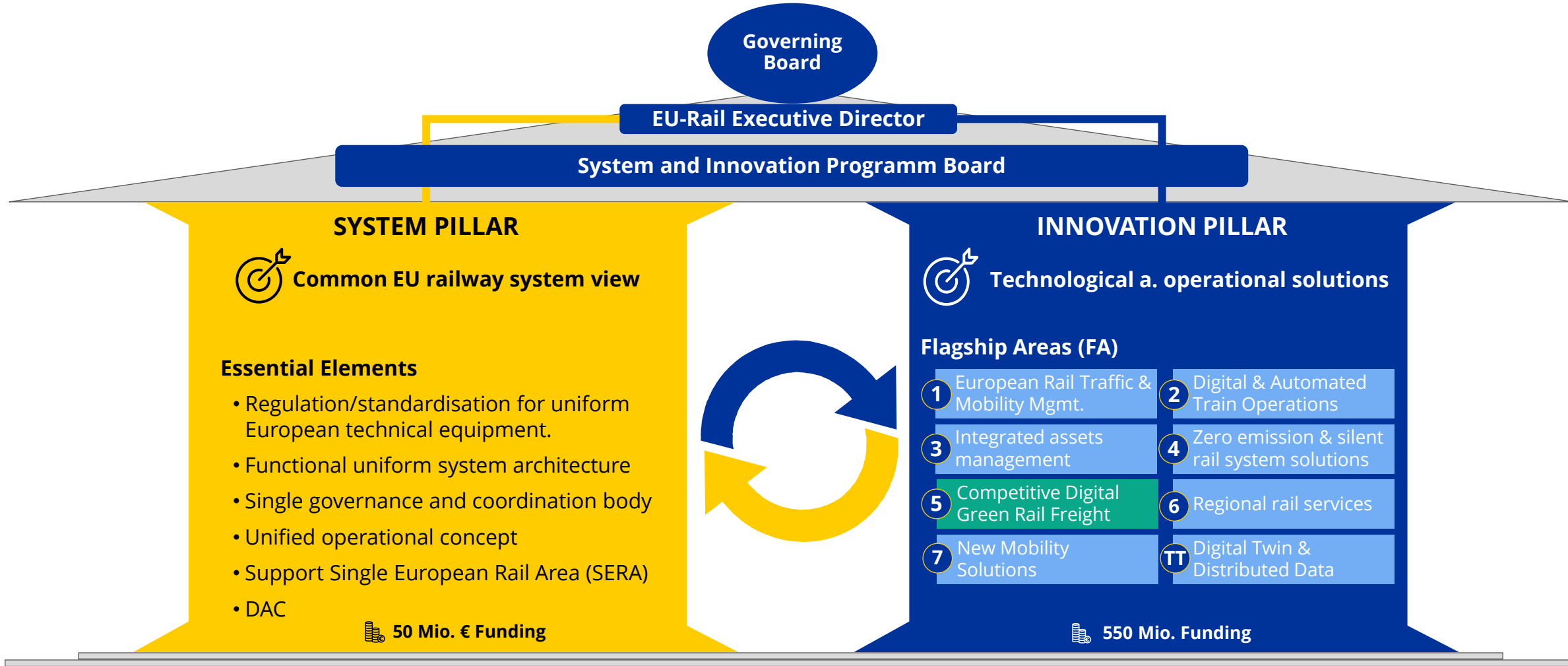
- Factors such as cost and flexibility put rail freight transport structurally under pressure in comparison with road transport
- Willingness for political support has increased
- Respond to customer demands in a timely and flexible manner



Climate Change

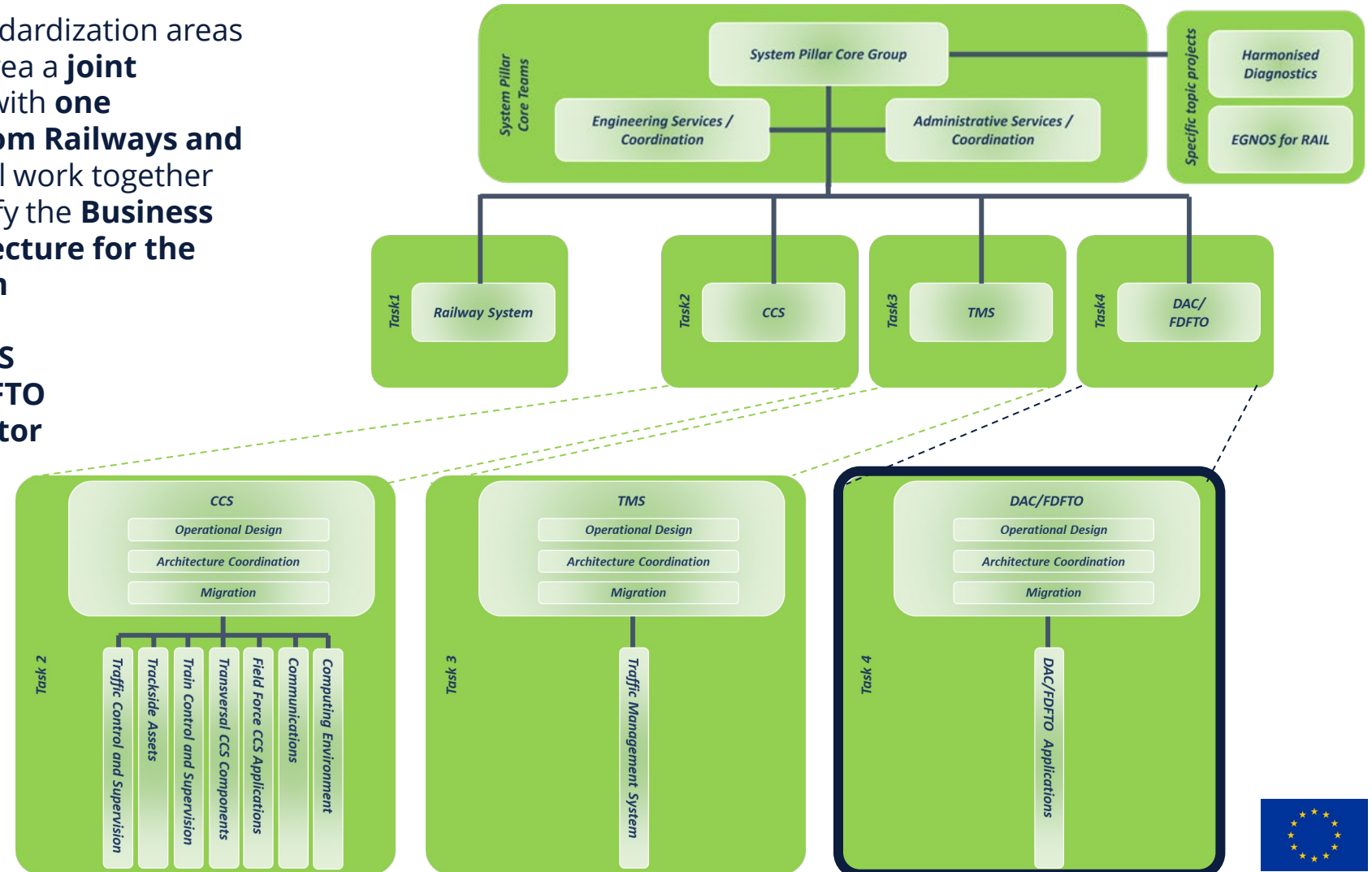
- European Commission targets to achieve a 90% reduction in transport-related greenhouse gas emissions by 2050
- Increase rail freight transportation in Europe by 50% by 2030 and double by 2050.

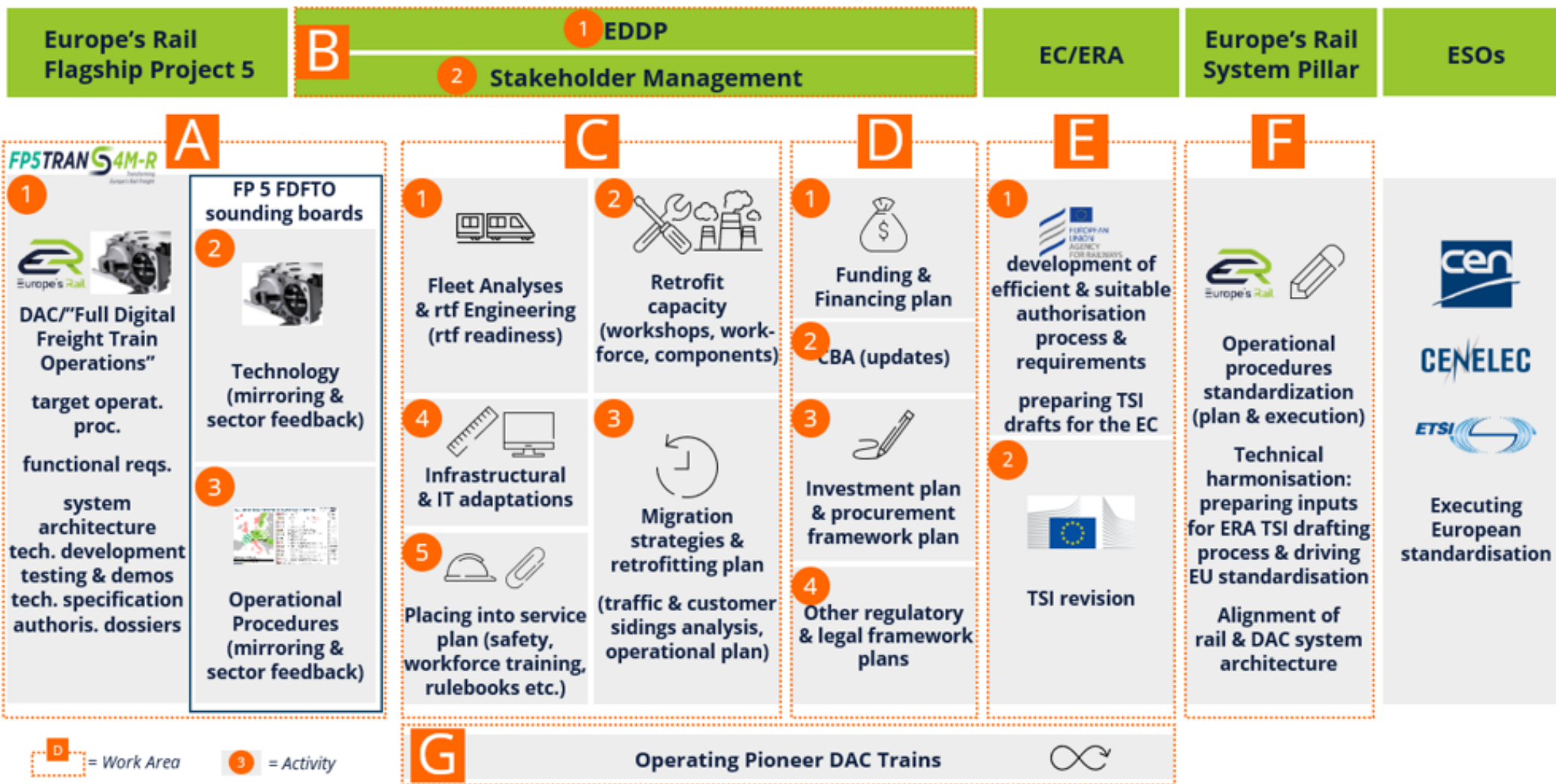




System Pillar Organisation and Principles

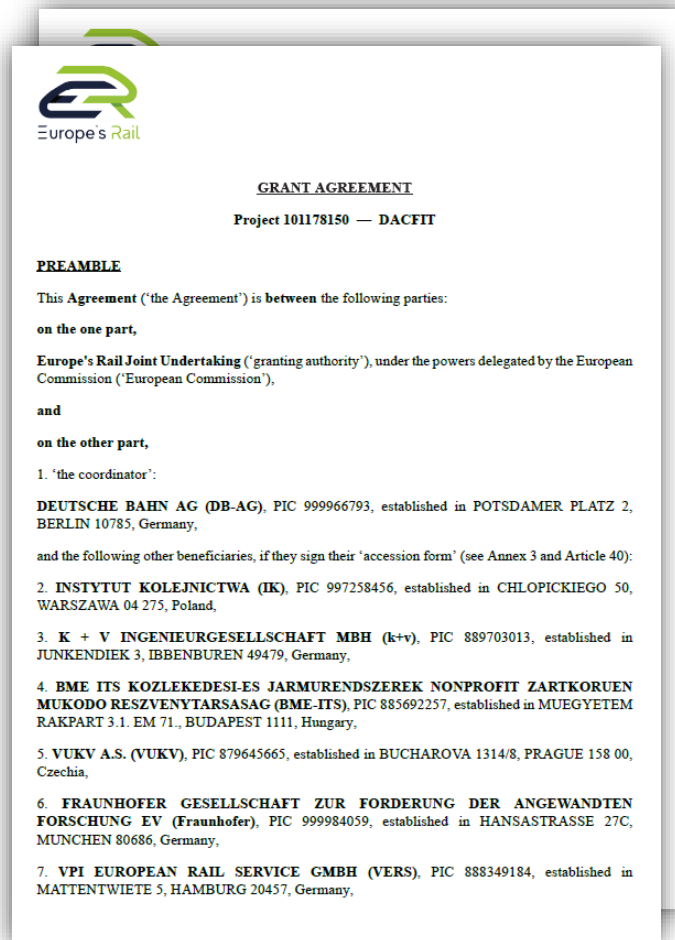
- Defined set of standardization areas (**Tasks**). For each area a **joint leadership team** with **one representative from Railways and Suppliers each** will work together
- Task 1 will specify the **Business Process Architecture for the Railway System**
- Task 2: **CCS**
- Task 3: **CMS/TMS**
- Task 4: **DAC/FDFTO**
- **Integration of sector standardization activities** (OCORA, RCA, EULYNX, ERTMS, ...)





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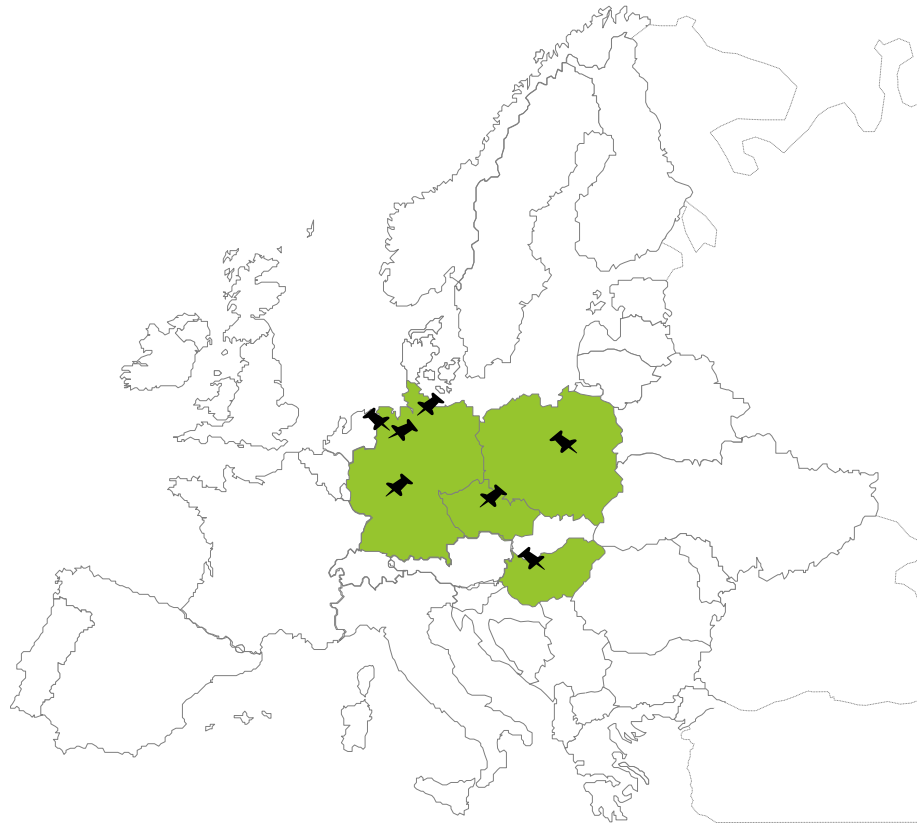
DACFIT – General Information and Objectives



Project start: 10/2024

Project duration: 24 months

Project volume: 1.5 million €



Partners from Eastern and Western Europe



Ingenieurgesellschaft mbH



Railway
Undertaking



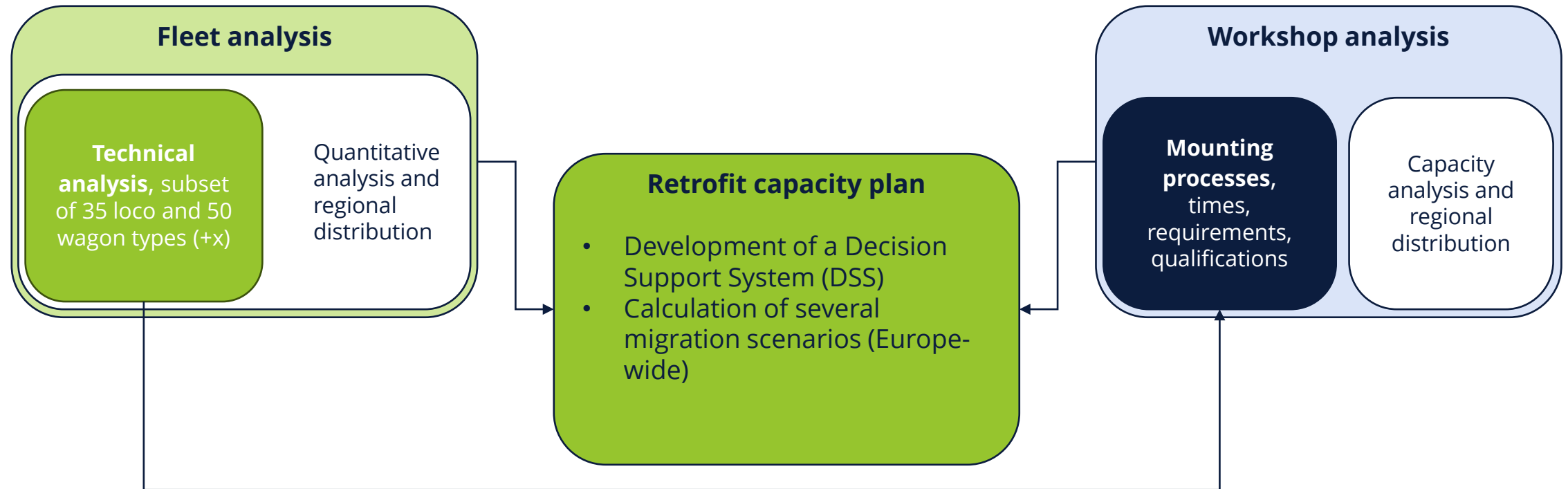
Maintenance

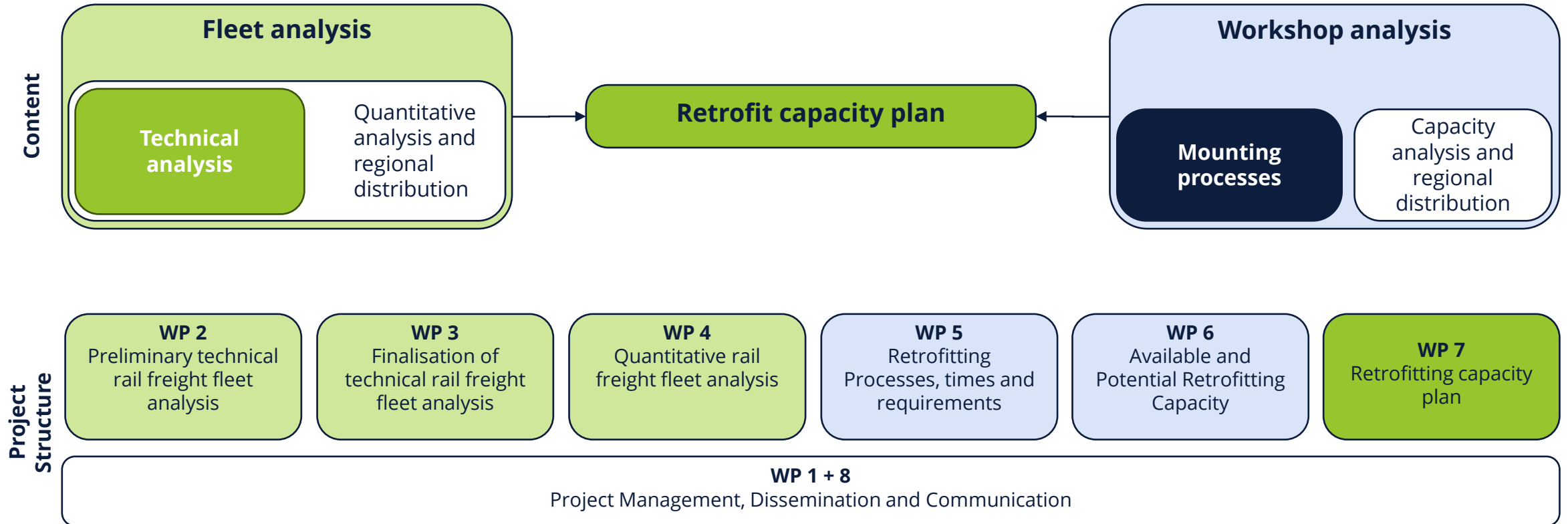


Engineering



Research





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DACFIT Work Packages – Pitches from every WP

WP2: Preliminary technical rail freight fleet analysis – k + v

Objectives

The primary goal of WP2 is to conduct a thorough technical evaluation of the key types of vehicles

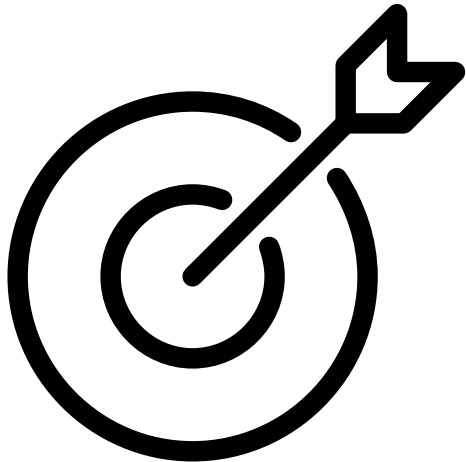
(different locomotive types, wagon types, DAC components and their combinations) in terms of technical state and their suitability for upgrades or retrofitting.

Detailed Content

- **35 main European loco vehicle types** will be selected out of a preselection of 72 locomotive types operating in 17 European countries (Hungary, France, Sweden, Serbia, Portugal, Austria, Bosnia, Norway, Germany, Netherlands, Poland, Italy, Romania, Slovakia, Bulgaria, Luxembourg, Czech Republic)
- around **min. 50 main freight wagon types** operating on the entire European 1435 mm network,
- **synchronization with FP5 TRANS4M-R's objectives**, examining for the above defined vehicle types, and in function of the documentation that can be made available from manufacturers and keepers, the structural strength of vehicle frames,
- the **feasibility** of installation spaces, effects on total vehicle weight and further considerations that are critical for the retrofitting process.
- Specific attention will be given to the **electrical integration for locomotives**

DACFIT Work Packages – Pitches from every WP

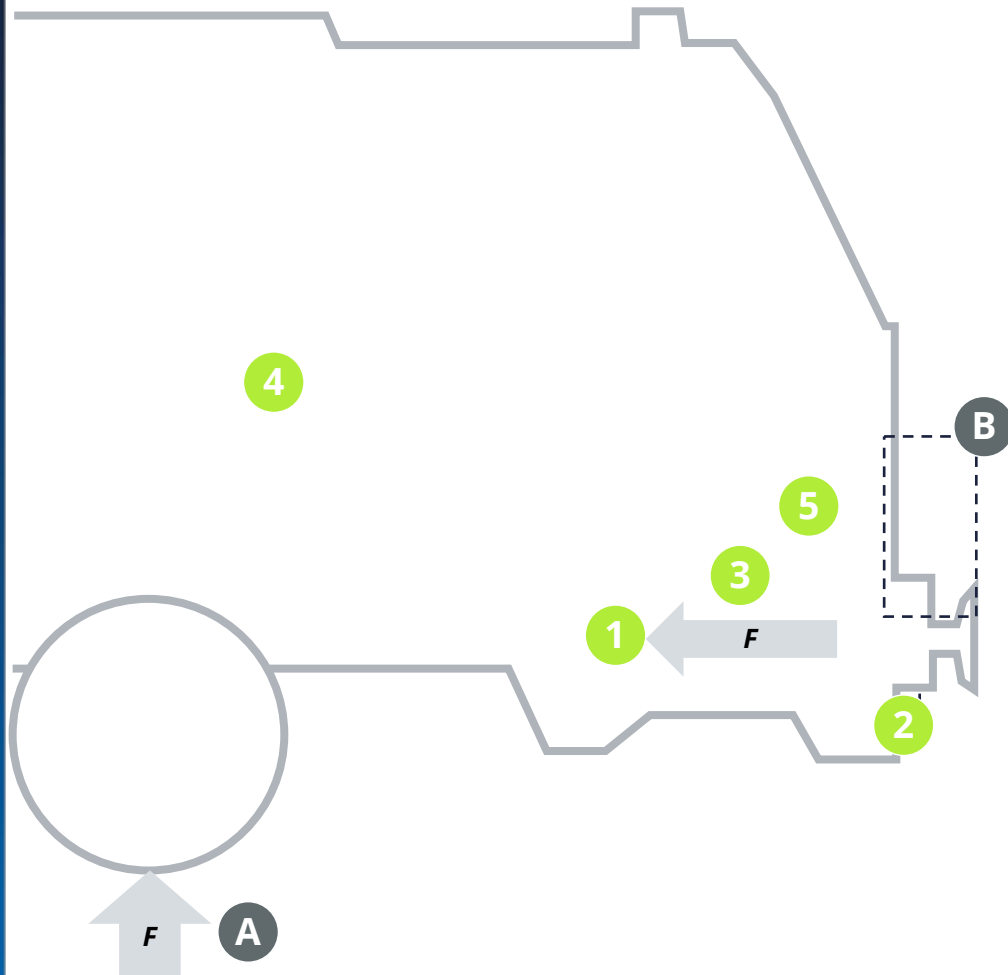
Objectives of the technical analysis



- **Weight Limitations:**
Adherence to specific weight constraints
- **Axle Design:** Compliance with installation dimensions
- **Restrictions:** Limitations on permissible diameters
- **Information Sharing:**
Exchange of locomotive data with manufacturers
- **Information Requirements:**
High-level data only; detailed information not required initially
- **Crash Behavior:** Compliance with safety and crash performance criteria

DACFIT Work Packages – Pitches from every WP

Questions about retrofitting the Digital Automatic Coupling Loco / Wagon



- 1 Force absorption capacity of the vehicle frame for DAC forces (especially for centric application of compressive forces)
- 2 Connection options, different solutions (flange designs)
- 3 Provision of the necessary free installation space for the DAC spring package
- 4 Power supply for the DAC
- 5 Connection option for power and data (data integration)

Additional requirements for mounting a hybrid DAC

- A Possibility to absorb additional mass (heavy hybrid DAC without dismantling the buffers)
- B The front of the vehicle allows you to fold up the hybrid DAC

DACFIT Work Packages – Pitches from every WP

Investigation / Analysis / Documentation of the results

- 1 Is the force absorption capacity of the vehicle frame given for DAC forces (especially for centric application of the compressive forces)?
- 2 Are connection options possible in flange versions?
- 3 Can the necessary free installation space be provided for the DAC spring package?
- 4 Is a power supply for the DAC possible (installation of further components!)?
- 5 Connection option for power and data for data integration possible

DACFIT Work Packages – Pitches from every WP

WP3: Finalization of technical rail freight analysis – k + v

Objectives

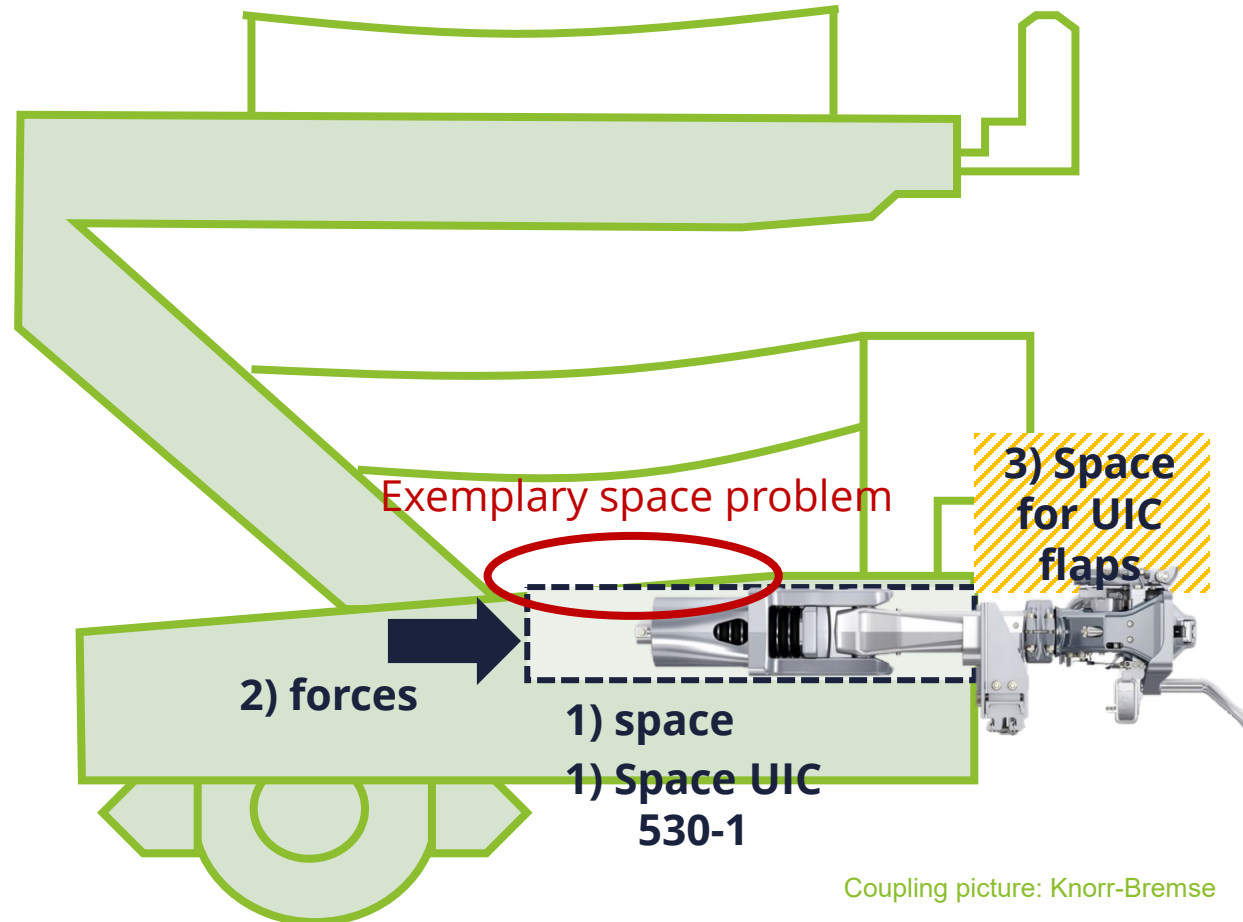
The primary objective of WP3 is to enrich and conclude the analyses initiated in WP2. WP3 may expand upon the range of vehicle types under consideration, incorporate new data, and thoroughly document the outcomes. This package will ensure that the retrofitting analysis is comprehensive, up-to-date, and well-defined for practical application.

Detailed Content

- Finalization of Qualitative (technical) Analysis and Documentation
- structured documentation of the extended analysis
- produce a definitive summary of the findings
- appropriate reports that encapsulate the retrofitting requirements
- feasibility for each selected vehicle type
- outcome of the work will be summarized “Technical rail freight fleet analysis”

DACFIT Work Packages – Pitches from every WP

Main requirements wagons: installation space and forces



Requirements for mounting a standard DAC

1. Is the installation space for the draft gear of the automatic coupling given according to UIC 530?
Critical are e.g. automotive wagons and intermodal pocket wagons
2. Is the wagon frame able to withstand the compressive forces at the end of the installation space, i.e., centrally in the wagon frame and not at the old position of the side buffers? Is evidence given (e.g., documentation of tests or simulations)?

Requirements for DAC design

3. Coupling head including e-coupler must keep space for flaps and foldable front walls

DACFIT Work Packages – Pitches from every WP

WP4 (Task 4.1): Quantitative rail freight analysis – DB Cargo

Task 4.1: Enrichment of Vehicle Analysis and Documents (Lead: DB Cargo; Participants: FHG IML)

Official registers

- Requesting access for Fraunhofer IML
- Utilization for project partners according to agreed Data Governance Framework
- Data is stored, anonymized and processed exclusively by Fraunhofer

Publicly available sources

- Analysis (half-automated, manual) of available sources, mainly world wide web
 - Comparison and consolidation with data from official sources
- Also contains information on vehicles traveling outside public networks

Queries at market players

- Conducted by Fraunhofer IML as neutral entity
- data will be collected under strict data protection regulations
- data is stored, anonymized and processed exclusively by Fraunhofer

WP4 (Task 4.2): Traffic Type Allocation and Prognosis Documentation – DB Cargo

Core wagon load system

- core component is the single wagon (SW) network
- All services whose wagons use the SW network on a regular basis for more than just maintenance, i.e.
 - Classic **single wagon** load traffic
 - **sector concepts** using the SW network
 - **single block trains** with wagon supply/return on the SW network **that cannot be separated**



Rail Freight Market



„separable“ Traffic

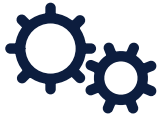
Transports whose wagons are or can be **“separated” or “isolated” from the core wagon load system** and could therefore be retrofitted before or after the wagons from the core wagon load system, e. g:

- Block train shuttle (load and empty running) with fixed wagon assignment (incl. Intermodal shuttle)
- Block train concepts with wagon interchange between block train relations
- traffics temporarily delinked from the core wagon load system

DACFIT Work Packages – Pitches from every WP

WP4: Quantitative rail freight analysis – DB Cargo

Data Analysis



- Extensive research over as much available sources as possible needs to be extended by market queries



Traffic Type Allocation



- Understanding the usage of vehicles in rail freight traffics is crucial for a bullet proof migration plan.



Data Governance assured



- Fraunhofer IML serves as a reliable partner in the project
- extensive expertise and effective tools to ensure compliance with data protection regulations
- guarantees safeguarded against unauthorized access, proper anonymization is carried out



WP4 forms the groundwork for DAC Migration → The more comprehensive the data analysis becomes, the more precise the migration planning can be for each individual company.

DACFIT Work Packages – Pitches from every WP

WP5: Retrofitting processes, times & requirements – VERS

Objective

WP5 is designed to establish a clear and efficient framework for retrofitting rail freight vehicles across Europe. The main goal is to detail the retrofitting processes, estimate the time and effort required, and outline additional requirements such as staff qualifications and workshop equipment needs.

Detailed Content

- Detailed representation of the conversion process for different vehicle categories with installation space according to the UIC 530-1 standard and locos
- Determination of the **time and effort required for the retrofitting**, including a map of the process from mechanical assembly to the integration of digital systems
- Compilation of the requirements for **personnel skills and qualifications** of the employees involved
- Compilation of the need for **workshop equipment** (equipment such as pits, lifting systems, welding stations, ...)
- Validate and improve the conversion procedures collected to optimize recurring processes
- Installation test (wagon) planned in **different countries**

DACFIT Work Packages – Pitches from every WP

WP5: Retrofitting processes, times & requirements – VERS

1st Installation Test – Mannheim, Germany on 05.11.2024
Main topic: **coupler head and draft gear**

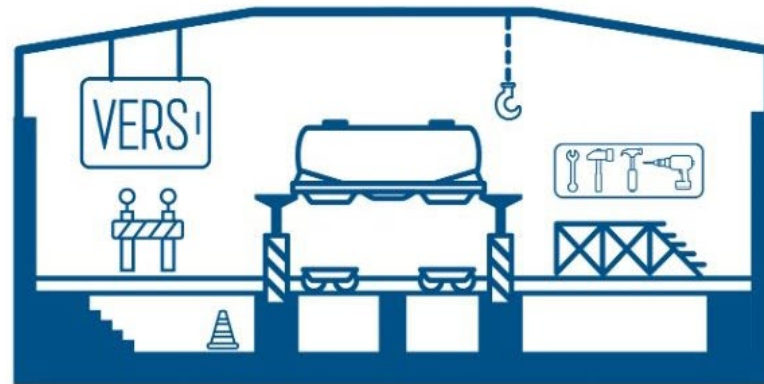


DACFIT Work Packages – Pitches from every WP

WP6: Available and potential retrofit capacity – VERS

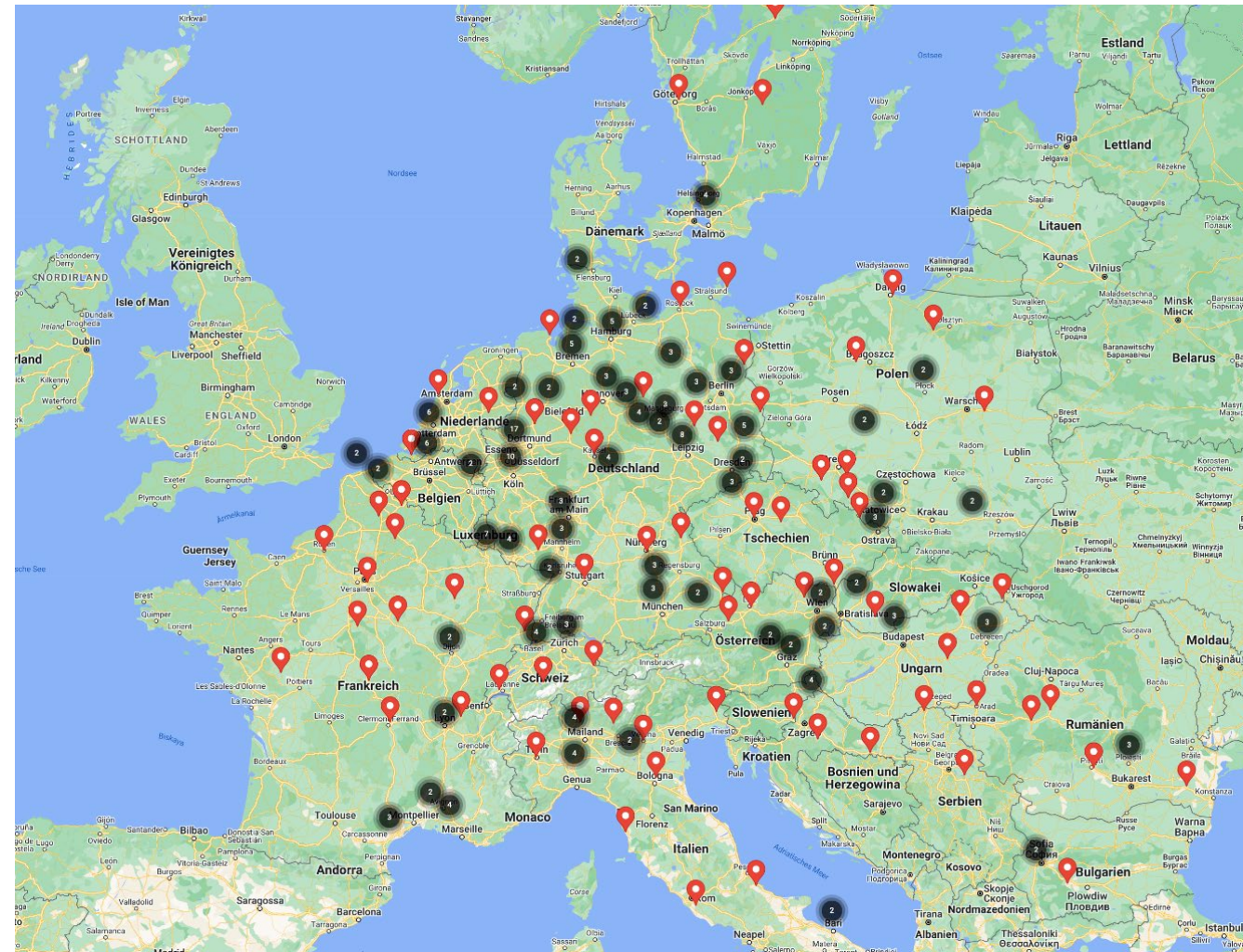
Objective

The core objective of WP6 is to determine a network of workshops along with their retrofitting capacities and staffing availability, which are equipped to carry out the Digital Automatic Coupling (DAC) retrofitting activities. WP's aim is to identify and, where necessary and feasible, enhance the retrofitting capacities of European rail freight workshops. This will specifically address their ability to implement Digital Automatic Coupling (DAC) retrofitting for a range of rail freight vehicles.



DACFIT Work Packages – Pitches from every WP

WP6: Available and potential retrofit capacity – VERS



DACFIT Work Packages – Pitches from every WP

WP6: Available and potential retrofit capacity – VERS

Detailed Content

- Compile a comprehensive overview of current freight workshop capacities throughout Europe
- Digitally supported survey of European rail freight workshops on their available and potential conversion capacity
- Assess the potential of other workshops in the rail vehicle industry sector, such as workshops for passenger coaches, multiple units, high-speed trains and component manufacturing
- Assess the potential to increase workshop capacity, in particular in terms of human resources and their skills and qualifications
- Investigate the creation of new capacity, possibly by setting up modular 'pop-up' workshops

DACFIT Work Packages – Pitches from every WP

WP7: Retrofit Capacity Plan – DB Cargo

The Retrofit Capacity Plan describes

how many vehicles

- of a certain vehicle group are retrofitted

$$x_{i,j}^{t,a}$$


- in a certain time period

- by an action

- in a certain workshop region.

There are two tasks:

- **7.1. Implement Decision Support System** (Milestone Sept. 25, Responsible: Fraunhofer)
This system equipped with a mathematical model will allow to automatize the creation of the Retrofit Capacity Plans as much as possible. Existing results will be incorporated.
- **7.2. Create Retrofit Capacity Plan** (Milestone Sept. 26, Responsible: DB Cargo)
Once data is available it will seamlessly be imported and a plan will be computed. Results will be discussed with stakeholders and further input considered, up to 3 scenarios will be presented.

DACFIT Work Packages – Pitches from every WP

WP7: Strict data management, transparency and reusability are our fundamental principles

Data Management

We strictly adhere to the Data Management Plan

Principles for handling data:

- Need-to-know
- Aggregation
- Pseudonymization

Transparency

Open-Source

New code will be published under open-source license

Open-Data

Public data will be published.

Benefits:

- Traceability
- Reproducibility

Reusability

Adaptability

We are ready for last minute input changes.

Beyond DACFIT

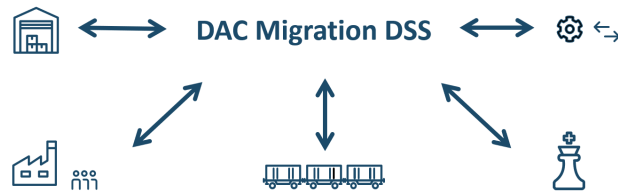
We know that the world changes, even after the DACFIT-Project terminated.

So we not only want to make our results public but also our methods and possibly our code.

DACFIT Work Packages – Pitches from every WP

WP7: DB has already dedicated research to the DSS, now the excellence of partners is added...

Longterm vision



Mathematical Model

DAC Migration Model

Hanno Schülldorf, Frederik Schäfer
Revision July 2024 [for discussion]

This is a technical paper intended for people working on implementing the DAC Migration DSS. The reader should be familiar with the concepts of DAC Migration which are NOT explained here. Except for chapter 1 some knowledge about mathematical modelling is necessary as well.

1 The DAC Migration Problem

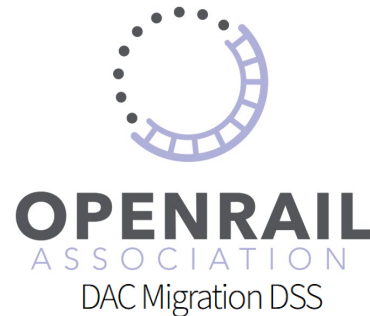
1.1 User Perspective: Capabilities & Benefits

As of today the goal of migration is that 500 K wagons all over Europe will be migrated from screw couplers (SC) to the digital automatic coupler (DAC) within 6 years.

This model keeps track of major resources and supplies and checks if the strategic requirements of migration can be met. Besides checking the feasibility of migration scenarios it helps setting up a more detailed retrofitting plan, reveals resource and supply bottlenecks as well as hard to meet strategic requirements. It even can be used to optimize migration in relation to various objectives.

The model is flexible and open to different strategies. Whether the intended migration process takes 6 months, 6 years or 26 years, the model will answer if it is feasible and how an optimal migration plan would look like. On the other hand the user is required to

An open source repository
(for new code)



Excellence in optimization
and software development



Sound industry experience



Our first task will be to bring this all together

DACFIT Work Packages – Pitches from every WP

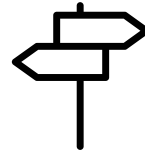
WP8: Key elements of the project communication and dissemination

Objectives



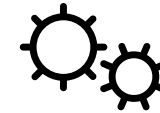
- **Maximizing the visibility of the DACFIT outcomes and results**
- Thus, attracting more active contributors for DAC migration activities

Target groups



- Railway Undertakings, Infrastructure Managers, Wagon Keepers
- Shippers, Forwarders, Terminals, Ports
- Supplier Industry
- Authorities, Policymakers, Regulators
- European Citizens

Means & Tools



- External events & EU-Rail events
- Workshops & webinars
- Promotional materials
- Social media & websites
- Articles

In alignment with the **Europe's Rail Joint Undertaking, EDDP** and projects, such as **FP5-TRANS4M-R**

DACFIT Work Packages – Pitches from every WP

WP8: Communication and dissemination measures conducted

Signing Consortial Agreement



April

Signing Grant Agreement

Factsheet on the project available under:
<https://cordis.europa.eu/project/id/101178150>

Further information will follow
October

DACFIT Public Kick-Off Meeting

- DAC Initiative
- DACFIT Objectives
- DACFIT Work Packages

December

2024

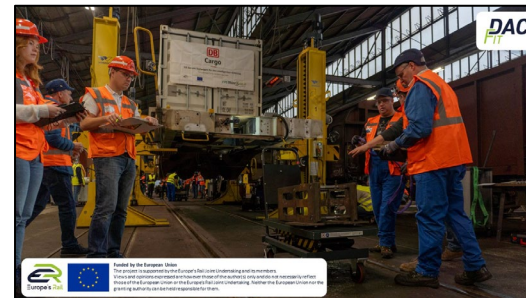
September



Meeting each other at **InnoTrans** Fair in Berlin

November

DAC **Installation Test** conducted



DACFIT Work Packages – Pitches from every WP

WP8: Communication and dissemination measures scheduled



VPI-Symposium 2025

in Hamburg

on transport policy issues and innovations for sustainable rail freight transport

January



Publication in
Problemy Kolejnictwa, a Periodical published under the patronage of the Committee on Transport of the Polish Academy of Sciences

March



International Railway Fair
TRAKO

in Gdansk, Poland

September

2025

March

Finalizing
Communication and Dissemination Plan
for WP8



June

VPI Technical Information Event
in Berlin



#	TOPIC	Resp. / Time /Type
1	Introduction and Welcome Words	Andreas Lipka
2	Europe's Rail JU Presentation	Javier Ibáñez de Yrigoyen
3	The DAC Universe	Molley Williams
4	DACFIT – General Information and Objectives	Ajith Sureshkumar
5	DACFIT Work Packages – Pitches from every WP	Work Package Leader
6	Final remarks and closing	



7 Partners
from **East** and **West**
Europe
work together



Innovation project
focusing on **data analysis**
for DAC migration preparation

**Project
support**

DACFIT supports the
**European DAC Delivery
Programme (EDDP)** and
FP5-TRANS4M-R etc.



**Partners from
Western and Eastern
Europe**



Ingenieurgesellschaft mbH



Main goals

- **Technical analysis** of freight wagons, locomotives and special-purpose vehicles
- Analysis of the **European workshop-infrastructure**
- Evaluation of the **challenges in the European migration process** concerning time and space



**1.5 million €
over 24 months**



**Europe's Rail
Part of Europe's Rail**

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DACFIT Partners



Ingenieurgesellschaft mbH



EU-Rail Founding Members

