

## INF.7

### 1b – Design and construction of vehicles: specification method; functional/technical solutions

#### ITEM 2: 6.8.3.1.6\_ DAC

Information from European Union Agency for Railways

# Information on DAC

JCGE #5

6 September 2022 - teleconference



## Main objectives (reminder):

DAC must be usable for TDG services

RID should contain the high-level safety objective, including for the usage of DAC

DAC specifications will be covered by TSIs and an 'interface document', as needed (RCM description)

TSI/UTP requirements on DAC can be referred to in RID

## 7.6.1. Digital Automatic Coupling

As part of the Digital rail and Green freight TSI revision package (2022 revision) set out in point 7.6.1, the Commission requested the Agency to include provisions regarding the implementation of the Digital Automatic Coupling for freight wagons.

The provisions above should apply to both new, renewed and existing freight wagons as set out in Whereas 23 and Art. 5.3 of Commission Delegated Decision (EU) 2017/1474. Due to the complexity of the discussion, the Agency did not deliver a recommendation in the Green Freight revision package. However, these provisions should be included in the TSI no later than in year 2025.

The Agency has produced a report showing the current state of development of the specification for the DAC. The report ERA-REP-1175-DAC is available on the ERA website.

### 7.5.2.3. Digital Automatic Coupling

As part of the Digital rail and Green freight TSI revision package (2022 revision) set out in point 7.5.2.3, the Commission requested the Agency to include provisions regarding the implementation of the Digital Automatic Coupling.

Pursuant to Whereas 23 of Commission Delegated Decision (EU) 2017/1474, the Digital rail and Green freight TSI revision package shall include provisions in this TSI and Commission Regulation (EU) such as automatic coupling systems.

Due to the complexity of the discussion, the Agency did not deliver a recommendation in the Green Freight revision package. However, these provisions should be included in the TSI no later than in year 2025.

The Agency has produced a report showing the current state of development of the specification for the DAC. The report ERA-REP-1175-DAC is available on the ERA website.

- The report is referred to in both LOC&PAS and WAG TSIs (2022 revision package)
- This report explains the background to the assignment, the workgroups, working methods of the Agency, The Technical scope of the DAC (i.e, what the TSI should cover and what has been achieved so far), the state of play of the impact assessment and items for the next revision process (see next slide)
- The last available draft TSIs and attached Technical documents are available in the following annexes of the report:
  - Annex 4 Proposed amendments to the TSI WAG
  - Annex 5 Proposed draft of the Technical Document to be referred to in TSI WAG
  - Annex 6 Proposed amendments to the TSI LOC&PAS
  - Annex 7 Proposed draft of the Technical Document to be referred to in TSI LOC&PAS

## Migration aspects

### Remaining technical aspects, such as:

- EP-brake
- Voltage of the electric system
- Requirements for the compatibility with train detection systems
- Communication system
- **Reliability aspects**
- **RID aspects**
- Technical requirements related to operation, especially related to manual uncoupling of freight wagons fitted with DAC.
- Longitudinal compressive forces
- Maximum height of the DAC
- **Coupling modes**

**Assessment of the existing fleet intended for retrofitting, e.g. regarding structural strength, etc.**

**Completion of the Impact assessment following the user's consultation**

**Definition of Interoperability constituents 'DAC' and 'hybrid coupler' in the TSI LOC&PAS**

## **Topical Working Group Freight**

30 September 2022

Presentation from the Agency on interface between RID requirements and TSI

## **Dedicated DAC/TDG workshop**

12 October 2022

Provisional agenda:

- Presentation of DAC and TSI state of play regarding DAC (EDDP, Agency)
- Identify clauses of RID in the scope of TSI WAG
- Identify new requirements in DAC specification applicable to freight wagons dedicated to the transport of Dangerous Goods only
- Check if these requirements are already covered in the TSI WAG and if not propose a first wording in TSI / propose an interface document.
- Propose high-level safety objectives to be included in RID.





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