

DAC

DIGITAL AUTOMATIC COUPLING

For a strong rail freight sector. Throughout Europe.

DIE BAHNINDUSTRIE.
VDB VERBAND DER BAHNINDUSTRIE IN DEUTSCHLAND E.V.

VDV Die Verkehrs-
unternehmen



 **Allianz
pro Schiene**

NEE Netzwerk
Europäischer
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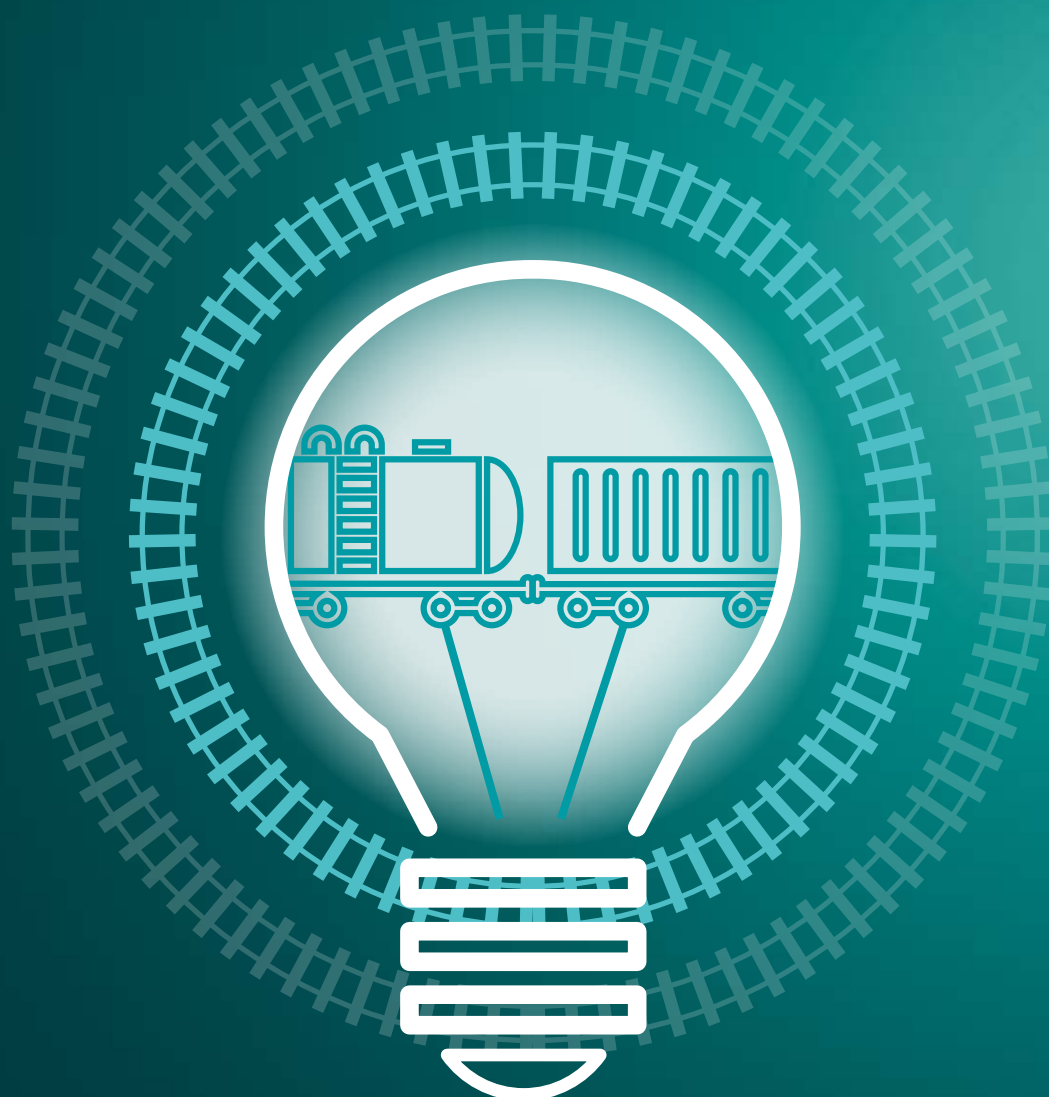


Climate protection. Rising transport volumes. Only rail meets both needs.



Rail is by far the most environmentally friendly mode of transport. Freight transport by truck generates five to nine times the quantity of CO₂. Any serious approach to climate protection must therefore invest in railways – especially as transport volumes are constantly growing. The current German Federal Transport Infrastructure Plan forecasts that 837 billion tonne-kilometres of capacity will be required by 2030 – an increase of over 25 percent compared to today's levels. Transporting such enormous quantities will not be possible on the roads, and certainly not in a climate-friendly way.

So how do we meet the needs of both climate protection and rising transport volumes? The solution is efficient, competitive rail freight. We must dramatically boost productivity in rail freight transport. The DAC is a milestone on this path.

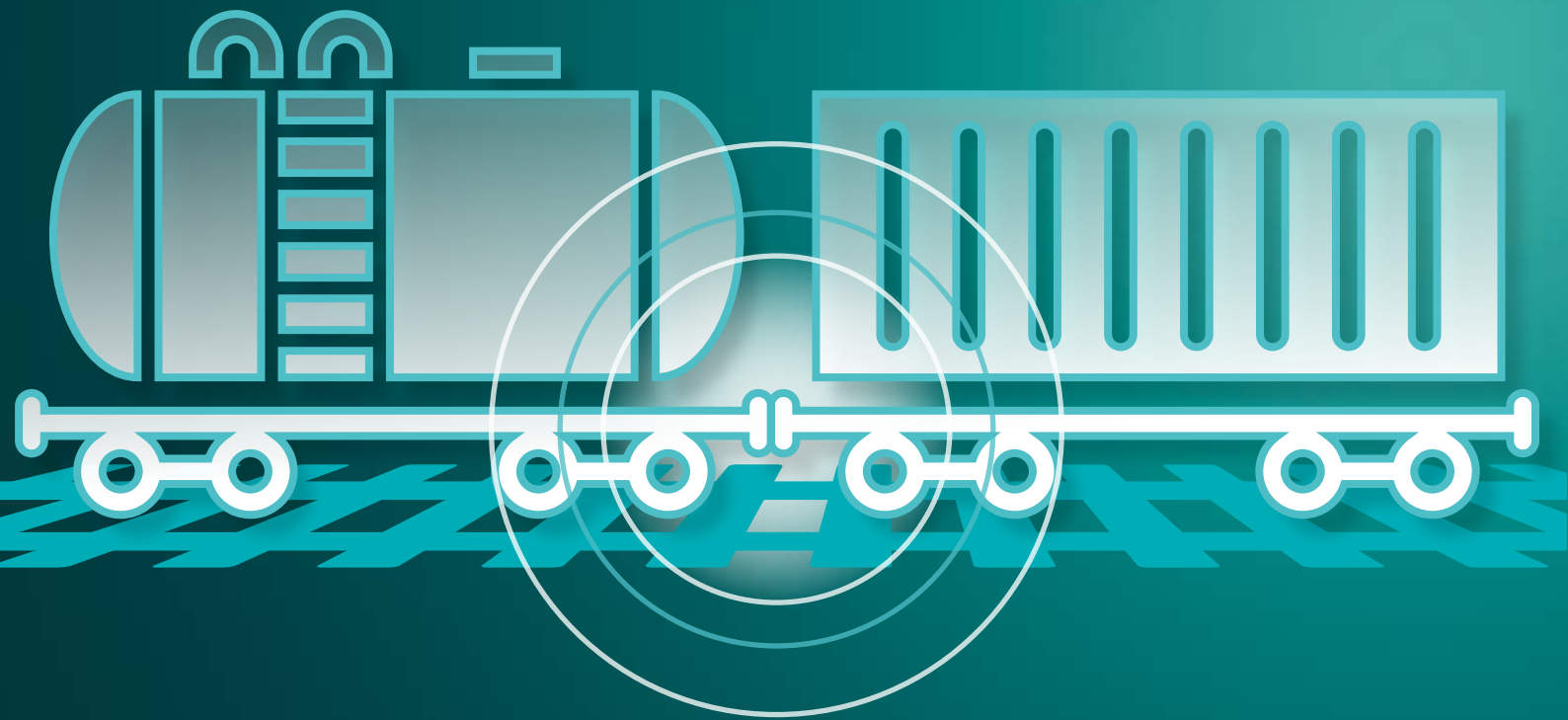


DAC is the key: to competitive rail freight transport.



The future belongs to the intelligent freight train which brings tangible efficiency gains to the railways. Its heart: the Digital Automatic Coupling (DAC). This is the technological leap forward – from manual train preparation and marshalling into the digital age.

The digital automatic coupling opens the door for comprehensive automation and digitisation of rail freight transport. It is both an enabler and a driver of innovation. With the DAC, we are laying the foundations for significantly faster and more efficient processes. Its introduction throughout Europe must be pursued vigorously.

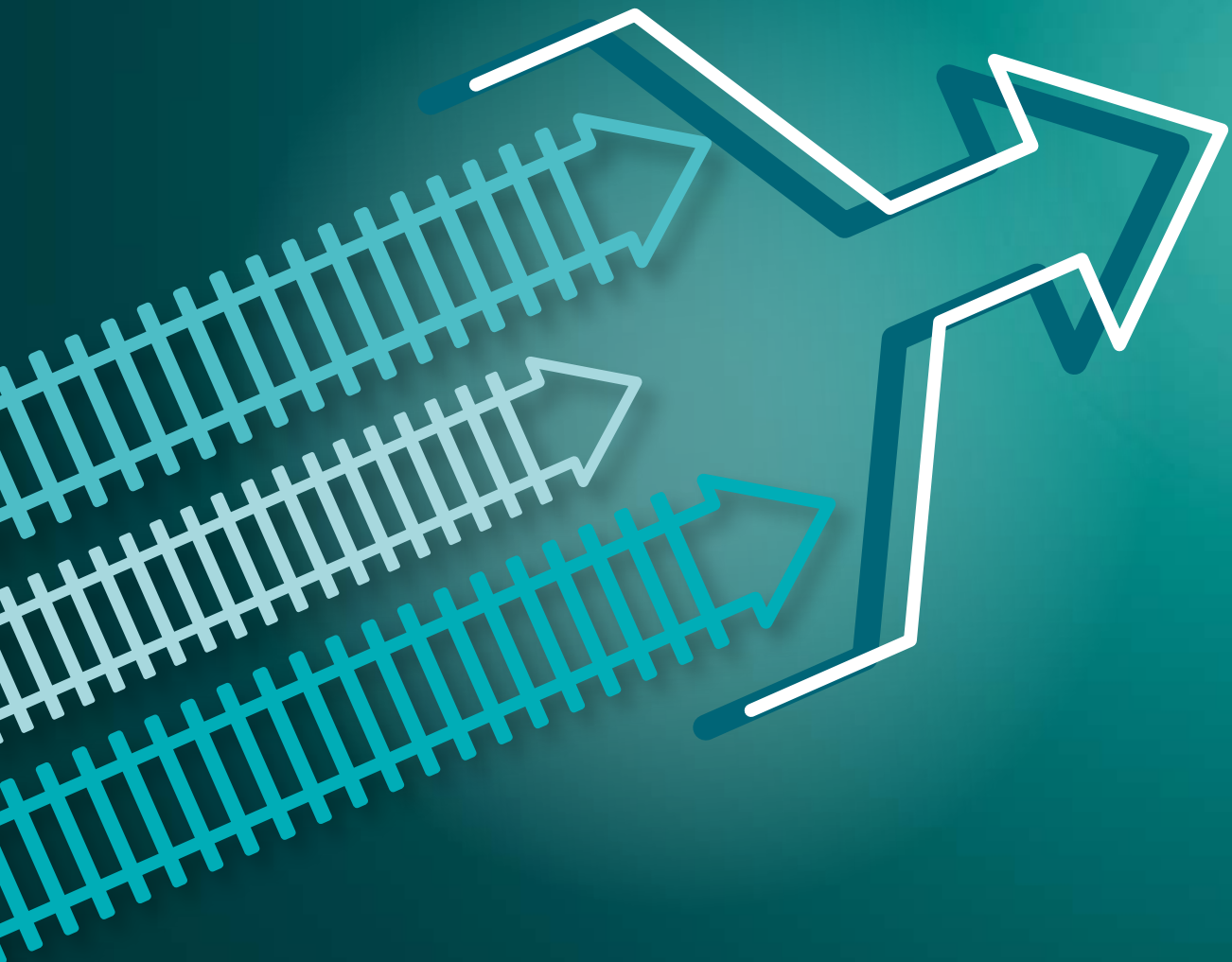


The entire rail system benefits from the DAC.



The DAC creates the link between the long overdue automation of wagon couplings and the world of Rail 4.0. With integrated power and data bus lines, the DAC ensures a reliable power supply and data communication throughout the train. It supports condition-based maintenance, automated train marshalling and brake tests as well as integration into digitised logistics chains. Seamlessly coupled power lines permit the use of electro-pneumatic braking technology – clearing the way for faster and longer freight trains.

Another important argument: the DAC enhances the potential of the ETCS European control and safety technology for rail freight traffic. Only the DAC permits digital integrity checks for freight trains that eliminate the need for expensive track-side technologies, such as axle counters and clear track signalling systems.



The rail sector and political organisations must join forces to put the DAC on track.

The pan-European rollout of the DAC is a complex and financially challenging project. Without broad political support at the national and European levels, it will not succeed.

Our Charter focuses on three key steps that politicians and the rail sector must tackle now:

- accelerate the development phase,
- ensure the necessary financing for a Europe-wide roll-out, and finally
- draw up a European roadmap for migration to the DAC.

Our goal:

All European freight wagons must couple automatically by 2030 at the latest. Freight trains must be digitally connected from the locomotive to the final wagon.

1.

Accelerate the development phase

The development phase for setting uniform DAC standards throughout Europe has begun. Companies in the rail sector are implementing a wide range of projects to drive this phase forward. They are developing technical solutions and exploring the opportunities that the DAC offers for rail operators. Wagon owners, railway companies and the rail industry are working here in close partnership. Now it is time for the politicians to step up to the plate.

**MASSIVELY INCREASE
FUNDING FOR
RAIL TRANSPORT
RESEARCH INTO THE DAC.**

2.

Subsidies for procurement and conversion costs

Around 450,000 freight wagons across Europe will have to be equipped with the new coupling technology. This Herculean task will require a major investment. The sector faces costs of EUR 6-10 billion: for equipping the wagons and locomotives with new coupling systems and automation components as well as power and data lines. Politicians at the national and European levels must provide financial support. Subsidy instruments that reward first movers in the sector could accelerate the Europe-wide introduction of the DAC.

**CREATE SUPPORT
PROGRAMMES
TO FINANCE INVESTMENT
IN THE DAC.**

3.

Set regulatory framework conditions

Clear political guidelines for the migration process will be essential for the successful introduction of the DAC – including a defined timeframe for the implementation and specification of technical standards. The migration to the DAC must take place throughout Europe. Without a clear deadline, the comprehensive introduction of the DAC will not succeed. Germany should use its forthcoming EU Council Presidency to advance this process.

**EUROPEAN TIMETABLE
FOR THE CONVERSION
OF FLEETS TO THE DAC.**



Now is the time for action. Change freight transport for the better.



The digital automatic coupling is the key component for the introduction of automated, digital railway technologies. Let's seize this opportunity to boost the role of climate-friendly freight transport.

This is why we, as railway associations, have launched the DAC Charter. We want to stimulate change in the sector and encourage politicians to accelerate the technological revolution in rail freight transport. We warmly invite companies and institutions to support our mission and our Charter.

Contact us at
dak-charta@vpihamburg.de
and sign the DAC Charter.

**THE DAC OFFERS US A
NEW DIRECTION:
WITH A GREATER ROLE
FOR RAIL FREIGHT
TRANSPORT, AND LESS
PARTICULATE AND CO₂
POLLUTION.**



Impressum

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