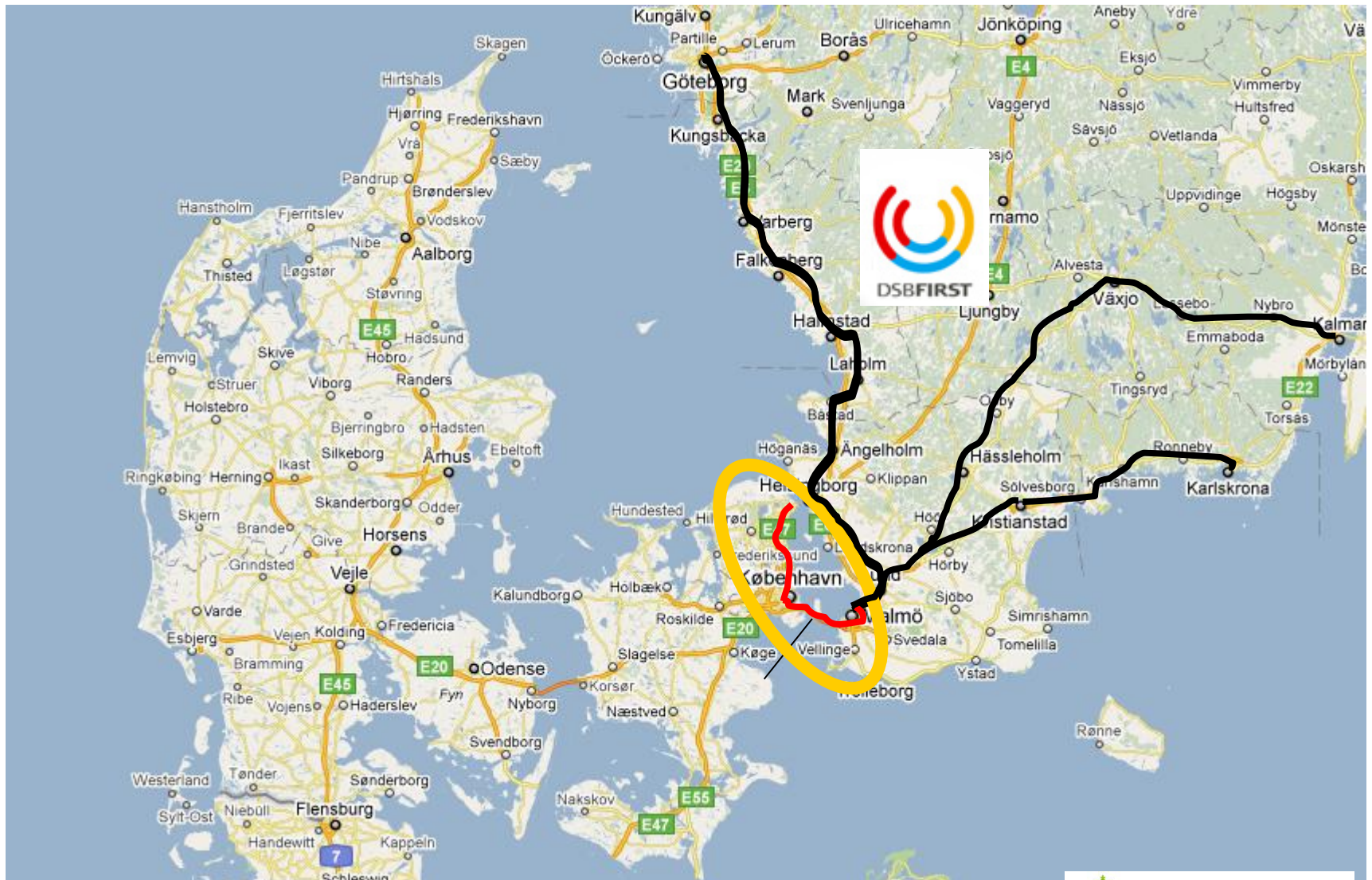


Possibilities for introducing higher focus on energy efficiency in future PSC for the Øresund traffic

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Content

- Defining expected EE/ENV goals/methods
- Integration of EE/ENV in tendering methodology
- Present situation
- Overall future perspectives for ECORails



Defining expected EE/ENV goals/methods

- Calculation of base line
 - Based on present traffic volume, rolling stock, and rolling stock management.
 - Screening of potentials and relevant measures for achieving EE/ENV improvements
 - Definition of relevant EE/ENV goals

Integration of EE/ENV in tendering methodology

- Revising text modules used for tenders
 - EE/ENV possible within the present tendering methodology
- Preferred method of integration of EE/ENV
 - EE/ENV requirements linked to incentive schemes preferred (i.e. 10% EE over contract period)
 - Fixed requirements regarding measures preferred (i.e. system for eco driving to be implemented).
- General remark:
 - EE/ENV requirements “compete” with all other requirements
 - TOCs should have enough room to develop and innovate

Present situation

- High political and administrative focus on the Øresund traffic
 - Emergency traffic plan developed by the Ministry of Transportation
 - Serious risk of TOC bankruptcy
- Future tenders on hold
 - Uncertainty regarding the strategy for future tenders
- Hard to introduce new requirements (i.e. EE)
 - Most probable focus on financial and operational stability
 - **Risk minimisation will predominate**

Overall future perspectives for ECORails

- High political and administrative focus on transport and environment in general
 - EE/ENV incentive schemes for other modes of transport
 - Overall political EE/ENV goals for the transport sector
- Innovation is ongoing amongst TOCs – regardless of EE/ENV requirements (for example the DSB system Green Speed)
- ECORails has created more EE/ENV awareness within the PTA.

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