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**ECORailS –
Energy efficiency and environmental criteria in the awarding of regional rail transport vehicles and services**

ECORailS

Deliverable 5: Organisation of the half yearly project meetings including minutes in M6, 12, 18, 24: Project meeting M24 (23rd of June 2011) in Berlin

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Distribution:

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CB 3	Pro Rail Alliance	ApS	DE
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CB 13	Universitatea POLITEHNICA din Timisoara	PUT	RO
CB 14	Budapest University of Technology and Economics	BME	HU
CB 15	Agenzia della Lombardia Orientale per i Trasporti e la Logistica	ALOT	IT

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List of annexes

Topic	Documents attached	Responsible
Annex 00	List of participants	
Annex 01	Welcoming address of the Permanent Secretary of State of the Berlin Senate Department for Urban Development	F. Kunst on behalf of M. Krautzberger (SenStadt)
Annex 02	Overview of Statements and Round Tables	F. Kunst (SenStadt)
Annex 03	The Intelligent Energy Europe Programme supporting the ECORailS project	G. Favero (EACI)
Annex 04	The reasons why a PTA initiated ECORailS	H. Blümel (SenStadt)
Annex 05	The ECORailS project: Why a Public Transport Administration initiated ECORailS – and how ECORailS was organised	M. Schipper (TSB FAV)
Annex 06	The Guidelines in a Glance	M. Pippert (ApS)
Annex 07	National Authority for Regulating and Monitoring Public Procurement: Relevance of the ECORailS project	A. Mogoşiu (ANRMAP)
Annex 08	Learnings of Public Administrations involved in ECORailS	G. Piccoli/F. Stanta (ALOT)
Annex 09	Erwartungen von Eisenbahnverkehrsunternehmen an Aufgabenträger und Industrie	J. Ehrlich (DB AG)
Annex 10	A new train operating company in Lombardy with more than 130 years of experience	M. Fantini (TRENORD)
Annex 11	What Rail Industries expect from Train Operating Companies and Politics	K. Baur (Bombardier)
Annex 12	Energy Efficiency for Urban transport: What Rail Industries expect from Train Operating Companies	C. Irmisch (Siemens)
Annex 13	Ways ahead for a more sustainable passenger rail transport – How to bring the Guidelines into practice?	O. Mietzsch (German Association of Cities)

Conference Documentation

1. Welcoming Words

- Dr. Kunst, Head of Transport Division of the Berlin Senate Department for Urban Development, welcomes the participants of the ECORailS Final Conference and introduces the agenda.
- On behalf of Ms. Krautzberger, Permanent Secretary of State of the Berlin Senate Department for Urban Development, Dr. Kunst presents the welcoming address in which Ms. Krautzberger thanks
- Refer to: Annex 01

2. The intelligent Energy Europe programme supporting the ECORailS project

- Ms. Favero, Project Officer, Energy Efficiency Unit of the Executive Agency for Competitiveness and Innovation thanks the consortium of the ECORailS projects and all stakeholders for the dedicated and fruitful work.
- In her presentation she shows the main features of the IEE funding programme. She states that only two of 61 transport related projects in the past addressed railway topics (TRAINER and ECORailS).
- She points out that railway topics will become a major relevance within the next IEE call for papers in 2012.
- Refer to: Annex 03

3. The ECORailS Project: Why a Public Transport Administration initiated ECORailS – and how ECORailS was organised

- Mr. Blümel, Berlin Senate Department for Urban Development illustrates the reasons why a PTA initiated ECORailS. PTAs are facing financial and political risks due to rising energy prices and especially insufficient noise protection for residents of railway tracks. There has been identified a lack of experiences and European regulations to handle the new challenges to increase both the energy efficiency and the environment-friendliness of regional rail passenger transport services.
- Mr. Schipper, ECORailS project coordinator from TSB Innovation Agency Berlin, points out the main goal of ECORailS which is the provision of decision support for energy efficient and environmentally friendly awarding – tendering of services and procurement of vehicles – in regional rail passenger transport. He describes the performance targets, the main facts and activities of the ECORailS project. Furthermore, he gives an overview about the inclusion of external stakeholders and the design of the Guidelines tests in four European regions. Essential for the tests was an integrated approach of the different stakeholders.
- Refer to: Annexes 04, 05

4. The Guidelines in a Glance

- Mr. Pippert from Allianz pro Schiene presented the main product of the ECORailS project – the Guidelines for Public Transport Administrations in Europe for including energy efficiency and environmental criteria in the awarding of regional rail transport vehicles and services. He in particular pointed out the concept, the structure and the main features of the Guidelines including the text modules which have been developed for every test site worth to be included for future awarding procedures.
- Refer to: Annex 06

5. Learnings of Public Transport Administrations involved in ECORailS - Round Table of Public Transport Administrations

- Round table's members:
 - o Aurelia Mogoşiu, National Authority for Regulating and Monitoring of Public Procurement, Bucarest, RO
 - o Sebastian Schmermbeck, Senate Department for Urban Development, Berlin, DE
 - o Morten Brok, Trafikstyrelsen, Copenhagen, DK
 - o Guido Piccoli, Agency of East Lombardy for Transports and Logistics, Brescia, IT
- Presentations:
 - o Ms. Mogosiu points out in her presentation the relevance of the ECORailS project in terms of standardisation of awarding documents within a national initiative, which brought to attention the knowledge generated during the project concerning energy efficiency and environmental aspects.
 - o Mr. Piccoli formulates the expectations on ECORailS from an Italian PTA's point of view, presents the main project results and gives input for further round table discussions regarding the needs of PTAs from the EU, governments, regulating bodies (e.g. safety agencies), manufacturers, infrastructure managers, researchers and consultants.
- Learnings:
 - o An integrated approach of different stakeholders (mainly PTAs, TOCs, Rail Supply Industries) is necessary.
 - o Next step should be a broad reality check of the Guidelines. The follow-up of the project should be to make the Guidelines a live and viable document.
 - o The project gave impulse for future proceeding with environmental related aspects.
 - o The planning instruments (e.g. noise action plans, transport plans) should be synchronised. Therefore the life cycle of rail vehicles have to be taken into account.
- Refer to: Annexes 07, 08

6. What do Train Operating Companies expect from Public Transport Administrations and Rail Industries? - Statements of Train Operation Companies

- In his presentation Mr. Ehrlich from DB Regio presents pros and cons for competition as a measure for improvement of energy efficiency and environmental protection of regional rail passenger transport services. He formulates the related expectations of train operating companies PTAs and rail industries. Furthermore he shows which activities are already undertaken by DB Regio independent from awarding procedures in terms of energy efficiency and sustainability.
- Mr. Fantini from Trenord gives in his presentation an impression about the main operational players and the structure of the rail network in Lombardy and introduces the investment strategy for rail vehicles in terms of energy efficiency and environment-friendliness. He points out the role of infrastructure managers and the acceptance of respective European rules resulting from projects like ECORailS by the European, national and regional administrations.
- Refer to: Annexes 09, 10

7. What does the Rail Supply Industry expect from Train Operating Companies and Public Transport Administrations? - Statements of Rail Industry

- Dr. Baur from Bombardier Transportation states out that Bombardier is already able to offer railway vehicles for a sustainable mobility based on modularised vehicle platform concepts with a catalogue of options including environmental and energy-saving technologies and solutions (eco4). He formulates expectations of the rail industry regarding tender and political requirements. He points out the importance of applicable standards and norms/TISs as well as the necessity of a long-time framework for introducing innovative technologies and solutions in terms of improving energy efficiency and environment-friendliness of railway vehicles. He states that this innovation process requires a joint effort of all participants, such as transport authorities, operators, railway authorities, rail industry and politics.
- Mr. Irmisch, Siemens, formulates in his presentations key demands of Rolling Stock Manufacturers towards the Train Operating Companies, Public Transport Administrations and European Legislative Authorities. The rail supply industry is in favour for an informal discussion with TOCs and PTAs about the available economic and ecologic solutions with the best efficiency in order to be able to provide the best value for money within the frame of a limited budget, especially due to the comparably long timeframe for development of rail vehicles. Furthermore, standardisation activities – e.g. creation of a common technical base for commuter and regional rail vehicles and standardisation of a major part of the evaluation scheme for European tender procedures – are stated to be necessary tasks for the European Legislative Authorities.
- Refer to: Annexes 11, 12

8. Core Elements of a Sustainable Regional Railway System - Round Table of Train Operating Companies, Rail Industry and Public Transport Administrations - What do Public Transport Administrations, Train Operating Companies and the Rail Supply Industry expect from Brussels?

- Round table's members:
 - o Morten Brok, Trafikstyrelsen, Copenhagen, DK
 - o Christian Irmisch, Siemens, Erlangen, DE
 - o Jens Ehrlich, DB Regio, Potsdam, DE
 - o Thomas Dill, Verkehrsverbund Berlin-Brandenburg, Berlin, DE
 - o Matthias Pippert, Allianz pro Schiene, Berlin, DE
- Innovative products are available. TOCs are ambitious. PTAs are under pressure. The weight of environmental criteria is relatively low. What are the existing problems of the current state?
 - o There is a discrepancy of time for development of vehicles and the contract periods on the one side and time for legislation on the other side.
 - o Often there are not the same persons responsible for payment for the trains and for payment of energy. It is necessary to bring them together.
 - o It is necessary that the political level set clear targets for the transport sector. Especially, the national level should set the right framework for further prosper development of regional rail passenger transport services.
 - o PTAs can play a key role. Innovative energy efficiency measures need not necessarily a lot of money.
 - o There should be an EU-wide change of the institutional framework: TOCs should charge the actual energy consumption on appropriate prices.
- What could the PTAs do to support the inclusion of energy efficiency and environmental criteria into awarding procedures?
 - o Setting of incentives is difficult. Awarding procedures do not fit to include technical innovations due to their short time. The PTA is depending on the rail industries; innovations which are not available for the moment of awarding last too long.
 - o The PTA should drive the process of technical development of vehicles outside of awarding procedures connected with a respective obligation to accept the results.
 - o To reach the overall EU wide reduction targets for energy consumption and emissions, the EU should find a way for interfering on tendering processes for regional rail passenger transport without interfering on every kind of tendering process.
 - o The policy should take action to encourage the modal shift from individual to public transport modes which will lead to a better use of place and a dramatically increase of energy efficiency. Furthermore, the taxes on energy consumption should be increased while the taxes on work should be decreased.
- What is the most important proposal from the Guidelines?

- From the TOCs' point of view the long term perspective is essential. It should be scheduled how the Guidelines will be used in practice. And it is absolutely necessary that the Guidelines will be used in practice.
 - From the PTAs' point of view more transparency regarding the energy sector is essential. The Guidelines are useful to sensitize the people about this topic. It is to be asked how many knowledge about the real energy consumption of the operated vehicles the PTAs should have.
 - From the industries point of view there are enough goals formulated regarding energy efficiency and environmental friendliness. It is important to implement them. A regular monitoring of the requested development is necessary.
 - From the project consortium's point of view the Guidelines are showing a way how to trigger the innovation process and how new rolling stock could be evaluated. In order to identify innovative potential a monitoring of operation is necessary.
- How to fulfil the missing link between PTAs and Rail Supply Industries regarding development of innovative technologies? Can a PTA come in conflict with the very strict competition regulations and the comparably short timeframe for tendering?
 - Talks between PTAs, TOCs and industries immediately before the beginning of an awarding procedure are difficult because of competitive pricing before awarding and binding prices after awarding.
 - However, talks between PTAs, TOCs and industries are generally very useful for bringing innovative for acceptable prices into operation. Within the timeframe of two awarding it is not forbidden to talk with each other.
 - A good possibility to get in contact at a sufficient time before an awarding procedure is to conduct a workshop with the relevant stakeholders to clarify technical and environmental aspects.
 - It is important for a PTA to have well proved targets. Conservative targets are better than no targets at all. The weighting of the price is significantly.

9. Ways ahead for a more sustainable passenger rail transport – How to bring the Guidelines into practice?

- Mr. Mietzsch, Head of Transport Unit, German Cities Association, summarises the expectations of PTAs, TOCs and Rail Industries from each other and from the nation state and European level.
- He points out the lessons learnt from ECORailS: in a way that
 - a common understanding of goals and point of views of all actors involved is extremely helpful
 - a common understanding of the need of long term regulatory framework conditions
 - commitment of all actors involved agreed outside formal tendering procedures of transit operation or rolling stock
- He formulates the perspectives how to go forward with the topic:
 - Regional level:

- a) implementation of jointly agreed tasks (long term goals for noise abatement, energy consumption, CO2 emission ceilings)
 - b) continuation of productive cooperation of PTA'S, TOC'S and rail industry
- o National level:
 - a) rolling stock register concerning information on noise emissions and energy consumption
 - b) EU has to do its job: national state has to ask for
- Refer to: Annex 13