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



**Deliverable 21:
Report on User Platform and Campus
ECORails and status of involvement**

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

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Partic N°	Participant name	Participant short name	Country code
CO	TSB Innovation Agency Berlin GmbH FAV – Transport Technology Systems Network	TSB FAV	DE
CB 2	Senate Department for Urban Development	SenStadt	DE
CB 3	Pro Rail Alliance	ApS	DE
CB 4	KCW GmbH	KCW	DE
CB 5	Berlin University of Technology	TUB	DE
CB 6	Trafikstyrelsen	TSY	DK
CB 7	Transportforskningsgruppen I Borlänge AB	TFK	SE
CB 8	Province administration of Brescia	PoB	IT
CB 9	Università Commerciale “L. Bocconi”	CBO	IT
CB 10	Università di Roma “La Sapienza”	ULS	IT
CB 11	Integral Consulting RD	IRD	RO
CB 12	CFR Timișoara – National Society of Railway Transport	CFR	RO
CB 13	Universitatea POLITEHNICA din Timișoara	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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1. Introduction

User Platform and Campus ECORailS are important parts of the ECORailS project in order to get widespread acceptance for the application of the project results and to improve the quality of the Guidelines which will be the main output of the project. As stated in Deliverable 18 ("Concept for User Platform and Campus ECORailS", p.5), *"a dialogue process is needed with the aim (1) to get a feedback from the PTAs as main target group of the project for the concept and for intermediate results before finalising the guidelines, (2) to get more detailed information about the needs, requirements and expectations of the PTAs which may be different according to their specific technological, geographical, political, legal and economical situations, and (3) to enable the PTAs to apply the guidelines in an efficient way within their scope of activities."*

Two meetings of the User Platform were already organised by the ECORailS project. The User Platform proved to be an effective and valuable instrument to get helpful feedback from the users for the elaboration and improvement of the Guidelines. Besides project partners and PTAs also other train operating companies (TOCs) and manufacturers of railway rolling stock participated in User Platform meetings.

The Campus ECORailS is intended to be an online platform for the dialogue process between project partners and other important stakeholders. It shall furthermore provide additional accesses to the information and results of the ECORailS project and also include links to external documents which may be helpful for the application of the ECORailS Guidelines. It was decided by the consortium to focus during the first phase of the project on the elaboration of the Guideline documents, direct discussions with stakeholders and the development of the test applications. The Campus will be developed during the second half of the project, on the basis of the 2nd draft of the Guidelines (D 20) and including results of the pilot applications where appropriate.

2. User Platform

The User Platform is organised in two levels and altogether four (1st level) and two (2nd level) workshops were planned. The first level comprises administrations (PTAs) or organisations of PTAs which discuss the draft and final results of the project, propose amendments to the guidelines and the testing and working process of ECORailS. Furthermore, in discussions *not open to other stakeholders except for project partners*, potential conflicts with TOC's, the rail supply industry and other stakeholders shall be identified in the User Platform.

Level 2 consists of level 1 participants and additional members like train operating companies (TOCs). Also the TOCs' associations and the rail supply industry are invited.

The first meeting of the 1st level took place in Berlin on 10th/11th September 2009. The second meeting was held on 18th/19th February 2010, also in Berlin. The 2nd meeting was originally intended as a combination of a meeting of the 2nd level on the first day and a meeting of the 1st level on the second day. Previous conversations with the interested PTAs showed that a closed shop meeting was not needed at that stage of the project, but that it was preferred to have more time for the intense discussion of the intermediate results. Therefore it was decided to have a two days meeting including both levels.

2.1 Participants (level 1, level 2)

10 PTAs from five countries, including one international organisation, participated in the User Platform meetings thus representing (together with other project partners) level 1 of the User Platform:

- 1) Trafikstyrelsen (Denmark) – *ECORailS partner*
- 2) SenStadt (Germany) – *ECORailS partner*
- 3) Province of Brescia (Italy) – *ECORailS partner*
- 4) ALOT (Lombardy, Italy) – *ECORailS partner*
- 5) National Society of Railway Transport – Timisoara (Romania) – *ECORailS partner*
- 6) Union International des Transports Public (UITP), Brussels
- 7) Ministry for Infrastructure and Spatial Planning, Federal State of Brandenburg (Germany)
- 8) Marshal's Office of Dolnośląskie Region (Lower Silesia, Poland)
- 9) Marshal's Office of Wielkopolska Region (Poland)
- 10) UITP (as international organisation for public transport, including both PTAs and TOCs)

Additionally, three more PTAs or associations from Germany, Hungary and Italy had registered but cancelled their registration shortly before the meetings due to schedule problems.

The following train operating companies and TOCs' associations from five countries were represented on the 2nd meeting of the User Platform:

- 1) Verein Deutscher Verkehrsunternehmen (organisation of TOCs, Germany)
- 2) National Society of Railway Transport – national organisation (Romania)
- 3) Ferrovie Nord (Italy)
- 4) Polish State Railways (Poland)
- 5) Deutsche Bahn AG (Germany)
- 6) Arriva (international, based in UK)

Additionally, most partners of the ECORailS consortium participated in both meetings. 25 - 30 persons were present which resulted in a very good atmosphere of discussion. As the participants came from different countries with different backgrounds in terms of political, legal and technological conditions, a very good scope of different experiences and points of view could be achieved.

2.2 Results of the 1st User Platform

The conference was scheduled as a two-day meeting in Berlin, starting on Thursday, 10th Sept. 2009, ending on Friday, 11th Sept.

The approach of the ECORailS consortium to elaborate Guidelines for the inclusion of energy efficiency and environmental (EE/ENV) criteria in awarding procedures was appreciated by all participants of the meeting. The structure for the first draft of the Guidelines was presented by the Allianz pro Schiene (ApS) and agreed upon by all participants. Speakers of Transportforskningsbolaget I Borlänge (TFK) and Università Roma "La Sapienza" (ULS) presented the results of the interview which had been conducted before and included the legal and economic situations of the PTAs in the respective countries, technical options, good-practice examples for the inclusion of EE/ENV criteria and the general approach of PTAs in terms of awarding policy.

The User Platform meeting comprised two workshop phases where general comments on EE/ENV criteria and information about the awarding policies in the participating countries were selected. The main results were:

- While competitive awarding plays a prevalent role in Denmark and Germany, in-house provision and direct awarding are important types of award procedures in Italy and Poland.
- In several countries, e.g. Italy, Poland and Romania, the procurement of rolling stock by the PTA is a relevant type of action.
- There is a clear tendency to extend the duration of contracts from a minimum of 1-3 years in the past to 4-9 years, in some cases even up to 10-12 years.
- There are different models (or situations) concerning the ownership of the rolling stock.
- There are different situations when it comes to the financing of regional passenger rail services by regional or national public budgets.
- In several cases the PTAs do not have many experts for rolling stock and railway technology. The involvement of external experts is quite common. This has

implications for the target group and the concept of the ECORailS Guidelines. Staying up to date with new developments is in some cases a challenge for PTAs.

- When it comes to the concept of the Guidelines, most PTAs pled for a practical tool which is easy to implement ("clear, practical, simple", "recommended sets of criteria").
- A good tool for LCC calculations was desired by several PTAs.
- It was asked for clear advices how to measure parameters, what parameters to be checked during the life cycle and which could be the preferred intervals.
- The criteria proposed by ECORailS should be very transparent and leave room for different solutions or ways to do it.
- The concept of ECORailS with a testing period and four pilot applications was appreciated by the participants of the User Platform

As a conclusion it can be said that the participating PTAs expressed their expectations and requirements for energy efficient and environment-friendly awarding and clearly committed themselves to contribute to the project and to use the ECORailS results by including of energy efficiency criteria in their awarding procedures.

2.3 Main results of the 2nd User Platform

The conference was scheduled as a two-day meeting in Berlin, starting on Thursday, 18th Feb. 2009, ending on Friday, 19th Feb.

The intermediate results of the ECORailS project were presented, basing on the Deliverables 19 ("1st draft version of guidelines"), 6 ("Technological overview with regard to energy efficiency and environmental performance, ready to be integrated into the guidelines") and 9 ("Legal and economical overview including legal text modules for awarding ready to be integrated into the guidelines") as well as the discussions of the Consortium meeting in Copenhagen (Oct: 2009) and the very intense discussion of the WP 4 Kick-off meeting in Brescia (Dec. 2009).

Several important agreements and statements from the 2nd meeting of the User Platform have influenced the further development of the Guidelines. The main conclusions were:

- The members of the User Platform agreed that the reference model of the phases of awarding represents the typical approach of PTAs.
- The participants welcomed the proposal to structure the Guidelines according to the phases of this model. The proposal to structure the Guidelines' descriptions into three levels (overview over the phases, descriptions of the process, details of the criteria) was appreciated. (*This approach was later on further developed by the consortium to a four level approach which can be seen in the test version of the Guidelines [D 20].*)
- There was a consensus that no major legal obstacles exist for the inclusion of EE/ENV criteria in awarding procedures for regional passenger rail services, as long as some basic principles are respected. In contrast, the main problems derive from the lack of experience, methodological challenges, the availability of reliable solutions on the market and limited resources.

- Several speakers highlighted that, in spite of their methodological implications, the direct indicators like kWh per seat kilometre or kWh per train kilometre should be the leading criteria wherever applicable.
- The explanation and analysis of other criteria, technologies and operational measures was considered as crucial information for the inclusion of EE/ENV in the awarding process. There was, however, a clear plea that the technologies should be described functionally when being used as criterion for awarding. Thus not a specific technological solution or product should be aimed at but the manufacturers and the bidding TOCs should have space for own ideas and developments.
- The User Platform acknowledged that the criteria, technologies and operational measures which had been chosen by the consortium (Copenhagen, October 2009) should be given highest priority in the further process of elaborating the Guidelines. These criteria were:
 - Direct indicators (“performance values”), e.g. kWh/train km etc.
 - Weight per seat as indirect indicator
 - Eco-Driving
 - Parked trains (stand-by functions)
 - Energy recovery (both diesel and electric)
 - Energy storage
- It was shown (*see presentation of Mr. Jan Möllmann of Arriva*) that problems could arise if a PTA required – willingly or not – to modernise existing rolling stock. The problem is that often small series or even individual solutions are necessary and problems with the authorisation by the National Safety Authorities might occur. Therefore PTAs should analyse the fleet situation. It should be carefully examined whether strict requirements or other instruments (like the definition of preferred solutions or other types of incentives) should be applied. It was stated, however, that further harmonisation of authorisation procedures within the EU and widespread cross-acceptance could ease the problem.

2.4 Next meetings

The third meeting of level 1 is planned to take place around M 19 (Nov. 2010) and mainly be dedicated to the discussion of intermediate results of the site studies and their incorporation into the Guidelines.

The fourth meeting of level 1 (combined with second meeting of level 2) is planned to take place around M 21 (Jan. 2010). The results of the site studies and of the analysis of technology and legal situation will be presented and discussed in order to get comprehensive feedback from the users which can be considered for the finalisation of the guidelines. Options for a future institutionalisation of the User Platform as platform for exchange of experiences concerning EE/ENV criteria in award procedures and the further development of Guidelines will be a major subject of discussion during the fourth meeting.

The distribution of work for the organisation of the UP meetings, as described in Deliverable 18 ("Concept for User Platform and Campus ECORailS") has proved of value and will therefore be kept for the further meetings. It is therefore repeated here:

The agenda of the UP meetings will be prepared and confirmed by WP 6 in close cooperation with the Editorial Group (EG). Depending on the further working process and schedule of the project also the Project Management Team (PMT) may be involved in the preparation of the UP meetings. As far as reasonable the UP members will be integrated in the information flows of the project. The role of the project partners:

ApS: Coordinator and chairman of the User Platform;
coordinates acquisition of participants

TSB FAV: Coordination with other activities of the project;
Participation in UP meetings

TFK, IRD, ULS: Input to UP meetings (esp. contributions from WP 2, 3, 5)

PoB: Input to UP meetings (esp. contributions from WP 4);
Active role in discussions (PTA)

SenStadt, TSY, CFR: Active role in discussions (PTA's, TOC)

All partners: Support in terms of acquisition of participants, esp. from their respective countries

2.5 Comments on the concept

In general, the concept of the User Platform has proved of value. Two changes should, however, be considered. (1) As workshop processes have become a major part of the pilot applications, ECORailS has gained more options for including PTAs and other stakeholders in the feedback process. (2) As the project meetings seem to provide sufficient space for "closed shop" discussions of PTAs, the 3rd meeting of the User Platform may be opened to other stakeholders (2nd level). This is supposed to be decided by the Project Management Team (PMT) in M 16 (Aug. 2010).

The reimbursement of travel expenses has proved to be indispensable for the acquisition of participants who are external to the consortium.

2.6 Options of Institutionalisation

As stated in Deliverable 18, the institutionalisation of a User Platform should be discussed during the second half of the project. The rationale for an institutionalisation would be that all stakeholders of the field of regional passenger rail transport could profit from a common platform for discussing environmental issues with special emphasis to energy efficiency. Thus forces could be bundled and the danger of insulated solutions could be minimised. While there are already environmental platforms or working groups of UIC, CER, and UNIFE, such a group does not yet exist on the side of PTAs. It should be thought of which is more important for the future: an international environmental platform for PTAs, a common platform of stakeholders in regional rail transport, or a combination of both. It could be organised by a sub-group of UITP and/or in cooperation of national pro-rail-alliances.

3 Training / Campus ECORailS

The “Campus ECORailS” in the project is considered as an additional channel for informing all relevant stakeholders about the project, its strategic objectives and its results. Thus can additional background information be provided which might not be included into the Guidelines but may be helpful for the understanding of the ways to apply environmental criteria in awarding procedures. The Campus ECORailS shall also be a discussion forum and may be a part of the institutionalisation and sustainability of using the ECORailS Guidelines.

The target group for the training elements of the “Campus” are all persons working in the management units of the PTA’s who have awarding procedures in the scope of their work as well as those persons (including consultants) working on the side of the TOCs or rolling stock suppliers who will have to respond to the tenders and quote requests of the PTAs.

During the first half of the project the elements of Campus ECORailS provided some additional opportunities for dissemination of the project's ideas and results and feedback. The online bibliotheca will be elaborated basing on the the test version of the Guidelines and the presentations of internal and public workshops of the projects. Additional information especially about the technological potential and options will be provided based upon Deliverables 6 ("Technological overview with regard to energy efficiency and environmental performance, ready to be integrated into the guidelines") and 7 ("Integration of technological feedback from the User Platform and the consortium into the guidelines").

3.1 Lectures

It has come out that it is not realistic to acquire participants to two-days lectures additionally to the User Platform meetings and the series of site stakeholder workshops. Therefore, the lecturers will partially be replaced by the workshop series.

Two lectures have been conducted so far. The first one took place in Brescia on 11th Dec. 2009 and was mainly organised by the project partner Province of Brescia (PoB). The project partners ALOT, ApS, TSB FAV, IRD and TFK presented the aims and intermediate results of ECORailS. The counterparts were Stadler, Bombardier and Alstom who presented their solutions for energy efficient and environment-friendly rolling stock. The managing director of the Italian PTAs' roof organisation Federmobilità, Annita Serio, took also part in the discussion.

The second lecturer was mainly organised by SenStadt and took place on 29th Jan. 2010 in Berlin. About 25 representatives of project partners, cooperating PTAs of the Berlin-Brandenburg region, TOCs and manufacturers discussed the project's aims and results as well as the approach for the Berlin-Brandenburg test site.

3.2 Bibliotheca

All ECORailS Deliverables are available on the project website where also overviews are given about the project's aims and approach. Furthermore, links are provided to projects like PROSPER and Railenergy which have a close factual connection to ECORailS.

These provisions will be systematised during the second half of 2010 in parallel to the site studies and basing upon the concept shown in Deliverable 18 and upon the test version of

the Guidelines. The documents will be structured in a similar way as the Guidelines. Like these the documents will focus on the 7 phases (+strategy) of awarding and be ordered in 4 Levels of description:

1st level: Chart with phases of awarding, actions by PTA and steps for including EE/ENV criteria

2nd level: Description of the process with references to further information (in the GL)

3rd level: Clear description of the single steps, criteria and technologies/operational measures

4th level: Additional background information
(Annexes, links)

The fourth level will be extended compared to the Guidelines themselves as additional presentations and other documents from ECORailS will be made available.

Direct links (within the project website) to detailed information, background knowledge and glossary explanations shall ease the seeking for information.

It is intended to furthermore add information about positive examples in terms of energy efficiency in railway operations (technologies, operational measures, approaches in awarding and procuring). Also direct access via keywords shall be provided.

3.3 Newsletters

During the duration of ECORailS project 10 newsletters will be published to inform a broader public of users about the Project, the work process, local discussions and experiences and progress achieved within the WPs and the local test sites. Five newsletters have already been published and informed about project results and proceedings.