

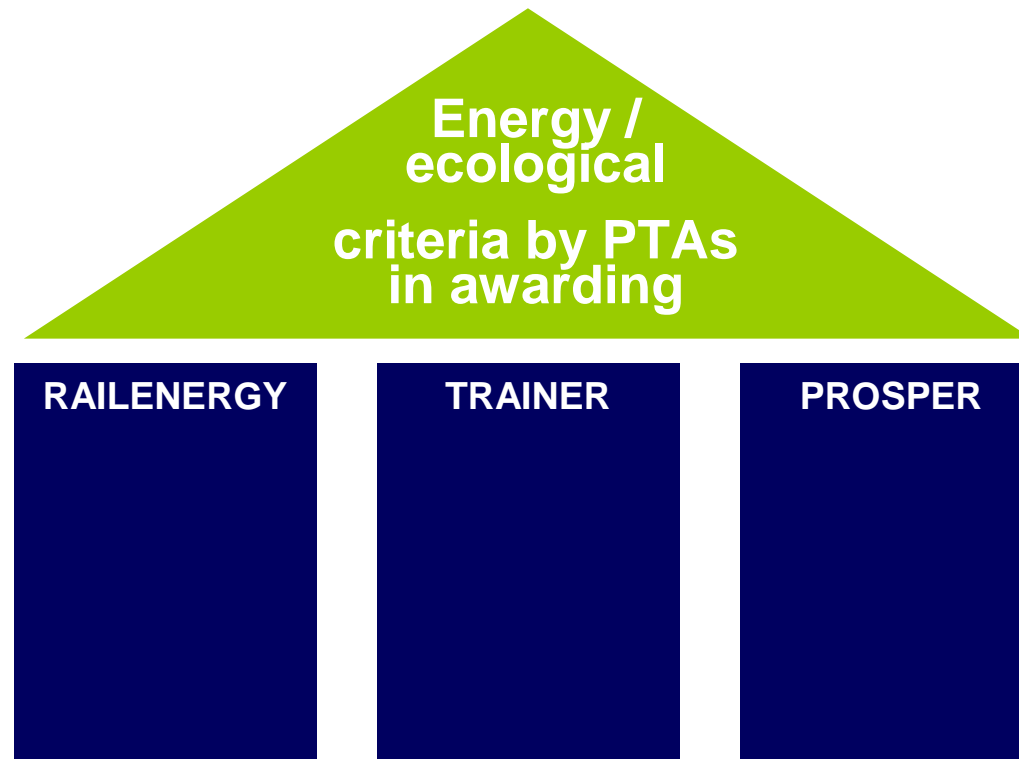
Supporting Regional Railway Decision Makers to Award Green: The ECORails Guidelines

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The ECORails approach

Application of know-how in regional rail transport

















- Rolling stock procurement: Consumption criteria, bonus-malus systems
- Inclusion of energy aspects into infrastructure charges
- Energy consumption assessment: Reference lines, technological specifications, standardised methods, energy labels

ECORails in brief

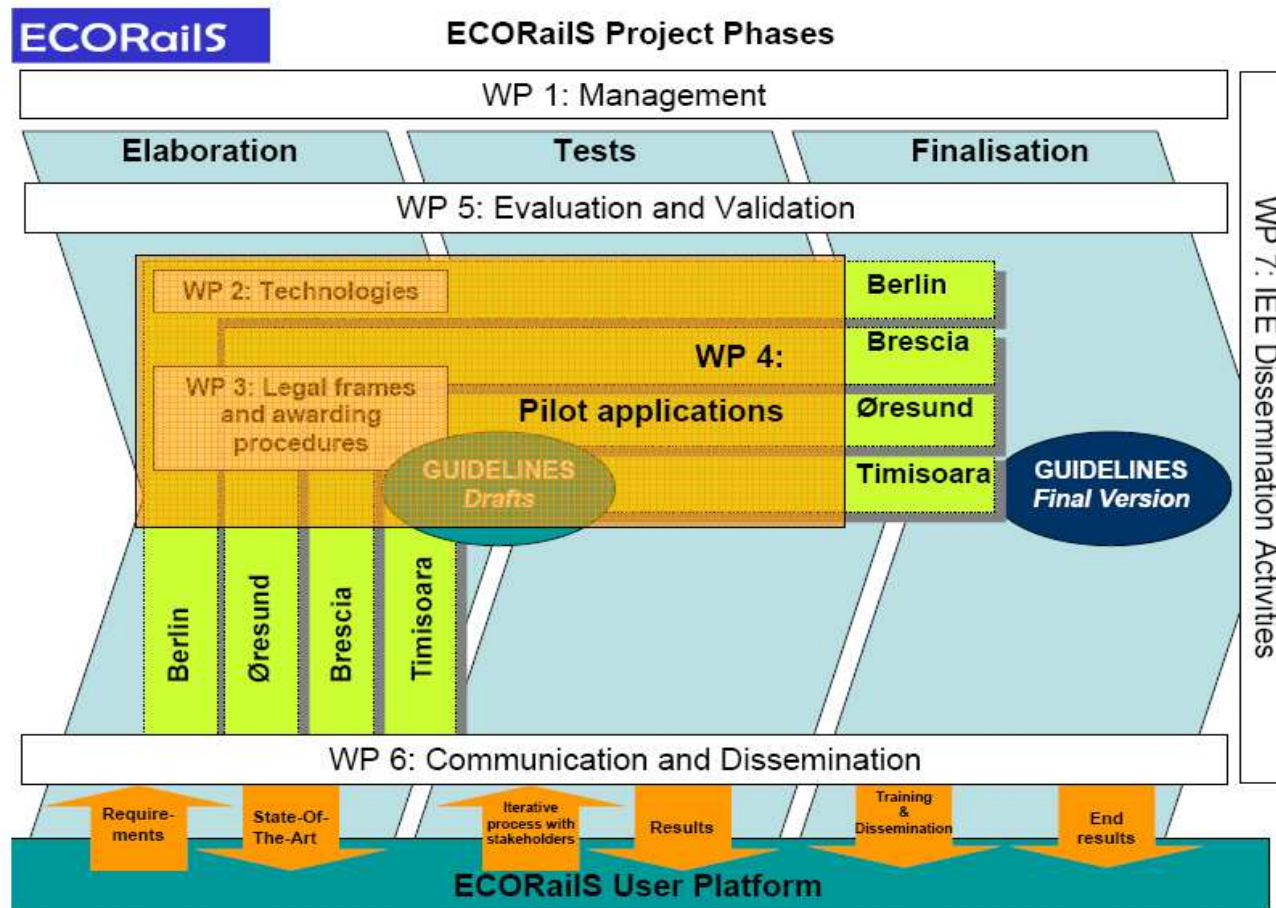
Decision support for energy efficient and environmentally friendly awarding – tendering, procurement – in RRTP:

- **Identification of administrative expectations, needs and requirements**
- **Catalogue of energy efficient technologies and operational measures**
- **Energy performance criteria** supporting the identification of the energy reduction and environmental potentials
- **Information on economical benefits (i. p. amortisation) for technologies and operational measures**
- **Awarding text modules compliant with European law** useable by Public Transport Administrations (PTA's) for regional awarding EU-wide
- **Test/Evaluation of the guidelines at four exemplary European sites (Berlin, Øresund, Brescia, Timisoara)**
- **Duration: 2009-2011**

14 Partners from 6 EU countries

	TSB Innovation Agency Berlin GmbH FAV – Transport Technology Systems Network	DE
	Senate Department for Urban Development	DE
	Allianz pro Schiene	DE
	KCW GmbH	DE
	Berlin University of Technology	DE
	Trafikstyrelsen	DK
	Transportforskningsgruppen I Borlänge AB	SE
	Province administration of Brescia / ALOT	IT
	Università Commerciale "L. Bocconi"	IT
	Università di Roma "La Sapienza"	IT
	Integral Consulting RD	RO
	Universitatea POLITEHNICA din Timisoara	RO
	CFR Timisoara – National Society of Railway Transport	RO
	Budapest University of Technology and Economics	HU

ECORails – A user oriented approach



The ECORails User Platform

Two-level approach:

- “Administration level” (Level 1)
 - Public Transport Administrations (PTA’s)
 - Detailed exchange on the administrative user requirements, and evaluation of the guidelines, in a closed shop
- “Stakeholder level” (Level 2)
 - PTA’s + Train Operating Companies (TOC’s) / Infrastructure Managers (IM’s)
 - Identification of issues arising from the inputs identified at the first level, and consolidation
 - Development of common approaches towards the inclusion of energy efficient and environmental criteria

3. Performance Targets

- **Level 1: Quantitative energy and CO2 emission savings**
 - 5% in comparison to current awarding
 - 10% with regard to the currently used rolling stock
 - In the long term: System-wide improvement of energy efficiency for regional railway by 15% by 2020
- **Level 2: Manageability of the Guidelines**
- **Level 3: Scope of dissemination**

3. Performance Targets

- **Level 1: Quantitative energy and CO2 emission savings**
- **Level 2: Manageability of the Guidelines**
 - 12 interviews/written questionnaires with PTAs/TOCs from at least 6 countries
 - 4 agreements with PTA's on the energy efficiency and CO2 targets
- **Level 3: Scope of dissemination**

3. Performance targets Level 3

- **Level 1: Quantitative energy and CO2 emission savings**
- **Level 2: Manageability of the Guidelines**
- **Level 3: Scope of dissemination:**
 - Number of administrations/companies participating in the User Platform: 10 PTA's and 10 TOC's from at least 5 different countries
 - Number of administrations/companies participating in at least one of the dissemination events: 20 PTA's and 20 TOC's from at least 8 different countries; at least 5 vehicle suppliers

Contact

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