

# Supporting regional railway decision makers to award green railway services: The ECORails Project

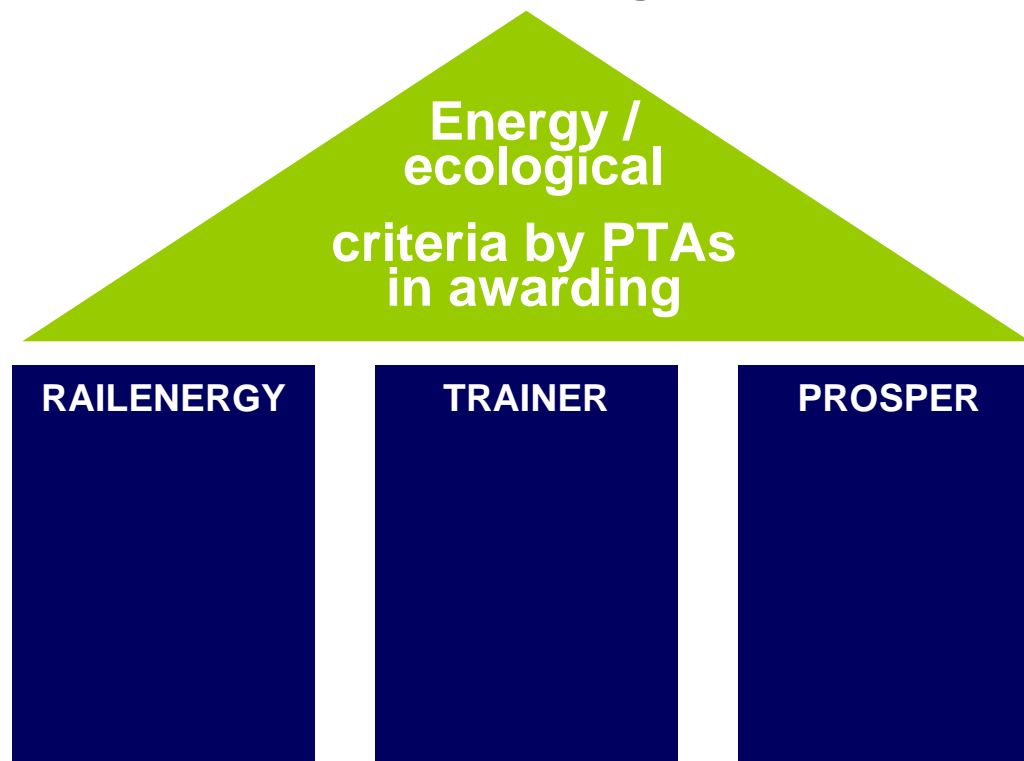
**Martin Schipper**  
**TSB-FAV**

## Content

1. Reasons for applying ECORails
2. ECORails activities in brief
3. Performance Targets and Project Approach

## 1. Reasons for applying ECORails

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

## 2. ECORails activities 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**

### 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**
  - 12 interviews/written questionnaires with PTAs/TOCs from at least 6 countries
  - 4 agreements with PTAs on the energy efficiency and CO2 targets
- **Level 3: Scope of dissemination**

## 3. Performance targets: 12 PTA/TOC Interviews conducted in 6 countries



- European and national/regional legal frameworks
- European and national/regional economical frameworks
- Regional awarding procedures and objectives
- Future scenarios

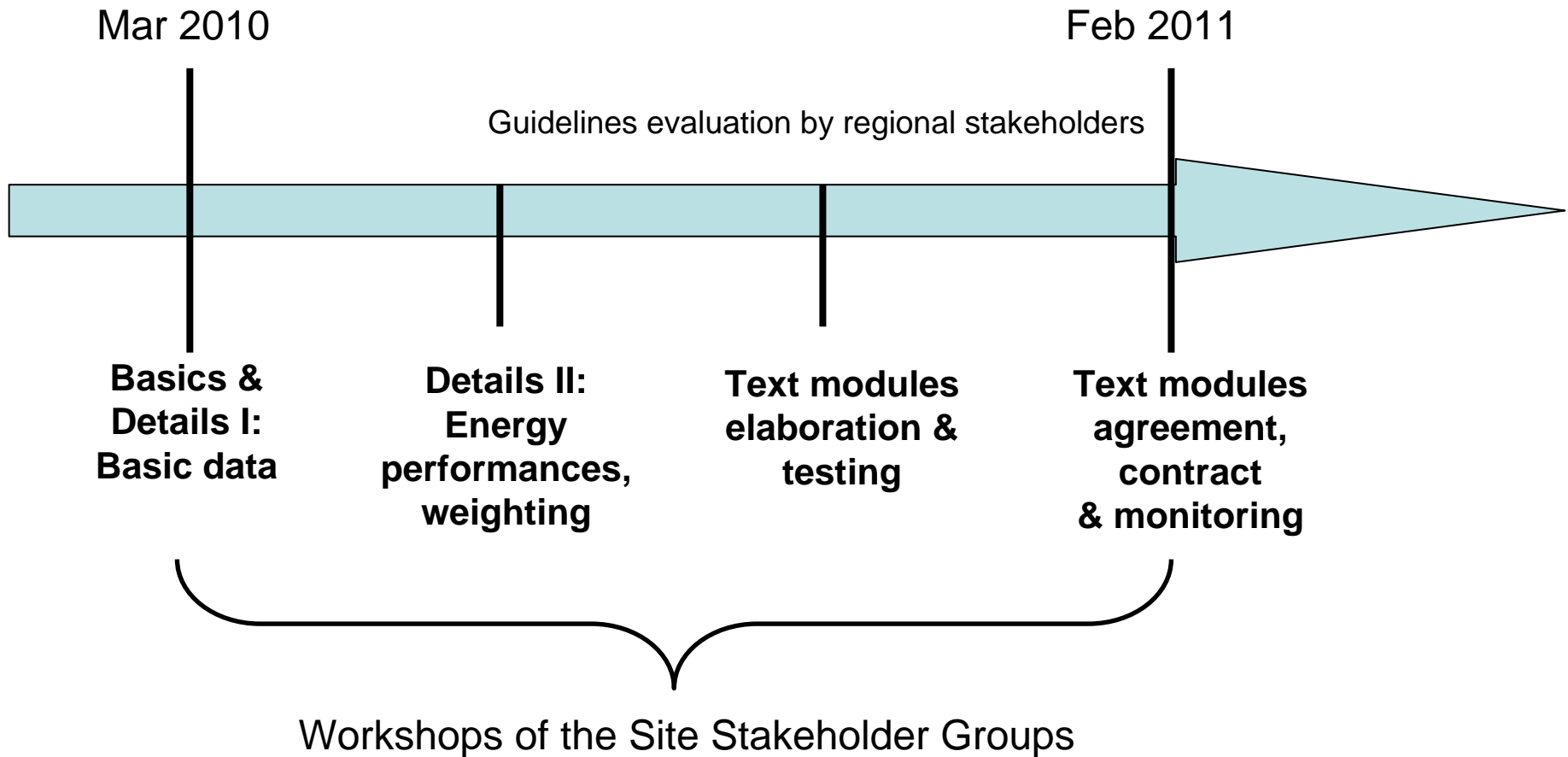
### 3. The Pilot application approach (I)

- Basis: Guidelines test version
- Iterative process for elaborating the Guidelines with PTAs and key stakeholders
  - 4 consortium PTAs, TOCs, IMs, Suppliers, further PTAs, Others
  - Involvement and number of stakeholders depends on the specific site framework conditions and needs
- Workshop-based process for checking the Guidelines for the right structure, contents, effects and manageability
- Agreement of legally compliant text parts to be integrated into real life awarding texts

## 3. The Pilot application approach (II)

<b><u>Strategy</u></b>		Strategic considerations; definition of mid-term and long-term objectives	
<b><u>Main phases at PTA in a typical award project:</u></b>		<b><u>Main associated actions at PTA:</u></b>	
Competitive Awarding	Direct Awarding / In-house provision	Competitive Awarding	Direct Awarding / In-house provision
A. Preparation		A. Definition of the award project: decision on award procedure; identification of needs, options and targets	
B. Elaboration		B. Elaboration of ITT / (direct) contract text plus planning of phases D-G; publication of tender documents	
C. Response to tender	C. + D. + E. Negotiation	C. Mainly bidding operators to work; PTA to answer bidders' questions	C. + D. + E. Agreement on the contractual clauses and on the economical and technical details of the contract
D. Evaluation and awarding		D. Evaluation, decision and justification; communication of the result	
E. Negotiation		E. Further negotiations and specifications; preparation of the contract	
F. Preparation of contract period		F. Verification of performance with selected operator; preparing of monitoring	
G. Follow up during the contract period		G. Monitoring and bonus/penalty awards on annual basis	

## 3. The Pilot applications approach (III)



## 3. The ECORails User Platform

### European Forum

- “Administration level”
  - Public Transport Administrations (PTA’s)
- “Stakeholder level”
  - PTA’s + Train Operating Companies (TOCs)/Infrastructure Managers (IMs)
  - Identification and conflict-solving arising from the inputs identified at the first level

### Site Stakeholder Groups

- Identification of expectations, needs and requirements at the four pilot application sites
- Evaluation of the guidelines test version

### 3. The Pilot sites

- **Berlin:** Urban catchment with suburban and rural connections
- **Øresund:** Cross-border connection – Danish part
- **Brescia:** Dense and mixed network of several cities, towns and rural areas
- **Timisoara:** Regional transport in a new EU member state – both city catchment and network of cities, towns and rural areas

### 3. Performance targets for Dissemination (I)

- **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 TOCs from at least 5 different countries
  - Number of administrations/companies participating in at least one of the dissemination events: 20 PTA's and 20 TOCs from at least 8 different countries; at least 5 vehicle suppliers

### 3. Performance Targets for Dissemination (II)

- **Level 1: Quantitative energy and CO2 emission savings**
- **Level 2: Manageability of the Guidelines**
- **Level 3: Scope of dissemination**
  - User Platform: (10) 18 PTAs and (10) 12 TOCs/IMs from (5) 6 different countries
  - Dissemination events: (20) 20 PTAs and (20) 20 TOCs/IMs from (8) 9 different countries; (5) 7 vehicle suppliers

## Contact

**Martin SCHIPPER**

**TSB** Innovationsagentur Berlin GmbH  
**FAV** Forschungs- und Anwendungsverbund  
Verkehrssystemtechnik Berlin

Fasanenstraße 85, 10623 Berlin  
*Tel:* +49 30 46302-577 / *Fax* +49 30 46302-588  
*Email:* [mschipper@fav.de](mailto:mschipper@fav.de)

*Internet:*  
[www.fav.de](http://www.fav.de)