
UIC Project PROSPER - Network Meeting Paris

„Procedures for Rolling Stock Procurement with Environmental Requirements“

Project Presentation

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Paris, April 02nd 2003



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Why do we need the PROSPER Project?

The Approach of the Project

Outlook on PROSPER II



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Why do we need a common approach?

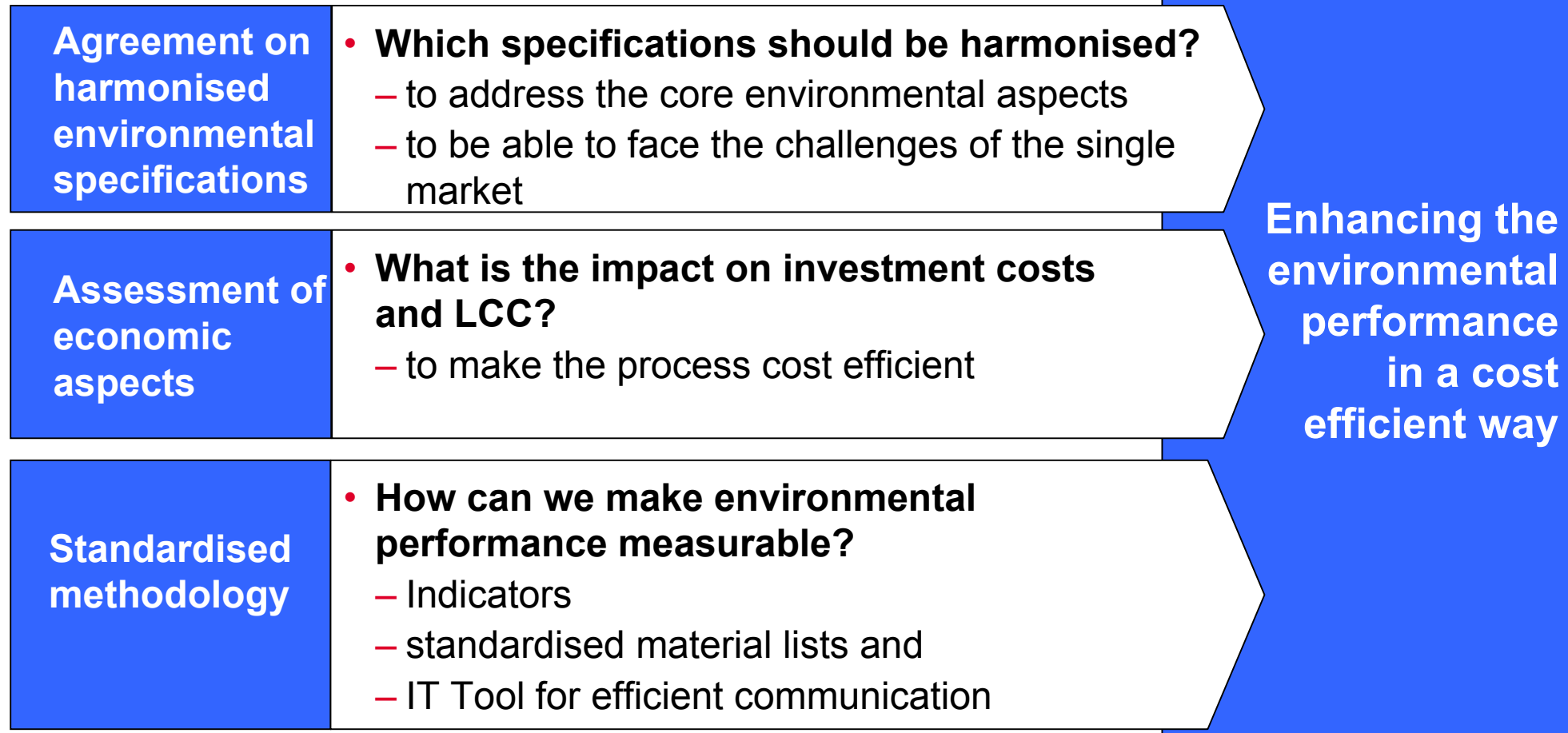


- **Railways are facing fast developing external requirements to environmental performance**
 - legislation
 - competitors
 - customers
- **Long life cycles of rolling stock**
 - environmental performance is fixed for over 25 years
- **The railways have to think strategic to be able to react to the stakeholders requirements**

⇒ **A proactive approach of the whole railway industry is needed**



What is needed to react to these requirements?

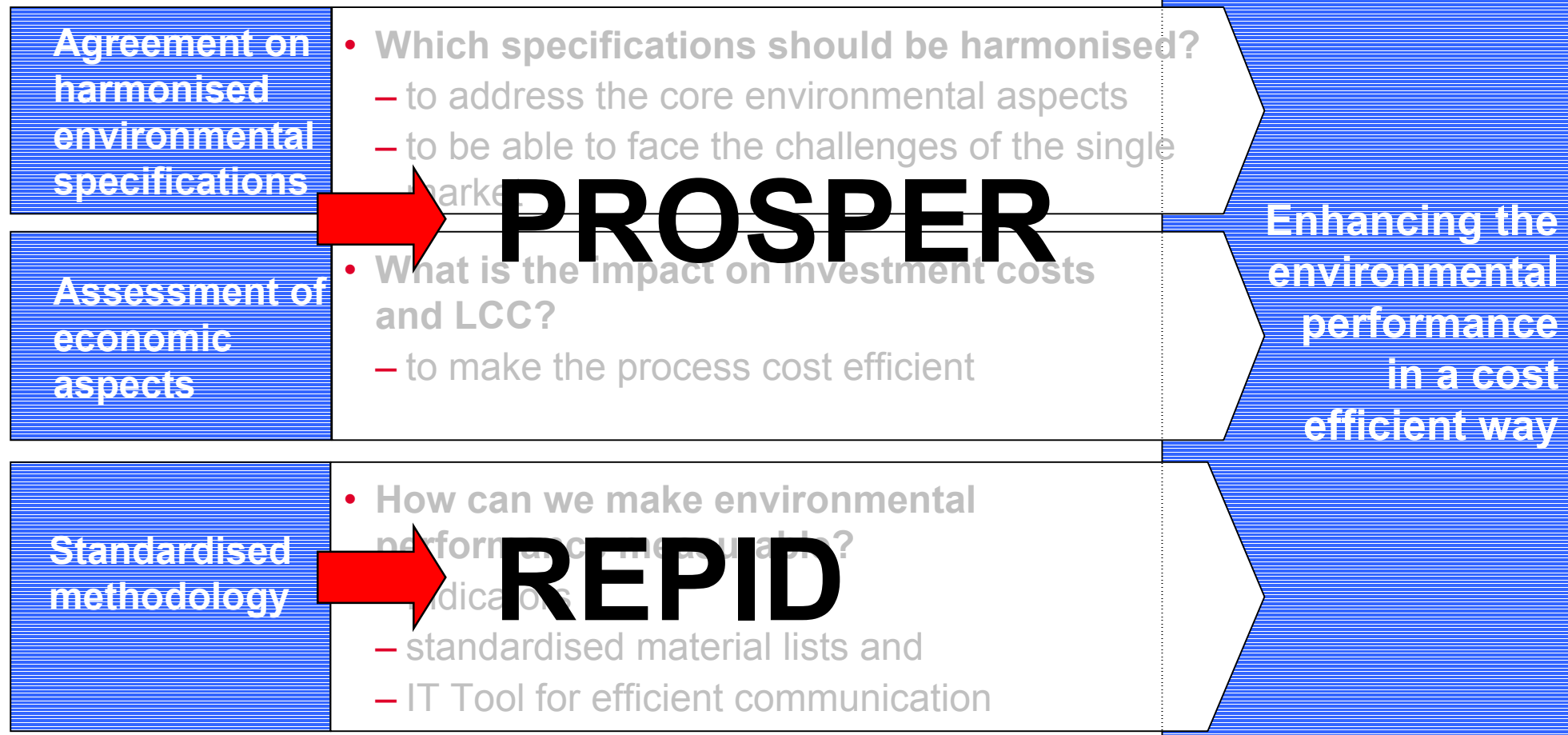


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What is needed to react to these requirements?



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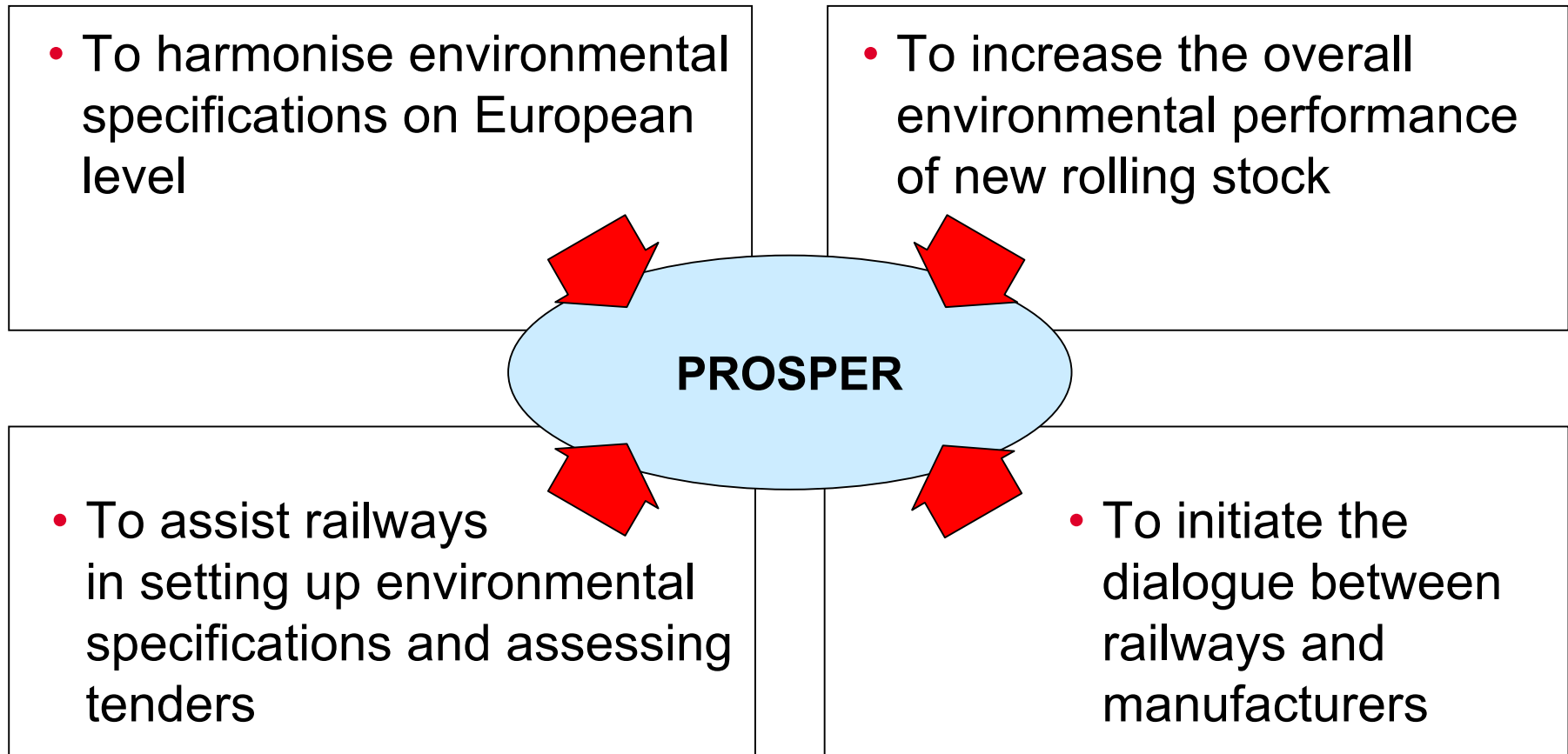
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The main target of PROSPER is to harmonise environmental specifications.



The aims of the UIC project PROSPER



What was the starting point for PROSPER?



- **Starting points for PROSPER were**

- **Nordic Environmental Manual**

- Environmental Guideline adopted by the Nordic Railways VR, DSB, NSB and SJ in 1999

- EU funded project **RAVEL** finalised in 2001

- The REPID project is the follow-up of RAVEL

- **Italian Environmental Guideline** on rolling stock procurement

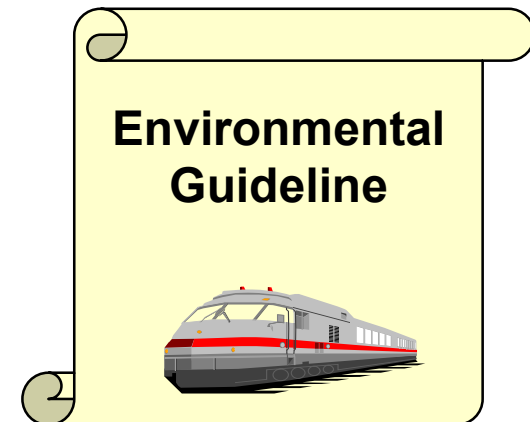
- adopted by Trenitalia S.p.a. and Italian railway industry in 2002



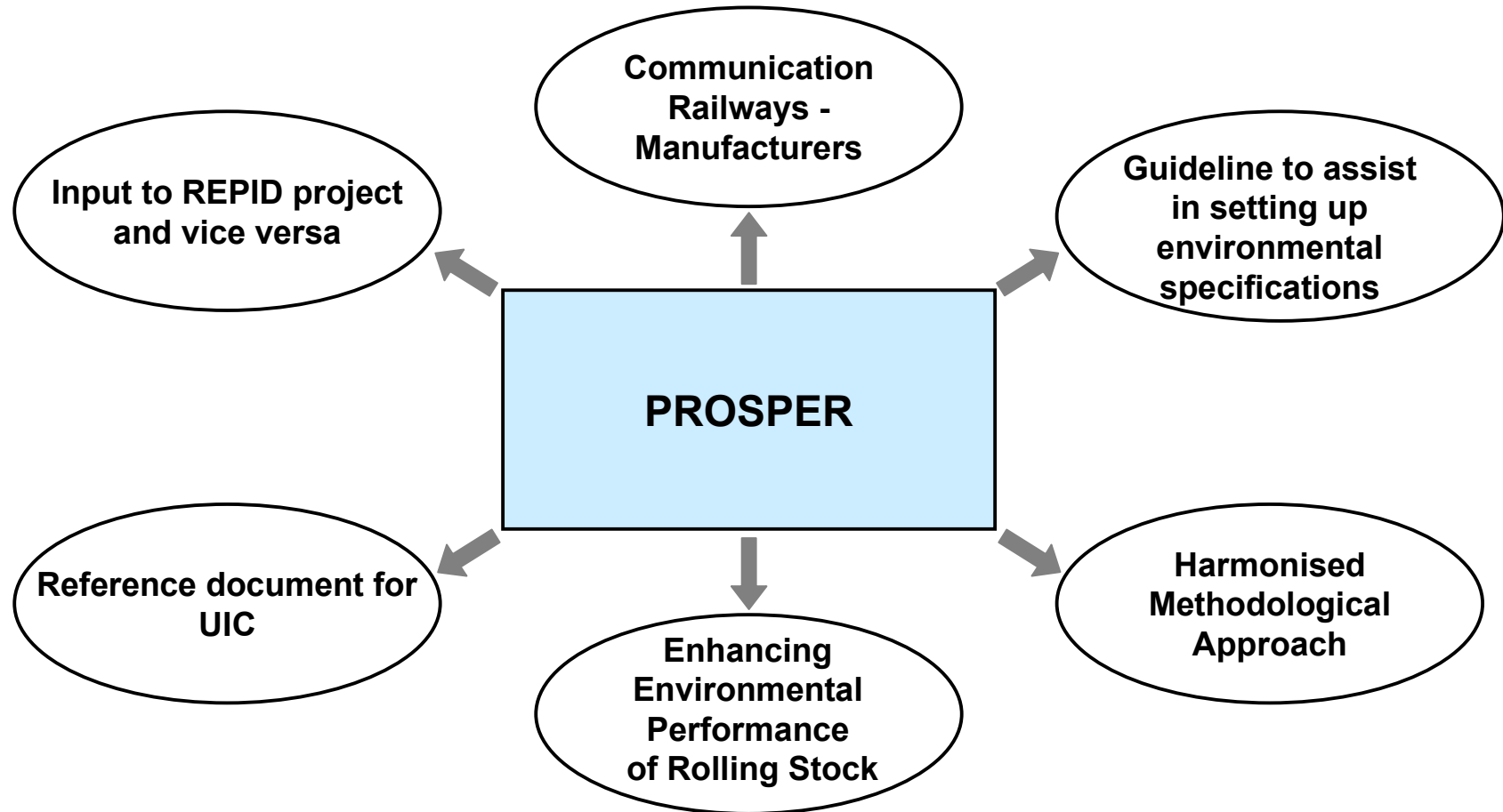
The outcome of the PROSPER project will be compiled in a UIC Environmental Guideline.



- The outcome of the PROSPER project
 - ⇒ a set of **recommended environmental specifications** (without defining performance values)
 - ⇒ a reference document for experience, examples and state of the art of environmental relations and their **cost/benefit** aspects
 - ⇒ **a guideline** to assist in setting up environmental requirements and evaluating tenders



Overall impact of PROSPER



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The Approach of PROSPER



1. Identifying the most relevant environmental aspects
2. Co-ordinating a set of **environmental specifications** for the procurement of rolling stock
 - list of harmonised environmental specifications
 - use of environmental performance indicators
3. Co-ordination with EU funded REPID project
4. Qualitative **evaluation of economic aspects**
5. Recommending a proceeding for the integration of environmental aspects into the procurement process
6. elaborating a **guideline** for the procurement of rolling stock



1. Identifying the most relevant environmental aspects for railway operators

- **Noise**
- **Exhaust Emissions**
- **Energy efficiency**
- **Materials / Recycling / Waste**
- **Electromagnetic Fields (as an upcoming aspect)**



2. Co-ordinating a set of environmental specifications for the procurement of rolling stock

- **Recommending specifications for**
 - **Energy Efficiency**
 - **Materials / Recycling / Waste**
 - **Electromagnetic Fields (as an upcoming aspect)**
- **Integrating legislation requirements (e.g. TSI) and results from other groups and proposing specifications for**
 - **Noise**
 - **Exhaust emissions**



3. Co-ordinating with EU funded REPID project

- **Giving input to the proposed methodology of REPID and vice versa**
 - **Railway specific requirements**
 - **Indicators**
 - **relevant environmental information needed by railways**

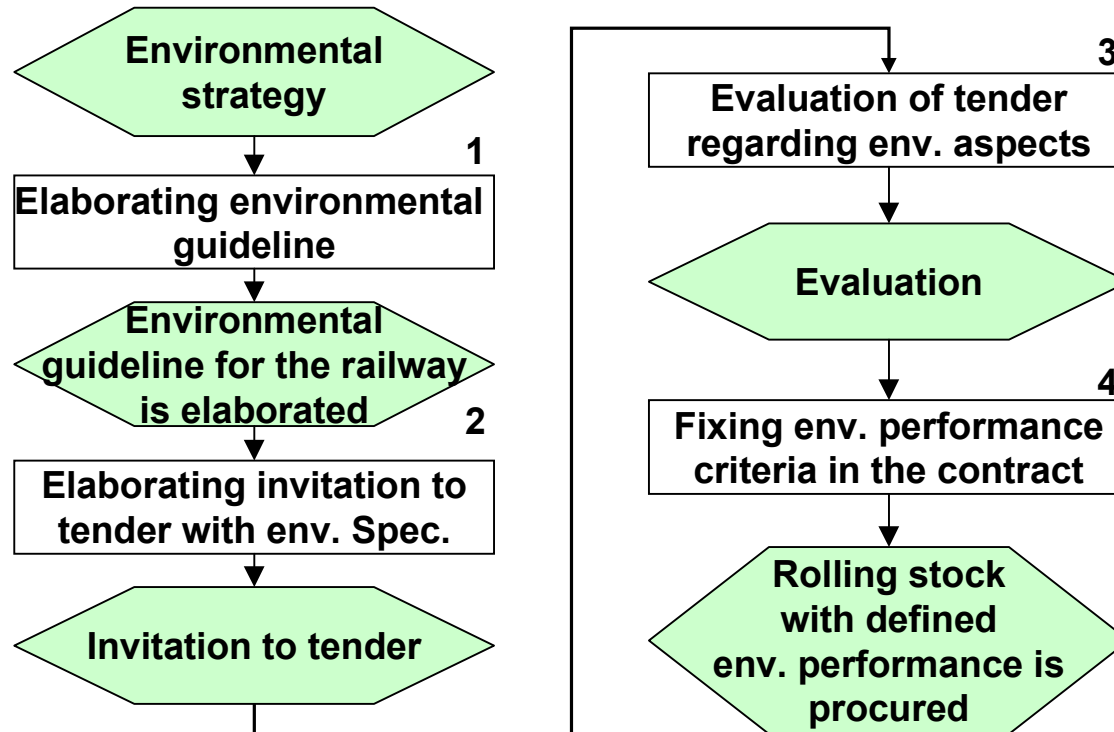


4. Qualitative evaluation of economic aspects

- **Analysis of qualitative impact of environmental performance on costs**
 - investigate the impact of the proposed specifications on
 - Investment costs
 - LCC
 - ⇒ the results of this analysis will enhance knowledge of the cost/ benefit relation of environmental aspects



5. Recommending a proceeding for the integration of environmental aspects into the procurement process

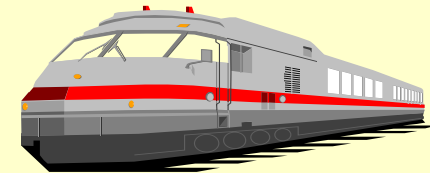


6. Elaborating a guideline for the procurement of rolling stock

- **Compiling the outcome of PROSPER in a *UIC Environmental Guideline for the Procurement of new Rolling Stock***

Environmental Guideline

for the Procurement of
new Rolling Stock



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The Objectives of PROSPER II

- Co-ordinating **recommended values** for the environmental performance of rolling stock amongst railways and manufacturers
- Documenting **environment related legal aspects** for the procurement of new rolling stock (state of the art)
- disseminating the results made in PROSPER I and II as a **UIC Technical Leaflet**

Project Duration

- June 2003 - March 2005

The PROSPER II project members

- SNCF, DSB, Trenitalia, SNCB/NMBS, SBB, DB
- UNIFE
- Consultant

