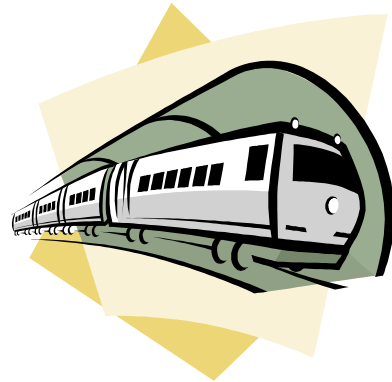


Eco-Procurement in the Railways

- Competitive Rolling Stock of tomorrow

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Background (1)

Railway environmental performance compared to road performance - in general:

- energy & emissions
- space & accidents
- noise
- materials

Energy and Emissions

- On average freight trains have only 25% of the energy consumption in corresponding road transport
- Passenger transport by rail is even lower, on average 20% in comparison with cars.
- Emissions are due to the kind of energy used. Modern diesel trains are considerably better than road vehicles. Emissions from electric trains are caused by the source of electricity, which varies in different countries.

Space and accidents

- A modern double track railway has the same transport capacity as a 18 lane motorway.
- Safety. An example from Sweden: Yearly 600 people are killed in road accidents. The last 5 years 2 people were killed in railway accidents (level crossing accidents excluded). If related to transport work, railways are 100 times safer than road traffic.

- Railway noise is considered less disturbing than road noise at same noise levels.
- In many countries this is regarded in legislation.
- But noise is probably the most important environmental problem in the rail sector. We must do our homework!

- Trains have more efficient material use per passenger or tonne km than road vehicles. This is beneficial from environmental point of view.
- The reasons are both higher capacity and longer life of trains, in comparison with road vehicles.
- Long life of trains may however not only be environmentally advantageous, as it also could block implementation of new technology.

Background (2)

Development of railway performance and road performance e.g. 1970-2000: Much is done in the road sector, less in the railway sector.

Conclusion: The railways need to seriously improve their environmental performance in order to keep its competitive advantage for the future.

How? Agreement to harmonised approach and tools!



Background (3)

Legislative pressure

- TSI's on noise and diesel emissions
- Interoperability and the single market
- Environmental liability
- IPP (integrated product policy)
- etc...

Need for sector wide co-operation!!

Who are the players? Inside and between companies

Harmonisation and agreement in the railway sector on:

- Basic Procedures
- Core Environmental Aspects
- Relevant Information
- Data structures and formats



Need for sector wide co-operation!!

Both train manufacturers, railway operators and infrastructure managers have to co-operate if rail is to survive as the most environmentally adapted mode of transport!



Need for harmonised communication

Harmonisation and agreement in the railway sector on:

- Basic Processes
- Core Environmental Aspects
- Relevant Information
- Data structures and formats



Activities so far - single companies

- Early experiences
- Early environmental experiences in several railway companies:
 - DSB 1991 (New S-trains)
 - SJ 1987 - 1991 (X2000)



Activities so far - joint projects

- Nordic Environmental Manual (1999)
- RAVEL (1998 - 2001)
- Italian Manual for operators and manufacturers (2002)
- ISO 14031 EPI's (environmental performance indicators)



Lessons learned so far

- Need for structure and language (eco-efficiency), providers of environmental information and systems
- Integration of environmental considerations in the procurement processes
- Need for harmonised requirements in main environmental fields
- Need for a well functioning network & decision making body



Purpose of this network

- The REPID Network aims to establish a common language for procurement and environmental indicators among all stakeholders, based on the results of the PROSPER and REPID projects.
- It aims to form a forum empowered to recommend and approve business standards for environmental information in the rail sector (e.g. indicators and data formats).



Purpose of this meeting

- Bringing the stakeholders together, a network is born, agreement!
- Establishing a first environmental language
- General agreement on:
 - PROSPER
 - REPID Environmental Performance Indicators
 - Harmonised material lists and data formats
 - Standardisation issues of indicators, IT tools, data formats, etc.
- Constitution of a REPID Board



Vision Statement

The rail sector aims to continuously improve the rolling stock procurement for the benefit of society, the environment and the business. By improve environmental communication between stakeholders, the REPID network will contribute to improve the competitive advantage of the rail sector. Co-operation in this way is necessary if railways truly want to contribute to sustainable development.



Main Points

- Background for the current situation
- Need for co-operation and harmonised communication
- Activities so far in the rail sector & Lessons learned:
 - need for structure and language, providers of information and systems
 - need for a well functioning network & decision making body
- Purpose of this network meeting
- Vision statement

