



EU Framework Conditions for Eco-Procurement

**Procurement & Environment
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**Dr. Heiko Kunst
Unit “Rail Transport and Interoperability”**





Need for eco-procurement in the railways sector?

Rail as best performing transport mode, but:

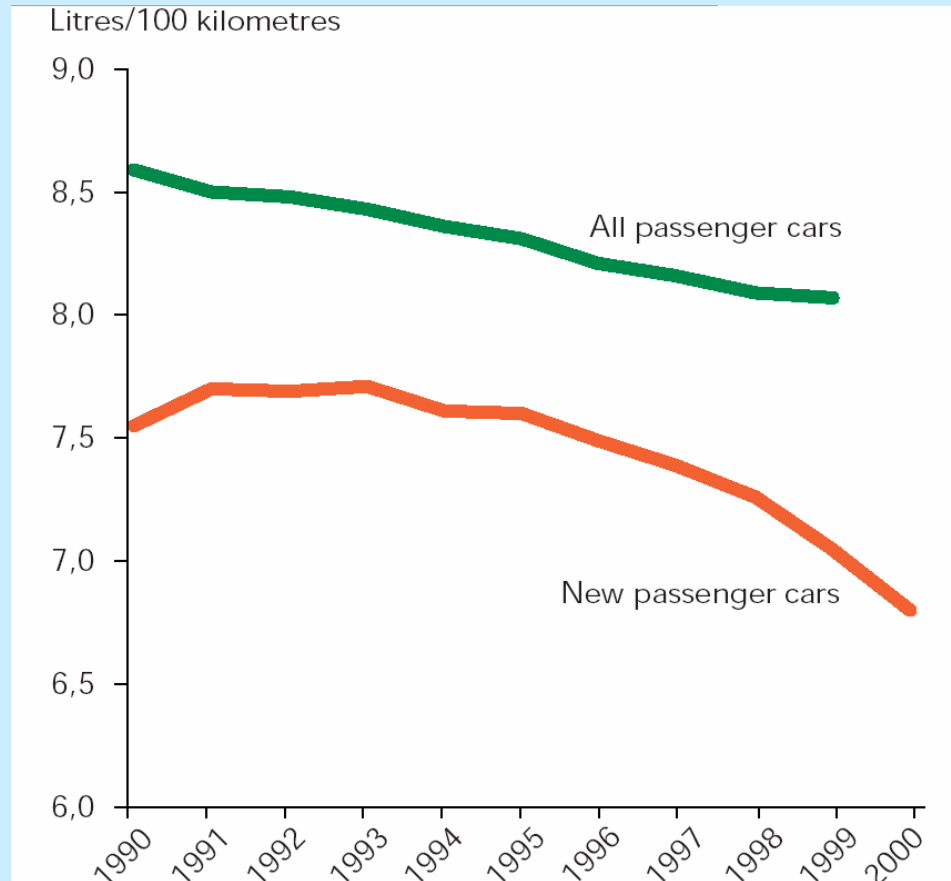
- Two relevant problems in comparison to other modes: noise and diesel emissions
- Other transport modes are introducing more energy-efficient technologies
- Ambitious Euro 4 and Euro 5 emission limits to be introduced for road transport soon
- Strong need for decoupling of traffic growth and pollution caused by transport

=> Measures required to improve environmental performance and to maintain the existing competitive edge



Need for eco-procurement in the railways sector?

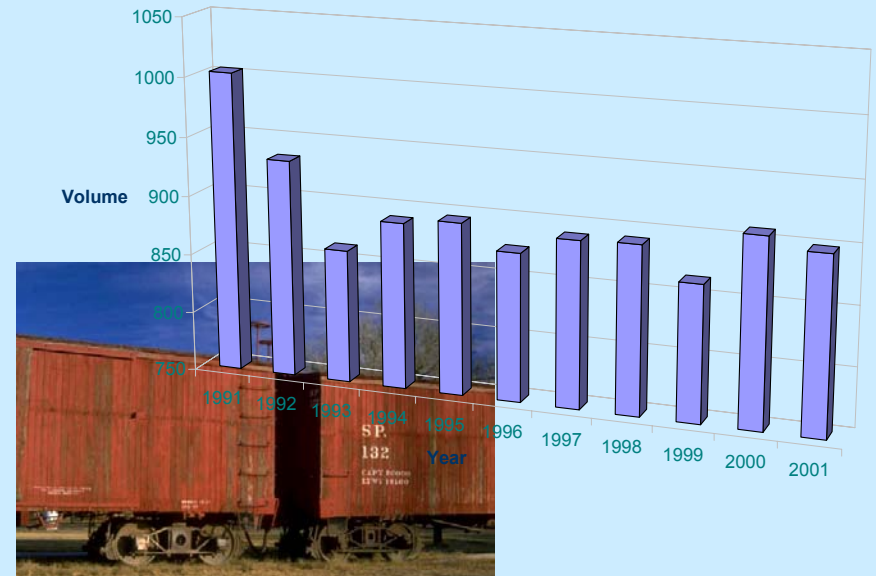
Development of the specific energy consumption of passenger cars:





Need for eco-procurement in the railways sector?

Small contribution of rail to environmental burdens caused by transport, but declining market shares:



Growth of rail transport as political objective:
+38% freight, +24% passengers until 2010
but acceptance problems should be avoided!





Need for eco-procurement in the railways sector?

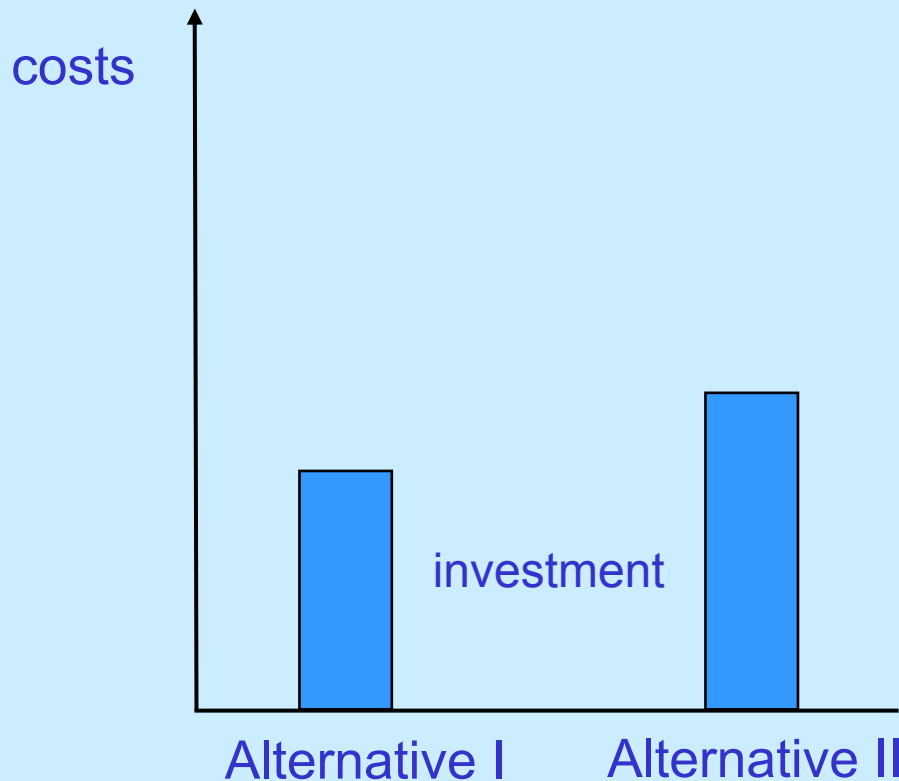
Cost saving through applying eco-procurement and life cycle thinking:





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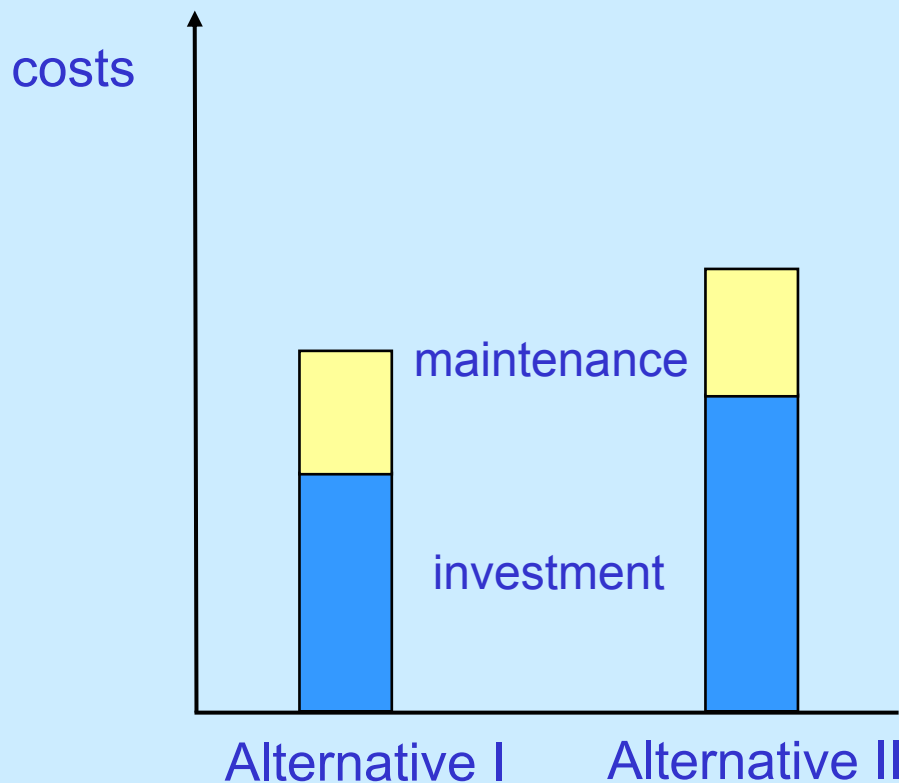


Example:
application of energy
efficient technology



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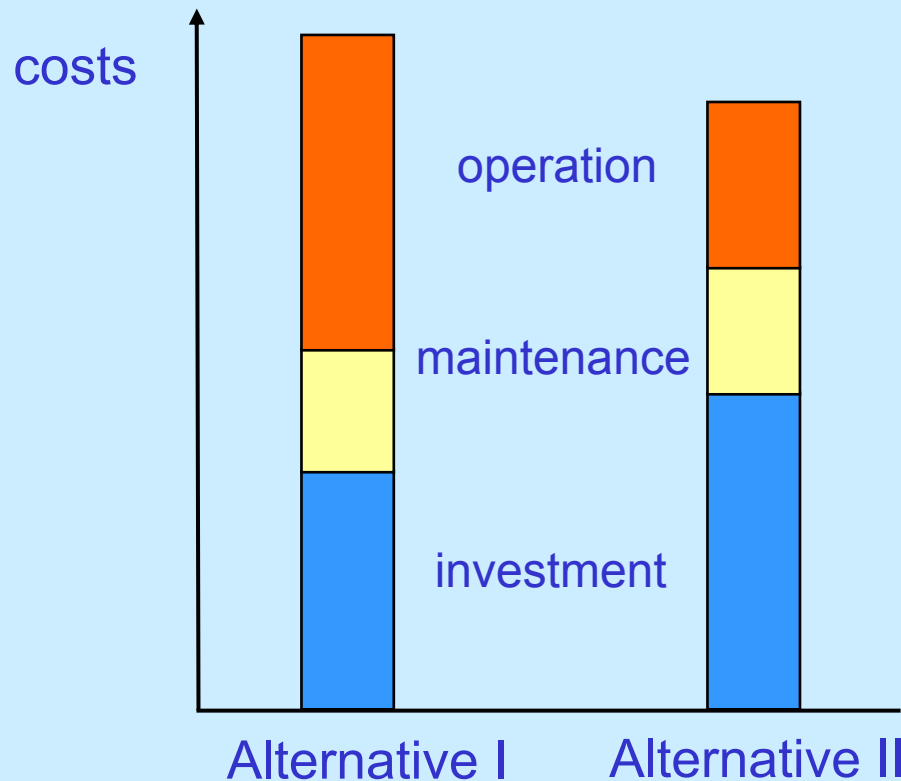


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Need for eco-procurement in the railways sector?

Cost saving through applying eco-procurement and life cycle thinking:



Example:
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Legislative Framework

Legal provisions covering different environmental aspects of rail transport:

- Noise
- Diesel emissions
- Hazardous substances
- Electromagnetic fields
- Framework for public procurement
- Energy-efficiency



Legislative Framework

Noise emissions: RS-TSI for HS rail

- Scope: new and upgraded rolling stock
- Emission limit values for different cases of operation: pass-by (at different speeds), stationary and interior noise
- Noise measurements (in principle) according to prEN ISO 3095
- Currently preparation of revision



Legislative Framework

Noise emissions: Noise TSI for CR

- Scope: new and renewed/ upgraded rolling stock
- Emission limit values for different cases of operation: pass by, stationary, starting and interior noise
- 2-step approach for pass-by noise: limit values for as from 2006; reduction of limit values by 2 dB(A) for EMUs/ DMUs, by 5 dB(A) for other RS as from 2016/18
- Adopted by Interoperability Committee in November 2004, Commission's Decision in preparation



Legislative Framework

Diesel emissions: Directive 2004/26/EC

- Amended Directive 97/68/EC on measures against the emission of gaseous and particulate pollutants from combustion engines of non-road mobile machinery
- Scope covers all new diesel engines of rail vehicles (introduced during co-decision procedure)
- Introduces emission limits for PM, NO_x, CO, HC as from 2011
- Revision in 2007



Conclusions: Need for eco-procurement in the railways sector?

Yes:

- To ensure compliance with legal provisions
- To go beyond existing legislation: Maintaining the competitive edge on competing transport modes
- To introduce the life cycle perspective into procurement
- To save costs
- To improve the quality of rail transport services



Conclusions: Need for eco-procurement in the railways sector?

Yes, at European/ international level:

- National solutions could lead to a fragmentation of the market
- Lower production costs using the principle of economy of scale
- Lower prices leading to a higher competitiveness of rail transport

=> The draft UIC leaflet addresses all requirements at an international level and is therefore welcomed by the European Commission.





Conclusions: Need for follow-up activities

Need for a monitoring scheme:

- To ensure the application of the UIC leaflet
- To keep the UIC leaflet up-to-date
- To provide assistance to the users of the leaflet
- Commitment of the rail sector according to the Action Programme of the White Paper on “European transport policy for 2010: time to decide”





EU Framework Conditions for Eco-Procurement

For further information, please consult our website:

www.europa.eu.int

**[http://europa.eu.int/comm/transport/
rail/index_en.html](http://europa.eu.int/comm/transport/rail/index_en.html)**

