

The future of Rail Eco-procurement

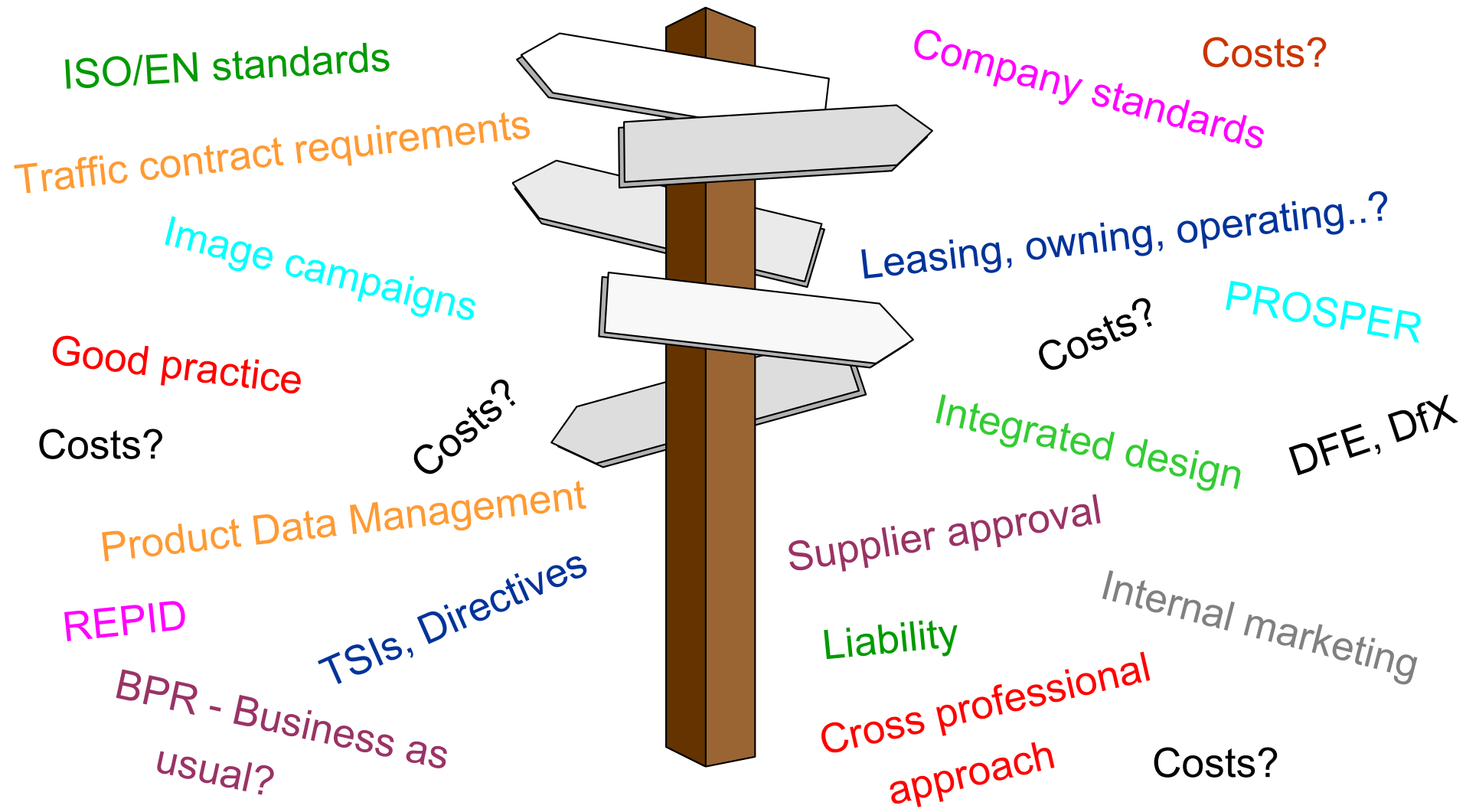
**Follow-up activities:
The Rail Eco-
procurement
Specification Board**

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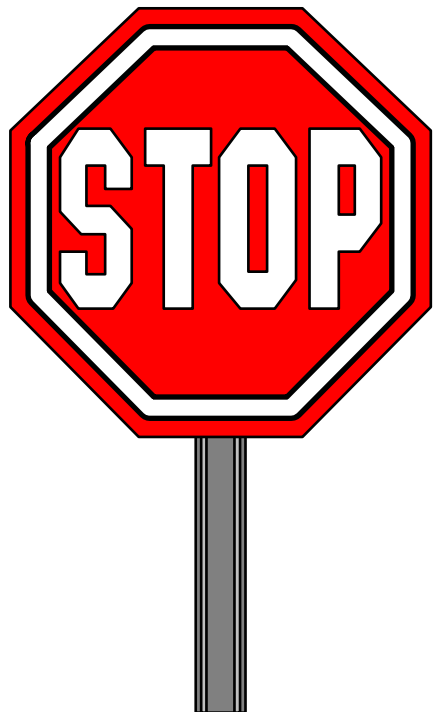


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The future of Rail Eco-procurement



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What do we need in order to turn Eco-procurement & Eco-design into a competitive advantage for the rail sector?



The future of Rail Eco-procurement

Continued **success of Rail Eco-procurement** depends on:

- Integrated pragmatic use of output from PROSPER and REPID projects
- Harmonised environment terminology (including indicators and materials) and data communication formats
- Reliable and credible system for maintaining and making the results available to the international rail sector
- Setting up a forum for making agreements on elements that need to be harmonised
- Mutual understanding and common sense...!

Main tasks of the Rail Eco-procurement Specification (RES) Board

Support the overall rail business competitiveness by:

- Internal and external procurement & environment communication to the rail sector
- Support members and users of the Eco-design & Eco-procurement methodology
- Approve exact definitions of e.g. environmental performance indicators (EPIs), material lists and data formats

RES Board main tasks (2)

This means in practice to:

- Agree on how to **communicate** it in a structured way (PROSPER)
- Approve (REPID) **software specifications** and methodology/
data/software suppliers
- Maintain links to other partners, like **standardisation bodies**
- (Future) Approve recommended levels for Environmental Performance
Indicators in the voluntary domain

RES Board constitution (1)

The RES Board will be a body:

- Mandated by UIC and UNIFE to decide on defined issues of common interest in the domain of Eco-procurement and Eco-design
- Placed for the first short period in the still existing AEIF structure
- Starting its activities after summer 2005 following formal decisions by UIC and UNIFE

RES Board constitution (2)

Draft constitution of the first Rail Eco-procurement Specification Board (10-15 members):

Category 1 member: Railway Sector

- Chairman + vice chairman (representing UIC and UNIFE, 2 year periods)
- 5 UNIFE members (manufacturers and sub-suppliers)
- 5 UIC members (operators and infrastructure managers)

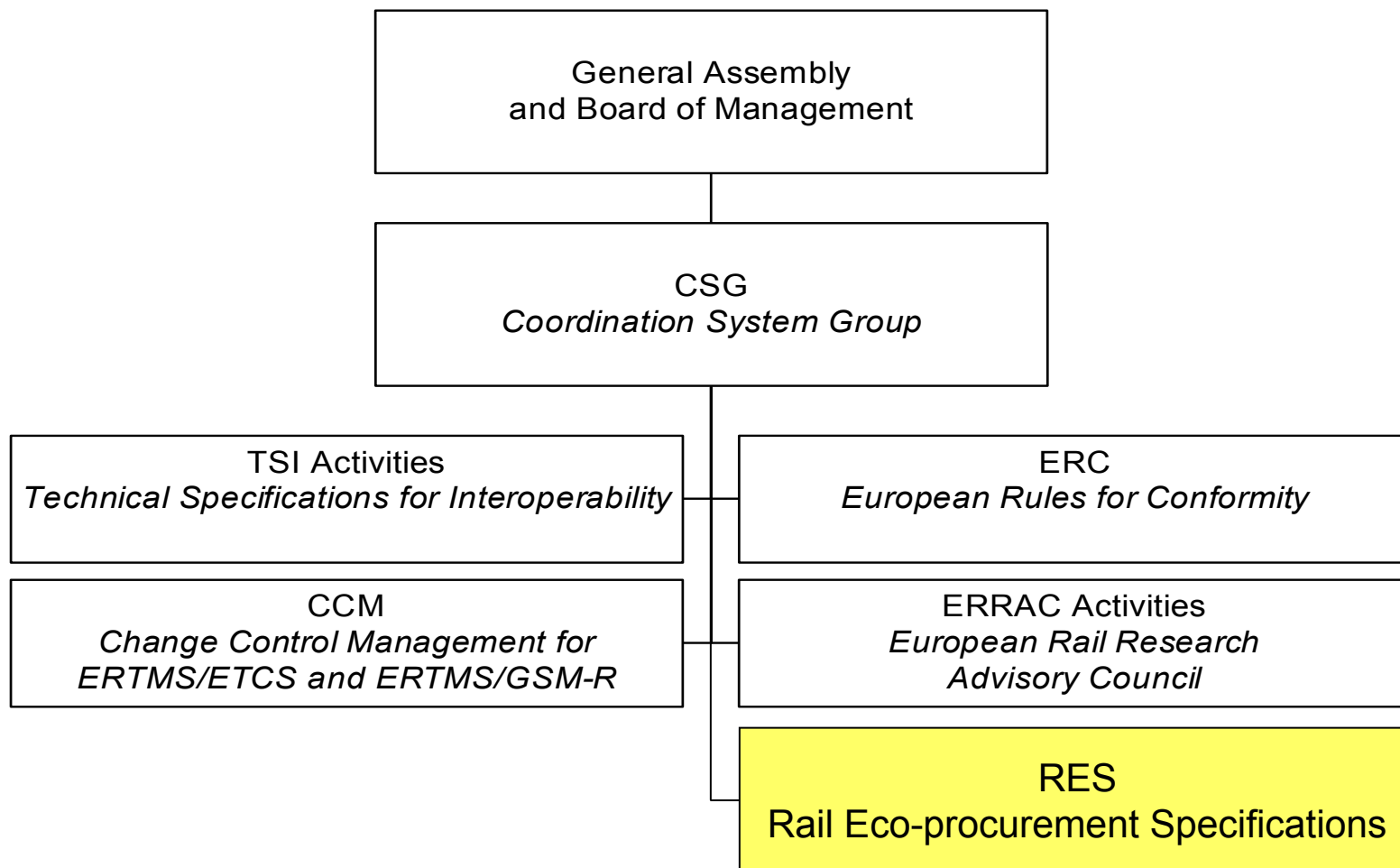
Category 2 member: Software/methodology

- 2 from IMI and Semcon (methodology, database and software)
- 1 UITP representative (observer)

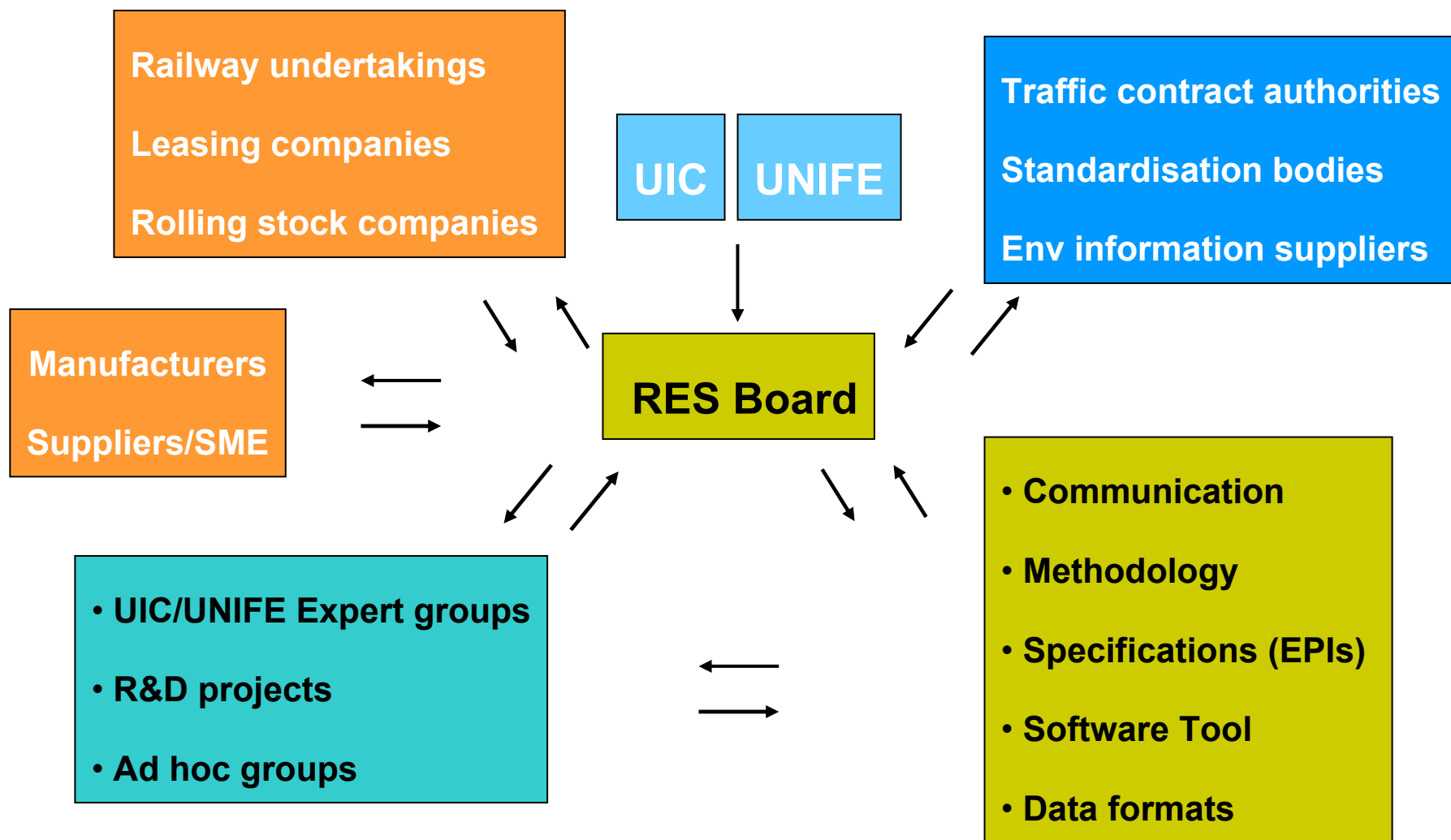
Category 3 member: Standardisation bodies (observer)

- Relation to CEN / ISO

RES Board within the AEIF structure



RES Board stakeholders & working



Rail Eco-procurement activities

A three year implementation period consisting of 4 elements based on the results of the PROSPER and REPID projects:

1. Training activities
2. Technical maintenance & development
 - Methodology
 - Environment database
 - Software tool (web application and integration tool)
3. Promotion & Network
4. Secretariat functions

Co-funding with EU to be further investigated (e.g. Coordinated Action, FP6)

RES Board next steps

- June 2005 Nomination of RES Board members by UIC / UNIFE
- September 2005 First meeting and constitution of the RES Board, decision on *Terms of Reference*
- November 2005 Second meeting of the RES Board, approval of first draft proposals related to rail eco-procurement specifications
- 2nd half 2005 Funding question to be solved
- 2006 Placing of the RES Board depending on AEIF future
- 2007/2008 RES activities possibly linked with CEN/ISO activities