

First Environmental Comparison of Rail Transport



A project of the „Allianz pro Schiene“
Co-funded by the Federal Ministry for Environment,
Nature Conservation and Nuclear Safety (BMU)

in co-operation with
railway companies, environmental organisations,
scientists and the railway supply industry

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Project manager

International Workshop

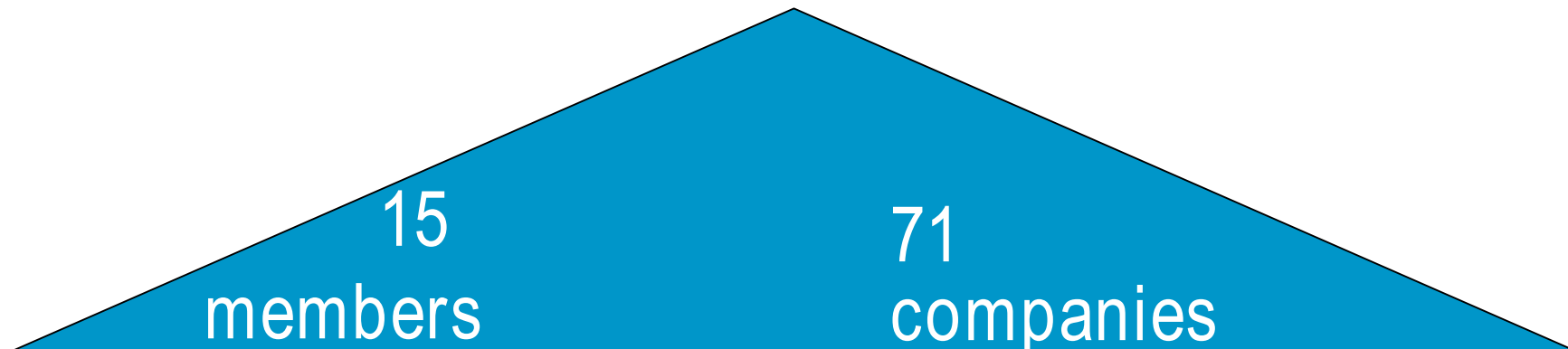
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The „Allianz pro Schiene“

- the overall alliance for rail transport in
Germany

Non-Profit and business under one roof



from the non-profit sector. The non-profit-organisations are the political backbone of the alliance.

from the rail-business sector. The companies are the financial backbone of the alliance.

Unique in a double sense



- No other umbrella organisation in Germany unifies such a broad alliance (environmental organisations, trade unions, consumer organisations)

- No other umbrella organisation in Germany consists of both, a „Non-profit pillar“ and a „business pillar“

Honorary speakers



Chairman of the Board:
Norbert Hansen (TRANSNET)



Spokesman „circle of supporters“ :
Peter Witt (Bombardier)



Our mission statement



The Pro-Rail Alliance is the impelling force in politics and society for the augmentation of the railway share in the overall traffic volume. The stimulation is for us:

- the freedom of choice of the transport mode (supply of rail transport as a plus in quality of life)
- the protection of the environment (rail transport as a contribution to environmental compatible mobility)
- the protection of life and limb as well as the physical integrity (rail transport as contribution to safe mobility).

Environmental protection – an issue for the railways!



Argument 1:

Der Umweltvorsprung des Schienenverkehrs darf sich nicht verringern!

Reason 1:

The environmental advantages of rail transport should not be diminished!

Environmental protection – an issue for the railways!



Argument 2:

Emissionen des Schienenverkehrs treten häufig örtlich konzentriert auf.

Reason 2:

Emissions of rail transport often occur locally concentrated.

Environmental protection – an issue for the railways!



Argument 3:

Emissionen und Energieverbrauch müssen absolut gesenkt werden, um die globale und lokale Umweltbelastung zu reduzieren!

Reason 3:

The absolute amount of emission and energy consumption has to be minimised in order to reduce the global and the local environmental impact!

Environmental protection – an issue for the railways!



Argument 4:

Die ökologisch begründete Vermeidung von Emissionen und Energieverbrauch schärft den Blick auch für andere Einsparpotenziale.

Reason 4:

When you try to reduce emissions and energy consumption for ecological reasons, other saving potentials will come into focus, too.

Environmental protection – an issue for the railways!



Argument 5:

Bei Beschaffung und Modernisierung von Eisenbahnfahrzeugen auf deren Emissionen und Energieverbrauch zu achten, ist notwendiger Bestandteil vorausschauender Unternehmenspraxis.

Reason 5:

It is an essential part of anticipatory business practice to regard emissions and energy consumption when procuring or modernising railway vehicles.

Environmental protection – an issue for the railways!



Argument 6:

Wer mit dem Argument wirbt, umweltfreundlichster Verkehrsträger zu sein, muss glaubwürdig bleiben!

Reason 6:

When you use the argument of the railways being the environment-friendliest transport mode, you have to be credible.

Environmental protection – an issue for the railways!



Argument 7:

Nur wer sich der Anforderung, umweltfreundlicher zu werden, offensiv stellt, kann mitreden, wenn es um neue Umweltvorschriften, Anreizsysteme und die Förderung von Technologieentwicklung geht.

Reason 7:

Only those who make serious efforts to meet the demands of becoming environment-friendlier, can actively influence the discussion about new environmental regulations, incentives and the support for technological development.

Approach of the project



Phase 1:

Environmental Award for railway companies

- Focus on train operating companies (TOCs)
- Assessment system elaborated in an intensive dialogue process with the relevant stakeholders
- Respecting the different situations and backgrounds of the respective TOCs
- Main objectives:
 - Identifying good examples
 - Identifying the main options and the main obstacles for the further enhancement of the ecological performance of railways
 - Stimulating of environmental activities of railways, railway supply industry,...
 - Positive news about the railways

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The award winners 2004



Bayerische Oberlandbahn GmbH

S-Bahn Berlin GmbH

DB Fernverkehr AG

Verkehrsbetriebe Peine-Salzgitter GmbH

Railion Deutschland AG

Approach of the project



Phase 2:

Discussion and dialogue process among railway companies, railway supply industry, public authorities and scientists

- Compiling database of good examples
- Compiling environmental criteria
- Information about new legal and technological developments
- Main objectives as in phase 1
- 4 workshops:
 - Ways to an environment-friendlier regional pass. rail transport (27/10/2005)
 - Reducing exhaust and noise emissions in combustion operation (07/12/2005)
 - Environment-conscious procurement policy of TOCs (13/06/2006)
 - Enhancing the environmental performance of rail transport (19/09/2006)

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Main fields of action



| | Procurement | Refitting | Operation | Innovation |
|---------------------------------|-------------|-----------|-----------|------------|
| Noise | | | | |
| Energy consumption | | | | |
| Toxic emissions | | | | |
| General Environmental Standards | | | | |

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Keywords for the next steps



- Continue the dialogue process
- Find more good examples
- Have a closer look at economical risks of not inventing environment-related innovations
- Have a closer look at economical benefits of such innovations
- Enhance ways of railway operation in terms of avoiding emissions
- Enhance analysing methods for exhaust emissions and energy consumptions (methods to be used in the procurement process)

Keywords for the next steps



- Define environmental criteria which are at the same time ambitious, realistic and co-ordinated
- Discuss possible incentive systems which do not burden rail transport in a counterproductive way
- Stimulate technological development
- Bring innovations into regular operation

Aims for today



Good ideas and productive discussions about the best approaches and the best share of duties between railways, railway supply industry, public authorities, scientists and financing institutions



Umweltvergleich Schienenverkehr



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Thank you for your attention!