Possibilities for introducing higher focus on energy efficiency in future PSC for the Øresund traffic

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Content

• Defining expected EE/ENV goals/methods
• Integration of EE/ENV in tendering methodology
• Present situation
• Overall future perspectives for ECORailS
Defining expected EE/ENV goals/methods

- Calculation of base line
  - Based on present traffic volume, rolling stock, and rolling stock management.
  - Screening of potentials and relevant measures for achieving EE/ENV improvements
  - Definition of relevant EE/ENV goals
Integration of EE/ENV in tendering methodology

• Revising text modules used for tenders
  – EE/ENV possible within the present tendering methodology

• Preferred method of integration of EE/ENV
  – EE/ENV requirements linked to incentive schemes preferred (i.e. 10% EE over contract period)
  – Fixed requirements regarding measures preferred (i.e. system for eco driving to be implemented).

• General remark:
  – EE/ENV requirements “compete” with all other requirements
  – TOCs should have enough room to develop and innovate
Present situation

• High political and administrative focus on the Øresund traffic
  – Emergency traffic plan developed by the Ministry of Transportation
  – Serious risk of TOC bankruptcy

• Future tenders on hold
  – Uncertainty regarding the strategy for future tenders

• Hard to introduce new requirements (i.e. EE)
  – Most probable focus on financial and operational stability
    • Risk minimisation will predominate
Overall future perspectives for ECORailS

• High political and administrative focus on transport and environment in general
  – EE/ENV incentive schemes for other modes of transport
  – Overall political EE/ENV goals for the transport sector

• Innovation is ongoing amongst TOCs – regardless of EE/ENV requirements (for example the DSB system Green Speed)

• ECORails has created more EE/ENV awareness within the PTA.
Contact

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