



PRESS RELEASE

Railenergy – Working the switches for an energy efficient future

The collaborative European rail research project on energy efficiency, concludes today with the Final Conference.

(Brussels, 25 November 2010) Today, the Royal Flemish Academy provided an excellent forum for the Railenergy Final Conference, bringing together more than 130 participants. The Railenergy coordinator, Judit Sandor (UNIFE), and her UIC counterpart Enno Wiebe, succeeded in inviting a broad audience comprising representatives from the European Commission, all major European train operating companies, infrastructure managers as well as the European rail manufacturers to witness the final conclusions of the project.

After four years of collaborative rail research, 27 European partners are delivering a large number of recommendations and a catalogue of technologies for a more energy-efficient railway sector. Railenergy promises to help save 6% of the total energy consumption in the sector – a figure that does not seem high at first glance, but in concrete terms, 6% of a big European railway operator's annual energy bill amounts to nearly 6,000,000 Euros. Railenergy now delivers the key to exploiting huge savings potentials.

When the project was launched, the energy topic was not a priority on the political agenda. The consortium had a visionary idea of holistically improving the energy efficiency of the railway system while maintaining the sector's competitive advantages in relation to other modes of transport. The main objective was to ensure efficient and cost-effective movement of mass by reducing energy usage in operation. The consortium therefore published a catalogue of targeted energy saving methods and technologies including, among others, energy-efficient driving and reversible direct current substations.

Eric Fontanel, General Manager of UNIFE, was proud to highlight the first joint UIC/UNIFE Technical Recommendation on "Specification and verification of energy consumption for railway rolling stock" as one of the major outcomes of the Railenergy project. This voluntary standard has enabled UIC and UNIFE to add a new brick to the edifice of European standardisation and provides operators and manufacturers with a common language in the procurement process.

Emilio Maestrini, UIC Rail System Department Director, presented the Railenergy calculator which supports decision-makers in assessing the various energy efficiency strategies. This tool, integrating the knowledge gathered by the entire railway community within Railenergy, is available publicly at: www.railenergy.org.

Finally, a strong message was delivered to the political sector– energy efficiency potentials need to be well examined and must be fully exploited. Railenergy is a key milestone in achieving a globally energy-efficient railway system. During the conference, operators and manufacturers agreed that the tasks of exploiting energy saving potentials must be

incorporated into business from the early stage of designing rolling stock via procurement to operation and retrofitting the fleet. Energy prices will only continue to rise in the future, and the railway sector must carry on with its joint efforts to become more efficient in order to stay competitive and to continuously improve its sustainability performance.

The presentations will be uploaded to the project website: www.railenergy.org.

Note to the Editors:

The project partners are as follows: *UNIFE (Coordinator), UIC, AnsaldoBreda, Alstom, Bombardier, Corys, D'Appolonia, Emkamatik, Enotrac, Eurolum, KTH, Faiveley, FAV, IST, IZT, Nitel, RailCargo Austria, RFI, Saft, Sciroidea, Siemens, TfK, Trafikverket, Transrail, Transtechnik, Trenitalia, VUZ*

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