

## THE PEP PARTNERSHIP ON ECODRIVING

### Goals, achievements and next steps

November 2017

#### BENEFITS OF ECODRIVING

Results all from EcoDriving projects all over Europe prove that educated and trained drivers can easily reach fuel reductions of 5-10% for trucks and buses, even up to 20% for cars by practicing the energy efficient driving style. Thus, EcoDriving trainings are a very cost effective measure with a number of positive effects:



- Saving of resources and climate protection: EcoDriving can contribute to a substantial reduction in fuel consumption, thus reduce exhaust gases and greenhouse gas emissions
- Reducing health risks: fewer emissions of harmful substances through EcoDriving
- Enhance traffic safety: EcoDriving reduces the risk of accidents

#### THE AUSTRIAN KLIMAAKTIV MOBIL ECODRIVING INITIATIVE

In 2004, the Mobility Department of the Austrian Federal Ministry of Agriculture, Forestry, Environment and Water Management in cooperation with the Austrian Energy Agency (AEA) and the Federal Branch Association of Driving Schools started the EcoDriving programme in Austria. The programme is part of the “klimaaktiv mobil” programme aiming to reduce greenhouse gas emissions in the transport sector.

##### Best Practice: EcoDriving at the Austrian National Postbus-Lines

An important result in this regard was the long term statistical evaluation of the fuel consumption of the entire bus fleet of the Austrian National Postbus-Lines.



The pilot training confirmed:

- fuel savings of 6.5% annually, equal to a reduction of diesel fuel consumption of 2 Mio litres,
- cost savings of 3 Million EUR and
- CO<sub>2</sub> emission reduction of 5,000 tonnes

## THE PEP PARTNERSHIP ON ECODRIVING

THE PEP partnership on EcoDriving was launched at the THE PEP conference 2014 taking place in Vienna.

### Scope and purpose

- Disseminate knowledge and best practices about the concept of EcoDriving and approaches to its implementation
- Exchange experience among partners interested in the promotion of EcoDriving for professional and non-professional drivers
- Provide opportunities for testing EcoDriving approaches, notably within the context of THE PEP relay/race events, other international and national conferences and events
- Support technical twinning programmes between partners
- Develop Guidelines on EcoDriving including recommendations for national EcoDriving initiatives in member states

### Work programme and activities

- Formation of the EcoDriving Task Force of the THE PEP Member States, definition of its scope and purpose
- Definition of programme goals and activities on EcoDriving in the THE PEP Member States
- Support the development of national/regional EcoDriving programmes, including twinning programmes
- Review of training materials on EcoDriving for light and heavy duty vehicles
- Development of “THE PEP Guidelines for EcoDriving”, with recommendations for the implementation of national EcoDriving projects and programmes

### Achievements and milestones

- Launch of the THE PEP partnership on EcoDriving at the klimaaktiv mobil Conference on 25 February 2014 in Vienna, Austria
- EcoDriving practice day at the klimaaktiv mobil Conference on 26 February 2014 in Vienna, Austria
- THE PEP EcoDriving partnership pilot training in Almaty/Kazakhstan in 2014



*Impressions from the pilot trainings in Almaty, Kazakhstan*

- EcoDriving pilot training in Kaliningrad/Russian Federation in 2014
- Partnership coordination meeting with partners from six member states at the THE PEP Conference in Vienna on 14 July 2016. Agreement with partners on activities and programme development.
- EcoDriving practice day and testing of electric vehicles provided at the klimaaktiv mobil conference on 15 July 2016 in Vienna, Austria
- Austrian-Swiss cooperation on EcoDriving: Bilateral meeting with representatives from the Swiss EcoDriving Programme on 17 October 2016 in Switzerland.
- Presentation of the partnership at an EcoDriving workshop, organized by the German Ministry for Environment, 6 July 2017, Berlin.

## EPOMM AWARD!

The pilot training and the knowledge gained from the partnership with Russia was rewarded with the 2<sup>nd</sup> place at the ECOMM Best International Policy Transfer Award, including the statement that “the project produced very clear results”.



*EPOMM Award ceremony for the THE PEP partnership on EcoDriving: Robert Thaler hands over the EPOMM Award certificate to Rimma Filippova at the THE PEP conference on 14 July 2016 in Vienna*

## LESSONS LEARNED FROM THE PILOT TRAININGS

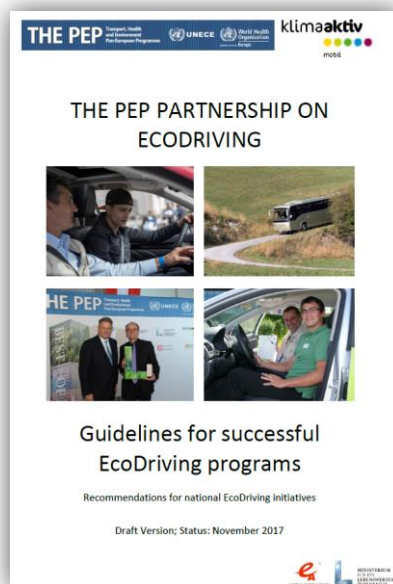
- The EcoDriving training concept is applicable to the traffic conditions in both, Almaty and Kaliningrad, metropolitan areas
- Driving into and out of bus stop needs specific training as there is big potential for fuel saving
- Fuel consumption monitoring devices are of crucial importance for the success of EcoDriving as they provide the required real-time feedback information for the driver allowing to adapt the driving style!
- The provision of technical information to the driver about the vehicle is essential, as the driver needs to know and efficiently use all functions available and displayed on the control panel
- Participants showed a lot of interest in new developments regarding fuel saving technologies, in particular new truck designs

## RECOMMENDATIONS FROM THE PILOT TRAININGS

- In order to spread knowledge and practical know-how on EcoDriving, the establishment of an EcoDriving expert team or task force will be needed
- Development of a strategy for the promotion of the EcoDriving rules, principles and technical background in the country
- Compilation of qualification criteria for trainers and driving schools for EcoDriving
- Transfer of know-how and exchange of experience among other institutions and countries:
  - Recording the results of each EcoDriving training for further analyses and as reference point
  - Carry out trainings under real driving conditions and develop easy to use notes on EcoDriving, such as flyers and handouts
  - Monitoring of EcoDriving requires the efficient use of fuel consumption devices. A manual for the drivers explaining the devices in the cockpit should be prepared and made available.

## NEXT STEPS

- Draft version of the Guidelines to be sent to the partnership members



- Workshop to further discuss the content of the Guidelines with THE PEP member states in spring 2018 (scheduled location: Vienna)
- Finalisation of the Guidelines
- The “THE PEP Guidelines for EcoDriving” could be presented at the THE PEP HLM in Vienna in 2019
- Further member states motivated to join the partnership are welcome! Please contact the partnership management!

## PARTNERSHIP MANAGEMENT

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