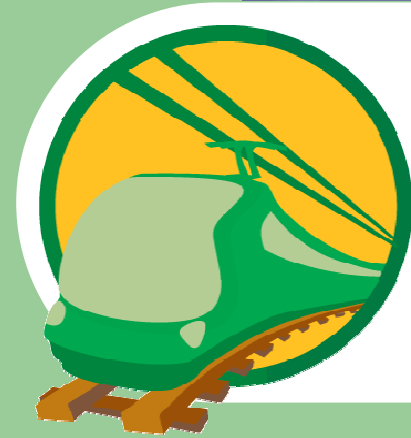


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## POSITIVE RESPONSES RAISED DURING THE TRAINING

The interest in the environmental issues shouldn't be neglected, limiting the information for Instructors/drivers to the most driving technical information, but **it is fruitful and motivating also to stimulate the “cultural” aspect of the energy efficient driving**, by exposing them data and figures about the CO<sub>2</sub> and pollutants possible reduction related to the driving style



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## POSITIVE RESPONSES RAISED DURING THE TRAINING

**It is very helpful for the communication towards drivers to give some clear and practical example of what their contribution for the energy saving can be.** To say to a driver that with a good single brake he can save 40kWh is less convincing than telling him that with that energy it is possible to light a 40W lamp, 24 for hours, for about one and a half month.



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## POSITIVE RESPONSES RAISED DURING THE TRAINING

During the training session it is recommended not to overload the drivers with a lot of didactical material, running the risk of establishing a “one way” communication. Better results can be obtained with a **more open teaching approach based on letting emerge the experience and the personal skills of the drivers.**



## POSITIVE RESPONSES RAISED DURING THE TRAINING

### **Concentrate efforts on those drivers that can save more energy:**

- drivers that normally work on the most energy demanding trains (heavy cargo, double floor commuters trains around big cities etc.)
- drivers that work in Regions with mountains, where the consumption is high in up hill driving and coasting is more practicable in down hill driving



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## POSITIVE RESPONSES RAISED DURING THE TRAINING

A **clear message from the Top Management about its commitment** to the energy efficient driving can lead to **immediate results** in the energy savings.

It is particularly important to **keep the Management informed about the results** of the training programmes on order to maintain its support during time



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## POSITIVE RESPONSES RAISED DURING THE TRAINING

Also the **cooperation between different department of the same Company can have a positive effect.** The training scheme, its periodic revision, the evaluation of the results etc., should be part of the Quality Management System (ISO 9001) of the Company





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## PROBLEMS EMERGED DURING THE TRAINING

In general it has emerged a **certain scepticism about the possibility of putting into practice the energy efficient driving techniques**, as if there was a wide gap between “theory” and “real operation”. This gap must be reduced by proposing divers to analyse and debate real circulation circumstances.



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## PROBLEMS EMERGED DURING THE TRAINING

Another thing that was perceived as **in conflict with the efficient driving was its possible interference with the main priority that Railway companies have: punctuality**. In this case it is important to make clear during the drivers training that the efficient driving techniques must be put into practise only when the train is running on schedule or in advance



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## PROBLEMS EMERGED DURING THE TRAINING

**The attitude of the Infrastructure Manager can be perceived as an obstacle by the drivers.** Dispatchers are not used to think in terms of energy efficiency and they might not pay attention to the necessity of optimising the average speed on the lines and, in particular, on the congested nodes around the big cities. Therefore it is important to involve, from the beginning, also the IM in the energy efficient driving strategy.



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## PROBLEMS EMERGED DURING THE TRAINING

**The organization of training sessions is a cost for the company and an organizational effort.** To save money and time it can be a solution to arrange the energy efficient driving training within the typical periodical training the drivers follow for normative and technical innovation during the year.