

ERRVIN (the European Road and Rail Vehicle-Infrastructure Network) will consider the dynamic interaction of a road or rail vehicle with its infrastructure and discuss solutions that will reduce the environmental and economic impact of freight traffic. This involves, inter alia, collation and analysis of characteristic data and key source documents, developing vehicle classification schemes and evolving the concept of an environmental footprint that can be used to characterise individual types of vehicle, both road and rail. By footprint we imply audible noise, ground borne vibration, dynamic loading by the vehicle on the infrastructure and emissions (if any). It will then be possible to run an economic model which will allocate costs according to a vehicle's footprint. A user group and stakeholder network will be established to reach out to infrastructure maintainers, vehicle operators, manufacturers, stakeholders, Member State representatives and the Commission, in order to form a widely accepted and sustainable consensus. Outputs will help implementation of current Directives on interoperability (01/016) and the priorities set out in the EU's White Paper on Transport and the EU's Climate Change Programme.

Objectives

- To assist the Community and Member States with information and advice to implement existing Directives such as Intermodality (EC 92/106) and Interoperability (EC 01/016)
- To develop the concept of environmentally friendly road and rail vehicles and infrastructures
- To compare the enviro-economic cost of road and rail freight
- To commission and populate a dedicated website with relevant information
- To examine the cost allocation model by exploring its sensitivity to various cost parameters

Consultations with stakeholders will be by way of a dedicated website, newsletters and a set of workshops to be organised at six-monthly intervals in Brussels. These will explore the relevant topics and work being done within FOOTPRINT and other related collaborative projects. The ideal is to contribute towards a European consensus over issues which ultimately will result in a reduction of the environmental impact of transport.

ERRVIN is a synergy project with Eureka project Σ!2486 FOOTPRINT. FOOTPRINT aims to relate the environmental footprint of a vehicle to the cost of maintaining the infrastructure and has partners from seven European countries (UK, Czech Republic, Hungary, the Netherlands, Belgium, Switzerland and France). Other partners and countries are invited to join.

ERRVIN will essentially provide the inputs and discuss and disseminate the outputs of FOOTPRINT. The prime task within the FOOTPRINT project is to make a set of measurements, which characterise the environmental footprint of a vehicle. As the environmental footprint describes the interaction of a vehicle with its infrastructure, FOOTPRINT will measure and characterise the system response. It will also be possible to determine vehicle trends over a period of years which will help transport planners in terms of mitigating the environmental impact of freight traffic.

A further task within the FOOTPRINT project is the development of a transparent cost allocation model for vehicles using either road or rail networks.