The sustainable freight railway: Designing the freight vehicle – track system for higher delivered tonnage with improved availability at reduced cost

SUSTRAIL

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[D7.1]
[KICKOFF MATERIAL: WEBPAGE, BROCHURE, PRESSE RELEASE]

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1. **INTRODUCTION**

D7.1 “Kickoff Materials: Webpage, brochure, press release” reports information regarding the structure of the project website, the project brochure as delivered and the first press release.

Chapter 2 focus on the project website public area available at [http://www.sustrail.eu](http://www.sustrail.eu); while Chapter 3 focus on the project restricted area (Extranet) available at [http://ovidentia.uic.org/](http://ovidentia.uic.org/).

Chapter 4 finally shows the project logo, the project brochure, e-newsletter about SUSTRAIL and press releases.
2. **PROJECT WEBSITE - PUBLIC AREA**

The project webpage is the instrument used across the project for storing and exchanging information among partners and disseminating project activities to a vast audience. The website is organised in a public area and a private part (Extranet): the private area is accessible only to registered users.

The project website is available at: [http://www.sustrail.eu](http://www.sustrail.eu)

The key features of the site are:

- A comprehensive and user friendly administrative tool (SPIP) allows authorised users to create/delete/modify content on the site in just a few clicks
- Search engine
- Online forms and polls
- Photo albums
- Naturally optimised site referencing
- Built-in RSS feed
- Statistics

At this stage, the website contains four pages:

1. About SUSTRAIL (public)
2. Participants (public)
3. Contact (public)
4. Member Area (private)
About SUSTRAIL

The sustainable freight railway: Designing the freight vehicle – track system for higher delivered tonnage with improved availability at reduced cost

Objectives

The Sustrail objective is to contribute to the rail freight system to allow it to regain position and market, accounting for:

- The increase of the demand of the total freight transport volumes: 40% (in tonne-kilometres) by 2030 and 60% by 2050;
- The shift of 30% of road freight over 300km to other modes such as rail or waterborne transport by 2038 (50% by 2050) as targeted by the European Commission.

Within this framework and motivated by the necessity and opportunity for change in rail transport, Sustrail provides the approach, structure, and technical content to improve the Sustainability, Competitiveness, and Availability of European railway networks thanks to an integrated approach.

Innovations in rolling stock and freight vehicles combined with innovations in the track components will be pursued by:

- adopting a holistic approach;
- implementing a clear methodology and viable procedures;
- setting up appropriate business cases;
- ensuring the penetration and the exploitation of the project results by means of effective dissemination activities;
- cooperating with national and EU authorities in view of future proposals for recommendations to be adopted for enhancing freight transport in the railway context.

Figure 2.1: Homepage - About SUSTRAIL
Figure 2.2: Image zoom functionality (homepage)
<table>
<thead>
<tr>
<th>Participants</th>
<th>Country</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONSORZIO PER LA RICERCA E LO SVILUPPO DI</td>
<td>ITALY</td>
</tr>
<tr>
<td>TECNOLOGIE PER IL TRASPORTO INNOVATIVO - TRAIN</td>
<td></td>
</tr>
<tr>
<td>NETWORK RAIL INFRASTRUCTURE LTD - NR</td>
<td>UNITED</td>
</tr>
<tr>
<td></td>
<td>KINGDOM</td>
</tr>
<tr>
<td>NATIONAL RAILWAY INFRASTRUCTURE COMPANY - NRC</td>
<td>BULGARIA</td>
</tr>
<tr>
<td>ADMINISTRADOR DE INFRAESTRUCRAS</td>
<td>SPAN</td>
</tr>
<tr>
<td>FERROVIARIAS - ADIF</td>
<td></td>
</tr>
<tr>
<td>BULGARIAN STATE RAILWAYS - BDŽEAD</td>
<td>BULGARIA</td>
</tr>
<tr>
<td>UCCCHI NV SPA</td>
<td>ITALY</td>
</tr>
<tr>
<td>FAMELEY TRANSPORT NORDIC AB</td>
<td>SWEDEN</td>
</tr>
<tr>
<td>MER MEC SPA</td>
<td>ITALY</td>
</tr>
<tr>
<td>GRUPPO CLAS SRL - GCCLAS</td>
<td>ITALY</td>
</tr>
<tr>
<td>MARLO AS</td>
<td>NORWAY</td>
</tr>
<tr>
<td>AUTORITATEA FERROVARA ROMANA</td>
<td>ROMANIA</td>
</tr>
<tr>
<td>DAMILL AB</td>
<td>SWEDEN</td>
</tr>
<tr>
<td>TATA STEEL UK LIMITED</td>
<td>UNITED</td>
</tr>
<tr>
<td></td>
<td>KINGDOM</td>
</tr>
</tbody>
</table>

Figure 2.3: Participants page
Contact

Gender [Required]:
- Mr.
- Ms.

First name [Required]:

Family name [Required]:

Company / Organisation [Required]:

Position:

Email [Required]:
Please enter a valid email address (e.g. you@provider.com).

Message [Required]:

Figure 2.4: Contact page: Online form
Figure 2.5: Administration area: Section page management
Figure 2.6: Administration area: Article page management
3. **MEMBERS AREA (EXTRANET)**

Chapter 3 provides a description of the SUSTRAIL member’s area (Extranet). This area is used to store and share project documents.

The Extranet, available at [http://ovidence.uic.org/](http://ovidence.uic.org/), is a strictly private area where documents, information and any type of materials can be uploaded according to defined access rights by the coordinator or by project partners.

The Extranet is in continuous evolution and is continually upgraded tracking the progress activities and the project timeline.

The following features are part of the member’s area:

- File manager
- Calendar and events
- Directories
- Publication
- Forums
- Fine group and rights management
- Statistics

Once login, three main sections are available: *Documents*, *Administration* and *Meeting and Events*.

![Figure 3.1: Member’s area structure](image)

By entering the *Documents* section one can access to the sub-sections which are shown in figure below.

The *Common Document* section under *Documents* includes the documents to EC, the final version of the deliverable in pdf format, the documents and presentations template, any kind of general papers and the consortium agreement. It is responsibility of the coordinator to update and control this section.
Figure 3.2: Member’s area Documents section and sub-sections

The WP sections include documents related to Meetings, Deliverables and Working Documents. An example of a meeting folder is given in figure below.

Figure 3.3: Example of a WP directory content

A further example is given in the next figure with reference to WP7 and WP8 which nature is respectively “Other” and “Management”: Here further folders have been conceived allowing the user a better tracking mechanism of documents reposed in these sub-sections.

Figure 3.4: WP7 (left) and WP8 (right) directory content
Responsibilities and access rights have been also discussed and defined in order to keep the Extranet updated and to allow each participants sharing and tracking the information of interest.

WP leaders will have the responsibility of keeping updated the content and the information of the WP directory with reference to the WP they are leading.

Access rights for each directory of the Documents section have been defined as follows:

- **TRAIN** (Project Coordinator): full right access (uploading, editing, deleting, etc) to Common Documents, Documents before start and to the WP(s) is leading;
- **NR** (Scientific/Technical Coordinator): full access rights to Common Documents, Documents before start and to the WP(s) is leading;
- **WP Leaders** (see Annex I - “Description of work”): full access rights to the WP(s) they are leading;
- **All other participants**: reading only access rights to the Documents section

Documents will be uploaded using the Document codification as defined in Section 9.4 of D8.1 “QUALITY ASSURANCE PLAN”.

Figure 3.5: Extranet general homepage
Figure 3.6: SUSTRAIL member’s area home

Figure 3.7: SUSTRAIL File manager
Figure 3.8: SUSTRAIL Calendar

Figure 3.9: SUSTRAIL Directory
4. BROCHURE AND PRESS RELEASE

4.1 The Project Logo

To spread an harmonised and coherent image of the activities carried out under the framework of the project and to clearly identified any kind of internal or public documents, a project logo have been designed by UNIFE and approved by the SC.

![Figure 4.1: The project Logo](image)

4.2 Project Brochure

A project brochure has been realized at the beginning of the project in order to initially spread the project information among external audience. The project brochure as released by UNIFE is shown below. It is structured in 4 pages: page 1 reports the project name together with the project logo, page 2 contains general information about the project; page 3 the “key Innovations” and “Benefits” and page 4 the project partners and their logos.

![Figure 4.2: The project Brochure: page4 (left), page1 (right)](image)
4.3 Press Release: Kick-off meeting (from UIC website)

Electronic newsletters will be used as ideal medium to keep the Railway community informed about the project.

Both UIC and UNIFE E-newsletters will be very suitable for this purpose.

The SUSTRAIL Kick-off Meeting has been included in the UIC E-news of July 2011 (available at http://www.uic.org/com/uic-e-news/245/).

Also UNIFE reported in their Summer E-newsletter a brief summary about the SUSTRAIL Kick-off Meeting, available at http://www.unife.org/newsletter.asp?nlaid=47&nlid=6
Railway research

SUSTRAIL Kick-Off Meeting

The SUSTRAIL project "The sustainable freight railway: designing the freight vehicle – track system for higher delivered tonnage with improved availability at reduced cost", a consortium project partially funded by the EC, officially started in June 2011 with the kick-off meeting organised on 14-15 June at Milan Polytechnic University’s Department of Mechanics, where Professor Stefano Bruni welcomed the representatives of the 29 project partners.

A sustainable and efficient freight transport in Europe plays a vital role in having a successful and competitive economy. Freight transport is expected to grow by some 50% (in tonne-kilometres) by 2020. However rail has, in many areas, been displaced from a dominant position as road transport services have grown and developed in capability and levels of sophistication that have not been matched by rail service providers.

The SUSTRAIL project aims to contribute to a new era of increased competitiveness of the rail freight sector by adopting a holistic approach, implementing a clear methodology and viable procedures for a combined improvement in both freight vehicles and track components. This deliberate approach has been conceived and will be developed to achieve innovations in both vehicles and rail infrastructures. New design (including aerodynamics) models and novel lightweight materials with a targeted increased in speed and axle-load will be implemented for freight vehicles, as well as optimised geometry, ground stabilisation and novel monitoring techniques will be adopted for higher reliability and reduced maintenance of the track components. The benefit will be an increased performance of the whole rail freight system (vehicle plus track), which will be assessed and quantified through the implementation of appropriate life cycle and costs analyses. Finally, business cases will be produced to demonstrate that the contributions, solutions and innovations that SUSTRAIL aims to introduce in the railway sector are viable on real routes.

It is UIC’s aim in SUSTRAIL to support with relevant railway information and with recent knowledge from ongoing and recently completed R&D projects. UIC is responsible in the SUSTRAIL project for Dissemination and Exploitation activities and, as such, looks forward to transform many project deliverables into public practical results for the benefit of their members.

For more information please contact Bjorn Paulsson: paulsson@uic.org

Figure 4.5: Extract of UIC E-news nr. 245 - 5 July 2011
Inside this issue

- Editorial
- Rail forum Europe's members call for a single European market for railway rolling stock at their second meeting
- UNIFE takes position on the Cohesion Policy Review
- New TREN funding call foresees 100 million Euro funding for ERTMS
- SUSTRAIL project launched
- UNIFE/CER Seminar in Sofia: Rail Investment in Central and Eastern Europe
- RIVAS - Railway Induced Vibration Abatement Solutions - Project Seminar
- Revision of TSIs
- RIFRE and FRATV approved by RSC
- UNIFE at the Spanish Rail Forum
- IC workshop on National Rail Strategy

SUSTRAIL project launched

The EU-funded SUSTRAIL project was successfully launched on 14 and 15 June 2011 in Milan. The project, the sustainable freight railway, designing the freight vehicle - track system for higher delivered tonnage with improved availability at reduced cost, aims to contribute to a new era in increased competitiveness of the rail freight sector by adopting a holistic approach, implementing a clear methodology and viable procedures for a combined improvement in both freight vehicles and track components.

This deliberate approach has been conceived and will be developed to achieve innovations in both vehicles and rail infrastructures. New design (including aerodynamics) models and novel lightweight materials with a targeted increase in speed and axle-load will be implemented for freight vehicles, as well as optimized geometry, ground stabilisation and novel monitoring techniques which will be adopted for higher reliability and reduced maintenance of the track components. The benefit will be an increased performance of the whole rail freight system (vehicle plus track), which will be assessed and quantified through the implementation of appropriate life cycle and cost analyses. Finally, business cases will be produced to demonstrate that the contributions, solutions and innovations that SUSTRAIL aims to introduce in the railway sector are viable on real routes.

29 partners (Infrastructure Managers, Operators, Industry companies, Universities; UNIFE and others) are involved in the project and Consorzio Train is the coordinator.

Figure 4.6: Extract of UNIFE Summer newsletter

News about SUSTRAIL are also available online by visiting the Newrail website at http://www.ncl.ac.uk/newrail/research/project/3974.
4.4 Project E-news template

A template for any kind of upcoming SUSTRAIL E-newsletter have been set up in order to define a clear and unique identification of any SUSTRAIL information which will be disseminated by electronic newsletters.

Figure 4.7: SUSTRAIL project description at NEWRAIL website
A European Project supported through the Seventh Framework Programme for Research and Technological Development.
5. CONCLUSIONS

The present document reports an overview of the Webpage (both the public and the private area), brochure and press release of the project.

It is worth nothing that the content of the project webpage and the type of dissemination materials, press release and brochure will be continuously updated as following the project activities.