

Evolution of ERVO
Possible TOR for ERVO WG to make recommendations on
evolution of ERVO-EUROFLEETS relationship

With the expansion of OFEG membership and most particularly the launch of the EUROFLEETS project 2009- 2013 which is a good network for RV operators, many of the previous activities of ERVO have been incorporated into these projects with a consequent reduction in commitment to ERVO.

EUROFLEETS (and perhaps EUROFLEETS 2) has a finite life and OFEG has a limited membership and both are 'restricted' in flexibility and may not be seen as particularly relevant to small coastal RV operators.

ERVO is a forum or network which was/is entirely driven by participation by a broad group of RV operators and their need to optimize their operation, rather than a Commission priority or commercial driver.

However there are many overlaps with EUROFLEETS and OFEG and also IRSO and many ERVO members also participate in 1, 2 or all of these fora. There is a real risk of marginalization of ERVO and a perception that it has limited usefulness - hence the attempt to revise the ERVO TOR and revitalise the forum.

There are 2 options we should consider:

- 1. Retain ERVO under current arrangements**
- 2. Incorporate or associate ERVO into/with EUROFLEETS**
 - a. Entirely**
 - b. Partially so that it retains independence and can decide on specific areas it wishes to address. This could be done by inviting non Eurofleets RV Operators to the annual Eurofleets GA-meetings in the fall every year, so those who are interested can learn about what is going on in Eurofleets, keep in touch with the Eurofleets members and maybe arrange some kind of "side meeting" for ERVO during the GA, or just before or after the GA.**

There is scope in the discussions have commenced on EUROFLEETS 2 to consider a strategic inclusion/association of ERVO

ERVO is a very useful independent network and one of its strengths is that its activity is decided by participants who are not 'biased' by ERVO being funded by the Commission or other specific interests. However it might better function as a 'independent advisory committee' within EUROFLEETS or similar structure and ultimately act as the successor to EUROFLEETS.

In this context it is suggested that ERVO establish a WG to work with EUROFLEETS and OFEG to determine its future focus and relationship to EUROFLEETS and OFEG and IRSO(?). TORS could include:

- **Consideration of ERVO acting in a Independent Technical advisory Capacity as Expert Group and/or representative Group for European RV operators feeding into EUROFLEETS 1 & 2**
- **The WG to develop a joint plan for alignment and 'succession' plan for ERVO to sustain main outputs from EUROFLEETS and EUROFLEETS 2 including standards, reports and other services and tools that contribute to RV operations in Europe**
- **Review options for EUROFLEETS providing support funding for those new ERVO members attending ERVO meetings or other activities aligned with EUROFLEETS programme**
- **Alignment of ERVO with(in) EUROFLEETS 2 – should it remain entirely 'independent'?**