Encouraging the transfer of knowledge

Steve Phillips
Ljubljana - 28 August 2009
Members and Associates of FEHRL

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<th>Country</th>
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& all our many partners
FEHRL’s objectives

Through research collaboration, FEHRL’s statutory objectives are to:

• Provide scientific input to EU and national government policy on highway engineering and road transport matters.
• Create and maintain an efficient and safe road network in Europe.
• Increase innovation in European road construction and road-using industries.
• Improve the energy efficiency of highway engineering and operations.
• Protect the environment and improve quality of life.
Achieving our objectives

- The success of our activities is defined by the impact that it makes and not by how many reports we create
Reflecting Europe’s road needs

FEHRL’s approach is that research on road transport needs to reflect national and regional differences –

- Rainfall
- Temperature
- Geology
Completing the research cycle

Definition
Formulating the problem

Execution
Resources for research

Implementation
Overcoming the barriers
Knowledge sharing with problem owners

- Exchanging knowledge on (research) problems and priorities
- The main problem owners are road authorities (national and local) and industry.
  - CEDR, the Conference of European Directors of Roads
  - Local authorities
  - Industry (automotive and construction)
Knowledge sharing with research partners

- To successful carry out the research, strong partnerships are needed;
  - to coordinate internal capacity;
  - to access specific research expertise (especially to address multi-disciplinary issues);
  - to meet the strategic/political objectives of problem owners or funding agencies;
  - to reduce barriers to implementation;
and reducing barriers to implementation

- To be successful (& ensure implementation), we need to involve more countries in the research
  - avoid the ‘not invented here’ and the ‘it cannot work here’ syndrome.

- Proof of concept
  - Industry often has different levels of proof

- Translation to standards
  - Performance specifications help to foster innovation

- Language considerations
  - Important to involve local experts
How to get this research implemented?
The FEHRLopedia has been designed as a portal to road infrastructure knowledge. The system links relevant content from numerous reputable sites on the internet. Users can search for information using different selection criteria, including project type, target and user, and technical scope. Users can also add new content and rate existing content according to the usefulness of the links.

- **project**
- **area of interest**
- **user type**

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<tr>
<th>content</th>
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<td>Heavytow vehicle</td>
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<td>35</td>
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<td>HERMES final report</td>
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<td>10</td>
<td>21.11.2009</td>
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<tr>
<td>SILENCE report on wearing new road surfaces</td>
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The project will develop an advanced route guidance system for HGVs as a tool for deriving the safest and the most cost-effective routes for road freight transports through Europe. The guidance system will take into account road user, vehicle operating and environmental costs as well as maintenance costs for the road owner/manager due to deterioration of roads and bridges. The system will also provide real-time driver support and monitoring of the heavy vehicles.

**ARCHIES** is concerned with raising the standards of the highway structures of New Member States (NMS) and Central and Eastern European Countries (CEEC) to the level necessary for their full economic integration into the EU and for the future development of the Union.

**HERMES** is a 3 year, EU funded pre-commercial project that aims to lay the foundations for consistent European standardisation of skid resistance measurement on roads and runways. The idea was that the project should give the initial impulse to the implementation of a common scale of friction, the so-called ERI (European Friction Index), together with its associated harmonised testing methods.

**SILENCE** is concerned with wearing new road surfaces. Particular attention is given to surfacing technologies that are appropriate for use in congested areas containing road features such as inspection covers or suffer from frequent interventions.
End word......

• The ARCHES/SPENS projects may be finishing but the work doesn’t stop here.
• Support the implementation of the results
• Learn what works – and what doesn’t
• I look forward to hearing an update of experience in one year time
• Encourage the sharing of knowledge
Thanks for listening

www.fehrl.org