Next steps in the CERTAIN project

Aleš Žnidarič
Slovenian National Building and Civil Engineering Institute
Next steps of CERTAIN project

8 more months to go:

1. Project managers training
2. Translation of SPENS and ARCHES documents
3. TRA 2010
4. Knowledge sharing
5. “After CERTAIN” planning
1. Project managers training

To train new and aspiring leaders of collaborative European projects

- some budget left of a one 3-day PMT session
- september 14 to 16, 2009, in Brussels
- 15 candidates:
  - min. 50% from NMS/CEEC
  - min. 50% women
2. Translation of reports

Knowledge sharing, dissemination/exploitation

• plan:
  - translate deliverables of SPENS and ARCHES
  - 5 languages
  - translated by SPENS and ARCHES partners
  - 60-80 pages in total

• SPENS and ARCHES partners will decide what and into which languages to translate
3. Transport Research Arena 2010

- Workshop at TRA 2008 Ljubljana (SI)
- NR2C/CERTAIN seminar 2007 Brussels (BE)
- Final seminar of SPENS & ARCHES in 2009
- Workshop at TRA 2010 Brussels (BE)
- Polish workshop
- Czech/Slovak workshop
- Slovene/Croatian/Serbian/BIH workshop
- Hungarian workshop
- Ukrainian workshop
- Estonian workshop

CERTAIN
3. Transport Research Arena 2010

To present NMS research at international events

- TRA 2010, June 2010, Brussels:
  - in Square Brussels Meeting Centre
  - main results of SPENS and ARCHES
  - likely a strategic session
4. Knowledge sharing

- Efforts to share and spread the knowledge of:
  - SPENS and ARHCES
  - Other road infrastructure related projects

- Tools:
  - Internet (FEHRLopedia, project database...)
  - Presentations at events (TRA, TRB...)
5. After CERTAIN

1. Contacts with end users:
   - National seminars
   - Translation of reports

2. Activities for researchers:
   - Management training

3. Exploitation

4. New project(s)?
5. After CERTAIN

Contacts with end-users
National workshops

• efficient tool to disseminate results to end users:
  ▪ poor knowledge of English
  ▪ low attendance at international events

• positive feedback from CERTAIN events:
  ▪ high attendance
  ▪ willing to pay a fee
5. After CERTAIN

Contacts with end-users
Translation of reports

- crucial to disseminate results of European projects
- a feature of all projects?
- support of DG Translation?

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<tr>
<th>Country</th>
<th>Contacts</th>
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<td>UK</td>
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</table>
5. After CERTAIN

Activities for researchers
Management training

- essential to maintain sufficient number of project and WP leaders
- high interest within institutes
5. After CERTAIN

Exploitation

- tools for search for knowledge:
  - existing info/databases
  - with feedback from the users
  - for researchers, industry, end-users, infrastructure owners/maintainers, ...
- extension of FEHRLopedia:
  - for researchers
  - for end-users (ERAnet Road II)
FEHRLOPEDIA

- put in place mechanisms/instruments to pull knowledge from projects and relevant stakeholders

- provide common place to search for knowledge:
  - using existing information/databases
  - with feedback from the users
  - to support the dissemination and exploitation of results of clustered projects in English and in mother languages

- for all stakeholders, from researchers, industry, infrastructure owners/maintainers, end-users...
CERTAIN is a Coordination Action funded by the Directorate-General for Research under its Sustainable Surface Transport priority. Its aim is to facilitate integration of the EU New Member States (NMS) and other Central and Eastern European countries (CEEC) into the established research and development community of the European Union. Its main objectives are:

- To provide a platform for coordinated work and efficient dissemination of results of on-going EC research projects on road infrastructure, particularly those dedicated to the New Member States: SPENS on pavements and ARCHES on highway structures.
- To reinforce links with stakeholder in NMS and CEEC by organising workshops and providing project deliverables in their own languages.
- To set the route for more efficient incorporation of partners from NMS and CEEC in the future European research by organising training courses for the research project managers.

**News**

21.03.2009
CERTAIN Slovenian National seminar

CERTAIN project will organise the Slovenian National seminar in Bled, on May 6 and 7, 2009. The main focus of the event, which will be held in the Slovenian language, will be on presentation of results of the SPENS and ARCHES projects. The second day will focus on dissemination of results of other recent FEHRL initiated European research projects. Here you can register, see the programme, download the seminar brochure, book the hotel, or download the letter of guarantee in case that you need a visa to enter Slovenia.
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 road user, and technical scope. Users can also add new content and rate existing content according to the usefulness of the links.

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**Area of interest:**
- Mobility & Transport
- Environment, Energy & RES
- Safety & Security
- Design & Production
- Noise & Vibration
- Traffic Loading
- Maintenance Management
- Environmental Issues

**User type:**
- Industry
- Material Producers
- Consultancies
- Construction Companies
- City Authorities
- Research Labs
- Road Authorities/Owners

**Construction materials:**
- Bridges & Engineering Structures
- Pavement Engineering
- Vehicles
- Safety
- Telematics
- Geology & Geotechnics
- Earthworks
- Soil and Rocks Mechanics
- Drainage of Soil
- Design of Road and Related Structure

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While we are still building the FEHRlopedia with the help of experts like yourself, you may find that not all subjects are covered as deeply as you need. Therefore, if you don't find the results you are looking for, please try the CERTAIN custom Google search. We would be grateful if you would create new content for the FEHRlopedia from your results. Thanks for your assistance in building the system.
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**New Road Construction Concepts - Final Report**

The EU TC3 project aimed to provide a long-term vision of the road infrastructure and to develop specific innovations in three fields: urban infrastructures, interurban infrastructures and bridges. This report identifies future trends and gives recommendations regarding the long-term needs and ideas for future transport. A vision of the society's perception of road infrastructure in the year 2040 is also included. The report identifies key aspects of the EU's vision and offers recommendations for future trends in road infrastructure. (more)

**Cost Action 54**

Cost Action 54 was set up in 2002 to assess the cost-effectiveness of the maintenance and management of highway structures. The action involved 11 research groups from 9 European countries. The action's objective was to develop a methodology for assessing the cost-effectiveness of maintenance and management policies for highway structures. The action involved 11 research groups from 9 European countries. The action's objective was to develop a methodology for assessing the cost-effectiveness of maintenance and management policies for highway structures. (more)

**Data on the project report on assessment of structures in selected EU and IC countries**

This report provides an overview of the assessment of structures, focusing on bridge assessment techniques in different European countries. It covers the following chapters:

- Survey of the implementation of bridge assessment in the EU
- Guidance on bridge assessment in the EU
- Structural safety assessment in the EU
- Localised data on bridge assessment techniques in the EU
- Case studies of bridge assessment techniques in the EU

The report also includes Annexes on bridge assessment techniques in the EU, Annexes on bridge assessment techniques in the IC countries, and Annexes on bridge assessment techniques in other countries.

Don't see what you want? [Google Custom Search]

While we are still building the FEHRlopedia with the help of experts like yourself, you may find that not all subjects are covered as deeply as you need. Therefore, if you don't find the results you are looking for, please try the CERTAIN custom Google search. We would be grateful if you would create new content for the FEHRlopedia from your results. Thanks for your assistance in building the system.
State of the art report on assessment of structures in selected EEA and CE countries

This report gives an overview of situation on structural, mainly bridge assessment techniques in different European countries. It covers four technical chapters: a) Survey of the questionnaires, b) Condition Assessment, c) Loading, and d) Structural Safety. Chapter on the survey of questionnaires summarises answers from six countries, four of which were the New Member States (Czech Republic, Hungary, Poland and Slovenia). Chapters of the report summarise information on road system, bridges, culverts, tunnels, retaining walls, traffic loading and structural safety. The analysis of the condition assessment methods used shows that every bridge administrator, in every country, has created or adopted a system for managing bridge stock. All systems have common roots and similar rules. However, the systems are incoherent; they take similar factors under consideration, but present different outcomes. Truck weights throughout Europe vary considerably. As a result, there are many bridges which can function safely without being strengthened or replaced because the traffic loading is considerably less than in some other countries and regions. Accounting for more realistic traffic loading in bridge assessment can prevent a great deal of unnecessary strengthening and replacements. Many European countries with a huge stock of highway bridges do not use specific procedures for safety assessment of existing highway bridges; the basis for the assessment is the same as for the design of new bridges. Some other countries, like UK, Denmark, Sweden and Slovenia, but also Canada and USA, do have specific codes or recommendations for safety assessment of bridges, but the procedures used, despite being based on the same principles, vary considerably.

http://www.fehr.org/?m=32&mode=download&id_file=799
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<th>Content</th>
<th>Description</th>
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<tr>
<td>Guidance for the optimal assessment of highway structures</td>
<td>This Guidance for the optimal assessment of highway structures was prepared by the Work Package 15.0</td>
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<td>CO 345 - Procedures Required for the Assessment of Highway Structures</td>
<td>The overall goal of the ARCHEP project is to develop ways to raise the standard of the highway system.</td>
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<td>ARCHES project website</td>
<td>The project website</td>
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<tr>
<td>New Road Design Concepts - Final Report</td>
<td>The NRDC report seeks to provide a clear, long-term vision of the road infrastructure and improve...</td>
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<tr>
<td>BASP Report: Effect of new vehicle concepts on the infrastructure of the federal trunk road network</td>
<td>Results from the survey on the influence of new vehicle concepts on the infrastructure of the federal trunk road network.</td>
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<td>The effects of long and heavy trucks on the transport system, report on a government assignment</td>
<td>Trucks up to 24.28 metres in length and weighing up to 80 tonnes are permitted in domestic traffic.</td>
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<td>RIPCORD-BEREST Safety Handbook for Secondary Roads</td>
<td>The handbook has been designed for giving a quick preliminary indication about a specific road safety.</td>
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<td>Heavyhans website</td>
<td>The project will develop an all-terrain route guidance system for HGVs as a test for future system.</td>
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<td>SILENCE Report of promising new road surfaces</td>
<td>This part of the SILENCE project considers the integral design and maintenance of low noise roads.</td>
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<td>TRL545 Vehicle-activated signs - a large scale evaluation</td>
<td>There is an essential, positive relationship between vehicle speeds and road accidents. On roads...</td>
<td>2.9</td>
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<td>BASP Report: Effects of new vehicle concepts on the infrastructure of the federal trunk road network</td>
<td>BASP studied the 'Possibilities for use and effects of 80 t trucks on federal trunk roads'. The...</td>
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<td>Intelligent monitoring of jack-arch bridges: the results of a preliminary study</td>
<td>In this TRL study, a cast iron beam, instrumented with deformation gauges, strain gauges and ten microphones.</td>
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<td>TR4317 Traffic calming - signalised, H and B humps</td>
<td>The original work on speed reducing road humps was carried out in the 1970s at TRL and was based on...</td>
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<td>TRI424 Cycle track crossings of motor roads</td>
<td>Cycle tracks can help cyclists to avoid sharing busy roads with motor vehicles. One of the main props...</td>
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<td>Final report for the CTC for Clean &amp; Efficient Mobility, Working Group</td>
<td>The report presents a review of the wide range of Green IT already in existence or under development.</td>
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<td>TR4312 Traffic calming - speed cushion schemes</td>
<td>The most effective forms of traffic calming measure usually involve some degree of vertical deflection...</td>
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<td>Scottish Road Network Landscapes Study: Implementation</td>
<td>A comprehensive study of the future role of landscapes in Scotland and the challenges that they pose.</td>
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<td>Track of a mobile MLS technique for characterizing road surface absorption</td>
<td>A text based upon Luminous Length Sequence (MLS) methods has been developed for the work program...</td>
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<td>Experimental testing of a Moving Forces Identification Bridge/Weight-In-Motion Algorithm</td>
<td>Bridge weight-in-motion systems are based on the measurement of loads on a bridge and the use of the...</td>
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<td>TR4815 Guidance on the development assessment and maintenance of long-life flexible pavements</td>
<td>The report provides guidance on the construction, assessment and maintenance of pavements that are in...</td>
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<tr>
<td>TR5050 The application of the Bistro &amp; Mobile Bus on flexible pavements</td>
<td>All vehicles were equipped with a high-tech mobile bus with flexible pavements.</td>
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<td>Road Infrastructure: The backbone of Transport System</td>
<td>The CO2 Research study was published for TRL2005. In this publication, the strategies and technologies...</td>
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<td>Performance management of low noise pavements, a decision support guide</td>
<td>The ERA-NET project aims to list all what can go wrong when one uses a Low Noise pavement (SNP)...</td>
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<td>UK Low Carbon Transport Innovation Strategy</td>
<td>The UK's largest project to be undertaken at the same time as the UK's largest project...</td>
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<td>TR525 Traffic calming: vehicle-generated groundborne vibration alongside speed control methods and road humps</td>
<td>This report describes a study to assess ground-borne vibration levels generated by a wide range of...</td>
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<td>Environmental traffic effects from a mixture of loading events on short medium span bridges</td>
<td>In recent years, highway bridge load assessment has been recognized as an area through which savings...</td>
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<td>Reduction of bridge dynamic amplification through adjustment of vehicle suspension damping</td>
<td>This paper presents a novel approach to the reduction of short span bridge dynamic responses to heavy...</td>
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<td>HERMES final report</td>
<td>HERMES - Harmonization of European Route and research Measuring Equipment for Skid Tests</td>
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<td>Determination of bridge fatigue dynamic amplification factor using finite element analysis of critical loading scenario</td>
<td>The development of accurate codes for the design of bridges and the evaluation existing structures...</td>
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Contact information

www.fehrl.org/spens
Mrs. Mojca Ravnikar Turk
mojca.turk@zag.si

www.fehrl.org/certain
Mr. Aleš Žnidarič
ales.znidaric@zag.si

www.fehrl.org/arches
Mr. Tomasz Wierzbicki
twierzbicki@ibdim.edu.pl
Thank you!