

FEHRL

Encouraging the transfer of knowledge

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Members and Associates of FEHRL

		AIT			PRA			IP
		BRRC			NRA			VUD
		CRBL			ANAS			ZAG
		IGH						CEDEX
		CDV						VTI
		DRI						EPFL
					NPRA			Derzhdor
					RWS-DVS			TRL
		BAST			IBDIM			INRC
		KEDE			LNEC			CSIR
		KTI			CESTRIN			

& 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.

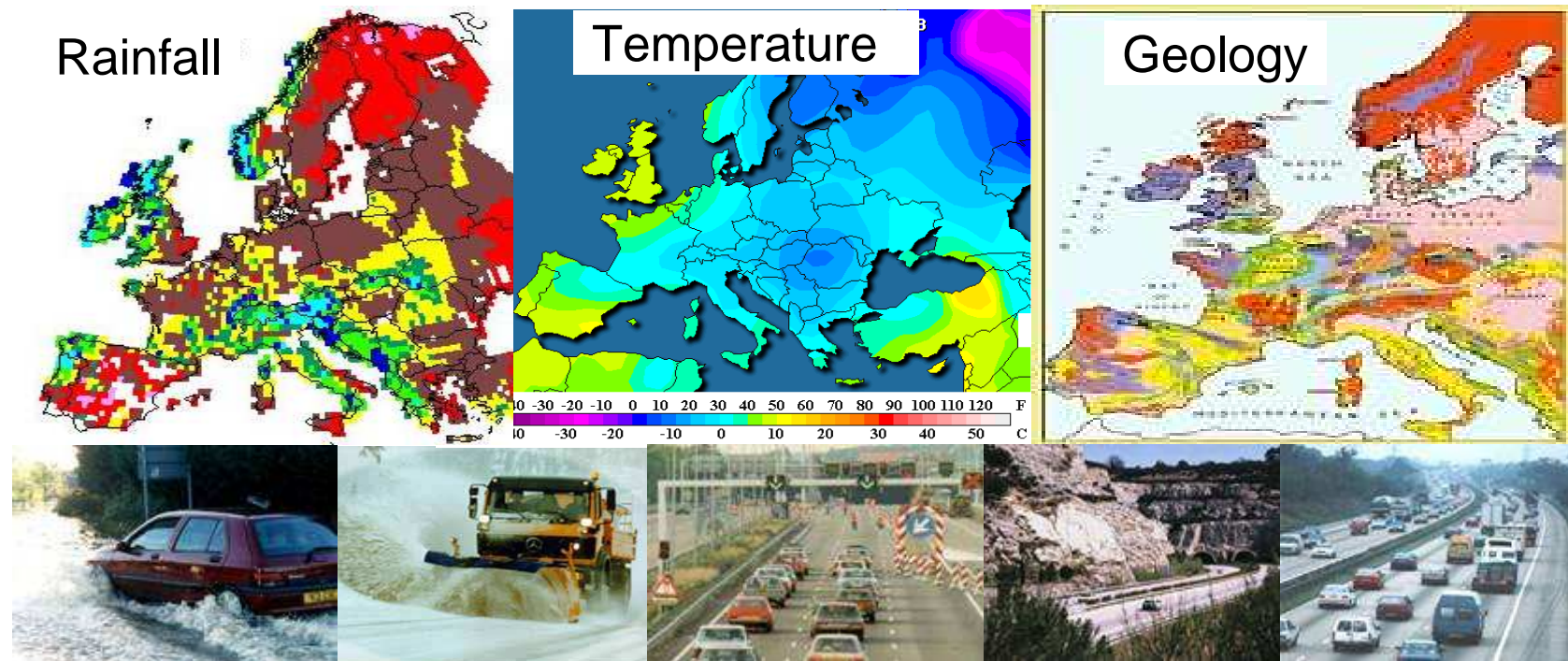
Achieving our objectives

- The success of our activities is defined by the impact that it makes and not by how many reports we create

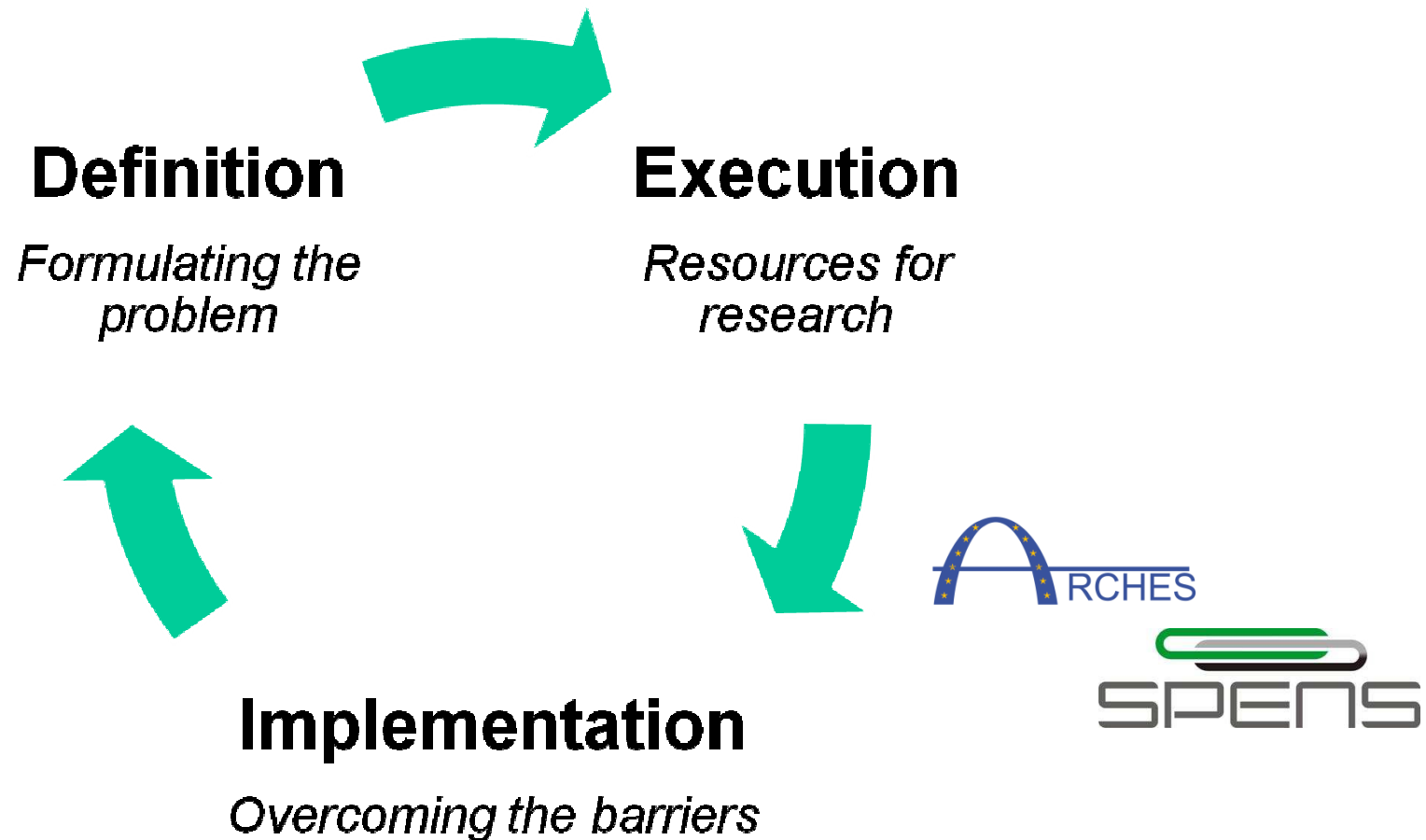


Reflecting Europe's road needs

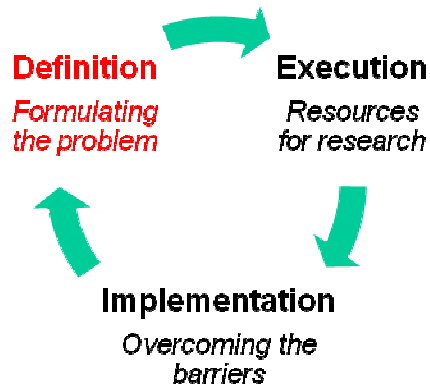
FEHRL's approach is that research on road transport needs to reflect national and regional differences –



Completing the research cycle

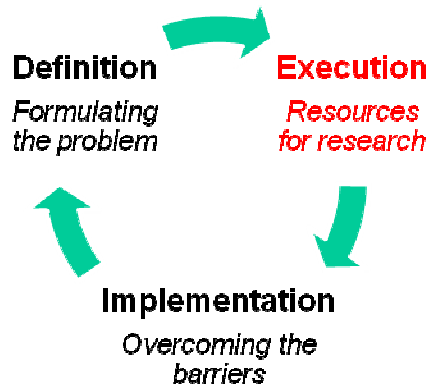


Knowledge sharing with problem owners



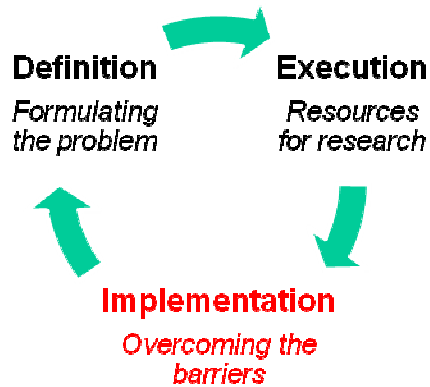
- Exchanging knowledge on (research) problems and priorities
- The main problem owners are road authorities (national and local) and industry.
 - CEDR, the Conference of European Directors of Roads
 - Local authorities
 - Industry (automotive and construction)

Knowledge sharing with research partners



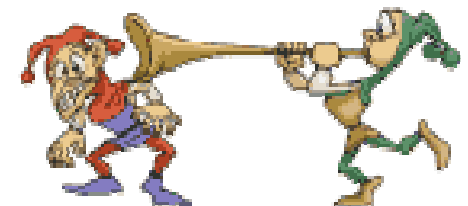
- To successfully carry out the research, strong partnerships are needed;
 - to coordinate internal capacity;
 - to access specific research expertise (especially to address multi-disciplinary issues);
 - to meet the strategic/political objectives of problem owners or funding agencies;
 - to reduce barriers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




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FEHRLopedia



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 end 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--

content	rating	viewed	date
Heavyroute website	4.43	130	07.01.2009
<p>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. ...[more]</p>			
ARCHES project website	4.67	39	16.12.2008
<p>The overall goal of the ARCHES project is to develop ways to raise the standard 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. ...[more]</p>			
HERMES final report	0	10	21.11.2008
<p>HERMES – "Harmonization of European Routine and research Measuring Equipment for Skid Resistance" was a FEHRL-funded pre-normative project that aimed to lay the foundations for consistent European standardisation of skid resistance measurement on roads and runways. Underlying the work was the idea that the project should give the initial impetus to the implementation of a common scale of friction, the so-called EFI (European Friction Index), together with an associated harmonis ...[more]</p>			
SILENCE Report of promising new road surfaces	0	16	23.10.2008
<p>This part of the SILENCE project considers the integral design and maintenance of lower noise road surfaces in urban areas. Particular attention is given to surfacing technologies that are appropriate for use in congested streets containing road features such as inspection covers or suffer from frequent interventions</p>			

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

