

Overview



Conférence Européenne
des Directeurs des Routes

Conference of European
Directors of Roads

Steve Phillips, Secretary-General

Who is CEDR?

- **C**onference of **E**uropean **D**irectors of **R**oads
- **M**embers: 29 European Directors
- All countries on equal basis
- Annual rotating presidency
 - Status: foundation, non-profit, seat in Paris
 - Secretary-General plus staff supports



CEDR's mission

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- To analyse **future developments** of the road system and its infrastructure as part of a **sustainable transport system** under the environmental, economic and social aspects and identify new challenges in order to promote common strategies.
 - To promote international **networks of personal contacts** between Road Directors and their staff.
 - To provide a **platform for understanding** and responding to common problems.
 - To develop a strong **involvement in EU developments** on matters relating to the road system and its infrastructure.
 - To use **existing representations** in relevant international groups for mutual benefit.
 - To make **use of the results** of common understandings as well as research results in each member country.
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MAIN CHALLENGES

CEDR's main challenges

1. Decreasing state of maintenance

- Aging infra → urgency
- Decision making process
- Design and technology solutions
- Financing mechanisms
- Management issues
- Operational measures



CEDR's main challenges

2. Multi modal transport solutions

- Challenges in design and technology
 - Operational management issues
 - Overcoming cultural differences between mode
 - Governance issues
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- A detailed illustration of a multi-modal transport network. It shows a complex system of roads, highways, and waterways. Various modes of transport are depicted, including cars, buses, trucks, bicycles, and ships. The scene includes urban buildings, industrial sites, and natural elements like trees and a lake, all interconnected by the transport routes.

CEDR's main challenges

3. Climate change

- Realistic and practical mitigation-and-adaptation strategies
- Energy issues



CEDR's main challenges

4. Strategic choices and implementation of ITS

- ITS not aim in itself
- Bring focus in all opportunities
- Accommodating needs of modern traveller



CEDR Work Program

CEDR Strategic Plan 3 2013-2017

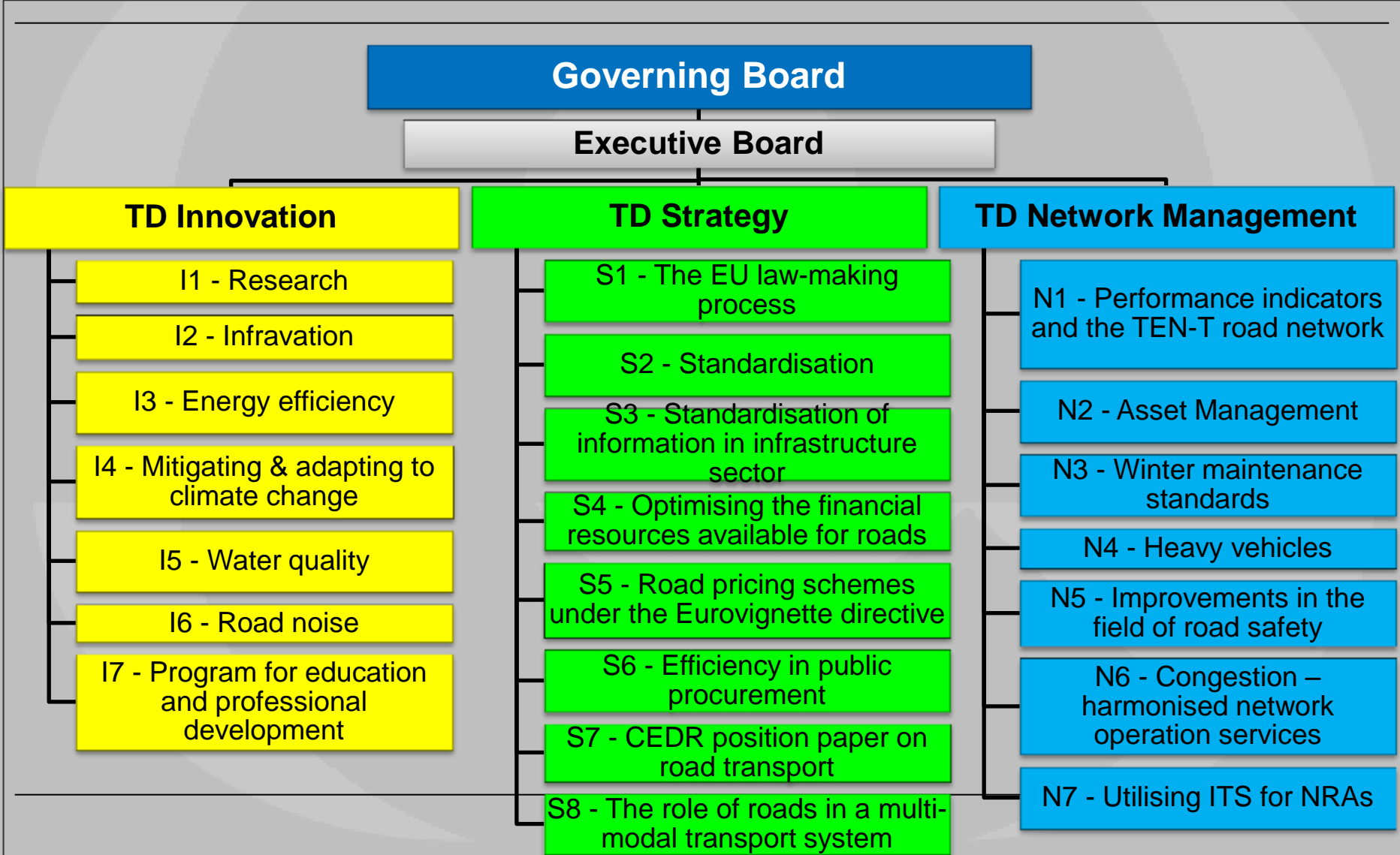
- Ambition and challenges
- Task structure and participation
- 22 Task groups who advice, develop, report
- Details: www.cedr.eu



**Strategic Plan
2013-2017**

Submitted by: SPG

Task Groups 2013-2017





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RESEARCH INFRASTRUCTURES

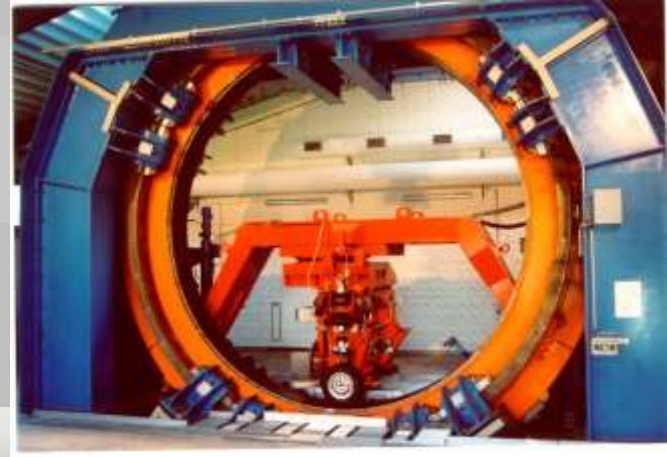
Infrastructures

- Facilities recognised as critical issue from start
- CEDR participation in FP5 TREE project, (Transport Research Equipment in Europe) with FEHRL & FERSI.
- Also the relationship between clients and providers

NRAs and RI investment

1. Can RI be bought on the market?
 - RI that has a intrinsic business case
 - Used by industry and/or other agencies.
 2. Initial launch costs or lifetime investment?
 - Is RI capable of being marketed later?
 - Political support?
 - Guarantees or Pre-payment of testing?
 3. High-risk RIs
 - Sizeable chance of failure?
 - Specialised with no future market potential?
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Public support where market will not take risk



Sharing Expensive equipment

- Traffic Speed Deflectometer (TSD)
- Danish Road Directorate
 - > Highways Agency
 - > ANAS



Research

- ERA-NET ROAD (1 & 2) & TPM
 - CEDR Transnational Research Programme
 - Research call 100% funded by NRAs
 - Solve problems of NRAs
 - €5M per year
- Infravation EN+
 - Infrastructure innovation focus
 - 2/3 funded by NRAs (incl USA), 1/3 EC
 - Co-funded projects (c. €20M)



CEDR is....

- Looking for implementable solutions to address challenges
 - Willing to take risks but not support research for the sake of research
 - Takes pragmatic view of what market can provide and what needs public sector support
 - Interested in views of EUTRAIN project
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