



Statens vegvesen

Trying to find and
implement the useful results

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Why R&D?

- Earn/save money
- Operate more efficiently
- Improve safety
- Adapt to new needs
- Build competence
- Develop new methods
- Norway; NPRAs instructions from May 2005



Value for money...

In Norway:

- During the last 20 years, the payback of R&D in the Norwegian Concrete industry has been 19 : 1
- We showed that if we could prolong the average service life of Norwegian road bridges with 6 months, we could save 500 mNOK a year



Key questions

- What is the best way to spend your money?
- How do you make sure you get the max value for money?
- What perspective do you have on your research – 2 months - 2 years – 20 years?



Good value for money...

- The Americans go to Europe on “Scanning tours”;
 - Try to find useful results, that can quickly be transformed into American practice
 - They visit “Pilot projects” or look at newly developed equipment...
- Before investing in expensive equipment – they borrow and test it
- The organisation for Road research labs in Europe; FEHRL, has tried to make the institutes cooperate regarding expensive equipment, but we still compete to much...



NPRA R&D strategy

- R&D linked to the vision, objective and values of NPRA
- Based on
 - National Transport Plan
 - other governing documents
- More focused R&D
- More international cooperation
- Larger projects
- More professional Project managers



NPRA Strategic Research and Development Areas 2006-2015

- Mobility of People and Transport of Goods
- Safety and Security
- Environment, Energy and Resources
- Competitive Design and Production Systems



...from a different view...

- People outside NPRA are asked to help us develop our new Strategic Research and Development plan
- It will be ready by the end of this year



Approval process for Research and Development Projects

- Major Research and Development Projects are within the strategic research and development areas.
- The Director of Public Roads decides which Major Research and Development Projects are to be implemented, following a proposal from the Director of Technology and a recommendation from the Authority Managers' Meeting.
- The project period last for 3 - 5 years and the total budget is approximately 20 million NOK per project.



Value through implementing results

- Involvement from the organisation and users is essential
- Steering groups with top-level management to make sure the organisation adapts to the changes
- Motivate for change
- Changes implemented in contracts and regulations
- Benefits the entire transport sector as part of the sector responsibility



Dissemination of knowledge

The results of research and development activities provide the basis for revision of standards and guidelines

- Training
- Conferences
- Workshops
- Seminars
- Exchange of staff
- Publications
- Exhibition
- Pilot /demonstration projects



Conclusions

- Full time, suitable Project manager
- Top-level management involvement
- Standardisation – a good way to disseminate knowledge
- Implementation!



Road technology



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Major RD Projects 2007-2010

Major RD Projects	Budget in 2007 million NOK	Project period	Project manager
Sustainable Urban Transport	3	07-10	G. Berge
Environmentally Friendly Pavements	4	05-08	J. Aksnes
Safe and Durable Tunnels	3	08-11	H. Buvik
High Risk Groups in Road Traffic	3	07-10	R. Muskaug
Data Protection and Privacy Implications in Road Safety	1	07-10	F.H. Amundsen
Transport and Logistics	4	07-10	T. Presttun
Climate and Transport	5	07-10	G. Petkovic
ITS towards 2020	3	07-10	A.G. Holt
Development of Expertise within Road Maintenance	2	07-10	Ø. Larsen
Salt SMART	3	07-10	Å. Sivertsen