SAFIER

Support action for implementation of ERTRAC's road transport research priorities

Original language title (optional)

Funding: European (7th RTD Framework Programme)
Duration: Feb 2009 - Oct 2012
Status: Complete with results
Total project cost: €1,512,317
EU contribution: €1,500,000

Call for proposal: FP7-SST-2008-RTD-1
CORDIS RCN: 91193

Background & policy context:
Since 2002, the European Road Transport Research Advisory Council (ERTRAC) has been an open forum for all relevant stakeholders in road transport research. The SAFIER project provided common agreements on scenarios for the sectors urban mobility, long-distance transport, road transport safety, environment and energy, global competitiveness, and enabling technologies.

Objectives:
SAFIER built strategies for implementing a step change in the road transport sector (and more widely within the transport and energy sectors) by providing objective, consensus-based plans for the European Technology Platform ERTRAC.

ERTRAC's crucial contribution towards establishment of the European Research Area and achieving the Lisbon goals (addressing key economic, technological, environmental and societal challenges for road transport) would be continued. SAFIER supported the development of transport specific innovations that would provide step changes into efficiency and cleanliness in the next 20 years and beyond.

Methodology:
SAFIER led to a radical change in the R&D stimulation of breakthrough transport technologies and concepts. All relevant parties involved considered new approaches and models for implementing radically new solutions (both in technology and ways of thinking) that would overcome the key challenges and in particular would address the impact on, and of, climate change and overcoming energy dependence.

Topics like urban mobility and long distance transport were discussed in an integrated way together with other transport modes. Industry and public authorities used the outputs of SAFIER to shape their R&D strategies to prioritise on areas of consensus and to coordinate research activities.

The SAFIER project demonstrated to decision makers that action is possible when it comes to addressing the climatic, energy, mobility, safety, and global competitiveness challenges facing Europe.

Parent Programmes:
FP7-TRANSPORT - Transport (Including Aeronautics) - Horizontal activities for implementation of the transport programme (TPT)

Institute type: Public institution
Institute name: The European Commission
**Funding type:** Public (EU)
**Other programmes:** Programme acronym or name (optional)
**Other countries:** Other countries (optional)
**Other funding sources:** Information about the funding institution (optional)

## Lead Organisation:

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<thead>
<tr>
<th>Organisation</th>
<th>Address</th>
<th>EU Contribution</th>
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<tbody>
<tr>
<td>Avl List Gmbh</td>
<td>Hans-List-Platz, 8020 Graz, Austria</td>
<td>€510,903</td>
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<tr>
<td></td>
<td>Organisation Website: <a href="http://www.avl.com">http://www.avl.com</a></td>
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## Partner Organisations:

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<th>Organisation</th>
<th>Address</th>
<th>EU Contribution</th>
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<tbody>
<tr>
<td>Valeo Management Services</td>
<td>43 RUE BAYEN, 75017 PARIS, France</td>
<td>€74,900</td>
</tr>
<tr>
<td>Volvo Bus Corporation</td>
<td>Fästningsvägen 1, 40508 Gothenburg, Sweden</td>
<td>€112,350</td>
</tr>
<tr>
<td>Centro Ricerche Fiat - Societa Consortile Per Azioni</td>
<td>Strada Torino, 50, 10043 ORBASSANO (TO), Italy</td>
<td>€133,750</td>
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<tr>
<td></td>
<td>Organisation Website: <a href="http://www.crf.it">http://www.crf.it</a></td>
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<tr>
<td>Rheinisch-Westfaelische Technische Hochschule Aachen</td>
<td>Templergraben, 52062 Aachen, Germany</td>
<td></td>
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<tr>
<td></td>
<td>Organisation Website: <a href="http://www.rwth-aachen.de">http://www.rwth-aachen.de</a></td>
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Polis - Promotion Of Operational Links With Integrated Services, Association Internationale

Address: 
rue du Trône 98  
1050 BRUXELLES  
Belgium

Organisation Website: 
http://www.polis-online.org

EU Contribution: €59,920

Concawe

Address: 
165 Boulevard du Souverain  
1160 BRUSSELS  
Belgium

Organisation Website: 
http://www.concawe.org

EU Contribution: €67,410

Forum Des Laboratoires Nationaux Europeens De Recherche Routiere

Address: 
Boulevard de la Woluwe 42  
1200 Brussels  
Belgium

Organisation Website: 
http://www.fehrl.org

EU Contribution: €189,790

Union Internationale Des Transport Publics

Address: 
Rue Ste. Marie 6  
1080 BRUXELLES  
Belgium

Organisation Website: 
http://www.uitp.org

EU Contribution: €33,438

Delphi Automotive Systems Luxembourg Sa

Address: 
Avenue De Luxembourg  
4949 Bascharage  
Luxembourg

Organisation Website: 
http://www.delphi.com

EU Contribution: €62,800

Association Of European Railway Industries
The SAFIER Project Working Groups came to the following conclusions regarding the four strategic research priorities set out by ERTRAC:

1) Energy and Environment:

The SAFIER Project concluded that environmental pollution will decrease due to improvements in transport technology and consumer awareness. Increase in fuel efficiency, choice of fuel, as well as non-technological improvements to vehicles and infrastructure will also lead to more energy efficient transport. Economic growth will therefore depend on a more complex and diversified transport system which should also contain elements for early detection and mitigation of barriers against the introduction of new technology.

2) Urban Mobility:

With respect to urban mobility the SAFIER Project concluded that current patterns of urban mobility will change due to technological innovation. Personal mobility will be affected by a greater choice in transport vehicles and the development of better information systems. At the same time, personal mobility will be limited by financial and spatial constraints, which will be dealt with by public authorities introducing demand management schemes such as targeted pricing policies. The need for collective transport will increase due to demographic changes in populations, which again will make it necessary to increase expenses for collective transport. At the same time, technological innovation will facilitate the access to public transport as well as increase comfort and efficiency levels.

3) Long-Distance Freight Transport:

The long-distance freight transport system will in the future be better integrated. Changes in ways of handling external costs as well as changes in handling logistics, will have a positive effect on the capacity, flexibility and efficiency of this type of transport. At the same time, it will be affected by changing trading patterns, and Europe will in the future turn more towards its neighbours in the east for trade. The infrastructure of these neighbours is worse than that of current major European trading partners. Consequently, a lot of investment will be needed to improve the infrastructure of the trading routes with eastern trading partners. Within Europe, the main way of conducting this type of transport will in the future still be by road. New construction materials for building roads as well as improved cooperation between States and new techniques for traffic management, will be necessary for the European long-dist

Innovation aspects

The assessment of how new transport system technologies and improvements will change our approach
Policy implications

There will be a need for EU Member States to voluntarily adopt new policies allowing for the development of new vehicles, infrastructure and technology.

Different types of policies (e.g. environmental policies, urban development policies, land use policies) will become more integrated.

Due to spatial and financial constraints on the possibility for growth in urban mobility, EU Member States will have to introduce demand management schemes.

Policy developments on the internalisation of external costs will affect freight transport considerations.

After 2030, new pan-European strategies will need to be introduced regarding long-distance freight transport.

Strategy targets

1. An efficient and integrated mobility service: Development of new strategies for a better integrated Single European Transport Area, as well as strategies for improving road transport safety.

2. Innovating for the future, technology and behaviour: Development of policy recommendations paving the way for new technology to change the behaviour patterns of actors in the transport system.

3. Modern infrastructure and smart funding: Foreseeing the development of better integrated infrastructure and information systems, as well as an increase in private funding of infrastructure related projects.

Documents:
* ERTRAC Road Transport Scenarios 2030+ (Final report)

STRIA Roadmaps: Other specified

Transport mode: Road transport

Transport sectors: Passenger transport, Freight transport

Transport policies: Environmental/Emissions aspects, Safety/Security

Geo-spatial type: Other