

# **ALT IN EUROPE FOLLOWING COST 347**

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## CONCLUSIONS

- » Judging from responses to a questionnaire sent out to the members and friends of the former COST 347 ALT group in Europe shows that the European ALT community is still alive and full of belief in a continued existence of ALT.

## CONCLUSIONS (cont.)

- » Since the COST 347 action ended in 2004, some ALT facilities have been de-commissioned or put on hold, while other facilities have seen a varying workload. When asked directly, most facilities have had more than half of the time filled with sponsored projects, from different sources public and private, but rarely from road owner organizations.

## CONCLUSIONS (cont.)

- » The challenge right now for the European ALT community is to form a new network for exchange of views, experiences and hard facts (data, reports). A starting point could be an attempt to have the Final Report of COST 347 published.

## CONCLUSIONS (cont.)

- » Another challenge would be to professionalize the ALT community so it accepts and understands the conditions for its existence. This means, e.g., communicating the capabilities of the ALT facilities in a way, which can attract potential investors. This also means accepting the funding organizations are not necessarily fascinated by the 'big toy' but by business cases, which demonstrate high benefit to cost ratios.

## CONCLUSIONS (cont.)

- » Furthermore, the ALT centers should focus on solving the challenges of today's road sector instead of looking back to times where more fundamental research could be made.