

# SAFER

## Strategic and Operational Work Plan

### Stage 6

*January 1<sup>st</sup> 2024 – December 31<sup>st</sup> 2028*



## EXECUTIVE SUMMARY

Death and injury from road crashes are still the major threats to the daily life of people around the world. Every year, approximately 1.3 million people die in traffic, and SAFER wants to contribute to reduce the numbers killed or injured on the roads significantly. Road safety is integral to nearly every aspect of daily life around the globe. We step out from our homes into a road system that leads us to work, to get our food, and to many of our daily health needs and social activities. The influence of the road transportation system is so pervasive that its safety – or danger – affects a wide range of societal needs. Road safety – mobility without risk of death or injury - affects health, poverty, equity, the environment, employment, education, race and gender equality, and the sustainability of communities. In fact, road safety directly or indirectly influences most of the global UN Sustainable Development Goals.

SAFER Vehicle and Traffic Safety Centre at Chalmers is a collaborative platform for research and knowledge exchange where partners from society, academia and industry acquire and share knowledge to make a significant contribution to a safer road transport environment for *all*.

The knowledge generation platform is being realised through collaboration between universities, research institutes, industries, government authorities and other relevant actors. SAFER aims to contribute to the elimination of fatalities and serious injuries in the mobility system through multidisciplinary research, collaboration activities and knowledge exchange, and to make Swedish society, the academia and the industry into world leaders in safe transport. Chalmers University of Technology is our host and about 50 partners are participating in the collaboration.

SAFER started in 2006 and Stage 6 covers operational year 19 to 23; January 1<sup>st</sup> 2024 to December 31<sup>st</sup> 2028. The aim of this stage is to further develop the SAFER research platform with even more and deeper **research**, including also an increased focus on adding a system perspective to our research, including a better understanding of humans' body and mind, prediction and forecasting of the future, providing principles for safety in products, services and infrastructures related to road safety. Also, we aim to taking even more advantage of SAFER's **ecosystem**, including **the connected research resources** available at the partners, further strengthened focus on **knowledge dissemination** and **utilisation** of our research findings.



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## INTRODUCTION

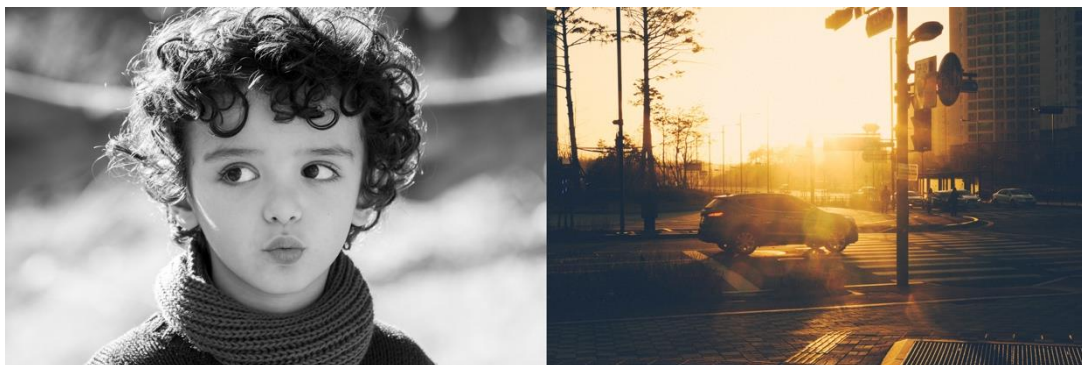
### Welcome to SAFER Stage 6!

SAFER Vehicle and Traffic Safety Centre at Chalmers is a collaborative platform for research and knowledge exchange where partners from society, academia and industry acquire and share knowledge to make significant contributions to a safer road transport environment for *all*. SAFER was crafted to facilitate collaborative research and knowledge-building endeavours among the partners, all aimed at achieving Vision Zero and tackling the complex traffic safety challenges of today and tomorrow, far beyond what a single actor can accomplish. The SAFER environment sparks research ideas through its diverse set of networking activities, usually resulting in national, bilateral or European funded research projects feeding back knowledge to the community. SAFER is the go-to hub in Sweden for being up to date on various aspects of road transport safety including research, and it is an excellent networking arena with participation from renowned road transport safety experts and researchers. Strong collaboration across different stakeholders is the required path towards zero fatalities and seriously injuries.

SAFER's collaboration agenda is driven by the partners and their interests, but SAFER is also part of a larger societal project: the design and realisation of smart, sustainable road transport systems in cities and beyond. SAFER's role is to provide the science base for safe products, services, infrastructure as well as policies and legislation and to be a thought leader in safe mobility, offering world-leading knowledge.

The SAFER journey started in the early 2000's, based on decades of successful collaboration between Chalmers and several partners, for instance in research on Whiplash Associated Disorders. Founded as a Vinnova competence centre in 2006, SAFER has over the years built a strong reputation, created a large number of projects with useful results, built knowledge through Master's and PhD studies, arranged seminars and conferences etc. Our success stories are many and SAFER has delivered world-leading knowledge in areas like human body modelling, child safety, naturalistic driving data methods, safe automated driving, and road user behaviour.

The strategy and activities outlined in this plan cover the period from 2024 to 2028. The document will be revised regularly and updated when the strategic agenda and work plan need to be changed to help ensure that we are continuously relevant.



## WHY SAFER?

### The societal need for collaborative transport safety research

A sobering figure is that a total of 1.3 million people die in traffic each year, and many, many more are injured. Also, road transport injuries are the leading cause of death for children and young adults aged 5-29 years. The prognosis looks bleak – unless radical changes occur; the figure may approach 1.9 million lost lives per year in 2030. This is the primary answer to why we need to work together using the SAFER platform.



#### KEY FACTS

- The United Nations General Assembly has set an ambitious target of halving the global number of deaths and injuries from road traffic crashes by 2030 (A/RES/74/299).
- Road traffic injuries are the leading cause of death for children and young adults aged 5-29 years.
- Approximately 1.3 million people die each year as a result of road traffic crashes.
- More than half of all road traffic deaths are among vulnerable road users: pedestrians, cyclists, and motorcyclists.
- 93% of the world's fatalities on the roads occur in low- and middle-income countries, even though these countries have approximately 60% of the world's vehicles.
- Road traffic crashes cost most countries 3% of their gross domestic product (GDP).

Source: <https://www.who.int/news-room/fact-sheets/detail/road-traffic-injuries>

### The global road safety agenda

The specific inclusion of road safety targets in Agenda 2030 reflects universal recognition that death and injury from road crashes are now among the most serious threats to the future of our people and planet. The UN Resolution states that the 17 goals are “integrated and indivisible, global in nature and universally applicable”. This means that road safety is no longer a need that can be compromised or traded-off in order to achieve other social needs. It implies, for example, that the safety risks inherent in raising speed limits should not be tolerated in order to realize economic benefits of faster traffic, and that investments necessary to improve road safety should not be diverted for other needs.



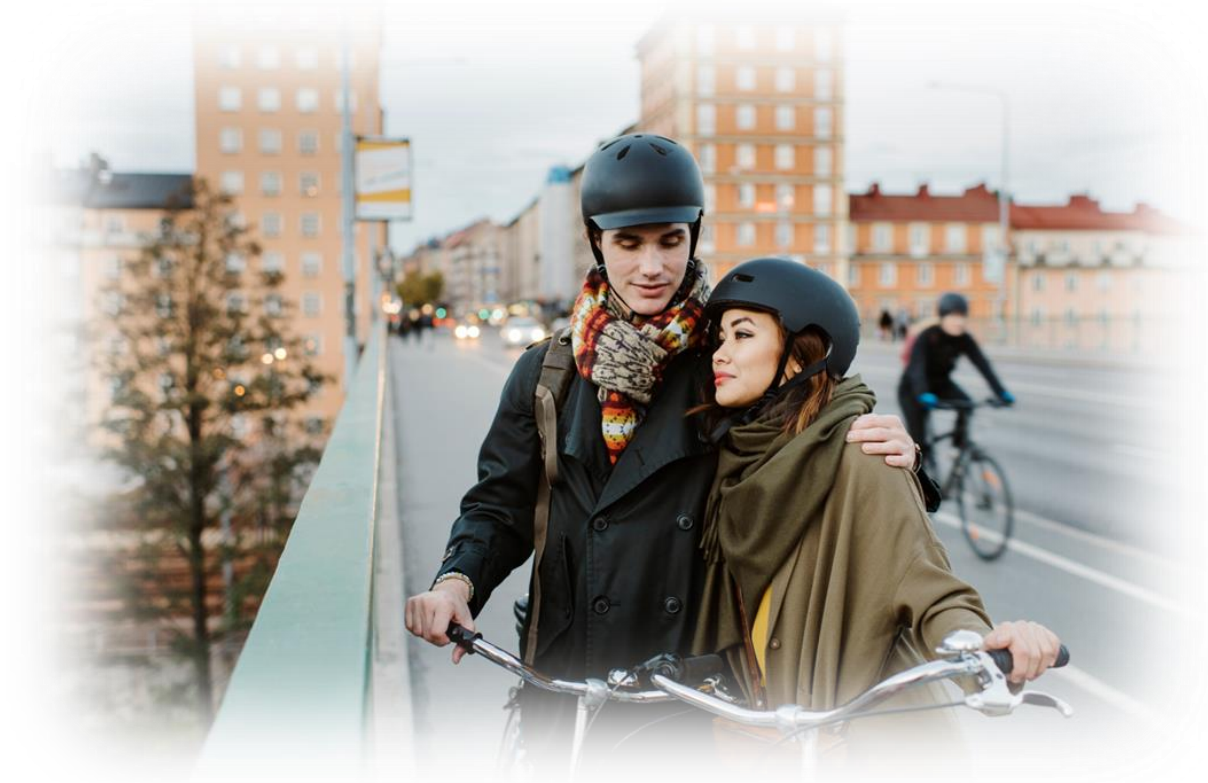
### The Sustainable Development Goal 3, Target 3.6:

*“Between 2020 and 2030, halve the number of global deaths and serious injuries from road traffic crashes, achieving continuous progress through the application of the Safe System Approach”.*

Even though many improvements have been made, road accidents and their far-reaching consequences on human and societal levels are of great concern to all actors in the road transport system. Out of ten lives lost in traffic, nine are lost in low- and middle-income countries. Notwithstanding, the number of road deaths is on the rise again even in some countries with impressive road safety records. The increasing share of vulnerable road users such as seniors, pedestrians, cyclists, and motorcyclists that become victims of road traffic raises particular concerns. In addition, the societal costs of traffic accidents are huge and in Europe alone the cost was in 2010 estimated to 130 billion Euro per year (the European Commission's Road Safety Programme 2011-2020: detailed measures). The European Union has set an ambitious target of near zero road traffic fatalities in 2050, and this can only be achieved by enhanced efforts in road safety research in close cooperation with other stakeholders.

**What can be done to address road traffic fatalities and injuries?**

Road traffic fatalities and injuries can be prevented. Governments need to take action to address road safety in a holistic manner. This requires involvement from multiple sectors such as transport, police, health, education, and actions that address the safety of roads, vehicles, and road users. Interventions include designing safer infrastructure and incorporating road safety features into land-use and transport planning, improving the safety performance of vehicles; enhancing post-crash care for victims of road traffic crashes; setting and enforcing laws relating to key risks, raising public awareness, and encouraging safety-enhancing individual behaviour. SAFER's role is to provide research and knowledge that can be used as a scientific base for products, services, public information policies and legislation.



## OUR COLLABORATIVE RESEARCH AGENDA AND WORK PLAN

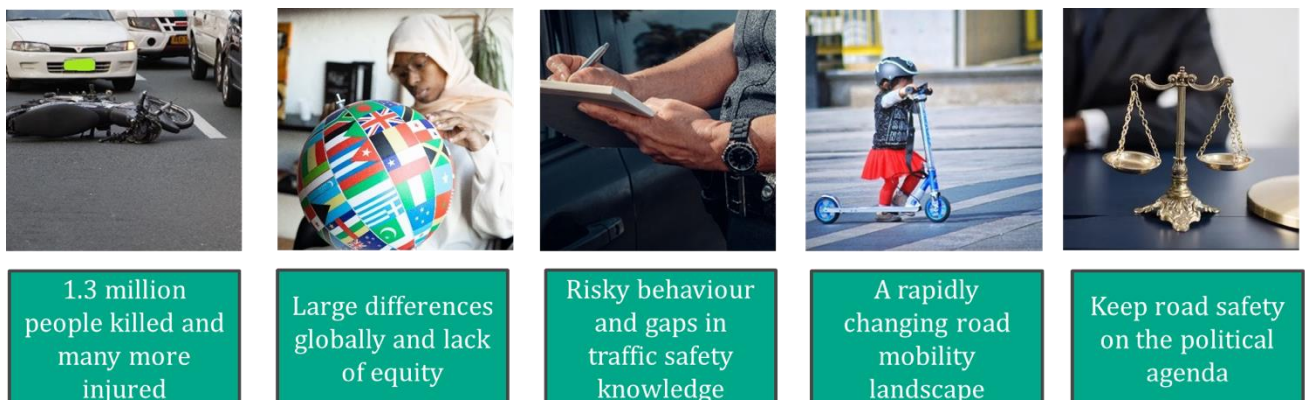
### The challenges we want to address

The overarching targets and goals for a sustainable mobility system are the same whether the focus is on carbon neutrality, efficiency, safety, or other aspects, keeping in mind that all of them need to go hand in hand in order to provide the necessary changes compared to the current system. Also, one must take into consideration that needs and solutions will vary considerably in different parts of the world, but also on a more local level, where the needs also vary within a country, not least in Sweden. Some of the main characteristics of the future mobility system that we want to contribute to, are that it is:

- Safe and trustworthy
- User focussed, inclusive and accessible to *all*
- Climate neutral

In light of the persistently high rates of fatalities and injuries resulting from road accidents, it is imperative to emphasize that Vision Zero serves as the fundamental principle. However, it is crucial to recognize that achieving this goal demands a comprehensive approach that extends beyond merely advancing technology. This endeavor encompasses multifaceted strategies encompassing research and technological advancements, as well as a broader spectrum of measures aimed at enhancing safety. These measures encompass incentives, behavioral modifications, policy reforms, and legal regulations, among others. Consequently, the commitment to Vision Zero remains central to SAFER's sixth stage, underscoring the need for a holistic approach to road safety enhancement.

For those approximately **1.3 million people killed** in in road accidents, and many more injured each year, we see that there are **large differences** globally as well as a clear lack of equity. Part of this can be attributed to **risky behaviour and gaps in knowledge among road users**, but also that the **transport and mobility landscape is ever changing**, making it difficult to keep up with new needs, new types of mobility etc. In certain parts of the world, including our own, it is also a challenge to keep road safety on the **political agenda**, among all other urgent needs and challenges.



*The five challenges we would like to address in SAFER Stage 6.*

## Vision and Mission



**Our Vision:**  
A road transport  
system safe for *all*.



**Our Mission**  
We are bringing people together,  
conducting research and leveraging  
knowledge to enable safe sustainable  
mobility.

## Research scope

SAFER's research has a human centric approach where movement includes road travel for example, as pedestrians, cyclists, in various vehicles and transport services. We cover a "complete-travel-perspective", from door to door, in which a human is interacting with a vehicle in the road transport environment.

## Identity and values

SAFER has a unique identity with clear values such as openness, mutual respect, curiosity, and joy of discovery. We are passionate to make a difference, contribute to society, build relevant knowledge and we understand the benefits from interdisciplinary expertise and talents. Collaboration is a hallmark and thrives on diversity in all aspects and borderless networks seeking and attracting expertise where it is to be found.

## Overall objectives

Together, we want to create new knowledge and research findings that enable a safe, sustainable, trustworthy, user focussed and inclusive transport system accessible to all. Vision Zero is our guiding star and we want to make significant contributions to this bold vision; to the saving of lives and reduction of risk factors and injuries in traffic. The research and knowledge we provide is intended to be used as a scientific base for products, services, public information, policies and legislation that enable safe road transport from a door-to-door perspective.



During stage 6, we aim to influence, facilitate, and execute world-leading transport safety research addressing the challenges described on page 7. The goal is to maintain and develop the role as the national centre for road safety research and being internationally renowned. See more details about our Key Performance Indicators (KPIs) in the section about Monitoring progress in appendix B.

## SAFER's collaboration process and key building blocks

Contributing to our vision and the global road safety agenda to address the identified challenges, as well as being a well renowned international centre of excellence, we bring people together and base our strategy on three blocks in our working process that direct and form the basis and foundation of our activities; *Gathering needs, forming constellations and facilitating hosting a project portfolio of high scientific quality* as well as the *providing dissemination, science outreach and utilization*.



### SAFER's collaboration process

#### Gathering needs, forming constellations and facilitating co-creation

Gathering partners from industry, academia, research institutions, and governmental bodies, SAFER constitutes a unique set of partners and competences. Within this network, SAFER partners collaborate to facilitate dialogues, promote, and support project generation, develop networks and partnerships as well as act

as a catalyst for joint projects (details in page 18-20). As such, SAFER can find, interact with, and influence funding partners as well as framework programs, roadmaps, and research agendas. This is based on the following activities:

- **Project facilitation and funding opportunities:** Initiating, co-creating, and facilitating multidisciplinary project creation from idea to execution, as well as seeking and promoting funding opportunities.
- **Networking and partnership development:** Cultivating and nurturing the network and partnership. Identifying key stakeholders for dialogues, knowledge exchange, and project generation.
- **International influence and advocacy:** Influencing the international research agenda, funding opportunities, and policies. Accessing national and international programs and platforms. Advancing the global traffic safety agenda through research, innovation, and funding advocacy.
- **Collaboration facilities:** Co-creation areas and office workplaces and suitable AV equipment and collaboration tools, supporting centre collaboration and knowledge exchange.



### Hosting a project portfolio of high scientific quality

SAFER gathers multidisciplinary scientific competence, offering guidance, support, and a quality stamp to projects. The SAFER research platform pushes the boundaries and drives the collaborative research, serving as a hub for research excellence:

- **Expansive knowledge repository:** Access to a continually growing wealth of research findings, publications, databases, models, methods, and demonstrators for seamless integration into your organisation. Everyone is welcome to explore our extensive knowledge base, the SAFER's publication library, for the latest research findings in vehicle and traffic safety since 2006.
- **Efficient project portfolio management:** The project portfolio is the foundation of SAFER's collaboration, addressing strategic research agenda issues. It is curated and expanded through joint efforts among SAFER and its partners. You can read more about the project portfolio in Appendix C.
- **Connected Research Resources:** Utilize associated research assets like AstaZero, SAFER Human Body Model, Revere, simulators, Stora Holm and relevant datasets to support research project execution and implementation.



## Providing dissemination, science outreach and utilization



SAFER offers an arena and channels for dissemination of research findings enhancing the voice of all partners reaching out to relevant stakeholders, including key financiers and decision makers both nationally and internationally. See more details about our collaborative activities and outreach on pages 18-20.

- **Communication expertise and effective dissemination:** We leverage our communication expertise to effectively share our research through established channels and tools, promoting the widespread distribution of findings. Our website, project tools, and various communication channels facilitate the dissemination of results and support new research funding, advancing road safety and our collective mission of zero traffic fatalities.
- **Impactful events:** We host workshops, seminars, and conferences with precision, fostering environments where inspiring discussions and collaborative actions thrive. Our commitment to knowledge exchange enables progress in road safety initiatives.
- **Renowned brand and unified communication:** SAFER's reputation as a respected brand and its role as a communication platform unite diverse stakeholders. We offer a highly credible channel for sharing insights and mobilising efforts toward our shared goal.

## The facilitation process and toolbox

At SAFER, partners can easily present their traffic safety challenges, needs, or questions and request support. We have a well-established process dedicated to addressing the challenges and needs of both our partners and society. These needs can be tackled through various avenues within our platform, such as our working groups or our operational team. Our Research Council plays a crucial role in ensuring that these requests are acknowledged and met through a range of activities and the utilization of our facilitation tools. These versatile tools shown in the figure below empower us to effectively address and overcome traffic safety challenges, fostering innovation, and improving road safety outcomes.

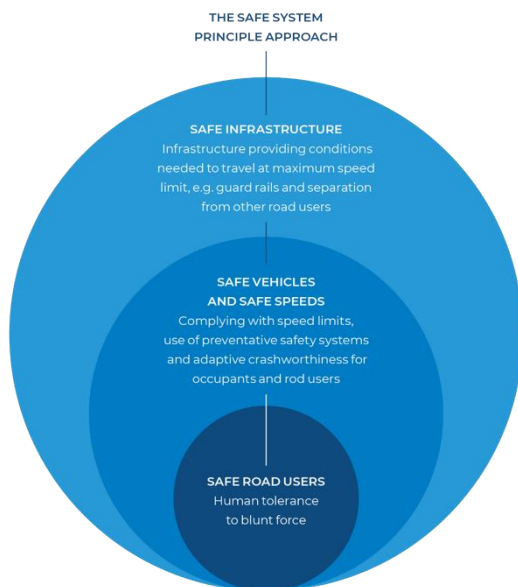


Our facilitation toolbox includes:

- Arranging a knowledge-building seminar
- Roundtable dialogue to find state-of-the-art solutions
- Workshops for project creation
- Initiating new Working Groups
- Gaining insights through meetings with experts within the platform
- Utilizing existing knowledge in SAFER's knowledge bank
- Support during the project application phase
- Leveraging the SAFER Idea Exploration program
- Organizing study tours to partners or other sources of knowledge
- Addressing matters within different parts of the ecosystem
- Conducting demonstrations, e.g., utilizing a Connected Research Resource

### Enhancement of system level impact – an integral part of the facilitation process

We intend to use the safe system principle approach continuously in our research. The safe system approach recognizes that road transport is a complex system and that humans, vehicles and the road infrastructure must interact in a way that ensures a high level of safety. Also, the system aspects need to be regarded on (at least) two different levels: the combination of relevant components or sub-systems creating, for example, a safer vehicle; and the implementation in the society, creating a safe transport system. Through these strategic efforts, SAFER strives to make a substantial contribution to enhancing impact at the system level.



**Project synergies:** We connect and align projects.

**System-level initiatives:** We kickstart activities, including demo projects, at a system level.

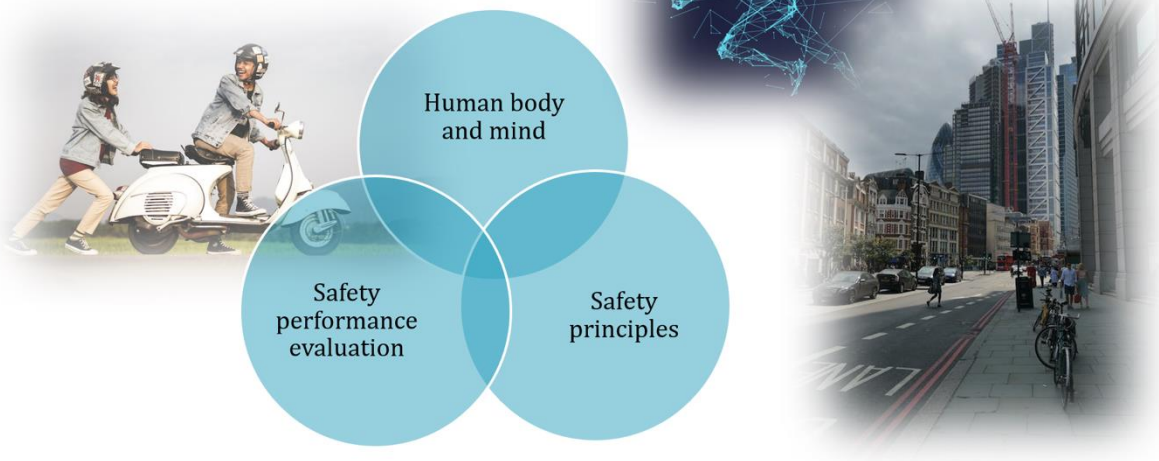
**Actor identification:** We identify relevant stakeholders and actors.

**Interplay emphasis:** Our focus lies on understanding and optimising the interplay and interactions between system components.

## The Impact Areas – content and strategic focus

In the development of SAFER stage 6, where we have combined bottom-up and top-down methodologies using input from all partners through different channels, through a continuous clustering and prioritization process, we have outlined three main headings where the clear benefit from the SAFER collaboration will be obvious, based both on the current strengths as well as projected future needs. These three follow below:

### OUR IMPACT AREAS



### Human Body and Mind

Here we address our understanding of the human from the aspects of tolerance to mechanical loading and behaviour in traffic. The research activities typically focus on modelling of the human and studying the safety of interactions between road users and between the human and the vehicle in the mobility system. The interaction could be with the driver/rider themselves, another occupant, another vehicle (and its driver/rider), any external road user, or the infrastructure. Equally, the vehicle is not defined (deliberately), as the challenge remains regardless as to whether this is a truck, bus, car, highly automated or not, powered two-wheeler, bicycle, or future mobility device.



This impact area includes, e.g.:

- Biomechanics / Injury mechanisms / Principles for protection
- Human body and human behaviour modelling
- In-crash protection (protective features, systems, and structures)
- User monitoring and support
- Long-term and short-term behaviour change

## Challenges

This broad impact area helps SAFER keep the human at the centre of our thoughts and in focus within our transport system research. It contains both road user behaviour aspects as well as those relating to how we can protect the human body. From the human perspective we want to be able to define what is safe during all travels, door-to-door, regardless of the mode of transport. The challenge posed by this is heterogeneity, the differences between different people, the different vehicles available to us, different choices and behaviours and different tolerance to loading. Into the future we see an increasing need to consider different levels of automated driving in this research domain too and that remains a focus. This brings further specific challenges regarding our abilities to monitor driver state and position, and fitness to drive, even how to modify behaviours and positions towards a safer system.

## Examples of research questions

- How do people understand and use technology, e.g., vehicles and mobility services?
- How can we support road users to take safe decisions and actions?
- How can we ensure safe interactions between humans and automated vehicles?
- Can we create a virtual model of the human that represents our variability?
- If we can predict human actions and reactions, how do we generate trust in our models?
- How can we facilitate a modal shift towards more sustainable and active travel?

## How SAFER contributes - our tools and assets

Within SAFER, we have a broad range of projects and expertise that fits within this impact area. This represents a traditional and continuing strength with a unique blend of partners and competences. Already through existing research, SAFER is building expertise in assessing driver state and readiness to respond, postural preferences, representation of various human tolerance, amongst other topics related to the human. As we learn more about the interactions between, e.g. the frequency and urgency of response, preferred seating posture and in-crash protection, we see that it maybe through bringing these domains together that we can represent humans more completely in our safe system approach. In order to improve and encourage our way of presenting and communicating the expertise as well as the results, we will concentrate on continuity for those researchers active in a particular aspect of human modelling. Likely, there will remain some working group division into biomechanical and behavioural perspectives so that we can apply our knowledge effectively; but more importantly, we will also strive towards increasingly strong links between disciplines where that supports the activities of our partners.

Human body and mind research at SAFER is rich with resources to support our studies. Examples of the many environments available at SAFER are settings in the laboratory, proving ground, vehicle and bike simulators, finite element simulations, and even ergonomics simulations. The human models and particularly the SAFER Human Body Model are tools that we can use proudly to study the potential to protect road users in crashes.

## Expected outcomes

As well as organic developments in each domain, dedicated tasks may well be necessary to form bridges between knowledge centres. For example, pre-crash behavioural choices and in-crash protection could be a focus where SAFER offers a place to collaborate across human body and mind. Not only do we need to be able to monitor driver state and position during a whole trip, but we will also need to come together and decide

how to use that information to better protect against injuries and prevent crashes. Indeed, concentrated tasks may be needed so as to capture best practice principles coming from our collective research.

## Safety performance evaluation

In the impact area Safety Performance Evaluation, our research is dedicated to advancing vehicle and traffic safety through innovative analysis techniques. Our mission is clear: to develop models that are transparent, scalable, and sustainable, all grounded in real-world data and assessment methods. In doing so, we play a crucial role in creating trust in emerging safety systems, a critical endeavour in today's rapidly evolving transportation landscape.

### Challenges

Our research confronts several challenges, including data quality and accessibility, trend prediction, evaluation of future safety features, and incident analysis. Additionally, we explore the concept of a traffic safety footprint and emphasize system-level analysis, virtual testing, and robustness evaluation.



### Examples of research questions

- What methods should be used for data interpretability and assessment quality, including streaming data?
- What safety performance indicators should be used to identify base level, trends and predictions?
- Can traffic flow simulations be used to predict safety performance?
- Forecasting trends in emerging mobility solutions.

### How SAFER contributes – our tools and assets

We play a crucial role in SAFER's research projects related to new safety strategies. Our studies are instrumental in predicting the effectiveness of new safety systems and building confidence in their market adoption. SAFER's position in the global research community is strengthened by our extensive naturalistic datasets, covering approximately 6.5 million kilometers of real-world driving across diverse contexts and vehicles.

### Expected outcomes

Our efforts in Safety Performance Evaluation are foundational to SAFER's overall research agenda. We provide essential insights that guide future safety research activities. Our expected outcome involves statistical analysis of road traffic data, encompassing accidents, incidents, and near-miss data. We also aim to contribute with insights in methods for recording and sharing data.

## Safety principles

The Impact Area Safety Principles focuses on addressing safety for individual components such as vehicles and infrastructure, as well as the interactions between them to capture the challenges of the whole mobility system. Our primary objective is to reduce fatalities and injuries, by preventing road accidents in the first place.

### Challenges

The Safety Principles encompasses a large research area ranging from sensor performance to system perspective where automated vehicles (AV) are one opportunity for increasing road safety, among others. We will have manually driven vehicles (MV) on roads for a foreseeable future and advanced driver assistance systems (ADAS) still play a crucial role in avoiding accidents. Research on ADAS and AV together with integrating the MV and AV into the overall mobility system tighter are pivotal to keep pushing for the Vision Zero.

In the Safety Principles, we address several vital areas:

- Research on and technical development of sensor technology is the cornerstone for facilitating ADAS and AV
- Functional safety of ADAS and AV
- Safety culture captures the attitude, values and beliefs in the daily work with safety features
- Integration of MV and AV in the mobility system

### Examples of research questions

- When is an AV safe enough to be operated in its operational design domain?
- Validation and verification of new sensor technology
- How to improve the safety culture and move towards safer products in the mobility system?
- What role can wireless connectivity play for increased safety? How can data be trusted stemming from a source outside of, e.g., the vehicle?

### How SAFER contributes - our tools and assets

To address these research questions and challenges, SAFER leverages a comprehensive set of tools and assets, including:

- Expertise in safety aspects related to vehicles, road users, and infrastructure as we move towards higher levels of automation.
- Development of a robust scientific foundation for verification and validation methods in the complex field of automated mobility.
- Establishment of a basis for future standardisation of test methodologies.
- Strengthening our connections and capabilities in the realm of Artificial Intelligence (AI), recognizing its increasing importance in our society.



**Expected outcomes**

The anticipated outcome of our efforts within this impact area is a safer and more efficient mobility system that reduces fatalities, injuries, and accidents. Through our research and collaboration, we aim to facilitate the successful integration of self-driving vehicles and advanced mobility solutions into society. This will not only enhance traffic safety but also promote greater efficiency in transportation systems. Our work will contribute to shaping the future of mobility, ensuring that it aligns with the principles of safety, effectiveness, and sustainability.

**SAFER's idea exploration program**

To support the development of the project portfolio, the SAFER idea exploration program is an important part of how we facilitate and influence research. In this program, we fund research activities that can bring value back to SAFER's partners, supporting our vision to contribute to a safe road transport system for all.

Some examples of possible activities we support:

- Pre-studies on emerging or entirely new topics and strategic areas.
- Getting started with strategic knowledge creation that can be leveraged e.g., by using the new competence as a basis for national funding or an entry ticket to prestigious international collaborations.
- We also welcome proposals that are of a different nature, for instance for finalization of publications from a completed project or investigation of a new area. Simply put, projects that lead SAFER forward and contribute to the continued development of our collaboration platform.



## Collaboration activities

Along with hosting and learning from the project portfolio, SAFER carries out a diverse set of collaboration activities to spark research ideas, build and exchange knowledge.



## SAFER - the knowledge node

Our partners especially appreciate how they can meet across borders through SAFER, be part of knowledge transfer, gain benefits through collaboration, receive new knowledge about road safety and the transport system as well as conduct more relevant research, innovation and product development in a multidisciplinary context. SAFER is perceived as a well renowned international centre of research excellence and a knowledge node. Personal meetings, knowledge exchange and networking are obvious and important components. By meeting, needs are consolidated and transformed into project ideas and applications. Individual matchmaking is carried out to create the best cooperation constellations possible.

### Our communication goals:

- SAFER's partners receive valuable information and see SAFER as a knowledge node.
- Our knowledge outreach contributes to increased road safety and a safe, sustainable transportation system.
- Partners meet, projects are initiated, and solutions are developed in broad collaboration and thereby can reach implementation and commercialisation faster.
- Our communication influences the international road safety research agenda, funding opportunities and policy development.
- The competence within Swedish companies and organisations becomes better known.
- We attract partners, international stakeholders, collaboration projects and funding.
- SAFER is positioned as a thought leader in safe mobility and as the most knowledgeable research platform for road safety.

**We bring actors together in a variety of ways....**

- **SAFER Research days:** Serve as a dynamic, open-for-all mini-conference, fostering networking, deep-dive discussions, and inspiration while addressing diverse themes aligned with our partner's needs. They adopt themes based around the Impact areas, featuring special guest speakers, presentations, and feedback sessions, all aimed at enhancing our research network and exploring potential funding opportunities.
- **SAFER Working groups:** These groups serve as the main forum for inspiration and the cultivation of novel ideas, which subsequently evolve into new projects or other activities.
- **Project creation workshops:** Smaller groups meet with need owners, specialists and research practitioners for specific calls or to address areas within our research plan where we benefit from creating research activities.
- **SAFER New project days:** Aim to broaden engagement by hosting knowledge exchange sessions where we introduce our latest portfolio of projects, facilitating discussions, networking, and gathering feedback and innovative ideas from a diverse audience.
- **SAFER Project results days:** SAFER's project results days, aim to share research insights, promote discussion and planning for how to take the project further as well as identify potential new projects.
- **SAFER Seminars:** Seminars of different kinds with both external speakers and experts from the SAFER community with the purpose to spread knowledge and discuss relevant topics. Some seminars are public and some of them are for the SAFER community only.
- **SAFER Thursday lunch seminars:** Almost every Thursday, the network members meet for a joint lunch, listen to a presentation and discuss. The main objectives with the seminars are to share knowledge about our research and other topics related to saving lives in transport. We aim to inspire to create new projects and boost dialogue and collaboration in our network.
- **Hosting or co-hosting conferences:** Enabling partners to gather, build knowledge and disseminate/publish their research results is an important cog in our collaborative work. For example, our own International Conference on Driver Distraction and Inattention, has been arranged biannually since 2009. We are open to new co-hosting opportunities during this phase.
- **Project events:** Reporting and discussing results from projects. Carried out within the projects but the invitation is distributed through the SAFER network.
- **General Assembly:** Regular meetings with the partners where the agreement is followed up, new partners are approved and future issues for SAFER and changes in the workplan are discussed.
- **Other networking activities:** Building trust and close relations are of uttermost importance to create long term commitment and engagement to collaborate in research. To support, we arrange inspiring events to network and get to know each other even better, for example we invite to networking lunches and fika, breakfasts events and study tours to our partners.

### ... and spread knowledge....

...through e.g. website, newsletter, Twitter and LinkedIn. The SAFER operational team is responsible for the communication.



**SAFER Knowledge library:** In our digital library you will find most of the SAFER project publications that have been produced since the start in 2006.

**Saferresearch.com:** On our website you can for example find our project portfolio, event calendar, news, contact details, research publications, annual reports and information about our eco-system and funding opportunities.

**Conferences and other external events:** We present our research findings and participate in various external dialogues – we are often asked to contribute with our knowledge.

**Newsletters:** Monthly public newsletter to about 1500 subscribers about projects, research results and other updates from SAFER.

**SAFER Update:** Regular webinars to briefly inform the partners about upcoming collaboration opportunities, events and other relevant news from the collaboration.

**Social media – LinkedIn:** We have a steadily growing number of followers and great opportunities to get even broader visibility.

**Podcast Liv och Trafik** is a knowledge podcast about traffic safety in Swedish containing interviews about transport safety research, successful practices, and policies. The responsible publisher is NTF Väst in collaboration with SAFER.

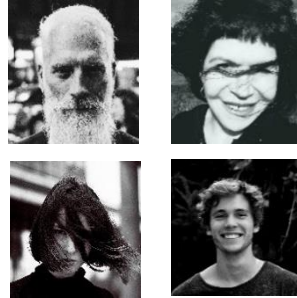
**E-mail lists:** All engaged researchers and other people at the collaboration parties are invited to our collaborative activities.



## Target groups for communication

The priority target groups for SAFER' communication is identified as:

- Partner's organisations
- Researchers (academia & research inst.)
- The industry
- Governmental agencies / financiers
- Political bodies and policy makers
- Students
- Media



SAFER aims to further develop the dissemination of valuable research results and knowledge exchange through, and to, the partners during Stage 6.

## Our eco-system

A cornerstone in the strategy is to be a multidisciplinary research environment that also serves as a physical meeting place, open to all partners. This also contributes to the development of larger clusters and SAFER is an important part of the research and innovation ecosystem around sustainable transport systems and smart cities. The purpose is to form an extended safety research environment, which connects researchers from industry, academia, institutes, and the public sector. In certain cases this also helps to combine and enhance work carried out within SAFER, aligning it with research activities financed through other programmes. In SAFER Stage 6, we will focus on taking even more advantage of the ecosystem and the world around us in order to leverage the efforts put in by the partners. Examples of actors in our Swedish ecosystem at the beginning of stage 6 is shown below.



### Geographic location

Lindholmen Science Park is one of the most knowledge-intensive and expansive area in Gothenburg and is a hub for automotive and sustainable mobility research. The location is full of life and energy that allows us to meet and learn about each other's ideas. The venue as such forms an environment that enables collaboration between different disciplines.



All SAFER partners have access to our collaboration premises; a 290 sqm working area including workplaces as well as meeting rooms, analysis rooms for confidential naturalistic driving data, conference facilities and networking and co-creation areas.

### International collaborations

SAFER may be based in Sweden but has a truly global mindset. Our international commitment is wide, having vital partnerships with universities and transport safety research communities all over the world. By initiating and participating in global collaborative research, we strongly influence the political traffic safety agenda and contribute to the development of sustainable and safe mobility – in Sweden, and elsewhere. In SAFER Stage 6 the aim is to take even more advantage of the ecosystem and world around us in order to leverage the efforts put in by the partners. An up-to date-list of ongoing global initiatives can be found on SAFER website.



### Goals for internationalisation

- Learn from the best
- Leverage international public funding
- Project brokerage
- Influencing the upcoming programmes
- Influence future standardization, where suitable
- Support our partners' international business development
- Share the Swedish way of cooperation, where suitable

## Our internationalization strategy in brief

- Establish relationships with relevant centres of competence and excellence, wherever they may be in the world
- Influence EU research agendas, calls and programmes
- Create the best prerequisites for stimulating participation in EU projects, via for example upscaling existing projects for increased funding and widened knowledge networks
- Presentations at conferences and events
- National dissemination of EU project knowledge and results
- Engagement in CCAM – Connected Cooperative Automated Mobility partnership through several of the SAFER partners
- Engagement in bilateral programmes like SITIS (India) and CTS (China)

## Connected research resources

The concept of connected research resources is a hallmark for SAFER. As a SAFER partner you get, through relevant projects, access to SAFER's open research arena and research resources available within the network. Also, expertise to use these is available within the community. The overall idea is that research should be easier, better and more efficient through close collaboration. This unique set of platforms includes full-scale road traffic safety test environments, simulators and a research lab for active safety and autonomous driving. Together, these resources allow outstanding opportunities for real-world testing and validation.

At the start of Stage 6, these comprise the following:

- *Field Data*, with databases of real-world data including their collection, storage and analysis tools are strong assets and SAFER will further develop business models to maintain them.
- *Revere* – Resource for Vehicle Research, the full-scale vehicle laboratory at Chalmers, focusing on active safety research, automated driving and a connected, sustainable transport system;
- *AstaZero* test environment, owned by RISE, which provides a world class facility where SAFER supports research activities;
- Within *Human body modelling* (HBM), SAFER provides a competence platform for our partners as well as a natural contact point for external cooperation.
- *The SAFER Data catalogue* contains information about available quality assured datasets for research and description on how these can be accessed.
- *Simulators* of different kinds exist in the network, most notably at the Swedish National Road and Transport Research Institute (VTI).
- *Stora Holm* - The road safety organisation NTF Väst offers access to a closely located training site.



## ORGANISATION AND MANAGEMENT OF THE COLLABORATION

### Partners

Safe mobility is achieved through collaboration among talented individuals who share a clear vision. SAFER partners, including large and small companies, public organisations, universities, and research institutes, create and apply knowledge in safe mobility through collaborative research, producing tangible results. With close to 50 partners in SAFER's Stage 6, they collectively generate new knowledge, making travel safer for everyone.

Our partner organisations are the backbone of our operations, serving as our network, inspiration, and knowledge source. They influence our research platform by appointing representatives to key roles and participating in knowledge-creation activities. Additional organisations can become SAFER partners if they contribute to generating new knowledge and research findings that align with our common vision and research agenda.

Beyond partners, various stakeholders, including regions, municipalities, and cities, play essential roles in our ecosystem. Engaging stakeholders as problem owners and recipients of research results is important ongoing effort that will evolve throughout Stage 6.

## SAFER'S ORGANISATION

*The key components!*



### The SAFER Board – charting SAFER's path into future research

At SAFER, our vision for safety and innovation takes shape through the collaborative efforts of our SAFER board, comprising representatives from our Core (Level 1) partners, supported by an independent chairperson, forms the backbone of our strategic journey.

**Setting strategic compass:** The SAFER board serves as the compass for our organization, charting the strategic direction for our activities and projects. Together with our Director, the operational team and the Research council, they craft the blueprint for SAFER's future.

**Keepers of the strategic map:** The SAFER board ensures that the activities and project portfolio aligns with our overarching strategic goals. The feedback guides us to stay on course, fostering innovation and safety.

**The funding gatekeepers:** When it comes to funding, the SAFER board wields significant influence and make decisions regarding project funding and funding for other strategic initiatives.

**Explorers of expansion:** Recognizing the ever-evolving landscape of safety, our board has the authority to spark new project initiatives in areas yet unexplored and ensure that we identify and engage necessary competences, enriching our project portfolio and broadening SAFER's impact.

**International outreach & collaborations:** Nurturing international engagement while fostering growth within our local ecosystem, bridging boundaries to create lasting impact.

**Partnership advancement and cooperative growth:** Tending to the partner constellation, go through applications from potential new partners, and building connections.

The complete Rules of procedure for SAFER board can be found in appendix D.

## The Research Council – leading SAFER's scientific journey

The SAFER Research Council unites our Impact area leaders, director, communication expertise, project coordinator, and working group leaders, Connected Research Resources leaders, each an integral part of our collaborative network. This teams convenes biweekly with a shared mission:

**Managing portfolio:** Hosting our research agenda and project portfolio, including decisions regarding the suitability of projects for inclusion in the portfolio.

**Facilitating activities and advancing research:** Initiates various activities tasks to advance the SAFER research agenda, including SAFER's facilitation toolbox.

**Monitoring projects:** Monitors new projects that are related for our partners to pick up knowledge from, including a list of granted FFI/EU/other projects and feedback from working groups within the SAFER network.

**System perspective:** Ensures a systemic perspective is applied to the projects and their outcomes where suitable.

**Knowledge dissemination:** Plans and organizes (supported by the operational team) relevant activities to extract insights from projects within the portfolio and disseminate the generated knowledge, including to identified stakeholders beyond SAFER.

**Working group leadership:** Serves as the steering group for the working groups.

**Idea Exploration program:** Holds responsibility for the SAFER Idea Exploration Program, including reviewing the proposal, preparing for decision by the SAFER Board.

**Grant opportunities:** Scouting the horizon for funding opportunities.

**Expert Contributions:** The Impact Area Leads participate in the group as scientific/technical experts within their respective fields, contributing value to SAFER's facilitation process.

## The operational team - the heart of SAFER's daily operations

At the heart of SAFER's daily operations stands the Operational Team, the unit under the Director's purview. Their mission is to seamlessly manage the day-to-day functioning of SAFER, providing partner support to facilitate collaboration and project initiatives. This dynamic team serves as the driving force behind the

utilization of SAFER's collaborative platform, both in the physical and virtual realms. Their responsibilities encompass a wide range of activities:

**Network cultivation:** Nurturing and expanding SAFER's network by connecting individuals and competencies, fostering a vibrant ecosystem of innovation.

**Research promotion:** Implement relevant activities to catalyze and disseminate research findings, contributing to the continuous growth of knowledge.

**Project portfolio management:** Efficient handling of the project portfolio, including cross-cutting activities and system level value.

**Ecosystem enhancement:** Playing a pivotal role in the development of SAFER's meeting place at Lindholmen Science Park and bolstering the surrounding ecosystem.

**Partner engagement:** Maintaining contact with existing partners and exploring potential collaborations, fostering meaningful dialogues with financiers, and coordinating a myriad of events and visits.

**Communication expertise:** Spearheading effective communication efforts, overseeing the project process, and providing vital financial support, including core funding for SAFER and project-related matters.

**Event excellence:** Efficiently coordinating critical gatherings such as board meetings, research council's activities, and partner meetings, including the pivotal general assembly.

**Focal point events:** Positioning SAFER on the global stage, from high-profile events to influential gatherings.

**Tool accessibility:** Ensuring the availability of essential tools necessary for SAFER's efficient operation.

**Needs capture:** Facilitating the process of capturing and addressing the diverse needs of SAFER's stakeholders.

**Board preparation:** Preparing for SAFER's Board meetings, ensuring our decisions are well-informed and forward-thinking, aligned with partners' needs.

## **SAFER's working groups – the main forum for inspiration and idea incubation**

These groups serve as the main forum for inspiration and the cultivation of novel ideas, which subsequently evolve into projects or other activities. Within the working groups, partners actively engage in focused discussions centered around specific research or demonstration/innovation themes.

**Group categorisation:** We have two primary categories of groups:

- task forces, characterized by relatively short lifespans, and
- continuous groups that maintain ongoing relevance when suitable.

**Address challenges and needs:** These groups launch activities in response to their own identified needs, fostering a close and dynamic collaboration with the Research Council.

**Expected outcome:** The expected outcome will differ between the groups, but the expected outcome needs to be very clear for each working group. Examples:

- Identify research questions
- Build a large project proposal
- Dig into specific research questions more in depth
- Get ideas for funding (existing or influence)

- Create a contribution, e.g.: conference paper, white paper or position paper
- Build knowledge in a new area - insights
- Problem solving of some kind

**Connected to other areas:** The Working Groups report directly to the Research Council and maintain strong connections with events such as SAFER's Research Days, and Project Association Days, which are also open to participation by all partners. These events provide valuable input, such as guest speakers and engaging activities, and offer opportunities for collective learning. Each Working Group is led by a designated leader, with the option of a co-leader, both appointed by the Research Council with support from the operational team.

**Open and welcoming:** The continuous groups are inclusive, welcoming all partner employees to participate. Each team maintains a list of individuals interested in the specific topic, ensuring they receive invitations. Participation levels may vary depending on the meeting's topic and relevance to the participants.

**Flexible and engaging meetings:** Meetings are conducted in a hybrid format, designed for transparency with easily accessible documentation, promoting shared learning. Team members are expected to maintain a high level of engagement; participants are either actively involved in a group or not, with no passive observers. In contrast, other meeting formats, such as lunch seminars, may have a more informative character for those who prefer to listen and learn from others. We anticipate that a minimum of five meetings per year is necessary to maintain momentum, but we enthusiastically welcome additional activities.

## Appendix A: SAFER's Value Proposition

SAFER Asset	Value/Benefit
<b>Unique network</b>	<p>The SAFER network gathers all relevant stakeholders who interact through the diverse set of networking activities. Our community consists of a diverse mix of researchers and experts from industry, academia, research institutions, and government bodies. As a partner, you enjoy opportunities to:</p> <ul style="list-style-type: none"> <li>• <b>Establish relationships</b> with people across partner organizations.</li> <li>• <b>Share insights</b> and expertise with peers and visiting external experts.</li> <li>• <b>Collaboratively initiate and lead research</b> projects, inspire innovative solutions based on identified needs and concepts.</li> <li>• <b>Identify suitable collaborators</b> for ground-breaking projects.</li> <li>• <b>Gain access</b> to important national and international programs and platforms, e.g. Drive Sweden and ERTRAC.</li> <li>• <b>Access experienced peers</b>; who can help shape your research towards its most valuable impact, guide formative ideas or help build your network for the next project proposal.</li> </ul>
<b>Joint Resources</b>	<p>SAFER is a node for accumulated knowledge about road safety and has physical resources that the parties can use. Via SAFER, you as a partner get access to:</p> <ul style="list-style-type: none"> <li>• <b>Proactive facilitation</b>: a dedicated centre management team committed to initiating collaborative projects and sharing knowledge.</li> <li>• <b>Expansive knowledge repository</b>: A continually growing wealth of research findings and publications, databases, models, methods, and demonstrators for seamless integration into your organisation.</li> <li>• <b>Dynamic working groups</b>: Agile working groups treating different aspects of traffic safety from research to deployment perspectives, which cannot be addressed by partners on their own.</li> <li>• <b>Collaboration facilities</b>: Premises with co-creation areas and office workplaces and suitable AV equipment and collaboration tools, supporting centre collaboration and knowledge exchange.</li> <li>• <b>Research resources</b>: Associated research assets that facilitate and support the implementation of research projects, e.g. AstaZero, SAFER HBM, Revere and relevant datasets.</li> <li>• <b>Dissemination channels</b>: Well-established channels and tools that facilitate the dissemination of research outputs to the community.</li> </ul>
<b>Strategic influence</b>	<p>SAFER's renowned brand and its role as a communication platform provide parties with a unified, highly credible communication channel. As a partner, you can utilize SAFER to connect and engage with:</p> <ul style="list-style-type: none"> <li>• <b>Targeted audiences</b>: effectively reaching specific target groups.</li> <li>• <b>Communicate with research funders</b> to shape forthcoming research programs.</li> <li>• <b>Decision makers</b> in politics and authorities, both nationally and internationally, to influence road safety agendas, policies, and legislation.</li> </ul>
<b>Funding opportunities</b>	<p>As a partner in SAFER, you can <b>get funding</b> through our internal calls. These funds can finance exploratory pre-studies, investigating research questions before seeking external financing, as well as other idea exploration activities.</p> <p>The financial contribution to SAFER is multiplied in the project portfolio.</p> <p>Additionally, SAFER offers <b>guidance and assistance</b> in national and international project funding opportunities.</p>

## Appendix B: Monitoring progress

In our operational plan, we outline three primary approaches for tracking our progress toward realizing our vision and communicating our key outcomes:

1. **Strategic targets and Key Performance Indicators (KPIs):** These benchmarks will be refined in more detail throughout 2024. Our intention is to categorize our objectives into these three groups to systematically monitor our advancements:

### **Group 1: Collaborative Platform**

This category focuses on recognizing needs, facilitating solutions, catalyse research initiatives, fostering co-creation, and stimulating partner engagement.

### **Group 2: Scientific output**

This group encompasses our contributions to academia, including publications, number of doctoral students, involvement in research projects, active researchers, and the pursuit and acquisition of research funding.

### **Group 3: Influence and utilisation**

In this cluster, we concentrate target setting on disseminating knowledge through various activities, transferring knowledge to practical applications, and engaging in forums that advocate for our research and its impact.

2. **Annual report presentation:** In the annual report, we will provide a comprehensive overview of SAFER's development, including progress updates and significant facts.

3. **Strategic dialogues with the Board:** This includes recurring strategic dialogues with our Impact Area leaders.

## Appendix C: Projects at SAFER

SAFER gathers multidisciplinary scientific competence and constitutes a hub for excellent research, offering guidance, support, and a quality stamp to associated projects.

The project portfolio is the foundation of SAFER's collaboration, addressing strategic research agenda issues. It is curated and expanded through joint efforts among SAFER and its partners.

### Project types and portfolio management

SAFER's project portfolio consists of both SAFER funded projects (e.g., pre-studies coming from SAFER's Idea Exploration Programme) and SAFER associated projects (externally funded by e.g., VINNOVA or EU). The advantage for SAFER by adding associated projects to the portfolio is to see the larger picture and gather world-leading research under the same umbrella. This helps SAFER being attractive for future funding and collaboration partners and as a source of valuable and reliable information needed decision makers and society. Associated projects benefit fully from SAFER's dissemination activities and its scientific environment.

The project portfolio is managed by SAFER's Research Council that support initiation of activities to promote project generation, knowledge creation and dissemination of the research findings. Monitoring of new projects relevant for the partners to learn and build knowledge from (list of granted FFI/EU/other projects, feedback from working groups/ SAFER network) and decisions about which projects that are suitable in the portfolio are also made by the Research Council. SAFER funded projects are decided by the board.

### Project information and lists

Information about SAFER projects is available at different locations based on the level of confidentiality and scope. Public project information is provided and disseminated via [SAFER's Website](#), and other distribution channels like e.g., newsletters, social networks and through dissemination events.

Restricted project information including project status, internal reports, and administrative and financial issues are kept in project lists with restricted access to the SAFER Operational Team, Research Council, and Board for internal use.

### Process description

A detailed [Project Working Process](#) has been compiled providing simple and efficient processes related to project application, association, follow-up, reporting and dissemination. It clarifies project types and decision processes as well as project roles and responsibilities. It is applicable for all SAFER funded and associated projects and relevant for members of the Research Council, the Board, the Operational Team, as well as for project leaders.

## Appendix D: Rules of procedure for SAFER Board

SAFER shall conduct operations in accordance with the Main Agreement drawn up between the Partners. The SAFER Board (Centre Board) shall act in the best interests of the Partners and within the framework of the agreement shall:

- Make decisions regarding the strategic development, orientation and organisation of SAFER.
- Be responsible for initiating, deciding, implementing and monitoring research activities within the parameters of the Strategic and Operational Work Plan the Main Agreement.
- Keep the Partners informed of circumstances which substantially delay or prevent implementation of the Operational and Strategic Work Plan.
- Approve the annual budget and ensure that all Partners are informed prior to the start of each operational year.
- Approval annual and final reports and monitor to ensure SAFER submits these to the Partners and financiers.
- It is therefore the responsibility of the Board to ensure there is a well-functioning reporting system.
- Encourage and stimulate projects that involve opportunities to develop stakeholders' business transactions or create new business operations.
- Approve a dismantling plan for SAFER upon early termination of the cooperation.
- Further develop and propose Strategic and Operational Work Plan changes to Partners (and financiers) at General assembly meetings.
- Define instructions for the Director.
- Approve leaders to pre-defined roles for level 1 partner in SAFER Core.
- The Board is appointed by the President of Chalmers based on a proposal from the General assembly meeting,
- The rules of procedure shall be on the agenda of the inaugural board meeting and defined annually.
- The Board is quorate when more than half of its members are present. Decisions are made through a simple majority. In the event of a tie, the Chair has the casting vote.
- The Board is not a limited liability company board since SAFER is a profit centre within Chalmers.

As a result, the Board does *not* have:

- Employer responsibility for those working within SAFER.
- Financial responsibility in a legal sense.
- The right to make decisions that constitute the exercise of public authority.
- The right to represent the Partners vis-à-vis third partners.

## Board work

It is primarily the duty of the Board Chair to ensure that the Board works effectively and, in consultation with the Director, ensure a proper preparation of meetings.

Prior to each Board meeting, the Director shall submit a draft agenda to the Chair well in advance. Upon approval, notice and underlying documentation is sent to the Board no later than one week before the meeting. Minutes are kept at all board meetings. All correspondence is done by email. Any board member wishing to raise an issue with the Board shall notify the Chair or Director, who, after consultation, will decide whether the matter can and should be addressed at the next board meeting. Board meetings are normally held five times a year, whereby four meetings follow a standard agenda and one meeting is devoted to strategic issues.

The board meetings have different focus areas:

**February:** Result (scientific and financial)

**March:** General assembly meeting – report from conducted operational year

**May:** Follow up – specific items

**August:** Strategy days / workshop

**Mid September:** Strategy – follow-up and planning

**September:** General assembly meeting – anchoring of research content for next year

**November:** Budget

## BASE AGENDA – can be adapted according to specific needs

1. SAFER Update
2. The SAFER project portfolio
  - a. The SAFER Idea Exploration program
  - b. Decisions on new projects funded by SAFER Funds
  - c. Funding opportunities
  - d. General reports from the progress of the Impact areas and scientific results
3. Financial matters
4. New partners and matters related to collaboration activities
5. Development of and matters related to the Connected Research Resources
6. Internationalisation
7. Upcoming opportunities for research collaborations
8. Research outreach / communications
9. Additional questions