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## WELCOME AGAIN!

This is the last issue of TRANSFORuM's newsletter – but the journey continues! We spent the last two years developing “stakeholder-driven” roadmaps towards the implementation of the European White Paper on Transport. They were released on 8 December 2014 at our Brussels conference – read more below. Also read about other key TRANSFORuM results and spot some key statements from conference attendees scattered throughout this newsletter. Now let's fill the TRANSFORuM conclusions with life and [continue the discussion online](#) towards an even stronger consensus.

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## WHAT TRANSFORUM IS ALL ABOUT

The FP7 project TRANSFORuM ended on 31 January 2015 after 24 months. Its mandate was to develop “stakeholder-driven” roadmaps towards these four goals of the European Commission's White Paper on Transport from 2011.

- Clean Urban Transport and CO<sub>2</sub>-free city logistics
- Shift of road freight to rail and waterborne transport
- Complete and maintain the European high-speed rail network
- European multimodal information, management and payment system

We did not tackle the project from an ‘ivory tower’ perspective, but through a systematic consultation with all kinds of stakeholders from the European transport arena. Our underlying assumption was that policymaking should be based on an in-depth understanding of all stakeholders’ positions and that co-ordinated action of all private actors is always more effective than the best solo attempts.

TRANSFORuM engaged key stakeholders in 11 events, online discussions and in-depth interviews, collected their views about the most relevant policies, trends, funding opportunities, barriers, actors and ensured a fair and transparent dialogue. In other words, we provide a “fresh approach” that gave voice to all relevant actors, established mainstream ones as well as new and emerging ones.

**“The World Health Organization just said this March: Air pollution is linked to about 7 million deaths per year. That means one in eight deaths on this planet is happening through air pollution which of course is related to transport. That means, it matches more or less the deaths related to cancer.”**

*Prof Dr. Schellnhuber in his keynote speech at the TRANSFORuM conference, 8. Dec. 2014.*

**It was “astonishing that it was emphasized [by the stakeholders consulted throughout the TRANSFORuM project] so strongly that we definitely need debates, we need more coordination and more communication as an enabler to move forward.”**

*Jens Schippl, WP6 leader, at the TRANSFORuM conference, 8. Dec. 2014.*

**“All in all transport’s total share of EU greenhouse gas emissions is 24,3% and we can say that it’s the only sector in which greenhouse gas emissions have increased from 1990 whereas the rest of the sectors have decreased their greenhouse gas emissions.”**

*Alfredo Sanchez Vicente, European Environment Agency in his keynote speech at the TRANSFORuM conference, 8. Dec. 2014.*



## TRANSFORUM CONFERENCE WITH ALMOST 500 ATTENDEES

Over 220 transport stakeholders defied a general strike on 8 December 2014 to attend TRANSFORuM’s final conference; another 250 people watched the online [live video stream](#) (still available). The event was co-organised and hosted by the European Economic and Social Committee in Brussels.

The purpose of the event was to release the four TRANSFORuM Roadmaps on 1) Clean Urban Transport and CO<sub>2</sub>-free city logistics; 2) Shift of road freight to rail and waterborne transport; 3) Complete and maintain the European high-speed rail network and 4) European multimodal information, management and payment system. Also TRANSFORuM’s thematic cross-cutting “Recommendations” document and our “Strategic Outlook” were publicly presented.

The scene was set with a striking reminder of our global challenge by Prof. Schellnhuber, one of the most eminent scientists on Climate Change. Alfredo Sánchez Vicente (European Environment Agency) then provided a “distance to target” context with factual data about the scale of our

challenge. After the presentations of TRANSFORuM's main results, four thematically specific sessions followed to provide ample opportunities for in-depth discussions.



## URBAN MOBILITY

The White Paper goal for Urban Mobility includes two targets,

- to halve the use of 'conventionally-fuelled' cars by 2030 and phase them out by 2050; and
- to achieve 'essentially CO<sub>2</sub>-free city logistics' in major urban centres by 2030.

Fulfilling the dual targets will help to reduce greenhouse gas emissions, local pollution and dependence on oil, without compromising the benefits of high mobility.

The Urban Mobility Roadmap was developed with input from a broad range of stakeholders across Europe. It presents an overall strategy for reaching the 2030 targets without imposing one 'master plan'. Three broad areas are addressed:

- Technological substitution of conventional passenger cars and fuels;
- Reduced use of private passenger cars for transport combined with an increase in other modes;
- Increased utilisation of low carbon city logistics technologies and practices.

Among the key messages are that European goals must be aligned with local visions and benefits and that replacing vehicles and fuels is important but not sufficient. The Roadmap makes recommendations for 11 Processes and 17 Action areas to be pursued by EU institutions, Member States and cities. 47 specific milestones are proposed. The full version is [available online](#).

The most widely shared observation among urban mobility stakeholders is the strong need for continued communication, coordination and dialogue on urban transport solutions and transformations. Please contribute to these discussions on our [online platform](#).



## LONG-DISTANCE FREIGHT

The White Paper goal for long-distance freight states that: By 2030, 30% of road freight over 300 km should shift to rail or waterborne and more than 50 % by 2050.

Substantial capacity increases may be achieved by making more efficient use of existing infrastructure, by using heavier and longer trains and by using existing ports and hubs more efficiently. However, since the goal until 2050 requires approximately a tripling of rail and waterborne transport, major investments will also be needed, for example in rail infrastructure and ports. In a Europe characterised by an ageing population one of few alternatives for financing this is to shift investments from roads to the rail and waterborne sectors. It is of crucial importance to ensure a level playing field in all scenarios. This includes a full internalisation of external effects, but also a much firmer enforcement of current regulations in road freight, regarding weight limits, working hours and speed

limits. The improvement of service quality and reduction of costs within rail and waterborne transport are also very important. For instance, “one stop shops” for simple booking of intermodal transport should be established and promoted.

The [roadmap](#) has been finalised but the dialogue about the future of the freight sector continues. Be part of it through your participation at our online [discussion forum](#).



## HIGH-SPEED RAIL

The TRANSFORuM thematic group on High-Speed Rail (HSR) focuses on the fourth goal of the EC’s White Paper favouring modal shift of most medium distance passengers from road and air towards rail (by 2050) and the tripling of the European HSR network by 2030.

In its [roadmap](#) released last December, the HSR thematic group proposed 5 policy packages on which to base future European policies that would strongly contribute to reaching the White Paper goal:

- Extension of the network per se: This relates to the Juncker administration’s investment plan. It is important to prioritise the most commercially-viable links in order to minimise subsidies and to maximise the desired leverage effect on private investment.
- Providing good access at stations: To make HSR competitive, intermodal connections would increase the door-to-door speed of a travel and valorise the time gains through higher level of comfort, convenience, frequency etc.
- Integration with other rail networks: Multimodal information and payment systems are essential to provide effective and optimised transport alternatives to travellers.
- Focus on HSR services and relative attractiveness by developing on-board and off-board services to ensure that on-board time is not perceived as wasted but as enjoyable and productive time.

Details about these policy packages are available in the HSR roadmap online. The project doesn’t stop here and all further contributions are welcome on [www.transforum-project.eu](http://www.transforum-project.eu).



## MULTIMODAL TRANSPORT INFORMATION, MANAGEMENT AND PAYMENT SYSTEMS

White Paper goal number 8 foresees the development of a framework for a European multimodal, information, management and payment system by 2020. This should ensure that seamless travel will become more of a reality by improving accessibility and avoiding fragmentation of systems and services. In essence: It would allow travellers to make the best modal choice based on their personal preferences.

In the TRANSFORuM [roadmap](#) information, management and payment are seen as separate issues and addressed

accordingly. This is due to the fact that their levels of development and implementation are quite different, even though it is expected that they will grow more closely together in the future – whether complete interoperability across Europe will ever be achieved is a different question. This is not seen as a problem as long as interfaces exist which allow local, regional, national and international systems to communicate with each other and as long as this does not lead to access barrier for the travellers. Some of the needs highlighted in the roadmap are:

- Development of a vision regarding the form the system (or systems) should take in the future;
- Create a common understanding of how this is to be achieved;
- Identify potential impacts and consequences;
- Define minimum level of service for each system and monitor service quality;
- Define roles of public and private operators.

The discussion on the development of a framework for multimodal information, management and payment system in Europe will continue and you are invited to contribute to the [online forum](#).



## THE ESSENCE OF OUR FINDINGS IN THE “RECOMMENDATIONS” DOCUMENT

The document “Recommendations on joint actions across thematic areas” discusses the more politically challenging questions and the open issues that arise from the fact that all sub-systems of the transport system are closely interrelated. Developments and decisions in the transport system are likely to affect each other with both direct and indirect effects.

The Recommendations document serves three interlinked purposes:

- Commonalities between the four thematic roadmaps are outlined. Mobility and transport policies should not only focus on infrastructure investments and more efficient operations, but must also strategically and systematically consider communication and cooperation measures;
- Trade-offs and synergies between the individual roadmaps are highlighted and made explicit;
- Based on the cross-cutting perspective concrete policy recommendations are formulated.

The full version is available at the TRANSFORuM [website](#).

## WHAT ABOUT THE LONG-TERM?

The Strategic Outlook builds on TRANSFORuM’s previous deliverables, looking to the long-term future of the European transport system. Distinct from the roadmaps, it takes a look at the period between 2030 and 2050 and focuses primarily on the uncertainties and unknowns that this time period presents for the delivery of the White Paper goals and broader European transport policy. These uncertainties facilitate the Strategic Outlook’s ‘vision-character’ – it focuses on where Europe could be in 2050, and some of the major considerations to achieving this. The Strategic Outlook pays particular attention to the main trends – both cross-cutting and theme-specific – that will influence future developments, which have been identified throughout the TRANSFORuM

project, and reflects on these over the longer term.<xml></xml> The full version is available [online](#).

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## WHAT HAPPENS NEXT ... WITH OUR RESULTS ... WITH THE WHITE PAPER ...?

The fact that five high-level members of the European Commission attended our conference is a strong indicator of their genuine interest in the TRANSFORuM results. Some of them also expressed explicitly the intention to take our findings on board for the future development of EU policies, including the forthcoming review of the Transport White Paper.

But the discussion did not stop on 8 December 2014. On the contrary, we set up a [forum facility](#) on the TRANSFORuM website, where the debate can continue, where comments on any of our outputs can be left and discussed and where related news can be exchanged. This holds also true for the TRANSFORuM Twitter account and its LinkedIn and Facebook presence.

In a few days, busy practitioners will also be able to read condensed versions of all our major outputs, mainly the four Roadmaps, the Recommendations and the Strategic Outlook. In addition, an engaging 10-minute “digest” for each of our main outputs is planned on a very convenient eLearning platform. Be the first to hear about the release by following us on Twitter (@TRANSFORuM\_EU) or simply visit our website in mid March 2015.

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## EESC EVENT ON 6. MARCH 2015: WHITE PAPER ON TRANSPORT: WHERE DO WE STAND?

The European Economic and Social Committee will host on 6 March 2015 (morning) a hearing to discuss civil society's views on the achievements of the EC's 2011 White Paper on Transport (WP). Participants are also invited to suggest corrective measures to the WP where appropriate. The event is linked to an ongoing opinion at the EESC requested by the European Parliament. For more information and for registrations, please visit <http://europa.eu/WF93mw>

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## SOCIAL MEDIA ALERT

TRANSFORuM also communicates (both ways!) through the following social media channels: [Twitter](#), [linkedin](#) and [facebook](#).

They contain project updates, information about events, industry news, project resources, as well as behind the scenes insight into TRANSFORuM and provide a platform to spark and continue discussions outside our face-to-face meetings.

*This information is provided by TRANSFORuM-Project.eu / RUPPRECHT CONSULT Forschung & Beratung GmbH, Dr. Ralf Brand, Clever Str. 13 - 15, 50668 Köln (Cologne) / Germany.  
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