

THE CHOICES TO BE MADE

- ... How to co-ordinate the many private and public actors (road owners, public transport authorities, operators and others) that represent the different transport modes (cars, buses, rails, trams, bicycling, walking)
- ... How to achieve co-ordination in the area of city logistics where management is even more dispersed, involving numerous senders and receivers as well as transport service providers?
- ... How to ensure that decision making on the urban mobility goals will gain support from citizens?
- ... How to implement solutions without creating negative effects on social or economic aspects of the city, while respecting each city's specific historic, geographic, political and cultural context?



URBAN MOBILITY UNTIL 2050

HOW TO PHASE-OUT
CONVENTIONALLY-FUELLED
VEHICLES ? CAN WE ACHIEVE
ESSENTIALLY CO₂-FREE CITY
LOGISTICS ?



The first goal of the 2011 Transport White Paper is dedicated to Urban Mobility. It specifies two targets:

- ... To halve the use of 'conventionally-fuelled' cars in urban transport by 2030; phase them out by 2050;
- ... To achieve 'essentially CO₂-free city logistics' in major urban centres by 2030.

These goals are meant to reduce greenhouse gas emissions, local air and noise pollution and our dependence on oil.

They are to be achieved without compromising the benefits that high mobility provides to urban areas. Electric vehicles utilising renewable energy are foreseen as part of the solution, but a much broader range of measures, combined in intelligent ways, is needed.

THE CHOICES TO BE MADE

- ... How to work with – not against – the different national definitions of HSR?
- ... How to balance the pursuit of speed with the quality and range of off- and on-board services?
- ... How to build appropriate infrastructure in times of scarce public funds?
- ... What are the roles (and the limits) of inter- and intra-modal co-operation and competition?
- ... How to overcome resistance against the implementation of a European information, signalisation, payment and management system?
- ... How to accelerate public and political decision making processes ?



HIGH-SPEED RAIL UNTIL 2050

WILL MOST MEDIUM-DISTANCE
PASSENGERS USE RAIL
(RATHER THAN PLANES) ?



The White Paper on Transport specifies these targets for 2050 related to High-Speed Rail:

- ... complete a European high-speed rail network,
- ... the majority of medium-distance passenger transport should use rail,
- ... connect all core network airports to the rail network, preferably high-speed.

It also mentions intermediate targets:

- ... Triple the length of the existing high-speed rail network by 2030,
- ... while maintaining a dense railway network in all EU Member States.
- ... Deploy an effective European Rail Traffic Management System and
- ... liberalise the transport sector by opening all modes of passenger traffic to competition.

THE CHOICES TO BE MADE

- ... How to realise appropriate infrastructure (e.g. trans-European networks and intermodal hubs) without undue delay?
- ... How to finance new investments in times of scarce public funds?
- ... How to increase rail freight capacity while tripling the high-speed rail network?
- ... How to maximise the effectiveness of existing funds and how to decide on priorities?
- ... Should and can parts of the infrastructure budget be reallocated from roads to rail and waterborne transport?
- ... What is the best balance between pull and push measures (including the 'user pays' principle)?



FREIGHT UNTIL 2050

HOW TO SHIFT 50 % OF ROAD
FREIGHT OVER 300 KM
TO RAIL OR WATERBORNE
TRANSPORT ?



The Transport White Paper defines the following targets for the freight sector:

- ... By 2030, 30 % of road freight over 300 km should shift to rail or waterborne,
- ... and more than 50 % by 2050.

It also mentions supportive measures: In particular, 'efficient and green freight corridors' should facilitate this change, which also implies an acknowledgement of the requirement to develop 'appropriate infrastructure'.

Seamless intermodal solutions will be a cornerstone in this strategy, since first and last miles will often still be performed by truck transport.

Achieving these goals will help to mitigate climate change, reduce oil dependency and relieve congestion in the road network.

THE CHOICES TO BE MADE

- ... Who should have access to what kind of data under what conditions at which costs (if any)?
- ... How to balance data ownership with the ideal of whole-system effectiveness?
- ... How to safeguard individuals' privacy?
- ... To what degree can open data initiatives be integrated?
- ... How to ensure co-operation among stakeholders?
- ... What legal frameworks are needed for clear solutions on ownership, liability etc.?
- ... What are success criteria of a Europe-wide data standard?
- ... How to ensure that today's investments will reap benefits in the long-term?
- ... How to build effective interfaces between existing systems?



INTELLIGENT TRANSPORT SYSTEMS UNTIL 2020

TOWARDS A EUROPEAN
MULTIMODAL TRANSPORT
INFORMATION, MANAGEMENT
AND PAYMENT SYSTEM!



Goal no. 8 of the Transport White Paper is the establishment of a 'framework for a European multimodal transport information, management and payment system' by the year 2020.

Everyone should be able to make the best modal choice depending on their requirements for passenger and freight transport. This requires reliable and conveniently obtainable answers to questions like: what choices do I have, where do I get on, when do I disembark, how long does it take, how much does it cost, how and where can I pay, what can I do if something goes wrong?

This information is often in the hands of different providers, which requires an efficient and secure exchange system – and the willingness to co-operate.

WE NEED TRANSPORT EXPERTS LIKE YOU!

FREIGHT

In 2011 the European Commission issued the White Paper "Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system." It spells out ten goals to be achieved at the latest by 2050.

The independent TRANSFORuM project contributes to this transformation of the European Transport System, in particular to the implementation of four key goals of the Transport White Paper. **TRANSFORuM ...**

- ... engages key stakeholders in **11 events, online discussions** and **personal conversations**,
- ... **collects stakeholders' views** about the most relevant policies, trends, funding opportunities, win-win potentials, barriers, actors and best next steps,
- ... ensures a fair and **transparent dialogue**,
- ... will result in
 - **roadmaps** to show feasible pathways,
 - **recommendations** for concrete action by policy makers, industry, NGOs etc.,
 - a **strategic outlook** beyond 2030,
- ... is run by a consortium of **11 independent research organisations**,
- ... **needs your input!** Please contact us if you have views about the transformation of the European Transport System.

URBAN MOBILITY

ITS

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HIGH-SPEED RAIL