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FINAL CONFERENCE APPROACHING

REGISTRATION STILL OPEN FOR
APRIL 23RD IN ATHENS

ACTORS, GOVERNANCE AND INNOVATION

DISCUSSIONS OF METHODS,
IMPACTS AND POLICIES IN THE EU
AND THE US

THE WEATHER CASE STUDIES REPORT

SUCCESSFUL ADAPTATION
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FINAL PROJECT CONFERENCE APPROACHING

The closing event of the WEATHER project will take place on Monday, April 23rd 2012 in Athens. It will be hosted in the Athens Concert Hall together with the 2012 Transport Research Arena (TRA) Conference. The final programme which includes presentations of the latest project results from our partner projects and from experiences gained in Europe and overseas is now available on our website.

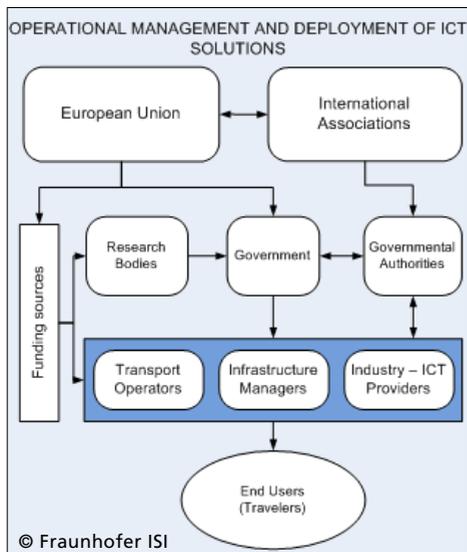
The Conference is organised in 4 sessions covering a broad range of topics in the areas of climate change and transport adaptation strategies. The sessions will be interactive, encouraging discussion and audience participation to gather direct feedback from

the sector to sharpen the view of the issues, including challenges and requirements, exchange of experiences and possible directions for future improvement. Invited speakers will represent the audience addressed, e.g. researchers, policymakers, transport professionals, authorities and infrastructure providers.

We are inviting researchers, policy-makers and transport professionals to participate in the conference and to support the development of a roadmap how to deal with weather extremes and transportation systems on various levels. Participation is free of charge.

Please contact us at:
info@weather-project.eu for registration and updates.

Please find the current programme at:
www.weather-project.eu



ACTORS, GOVERNANCE AND INNOVATION

We have now finalised Deliverable 5: “The role of governance, incentives and Innovation”, exploring how different policy settings foster climate change adaptation in the transport sector. The analysis has been focussed on actor analysis, policy instruments and innovation management. Key actors in promoting adaptation activities in transport planning and general protection are the EU and national governments. Due to public interest and knowledge deficit a sustainable change in behaviour in this area relies on regulatory policy instruments.

In some sectors expensive infrastructure and technology investments implying long term planning horizons are unavoidable.

Thus, the basic strategy to promote climate change adaptation in this area is to implement regulations (e.g. building codes/vehicle standards) accompanied by incentives to improve efficacy. Vehicle and information technology is the domain of ICT providers and manufacture companies. Since patterns in this area are determined by demand, the introduction of weather-related certification and labelling systems is a promising instrument. Public transport operators and infrastructure managers are forerunners of adapting transport service operations. Policy instruments available in this area range from certification and labelling systems, penalties for weather-induced delays to mandatory risk management frameworks.

The draft report “The role of governance, incentives and innovation”, requiring final approval by the European Commission, is available for download on the weather website.

Link: www.weather-project.eu/weather/inhalte/deliverables.php

THE WEATHER CASE STUDIES REPORT

In the course of the WEATHER project we compiled six case studies to match our theoretical findings with local experiences, conditions and governance structures. These cases are: the Elbe floods in eastern Germany in 2002, the flooding of the Vienna-Prague rail link in 2006, the summer heat impacts on the Rhine shipping in 2003, the wild fires of 2007 in Southern Europe, hur-

ricane Xynthia in 2010 in France and heavy snowfalls on Alpine roads.

In summary, these case studies highlight that efficient communication structures, co-ordination of the authorities involved, strict maintenance of protection systems, in-time information on upcoming disasters, and the development of contingency plans for people and logistics structures as well as timely, direct responses are fundamental to successful emergency management.

The nature of natural hazards and thus the principal ability to adapt differ widely between meteorological phenomena. While flooding has costly impacts specifically for the transport sector which has to react by taking technical and planning measures, heat waves and storms are large scale phenomena with widespread impacts on the economy and the social security system. As for local events, powerful and fast communication systems and economic assessment instruments for planning adaptation strategies may help avoid large damages.

A draft version of the full "Case Study Report" (WEATHER Deliverable 6), subject to final approval by the European Commission, is available for download on our website.

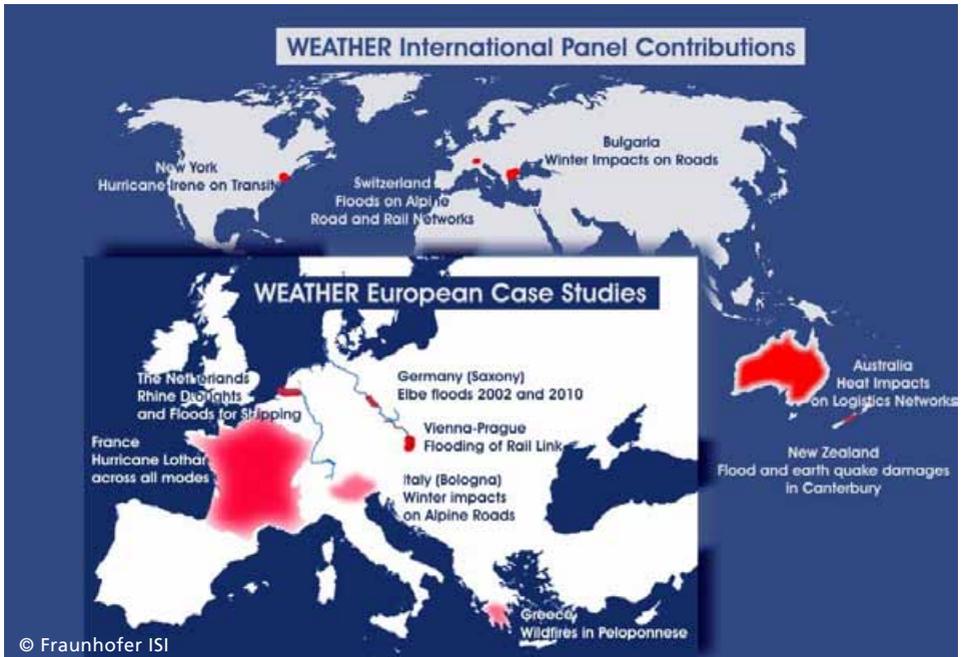
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INTERNATIONAL PANEL REPORTS

The WEATHER project has engaged experts on transport and natural hazards from different world regions to put our findings into perspective and analyse recent disasters and policy strategies followed outside the EU. The experts engaged have worked out input papers on the following cases: hurricane Irene and the New York Metropolitan Transit System, heat waves and floods and their effect on the Australian transport sector, earthquakes and landslides in New Zealand, climate change in Switzerland and the consequent transport adaptation strategy and finally, multiple weather impacts on the Bulgarian transport sector.

The international cases as well as the WEATHER case studies and the theoretical findings of our work on policy strategies and adaptation all point into the direction of good preparedness and sound contingency planning, which, in most cases, appears superior to expensive infrastructure installations. This obviously depends on local conditions and impacts; for example protecting high quality transport infrastructures in the Alpine area requires proper protection infrastructures alongside elaborately planned crises management plans.

At this stage we would like to thank our panel members for their excellent contributions. In the coming days we will make the International Panel Reports available on our website. A summary report will follow after an additional round of interviews with the panel members.



FINAL STEPS

The WEATHER project conference on April 23rd constitutes our last milestone. All that remains to be done now is to formulate our findings, the discussions at the final conference and the statements by our International Panel Members in a final report for publication. This document will be written specifically for non-expert readers to address scientists as well as policy makers and transport professionals. This final product of the WEATHER project will be available by mid June 2012 for download and in hardback.

Under the leadership of VTT, Finland, the two consortia from the WEATHER and the EWENT project have joined forces and devel-

oped a joined proposal for a follow-up activity. This project, which is currently under negotiation with the European Commission, shall look further into ways of implementing long-term adaptation strategies into policy and transport sector business plans. We will keep readers informed on the progress of this activity.

Imprint

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