



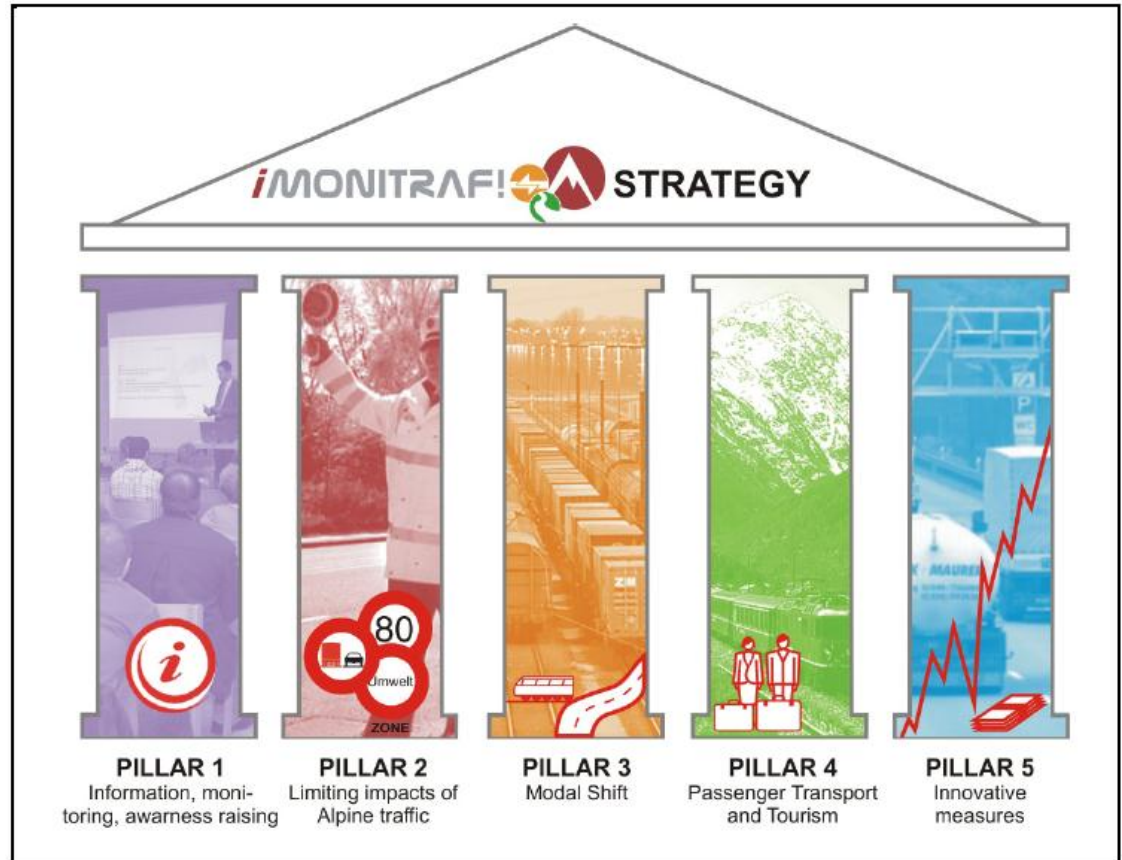
Towards a new strategy in the Alpine Space.

Harmonisation of existing measures across regions
Ekkehard Allinger-Csollich, Land of Tyrol

Harmonisation of existing measures across regions



Best Practise Guide Collection and Evaluation of measures implemented in iMonitraf!-Regions



Harmonisation of existing measures across regions

Example: Night Driving Ban (NDB)

Switzerland:

NDB since 1934 between 22:00 - 05:00 for HGV > 3.5t

- ➡ Noise protection in the night time
- ➡ Protection of fair working hours in transport business
- ➡ Incentive to switch to rail transportation

Study 2004 - removal of night driving ban: Increase on road 20-44%, decrease on rail 4.5 and 19% until 2020

Tirol (A):

NDB since 2001 based on IG-L between 22:00 - 05:00 (summer), 20:00 – 05:00 (winter), for HGV > 7.5t

- ➡ Reduction of emissions during nighttime

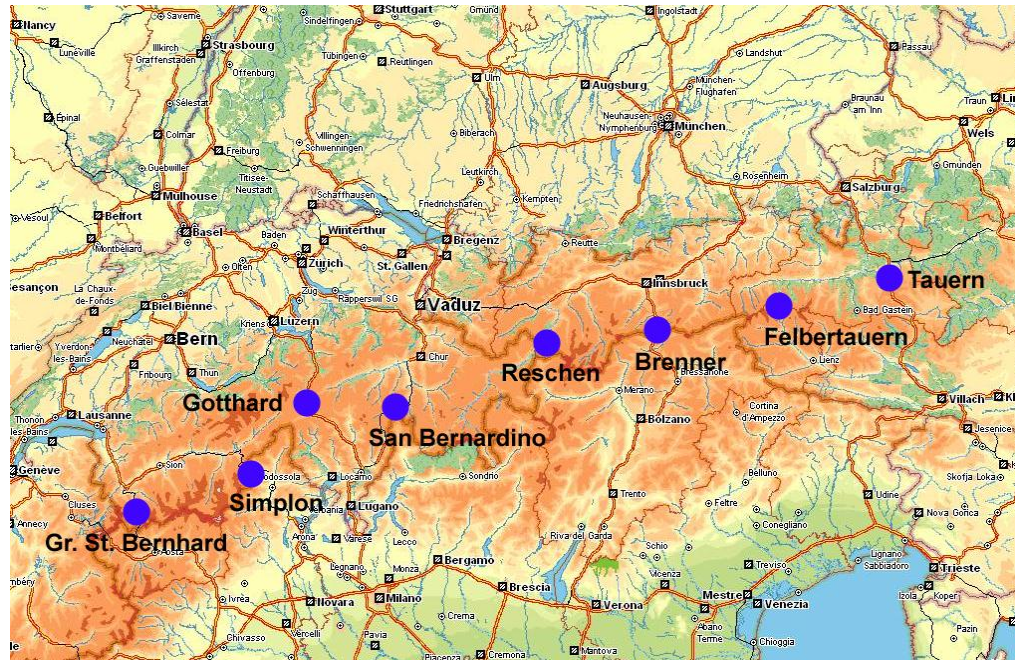
Ökoscience 2005 – Immissions of NOx reduced by 5-6%, NO₂ by 4-5%

Harmonisation of existing measures across regions

Night Driving Ban (NDB)

Harmonisation of NDB across Alpine Regions could lead to

- ➔ protection of people's health in all regions
- ➔ prevention of detour traffic between corridors
- ➔ an incentive for unaccompanied combined transport



Harmonisation of existing measures across regions

Night Driving Ban as part of the iMonitraf! strategy

Tirol: Study related to effects of an expansion of the NDB to South Tyrol and Trentino (I)
(still in elaboration)

First results:

- ➔ 14.4% (255.000 HGV out of 1.77 mio HGV) affected without exemptions
- ➔ 4.5% (79.000 HGV) affected with existing exemptions

(related to expansion from Kufstein – Ala; Data of 2009)



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Night Driving Ban as part of the iMonitraf! strategy

Tirol: Study related to effects of an expansion of the NDB to South Tyrol and Trentino (I)
(still in elaboration)

First results (max. modal shift):

➡ 44 additional trains (rolling motorway) for complete modal shift

(related to 250 working days/year; 21 HGV/train; without exemptions)



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Night Driving Ban as part of the iMonitraf! strategy

Tirol: Study related to effects of an expansion of the NDB to South Tyrol and Trentino (I)
(still in elaboration)

First results (spatial shifts)

- ➔ potential relocation back to Gotthard Corridor
(e.g. 24% of related HGV with shorter and cheaper route over Gotthard)
- ➔ 12% (31.130 HGV) have a cheaper route across the Tauern corridor



Harmonisation of existing measures across regions

Harmonisation of NDB across Alpine Regions - efforts to be taken:

- ➔ Exchange of data, common studies, support of local agencies/ departments/traffic institutions
- ➔ **Concerted/Common** design of measures across regions for maximum efficiency
- ➔ **Concerted/Common** publicity work – creation of consciousness for traffic effects in all Alpine Regions; creation of consciousness for positive effects of measures

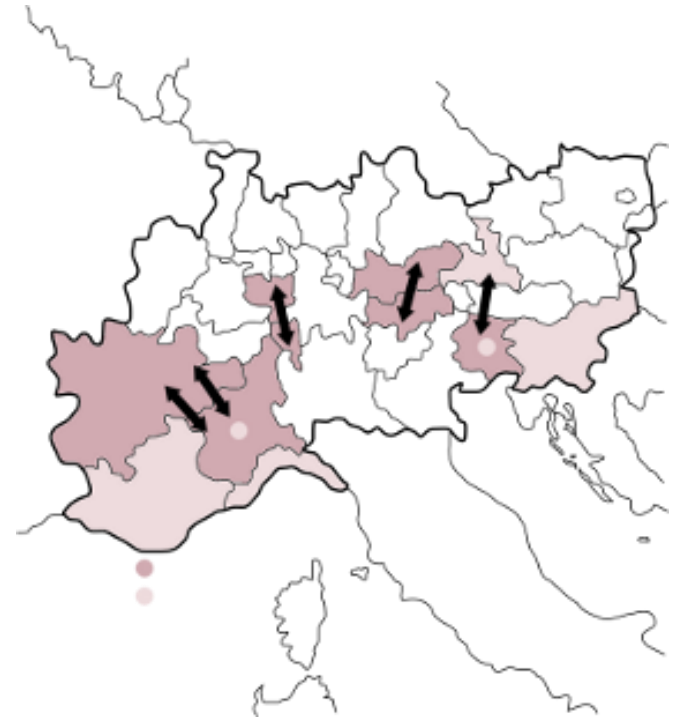
Harmonisation of existing measures across regions

Harmonisation of NDB across Alpine Regions - efforts to be taken:

Interregional political Decisions

Example Brenner Corridor – NDB:

- ➔ Brenner Action Plan
- ➔ Declaration Nr.16 „Dreierlandtag“



Harmonisation of existing measures across regions

Implementation

➔ **1. political resolution**



2. continuous co-operation

3. implementation

