

Linking technological change and steering instruments

Innovative approaches of iMONITRAF!

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Innovative approaches: need and role

Focus for iMONITRAF! activities

- Limitations of regional measures and additional pressure from further transport growth require innovative approaches

Technological innovations

→ Triggered and supported
by common measures



Steering instruments

→ main strategy element,
needs common voice



Organisational approaches
to provide necessary structures

→ iMONITRAF! network itself



The role of technological change

Identifying eco-friendly developments

- Technological developments supporting a sustainable transport system in the Alps:
 - **Efficiency improvements of HGV**
(loading factors, low emission HGV, alternative fuels)
 - **Innovative intermodal solutions**
(esp. trailer systems, rail quality measures)
 - **Intelligent transport systems**
(e.g. new information systems, freight tracking)
- Relevant for design of common measures



Steering instruments- Overview

Three potential instruments

	Alpine Crossing Exchange	Emission Trading System	Toll Plus
Mechanism	Cap-and-trade Cap = HGV volume	Cap-and-trade Cap = CO ₂ emissions	Differentiated pricing instrument
Accomp. measures	Relevant (e.g. high-quality rail services)	Relevant, but lower pressure	Less relevant
Strengths	– Traffic targets met	– CO ₂ targets met – Technol. change	– Efficiency – Polluter-pays
Weaknesses	– Burden for reg. transport	– Only indirect steering of traffic	– Targets not necessarily met

Steering instruments - Impacts

Chances for the Alpine regions

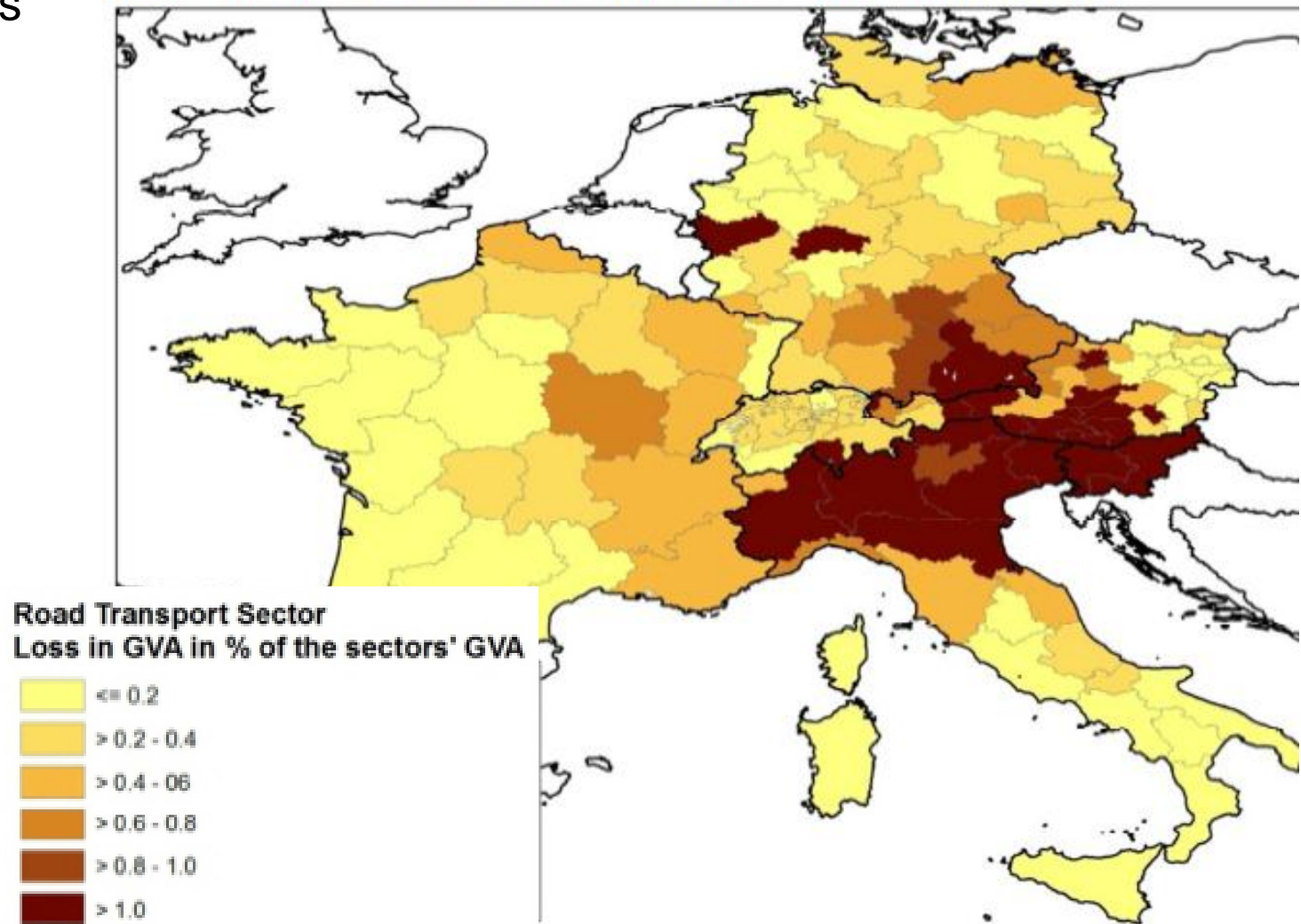
- Chances for the Alpine regions:
 - **Improved traffic management for alpine crossing traffic**
→ towards principle of shortest route
 - **Improvement of modal shift**
→ full capacity utilisation of new infrastructures
 - **Reduction of environmental impacts**
→ local air quality, CO₂-emissions, noise (see DPSIR results)
- Positioning as model-region for sustainable development

Steering instruments: Impacts

Risks for regional transport operators and economies

Regional impacts
assessed by
Suivi de Zurich
(EFFINALP)

ROAD TRANSPORT SECTOR – MAXIMUM RELATIVE BURDEN 2020



Cushioning regional impacts

Special mechanism to prevent negative impacts

- Especially ACE leads to overproportional burden on transports in and between Alpine regions
 - Several options to prevent these impacts:
 - Preferential treatment allocation
 - Differentiated pricing, «exchange rates»
 - Complete exemption
 - Provision of targeted rail infrastructures
 - Compensation
- iMONITRAF proposal: Special mechanism for regional transport is necessary due to fewer avoidance options

Consolidating the regional viewpoint

Steps to proceed with steering instruments

Necessary steps towards implementing a steering instrument:


1. Definition common rationale and target system
2. Based on target-system: define a priority instrument or feasible mixed approach (with step-wise convergence)
3. Identify best solution to prevent regional impacts
4. Define specific proposals for Action Plan of common strategy
5. Bring discussion to European level and start pilot projects

→ Step 1 covered in strategy, 2-5 follow-up necessary

Further information:

Report on Innovative Approaches

The regional viewpoint




Innovative approaches for the Alpine transport system – the regional viewpoint

Linking technological change, steering instruments and organisational innovations


Zurich, 14th September 2011

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With inputs of iMONITRAF! partners



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