

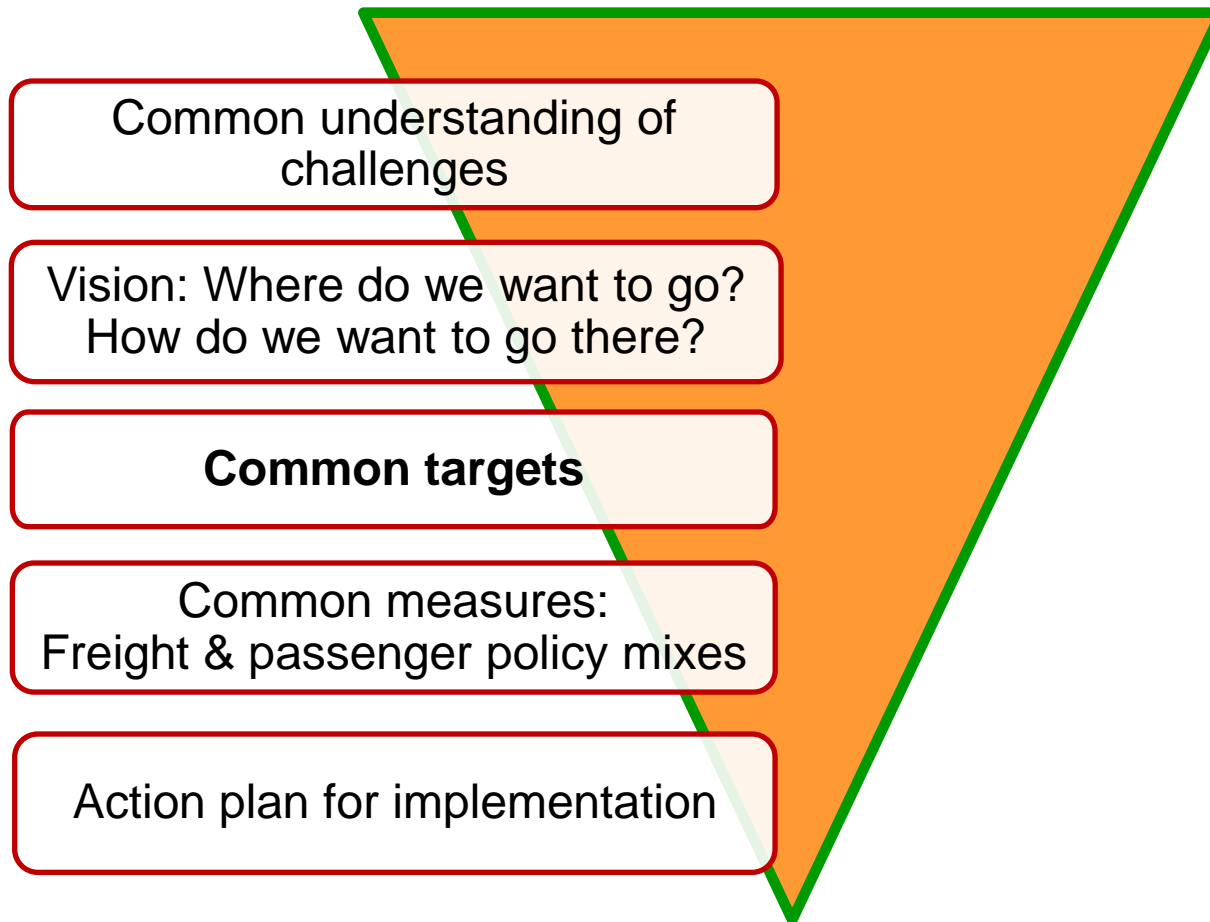
iMONITRAF!

***The common strategy and
its action plan***



Approach of the strategy

From general agreements to specific actions:



A common vision

Based on principles of sustainable development

- Vision: A transport system....
 - Respecting environmental capacities and the health of the citizens
 - Leading to improved living conditions and higher attractiveness
 - support dynamic economic, social and cultural exchanges
 - Ensuring safety and security for rail and road
- Principles: A Strategy founded on
 - Cooperation based on fairness and solidarity
 - Polluter-pays-principle for design of measures
 - Integrated approach: freight and passenger transport
 - Toprunner-approach instead of race-to-the-bottom

Common targets

Based on different political rationales

Rationale	Objectives	Relevant for
Modal-shift approach	- Long distance transport should be shifted to rail (~ 300 km as threshold)	- CH - Brenner
Rail-capacity driven approach	- Existing and future rail capacities should be fully used	- CH - Brenner - F/I corridors
Environmental approach	- Targets for local and global environmental pressures have to be met	- All regions
Road capacity approach / safety	- Road safety: Transport volumes have to respect relevant safety distances - Tunnel safety	- In general: all corridors - Enforcement at tunnels
Base-year approach	- Pragmatic approach to reduce environ. pressures or traffic volumes	- F/I corridors - Tarvisio

Common targets

Basis for the definition of common measures

- Corridor specific framework
 - Environmental targets
 - Air quality
 - Noise exposure
 - Minimum 20% Reduction of CO₂-Emissions
- **Meeting environmental targets** in the short run (2020)
- **Full use of rail capacities** as medium-term target (2030)

Common targets

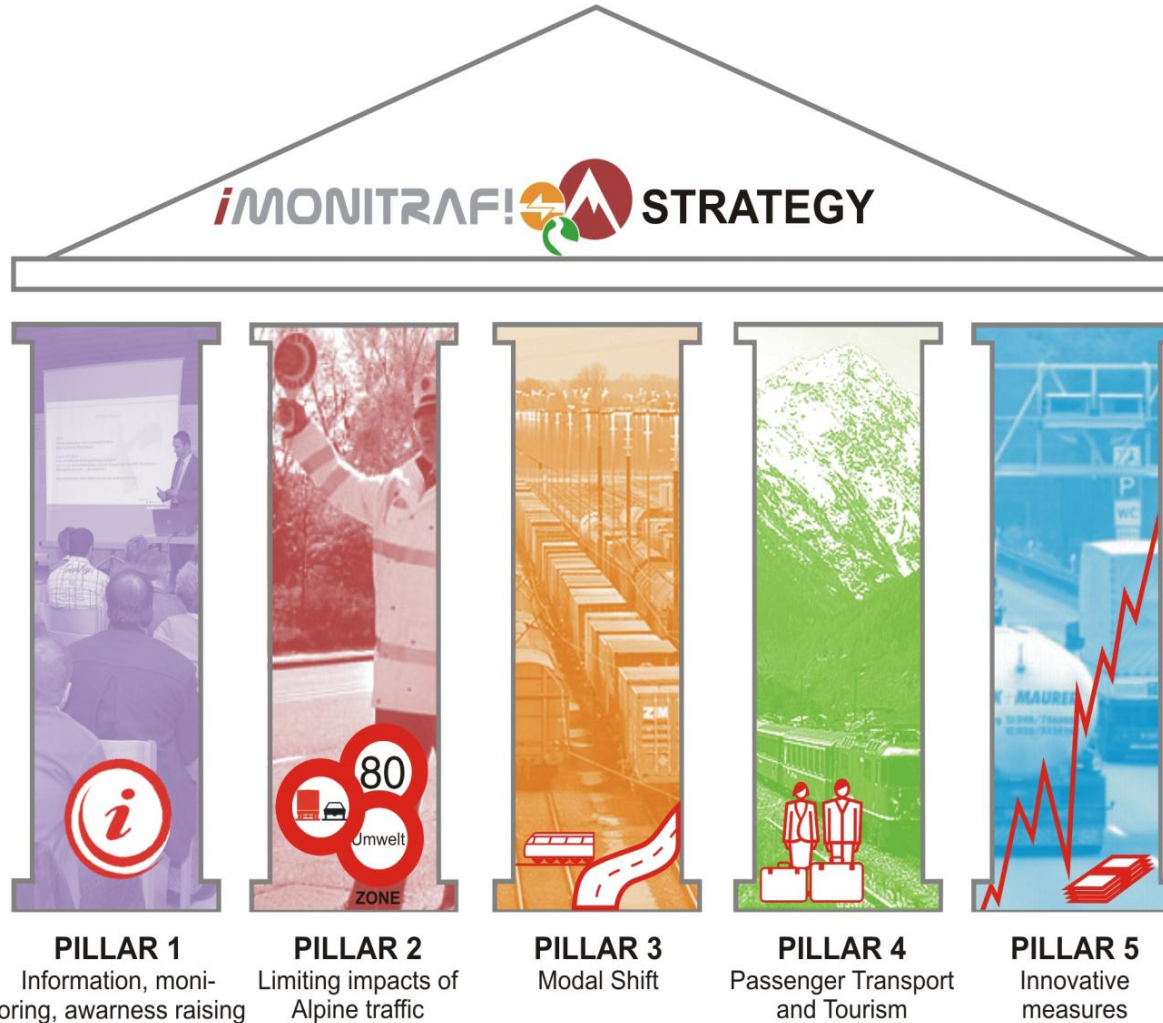
Current propositions

The strategy proposes the following medium-term target system (2030):

Corridor	HGV target	Rationale
Gotthard corridor	492'000 HGV/a	<ul style="list-style-type: none"> - Modal-shift rationale (Law on Modal Shift) - to be achieved by 2018
Brenner corridor	1'000'000 HGV/a	<ul style="list-style-type: none"> - Full utilisation of Brenner Base Tunnel (2030) incl. north and south access - Modal-shift rationale
Mont-Blanc and Fréjus	1'278'000 HGV/a	<ul style="list-style-type: none"> - Full utilisation of Brenner Base Tunnel (2030) incl. north and south access
Tarvisio corridor	1'460'000 HGV/a	<ul style="list-style-type: none"> - Base year appr. (-20% compared to 2000) - to be achieved by 2020, stabilisation 2030

The *iMONITRAF* policy pillars

Five policy pillars to implement the common strategy



Common measures – Freight

Priorities and Principles

- The best-available solutions (innovative technologies) that minimize air pollution and noise for road freight that cannot be shifted to alternative modes .
- Efficiency improvements of the existing transport system, through optimising the capacity utilisation of vehicles and infrastructures
- The traffic shift from road to environmentally-friendly transport modes, especially combined transport road-rail.

Common measures – Freight

Short-term up to 2020;

Harmonisation of existing regional measures (Best Practises)

- Ban of high-emitting HGV
- Night-driving ban for HGV
- Sectoral diving bans

Common measures – Freight medium-term up to 2030; modal shift approach

- Harmonisation of Best Practices will not be sufficient to reach the defined targets

→ Common modal shift policy:

- Internalisation of external costs and cross-financing in favour of sustainable transport solutions
- Development of Eurovignette Directive towards Toll+ as first step towards a common cap and trade system
- Rapid construction of planned base tunnels and improvement of interoperability a must for modal shift

Common measures – Freight ***a common cap and trade system***

Cap-and-trade system to meet the targets

- Implementation of a cap in a step-wise approach with a pathway that leads towards the corridor-specific targets as defined in the common target-system
- Focus on long-distance traffic
- Regional transport cannot be exempted, but facilitations are necessary to prevent overproportional burden, e.g.:
 - facilitation for transports below 200 or 300 km
 - mechanisms similar to provision for short-distance transport in the dosing system at the Gotthard tunnel and the sectoral driving ban in Tyrol

Passenger transport

Exchange on Good Practice and common measures

- Main approach: Continue exchange on regional Good Practices to optimise the policy mix for passenger transport
- Common measures for passenger transport:
 - Common use of speed limits combined with strict enforcement (as "less drastic" measures to be implemented before a sectoral driving ban)
 - Development of multimodal information and ticketing platform for public transportation in the Alpine Space

Action Plan

the role of the Alpine Regions

- The different legal responsibilities lead to different forms of common actions:
 - Implementation of measures on regional level
 - Initiating of political discussions and processes and lobbying towards the implementation of measures on national level
 - Lobbying on European level, using the common voice of the Alpine regions.
- Regions have to define specific actions to work towards the implementation of common measures in their region
- Continuing the cooperation:
 - short-term: project office or flexible partnership
 - medium-term: linking to existing cooperation structure

Thank you for your attention!



Common targets

Current propositions

The following short-term target system (2020) is based on a reduction of -20% CO₂-Emissions from HGV:

Corridor	HGV target
Gotthard corridor	940'000 HGV/a
Brenner corridor	1'648'000 HGV/a
Mont-Blanc and Fréjus	1'408'000 HGV/a
Tarvisio corridor	1'515'000 HGV/a