



Schweizerische Eidgenossenschaft
Confédération suisse
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Eidgenössisches Departement für
Umwelt, Energie, Verkehr und Kommunikation

Bundesamt für Verkehr

A photograph of a BLS freight train traveling through a mountainous landscape. The train consists of several blue BLS locomotives pulling a long line of brown freight cars. The background features steep, rocky mountains and lush green forests under a clear blue sky.

Follow up Zurich – Process:

Heavy goods transport safety and mobility in the Alpine Region

Results and Perspectives for the Future

i-monitraf Lyon 31.05.2012, Matthias Rinderknecht

Key elements

- Follow-up-Zurich-Prozess:
History, context, structure
- Substantial work during CH-
presidency 2009-2012:
Studies on traffic management
instruments
 - ACE
 - AETS
 - TOLL+
- Overview about results
- Ministerial conclusions

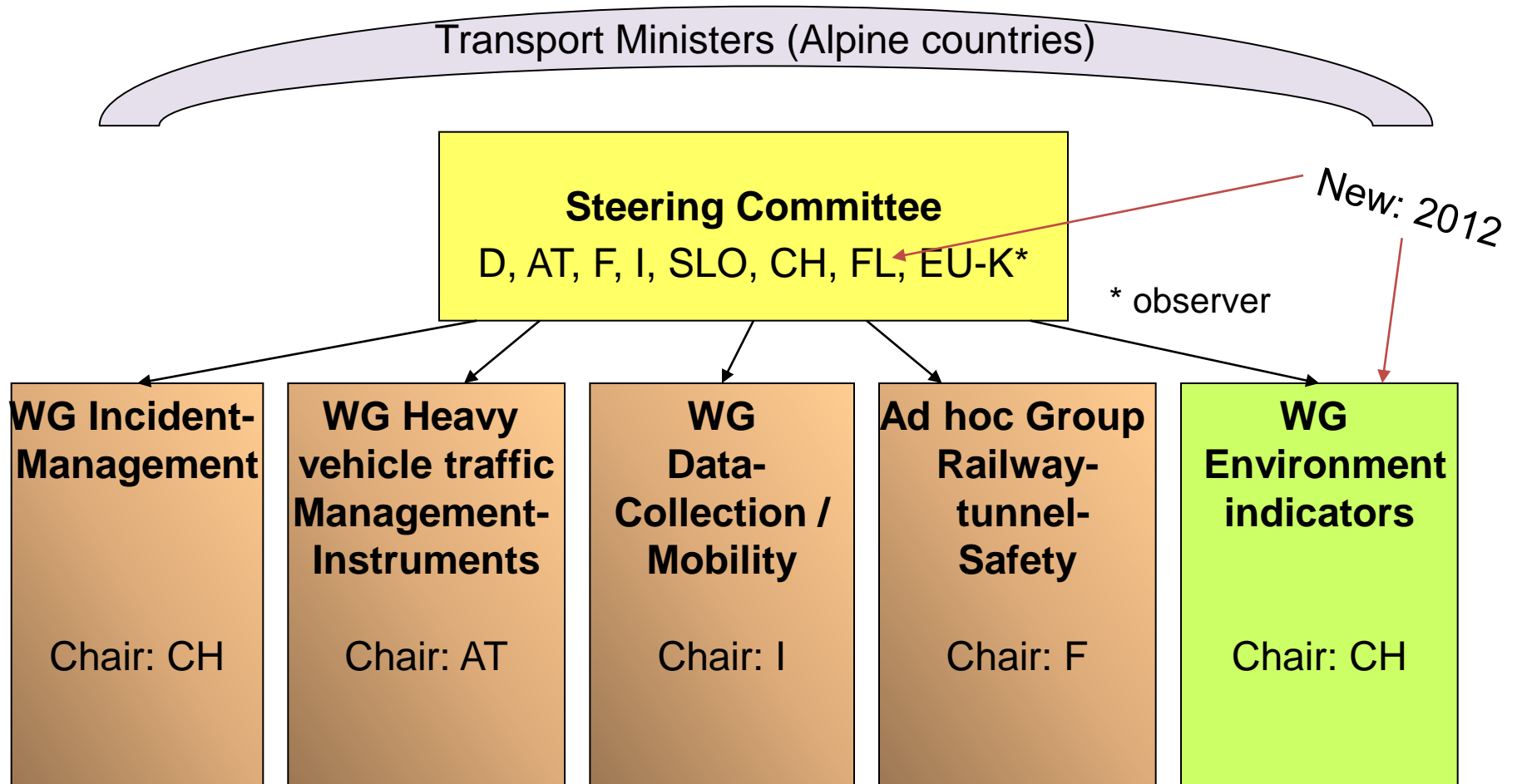


Follow up Zurich – Process History, context



- Tunnel fires:
 - Mont Blanc (1999)
 - Tauern (1999)
 - Gotthard (2001)
- Ministerial meeting 30/11/2001 Zurich
- Joint Declaration of Zurich
- Follow up Process
- Cooperation on a consensual basis

Follow up Zurich – Process: structure



Follow up Zurich – Process key activities since 2001

- Transport safety in tunnels (road) / tunnel directive
- List and comparison of activities / regulations in the different countries
- Coordination of data collection road / rail in the Alpine region (CAFT)
- Evaluation of modal shift options
- Detailed studies for ACE, AETS, TOLL+
(traffic flows, economic/regional impact, legal compatibility)



Traffic management instruments: Alpine Crossing Exchange (ACE)

- Main alpine crossing axes have to be defined
- HGV need for each alpine crossing a tradeable Alpine Crossing Right (ACR)
- an ACR consists in several Alpine Crossing Units
- An ACR can be differentiated in terms of numbers of ACU according to the length of trip for local or short trips
- Alpine Crossing Rights are limited (auction, trade)



Traffic management instruments: Alpine Emission Trading system (AETS)



- A limited Alpine space/zone has to be defined
- CO₂ certificates are established:
 - Emission standard of the vehicle (in g/km)
 - Distance run
- Limited number of certificates (auction and trade)

Traffic management instruments: Toll + differentiated system

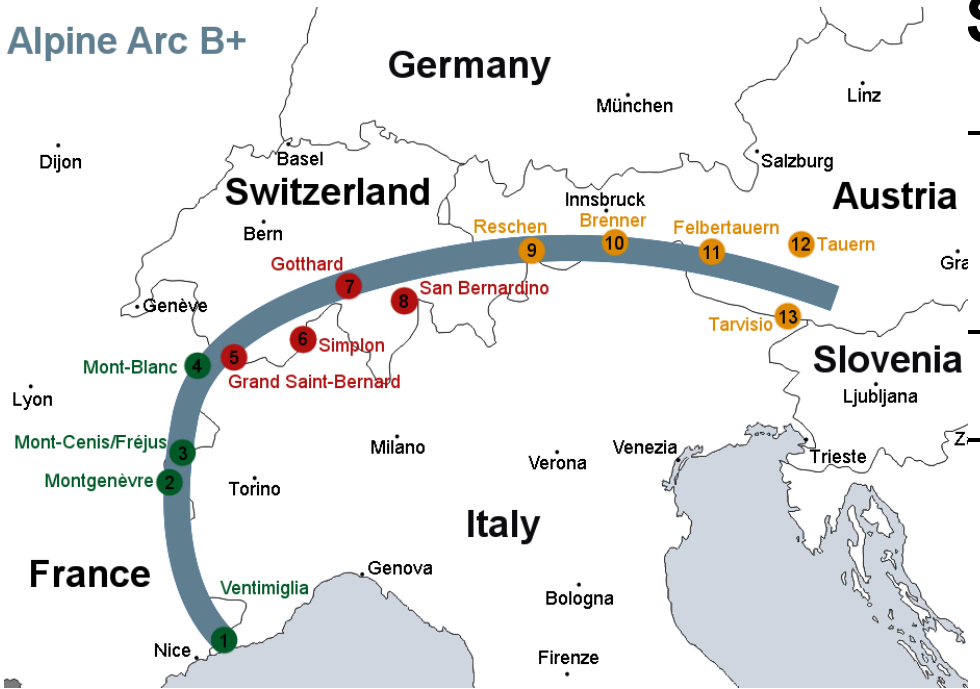


- For HGVs: Extratolls for Alpine Crossing on defined axes covering external costs for pollution and noise
- **differentiated tariffs**
 - according to **time** and **day** and
 - according to **place** and **length** of trip



Traffic study

Scenarios in ALBATRAS



Study of in total 21 Scenarios

- Forecast year 2020 (Trend) and 2030 (low/high)
- **ACE: low and high Cap**
- **AETS: low (20%) and high (40%) reduction of CO₂-emissions**
- **TOLL+: High level of toll**
- **MIX: mix of 3 instruments in the different countries**

Reference year 2004

Business as usual – scenarios (2020, 2030 low/high)

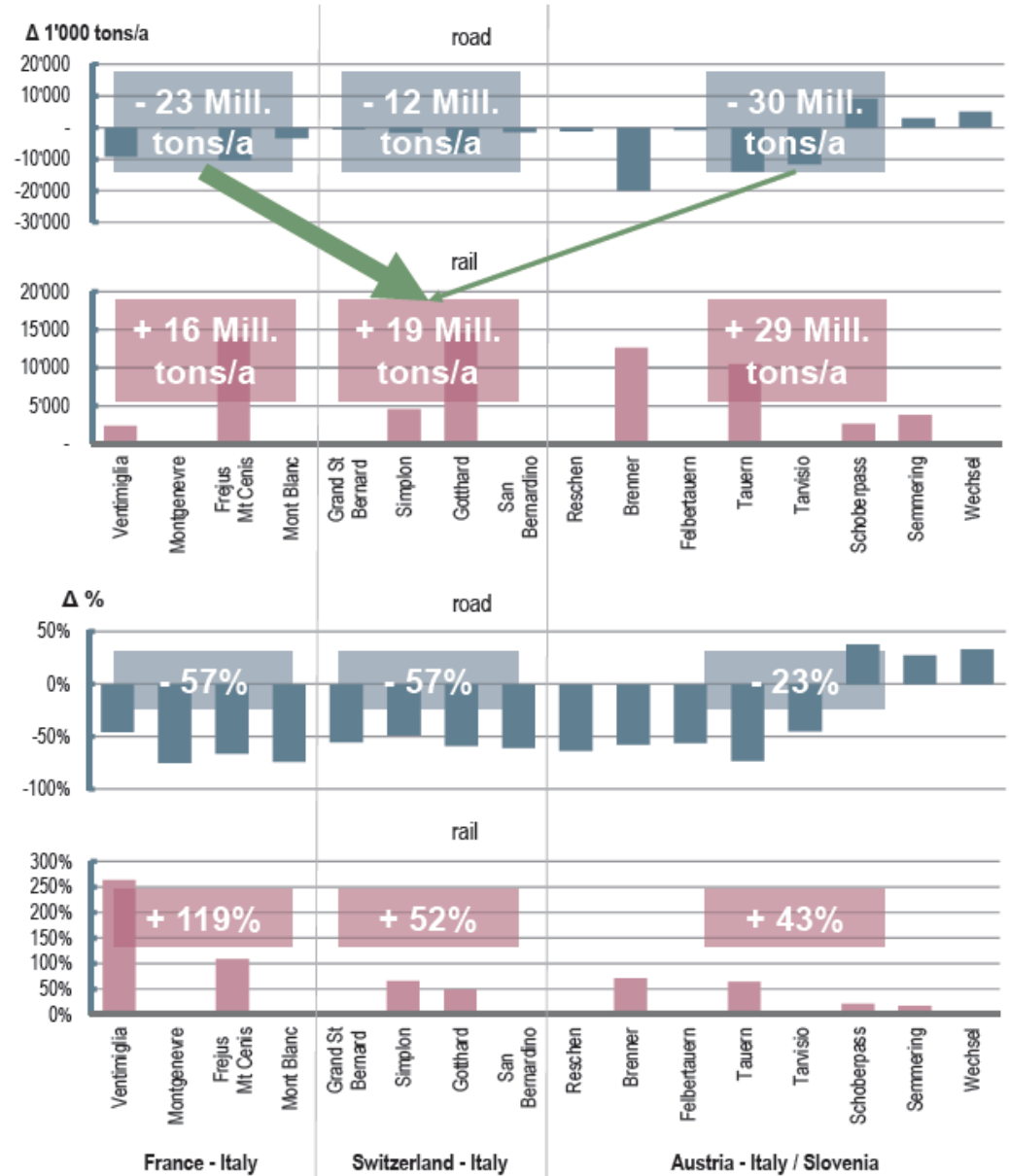


ALBATRAS example

ACE R 2030 high

ACE price in EUR/trip:

- A – I/SLO: 263 EUR
- CH – I: 269 EUR
- F – I: 345 EUR



ALBATRAS Results: Chances, Risks and Limits

- Level of fee/toll is determinant, not the nature of instrument
- Increase of costs for Alpine crossing in every scenario
- Modal shift impact in ACE scenarios is the most substantial
- Modal shift effects from road (F) to rail (CH), partly negative effects at eastern crossings
- Rail capacity in forecasts is sufficient



Legal Study: LEGALP




Legal compliance with existing law

Examination of conformity of ACE, AETS and Toll+ with:

- EU primary and secondary law (in particular 4 freedoms goods, persons, services, capital)
- Bilateral and multilateral agreements (in particular Landtransport agreement EU-CH, GATT/GATTS etc)
- national law (CH, SL, D, AT, I, F)
- Evaluation and proposals for best compliance



Legal Study: LEGALP **Analysis with level-tableaux**

	Level 1	Level 2	Level 3	Level 4	Level 5
	Instrument is consistent with EU law	Instrument is inconsistent with soft law	Instrument is inconsistent with selective regulations of secondary law	Instrument is inconsistent with fundamental regulations of secondary law	Instrument is inconsistent with primary law
	Instrument is consistent with international treaties and agreements	Instrument is inconsistent with on-going discussions in bodies such as UNECE, WTO and ITF	Instrument is inconsistent with bilateral agreements between the EU and MS of the Zurich Process	Instrument is inconsistent with bilateral agreements between the EU and third countries	Instrument is inconsistent with multilateral treaties and agreements (e.g. GATT, ECAA)
	Instrument is consistent with national law and contractual arrangements	Instrument is inconsistent with contractual arrangements with legal entities	Instrument is inconsistent with selective regulations of statutory law	Instrument is inconsistent with fundamental regulations of statutory law	Instrument is inconsistent with constitutional law

Legal Study: LEGALP Overview of main results













Legal Study: LEGALP

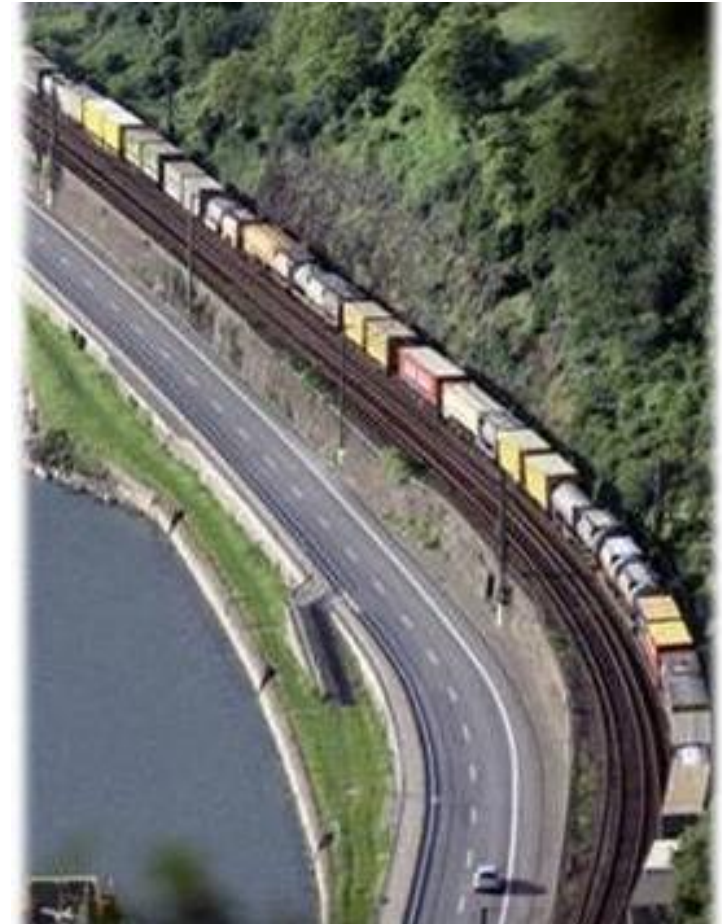
Example ACE compliance / incompliance

ACE is inconsistent with core provisions
of European Union law, international law and national laws

	1	2	3	4	5
		X	X	X	X
			X		X
			X		
				X	X
			X		X
					X
			X		X
	X				

Legal Study: LEGALP conclusions

- ACE and AETS: proof of least restrictive measures / principle of proportionality
- TOLL+: needs adjustments according to Alpine crossing points, Alignement to amended Eurovignette-Directive
- Necessary modification of existing legislation and adoption of new legislative acts
- Instruments for application



Economic Study: EFFINALP

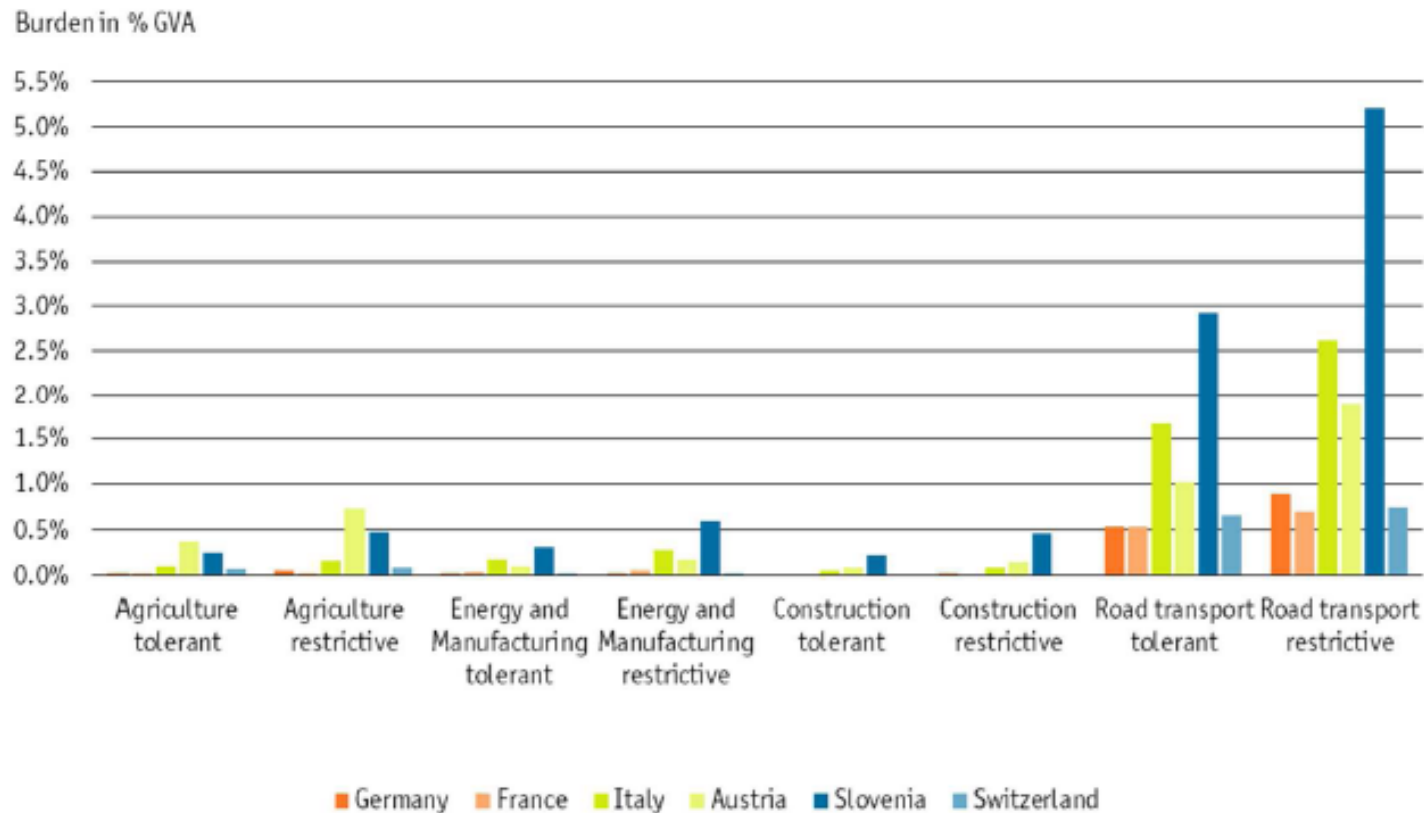
(Economic, regional/social effects)

- Analysis of economic impacts of ACE, AETS and Toll+ at national and regional level
- social and professional impacts on transport field, in particular road haulage



Economic Study: EFFINALP

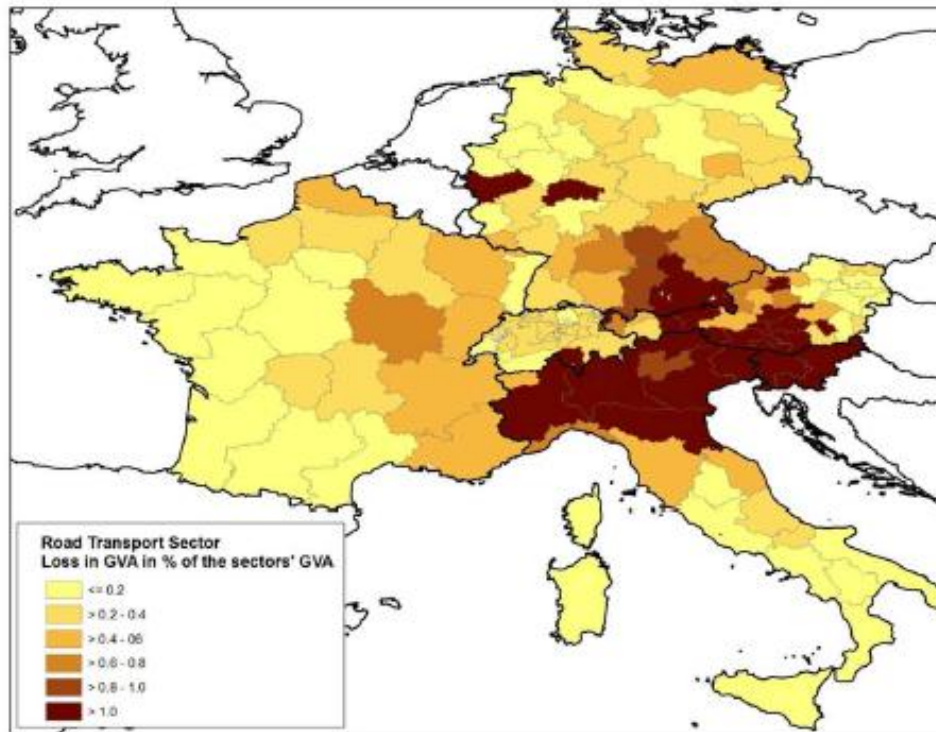
Burdens in specific sectors 2030





Economic Study: EFFINALP

Road transport sector - maximal relative loss in GVA 2020



Road Freight Transport	DE	FR	IT	AT	SI	CH
Minimal burden in % GVA	0.05%	0.00%	0.00%	0.01%	1.19%	0.00%
Highest burden in % GVA	1.34%	0.66%	1.98%	5.57%	1.38%	2.62%
Region with highest burden	Gießen	Bourgogne	Bolzano-Bozen	Klagenfurt-Villach	Zahodna Slovenija	Ticino

Economic Study: EFFINALP conclusions

- main economic impacts relatively low, but higher burden for Alpine regions
- strongest impacts on Alpine regions in Northern Italy and in Austria
- Losses on the road side are compensated on the rail side
- general gains for road users, tourism and environment
- Negative impacts can be compensated /regional relief measures
- Smart use of revenues



Conclusions for Follow up Zurich Ministerial conclusions of Leipzig

- Continue activities in transport safety and modal shift
- Deepen Toll+ concept
- Institute new working group for environmental indicators
- Carry out review of different multimodal offers
- Medium/ long term perspective for limitative instruments: define roadmap/ milestones until 2025/30





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**More information about Follow up Zurich Process:
www.zuerich-prozess.org**

