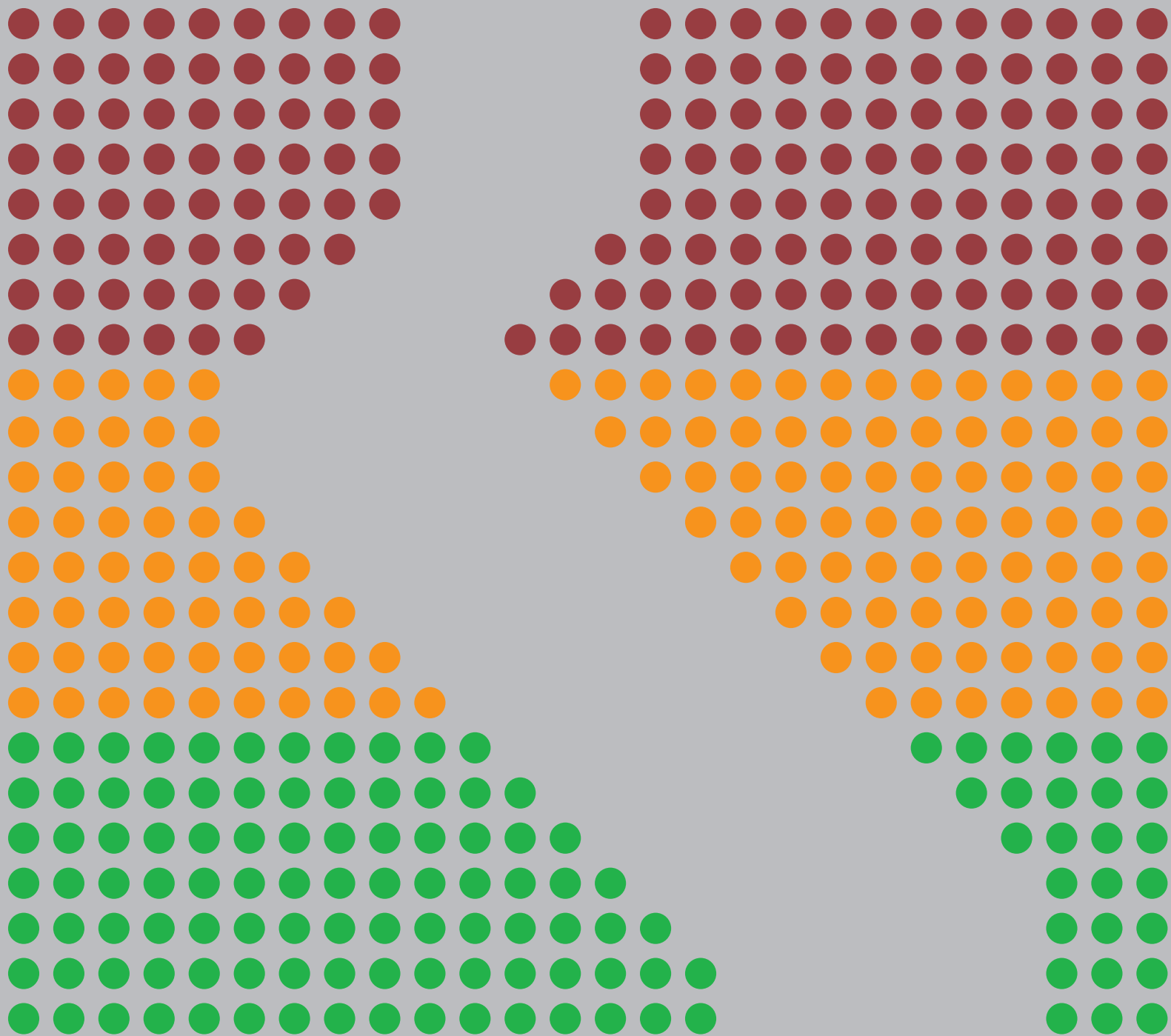# ¡MONITRAF! Synthesis

The Pathway Towards a Common Alpine Transport Strategy:
Milestones, Challenges and Future Need for Action

Content

From MONITRAF to iMONITRAF!

Common challenges, common need for action

The Alpine regions are particularly sensitive to negative impacts of freight and passenger transport. Transport related air and noise nuisances increase health risks and cause overproportional effects in mountain areas, due to very high HGV shares, specific topographical features, limited spatial resources and highly vulnerable ecosystems.

In the last 20 years between 1990 and 2010, total HGV traffic volumes on the five iMONITRAF! corridors Fréjus, Mont Blanc, Gotthard, Brenner and Tarvisio have increased by over 70 %, from about 3 to 5.5 Mio. HGV/year (Figure 1). Although vehicle technology has improved significantly in

the same period, the environmental and social impacts from transalpine traffic are still growing.

The affected Alpine countries and regions have implemented different regulatory and marketbased instruments to reduce transport related impacts. However – due to weak coordination – there are no synergies but risk of unwanted distributional effects (e.g. traffic shifts between adjoining corridors).

Implementation and action: The «i» and «!» in iMONITRAF!

To tackle the common challenges, the regions Rhône-Alpes, the autonomous Province of Bolzano, the autonomous Region
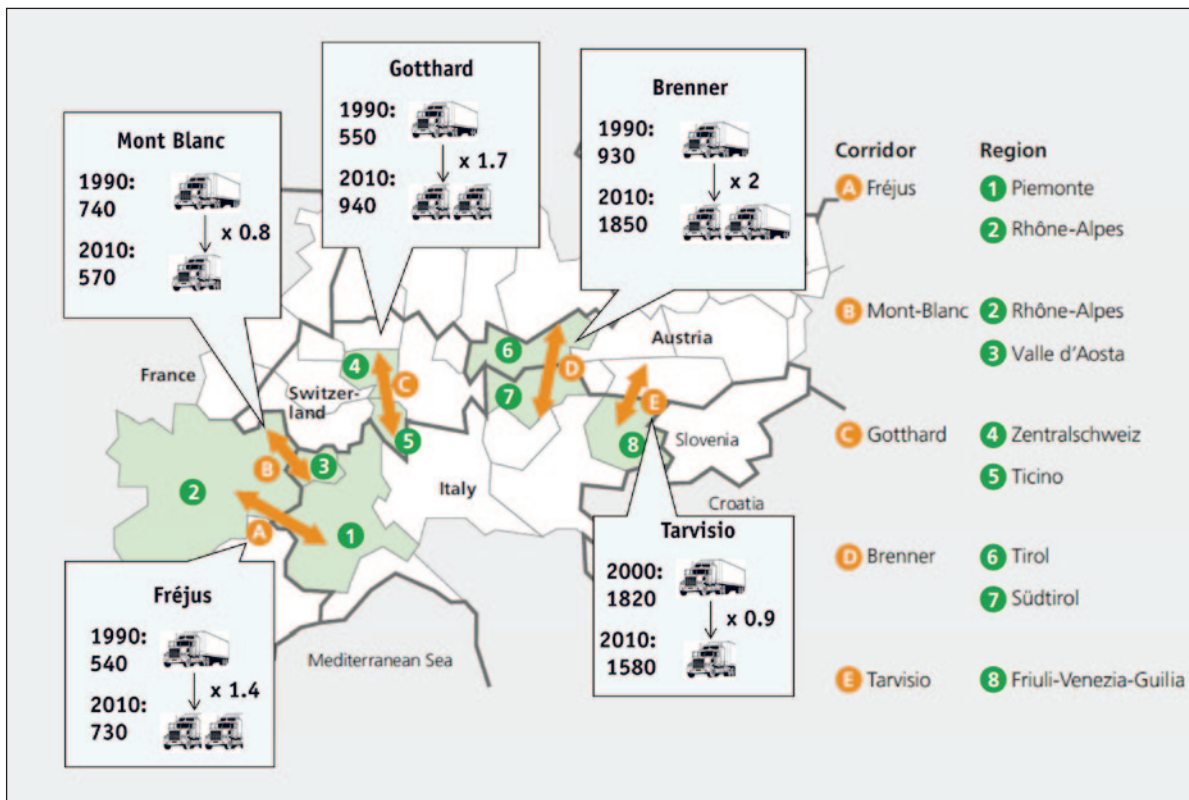

Figure 1: 5 iMONITRAF! corridors and 8 participating regions: development of traffic volumes between 1990 and 2010 (1000 hgv). Please note: For Tarvisio, the iMONITRAF! project has used the year 2000 as comparison.

of Aosta Valley, the Piedmont Region, the Friuli-Venezia-Guilia Region, the Canton of Ticino, the Conference of Governments of Central Switzerland and the Land of Tyrol as well as (for technical support) the European Academy of Bolzano have joined forces in the frame of the MONITRAF project (2005 – 2008). With a focus on monitoring the impacts of transalpine traffic, the MONITRAF project provided a basis for further common activities.

The final political resolution of MONITRAF, signed in Innsbruck in January 2008, marks the starting point for the political network. It defines four main directions for common action: further development of a common monitoring system, exchange on regional best practices, development of a common modal shift policy and the further analysis of common traffic management instruments. With this clear political mandate, the Alpine regions decided to continue their cooperation in a new phase and launched the project iMONITRAF! (2009 – 2012) – focusing on implementation «i» and action «!». To strengthen the activities, iMONITRAF! also includes new partners along the Tarvisio corridor and a broad range of observers to strengthen the common voice.

Specific objectives of iMONITRAF! and the role of the network

iMONITRAF! has been structured along the main directions of the political resolution with the following specific objectives:

■ Establish a **political network** of the Alpine regions: to improve the exchange between the regions and to strengthen the common voice. Annual Transport Forums provide a platform for political discussions.

■ Develop the common **monitoring system**: to provide a comparable picture of today's environmental situation and to analyse the impacts of future traffic scenarios.

■ Establish a **common strategy**: to develop a proposal for common measures, including both the harmonisation of existing best practices as well as a common steering instrument. In this regard, the best practice decision making aid has the objective to provide information on potential measures and their impacts. The analysis and discussion of innovative measures focus on modal shift from road to rail – being a major policy objective in all iMONITRAF! regions.

Figure 2 shows the expectations for the network of two partner regions.

Figure 2: Posters developed for the iMONITRAF! Kick-off meeting.

5

Milestones and «Stepping-stones» of iMONITRAF!

MONITRAF 2008
Political resolution

Continuation of process:
i = implementation
! = action

Proposition indicator system + assessment

Best Practice Guide

Stakeholder survey

Milestone 1:
Innsbruck May 2010
First Transport Forum

OUTCOME:
Technical: Need for finetuning of indicators
Political: Support to continue the cooperation and discussion on measures

Stepping stones:
Internal Workshops show need for:
- A common target system as basis for steering instruments
- A common strategy
- A decision making tool to analyse scenarios

Corridor workshops:
Platforms for political discussions:
- Gotthard corridor (Erstfeld)
- Brenner corridor I (Innsbruck)
- Brenner corridor II (Bozen)

Draft political strategy

Draft DPSIR system*

Innovative approaches

Evaluation monitoring + WebGIS system

Milestone 2:
Lucerne Dec. 2011
Second Transport Forum

OUTCOME:
Political: Clear support for political strategy, with few finetuning needs
Mandate to develop framework for continuation of network

Final strategy + Resolution

DPSIR scenario analysis*

Analysis of harmonising common measures

Milestone 3:
Lyon May 2012
Third Transport Forum
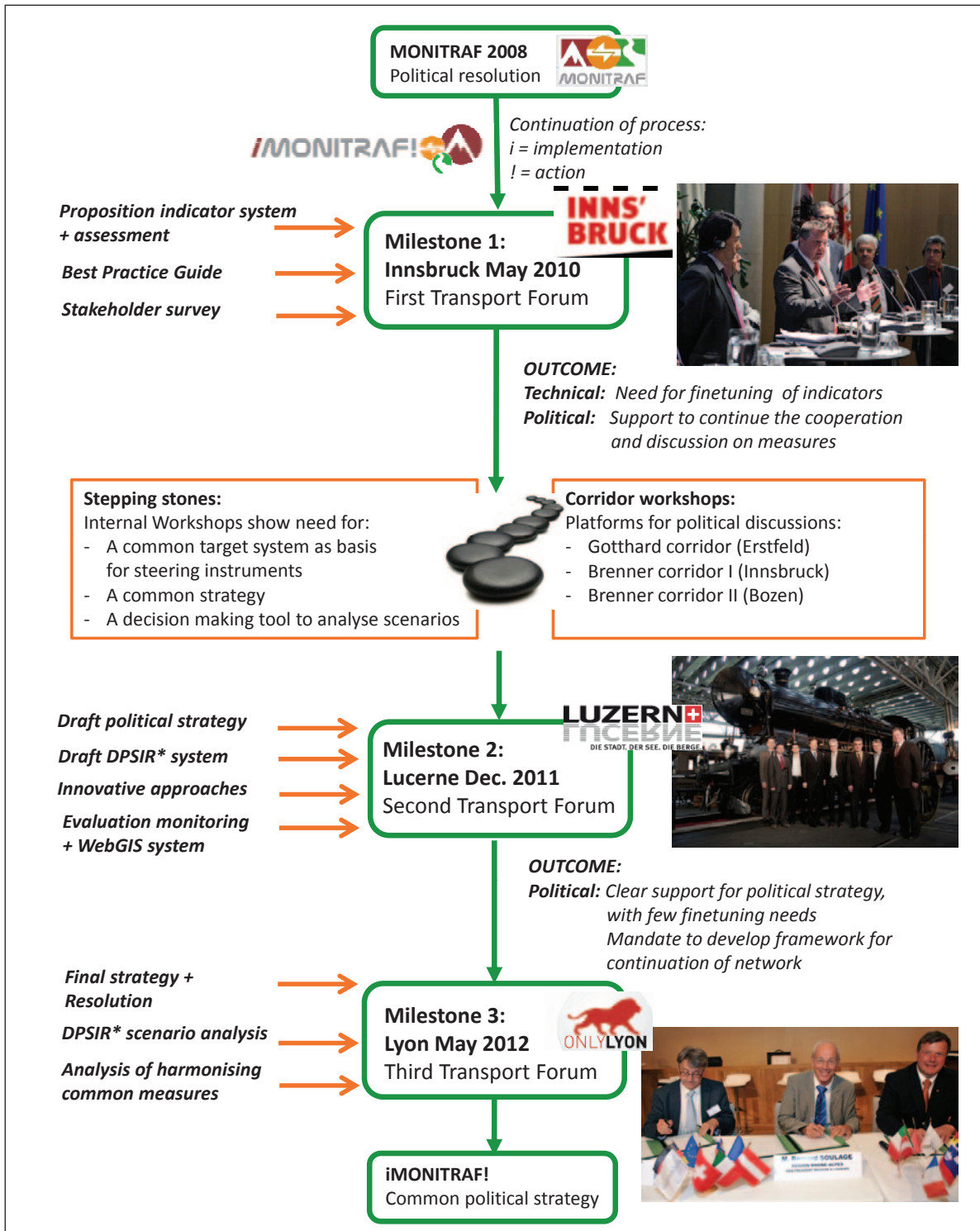
iMONITRAF!
Common political strategy

Figure 3: The way towards the common strategy – milestones and activities.
* The DPSIR-system considers indicators along the chain «Driver-Pressure-State-Impact-Response»

Three Transport Forums provided a platform for creating a transport policy network in the Alpine Space. Based on the technical results of the iMONITRAF! project, politicians, experts and further interested participants from the general public used these platforms to discuss the challenges and strategies for sustainable transport policies (Figure 3).

Milestone 1 – From the MONITRAF mandate towards Innsbruck

The Transport Forum in Innsbruck taking place only half a year after the project's kick-off provided a first challenge for the project team. The major objective for this event was to lay the basis for the political network. The following initial products of iMONITRAF! were discussed.

Web-survey to feel the pulse of stakeholders and decision makers

The first step in the political networking was the design of a web-survey to identify stakeholder needs and demands to better target the project activities. The survey included a feedback on activities and results of the previous project MONITRAF and an outlook on the new project phase (Figure 4).

About 100 stakeholders participated in the survey and provided a valuable input to plan the further activities and to highlight the areas with high relevance for regional action.

iMONITRAF! indicators – a common framework to analyse effects of transalpine traffic

Twelve «core» indicators were presented by the iMONITRAF! monitoring team to analyse the effects of transalpine traffic in a common framework. This posed several challenges:

■ Different definitions are used (e.g. for defining heavy vehicles).

■ Countries face different regulatory frameworks (e.g. limits for air quality and noise)

■ Technical systems are not operated on a harmonised standard (e.g. noise measurements along the motorway).

Especially noise monitoring emerged to be a major challenge. Until the end of the project, team members developed a sophisticated buffer considering both road and rail noise, the topography, tunnels and bridges (Figure 5).

QUESTIONARIO iMONITRAF 2010 - Versione italiana 20 min

A. Introduzione

Buongiorno,

Nel quadro del programma INTERREG IIIB Spazio Alpino, la Regione francese Rhône-Alpes, le Regioni italiane della Valle d'Aosta e del Piemonte, la Provincia autonoma italiana di Bolzano, la Conferenza dei Cantoni della Svizzera Centrale, il Canton Ticino, la Regione austriaca del Tirolo e l'EURAC, ente di ricerca italiano, hanno collaborato, tra il 2005 ed il 2008, in seno al progetto MONITRAF allo scopo di sviluppare una strategia comune e duratura relativa al transito di merci attraverso le Alpi.

Gli obiettivi principali del progetto MONITRAF sono stati, da una parte, il monitoraggio e l'analisi degli effetti del trasporto merci stradale transalpino lungo i quattro corridoi di transito del Brennero, del Frèjus, del San Gottardo e del Monte Bianco e, dall'altra parte, lo sviluppo di misure coordinate transnazionali per ridurre gli effetti negativi di questa attività transfrontaliera.

A partire dall'analisi dei risultati, diverse proposte sono state presentate dai partner di MONITRAF nel gennaio 2008 a Innsbruck, durante la conferenza di chiusura del progetto, e discusse nella Conferenza delle Regioni Alpine organizzata dalla Regione Rhône-Alpes a Chambèry il 12 e 13 febbraio 2009. Il progetto iMONITRAF!, che si svilupperà tra luglio 2009 e giugno 2012, mira a proseguire il programma precedente con lo scopo di dare realizzazione alle differenti azioni previste nella Dichiarazione finale delle regioni alpine.
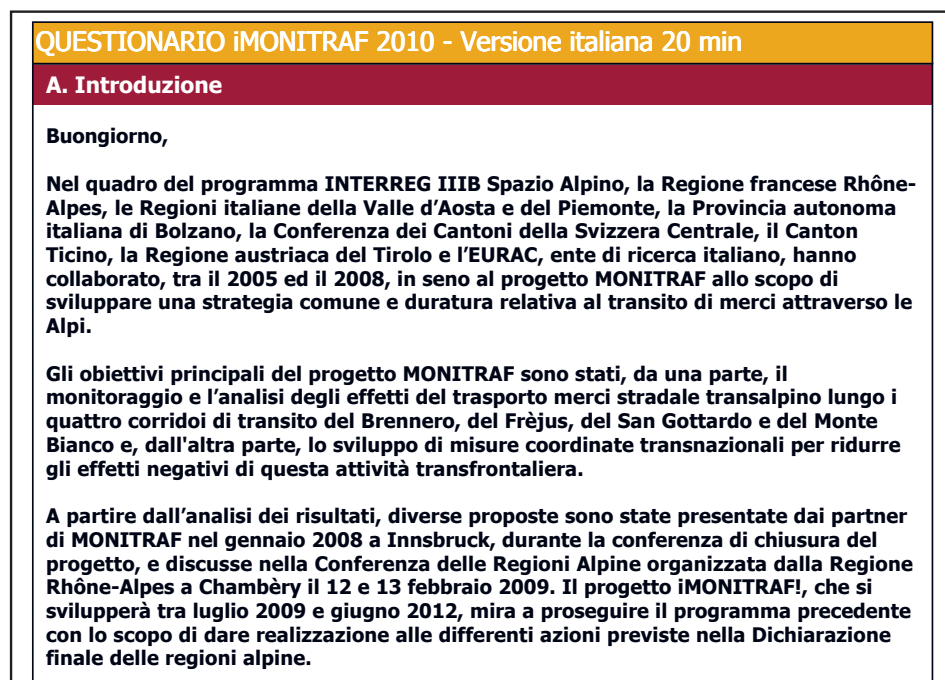
Figure 4: The Web-survey was available in the three languages of the iMONITRAF! regions.

The Best Practice Guide – Starting point for discussing common measures

The analysis of existing regional measures set the starting point for the common strategy. Along four policy pillars, the Best Practice Guide provides detailed information on success factors of existing measures, their impacts as well as their implementation process (Figure 6). For the most promising measures, «decision making aids» outline the transfer to other regions.

The harmonisation of regional measures can improve their overall effectiveness. Based on these results, Tirol for instance decided to analyse the impacts and potential synergies of harmonising the night-driving ban in more detail.

However it becomes clear that the impacts of existing regional measures are limited, especially for effectively controlling future traffic growth: Additional common steering instruments – as a fifth policy pillar – are
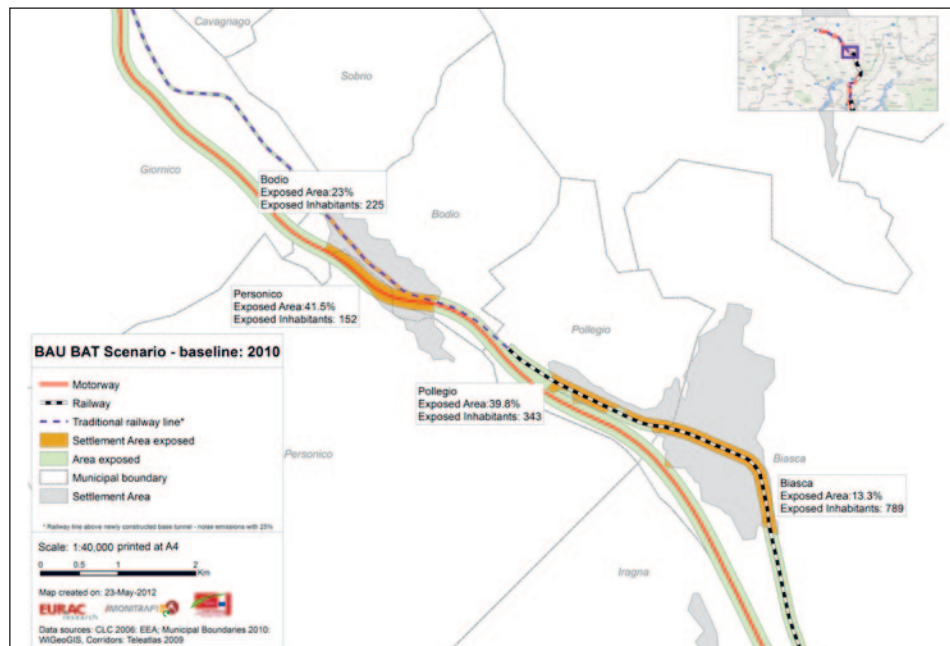
Figure 5: Noise buffer – example for the gotthard corridor (bodio). Results of the iMONITRAF! noise indicator (noise-buffer calculations).
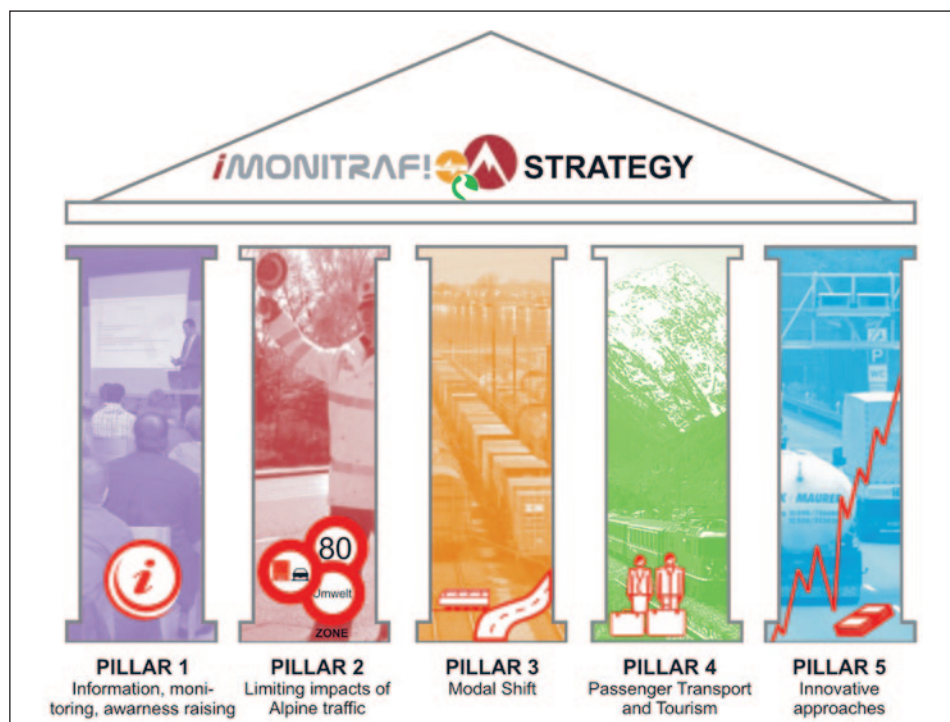
Figure 6: The five pillars of the iMONITRAF! strategy.

necessary to reduce environmental impacts significantly and to guarantee a shift from road to rail. (→ Best Practice Guide, chapter «Outputs», page 19)

Outcome of the Transport Forum in Innsbruck: a clear political support for further activities

The political roundtable at the end of the Transport Forum started the exchange between regional policy makers and national and EU representatives. Discussions made clear that there is strong political support for the iMONITRAF! network and that politicians from all Alpine regions support a common approach (Figure 7).

Stepping stones between Innsbruck and Lucerne

With a timeframe of 1.5 years, project partners had the possibility to deepen their analysis and to further involve the political level.

Need for a common strategy and evaluation tool

Two major insights became clear during this project phase:

■ A common approach for a steering instrument requires not only common political principles but also a **common political rationale and target system**. Such a target system needs to be embedded in a political strategy to guarantee the support from the political level.

■ To gain political support, decision makers need a better understanding about pros and cons of the different rationales and related policies. To communicate the broader effects of different **policy scenarios** requires an evaluation system which provides an easy-to-read overview.

Picking up these new challenges, the project team started to develop a common strategy and a decision making tool based on the UNEP / EEA DPSIR-framework (Driver-Pressure-State-Impact-Response).

Strengthening the discussion on different political levels

To strengthen the discussion **on regional level**, corridor workshops have been organised along the Gotthard (Erstfeld, November 2010) and Brenner (Innsbruck, November 2011 and Bozen, March 2012). The discussions with regional stakeholders focused on necessary requirements of improving rail quality and the potential of a common steering instrument as well as windows of opportunity to gain support for their implementation on regional level. The following links and windows of opportunities were identified (Table 1). The common voice of the Alpine regions has also been brought to the **European level** with a political statement on the EU White Paper, published in March 2011.

This statement has been handed over to the European Commission during an

Figure 7: Gaining political momentum – roundtable discussion in Innsbruck. Policy makers and representatives from EU and national level during the roundtable discussion.

iMONITRAF! lunch debate in Brussels, demanding the following elements:

■ **Special role of Alpine Regions:** The Commission shall recognise the sensibility and vulnerability of the Alpine Space and to grant sensitive areas an exceptional position within a European Transport Strategy.

■ **Common measures:** The Commission shall support the harmonisation of best practise measures as well as the implementation of innovative steering instruments (cap-and-trade) in the Alpine Space.

■ **Framework:** The European transport strategy shall improve long distance unaccompanied combined transport by eliminating barriers between transport modes and national systems.

**Milestone 2 – Transport Forum in Lucerne**

For the second Transport Forum in Lucerne on November 30th/December 1st 2011, the project team had the ambition to finalise most of the activities to provide comprehensive inputs for political discussions. The remaining project time should be invested into finalising the common strategy and ensuring the continuation of the network activities.

Monitoring at WEB GIS Basis

The monitoring indicators have been updated to the year 2010 and an interpretation framework was presented. To overcome the differences in monitoring campaigns, the monitoring team also produced a guideline for noise measurements.

Gotthard corridor	Brenner corridor – Tirol	Brenner corridor – South Tirol
■ Discussion on national level on modal shift policy ■ Activities of Suivi de Zurich process ■ Discussion around capacity use on new Gotthard base-tunnel	■ Discussion on EU level around White Paper ■ Further development of sectoral driving ban ■ Discussion around Brenner basetunnel and action plan	■ Discussion around Brenner action plan ■ Ongoing activities to harmonise rail standards to increase interoperability ■ Political co-operation in the «Three-parliaments-network» Tirol – South Tirol – Trentino

Table 1: Windows of opportunity for implementing steering instruments.
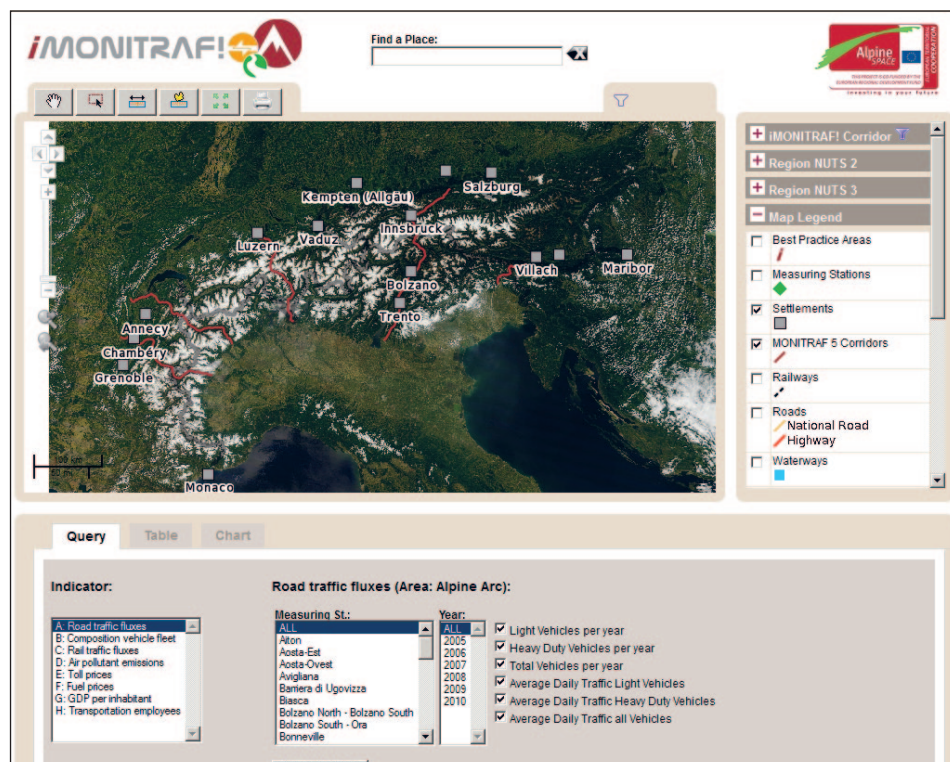
Figure 8: The iMONITRAF! Web-GIS system – starting a search. It can be accessed via the iMONITRAF! Homepage.

A WebGIS system developed by EURAC allows a visual approach with possibilities to compare data between corridors and across time – either for the overall project perimeter or single corridors (Figure 8). With this WebGIS system the project provides an innovative tool for technicians and decision makers that can be further used in the future. (→ For WebGIS system, a brochure on the indicator system, the measurement guidelines as well as the pilot activities see chapter «Outputs», page 19/20)

The DPSIR-system as decision making tool

The decision making tool to support the analysis of policy scenarios is based on the UNEP/EEA DPSIR-framework. This system shows an integral picture for a number of indicators:

■ D = Driver: Freight traffic volume per year that drives all other indicators

■ P = Pressure: Two indicators for emissions of air pollutants and greenhouse gases

■ S = State: Ambient air quality

■ I = Impact : Number of inhabitants in the Alpine regions exposed to traffic noise (road and rail)

■ R = Response: Common measures taken by the Alpine regions to reduce environmental burdens

For each of the indicators, a target value and evaluation scale is defined. Different policy scenarios may be compared to these target values – showing their ability to reach the target pathway. More detailed information is available in the brochure «Alpine Transit Traffic – Policy Scenarios 2020». Table 2 provides a simplified overview for different policy scenarios at the Brenner corridor for Tirol using the colour-coding of the DPSIR-system. (→ For DPSIR brochure «Alpine Transit Traffic – Policy Scenarios 2020» see chapter «Outputs», page 20)

Report on innovative approaches – the regional viewpoint

To reach the ambitious objectives of the Alpine regions, innovative approaches are necessary to support the existing best practices. The report «Innovative approaches – the regional viewpoint» considers technological innovations, innovative instruments as well as innovative organisational approaches. Within this framework new policy instruments in the form of a common steering instrument are the most important field of action for the regions. Thus, the main focus of the report lies on a regional analysis of common steering instruments. Linked to the discussions under the «Suivi de Zurich process» at national level, three steering instruments were considered: «Alpine Crossing Exchange» and «Alpine Emissions Trading System» as cap-and-trade instruments as well as a «Toll Plus» system with a pricing approach. The assessment from a regional viewpoint showed that a cap-and-trade ap-

Scenario / Indicator	Business-as-usual	Best-available technology	Emissions Trading System	Alpine Crossing Exchange
Driver (HGV/a)	Target path missed	Target path missed	Target path reached	Target path reached
Pressure 1 (NO_x, PM10 in t/km/a)	Target path missed	Target path reached	Target path reached	Target path reached
Pressure 2 (fossil CO_2 in t/km/a)	Target path far off	Target path missed	Target path reached	Target path reached
State (NO_2, PM10 in $\mu g/m^3$)	Target path missed	Target path reached	Target path missed	Target path missed
Impact (pop. exposed to noise)	Target path far off	Target path far off	Target path missed	Target path missed
Response	Target path missed	Target path missed	Target path reached	Target path reached

Table 2: Evaluation of policy scenarios for Tirol with the DPSIR-System.

proach would be most appropriate to meet the ambitious target system (see summary in table 3). Thus, the common strategy considers the implementation of a such an instrument as a key element.
(→ Report «Innovative approaches – the regional viewpoint», chapter «Outputs», page 19)

Outcome of Lucerne: The political roundtable – broad political support for the draft strategy
Based on these project outputs, political representatives of five iMONITRAF! regions came together for a closed round-table to discuss a first draft of a common strategy (Figure 9).
Discussions made clear that the main directions proposed will be acceptable by all regions. The project team however picked up some homework for the remaining project lifetime to finetune the strategy.

Figure 9: Discussing the draft political strategy. Policy makers and representatives from EU and national level during the roundtable discussion.

Table 3: Steering instruments – evaluation from a regional viewpoint. BAT = best-available technology

	Alpine Crossing Exchange	Emissions Trading System	Toll Plus
Fulfil environmental targets	Indirectly, depends on vehicle mix that remains on the road.	Yes, depending on indicators that are included in target system.	Unclear, depends on reactions to price increase.
Fulfil traffic targets	Yes	Not directly.	No, further increase is possible
Fulfil shift from road to rail	Yes	Not directly	Unclear, depends on price changes
Supports BAT approach	No	Yes, from differentiation according to emissions	Yes, with financial incentives
Negative impacts on regional economy	Medium, especially without specific mechanism to prevent overproportional burden.	Low, only limited impact from higher transport prices	Low, limited impact from higher transport prices
Dynamic incentives	High: Reduced transport intensities in the long-run, New chances from modal shift	High: sets incentives for technological innovations	Low

Milestone 3 – Final Transport Forum in Lyon

The Transport Forum in Lyon on May 31st 2012 constituted the closing conference. The main project outputs were discussed with experts, stakeholders and the broader public to disseminate project activities and build the basis for further capitalization of project results.

As main objective, the Transport Forum provided the platform for the final political discussions of the common strategy, with the signature of the final version as highlight (Figure 10).

Specifying the common voice – final discussions of the iMONITRAF! strategy

The political roundtable discussion clearly illustrated some main messages and results:

■ Politicians from all Alpine regions recognise high pressures from transalpine transport. Multiple challenges are perceived which also include trade-offs: the need to reduce environmental pressures needs to be aligned with securing regional economic development and meeting mobility demands of passenger and freight transport.

■ Although technological change cannot be seen as universal remedy, the realisation of existing potentials is a major direction – especially to boost combined transport services rail-road.

■ Common measures are crucial to develop a sustainable transport system but they need to be accompanied by investments in rail infrastructures and improvements of rail quality at the same time.

■ For a common steering instrument, the long-term strategy should focus on a cap-and-trade instrument as proposed in the strategy. In the short- and medium-term it will however be important to also consider the potentials of a Toll Plus system as the general principles are already accepted on national and EU level. For the implementation of steering instruments, it will be important to join forces with national and EU level.

■ The cooperation of the Alpine regions is recognised as crucial need towards a sustainable transport system. All political representatives state that the outcome of iMONITRAF! will be lost if the cooperation is not continued. Taking into account the latest developments on an Alpine macroregional strategy, the regions will develop a concept on how to continue the cooperation.

Figure 10: Discussion and signature of the iMONITRAF! strategy in Lyon.

Towards a Common Transport Strategy

The need for a common strategy

The iMONITRAF! strategy is important to strengthen the common voice of the Alpine regions – with respect to national and European level. The publication of the EU White Paper, which did not include a reference to the specific challenges in the Alpine Space, made clear that this common voice is crucial. The same is true for the national level, especially regarding the «Suivi de Zurich» process, which decided at Leipzig 2012 to push a Toll Plus System instead of a cap and trade approach.

Objectives, principles and the common target system

The strategy sets the framework for a sustainable transport system in the Alpine Space – reducing negative traffic impacts and preventing unwanted distributional impacts. It is based on a common vision for a sustainable transport system which considers environmental capacities, improves living conditions and business opportunities and finally positions the Alpine regions as forerunner on sustainable transport.

To reach these claims for the transport system, the strategy considers the following main principles: cooperation of the regions in a solidary and fair manner, meeting the polluter-pays principle, following an integrated approach with both freight and passenger transport.

A common understanding of targets builds the basis for the strategy. Up to 2020, the regions see the greatest challenges in meeting their environmental targets and in reaching a 20 % reduction of CO_2-emissions.

Targets for the longer term are based on maximum use of rail capacities in transalpine corridors, considering the availability of new railway capacities that are currently under construction or planned (e.g. Gotthard base tunnel, Brenner and Lyon – Turin). This common understanding is transposed into corridor-specific targets.

Common instruments with priority for Alpine regions

Based on their exchange on best practices and innovative steering instruments, the regions agree to work towards the implementation of common measures. These measures are aimed at triggering the use of best-available solutions (innovative technologies) that minimize air pollution and noise for road freight, at efficiency improvements of the existing transport system as well as at modal shifts from road to environmentally friendly transport modes, especially combined transport road-rail.

■ The harmonisation and improvement of existing best-practice measures is considered as first step. For passenger transport, better access to information services and multimodal pricing (on the basis of existing systems) and the implementation of lower speed limits increase public transport potentials and reduce emissions resulting from local and transit traffic. As regards road freight transport, regulatory measures such as bans on the most polluting heavy goods vehicles, bans on night driving or sector-based bans, must be extended and harmonised at Alpine Arc level.

■ To encourage modal-shift in the medium term, the current road freight transport

charging system must be improved to better reflect socio-economic and environmental costs. In this respect, all of the possibilities offered by the new Eurovignette Directive must be fully exploited and efforts should be made to integrate other externalities in the mid-term, coming closer to a Toll Plus system.

■ To create the necessary conditions for an effective modal shift, the Alpine regions recognise the priority to make rail transport more attractive and efficient by a full exhaustion of existing rail capacities, optimal management of existing and new railway capacities and rolling stock and the completion of major rail infrastructure projects. Improved traffic management systems and measures to support combined transport are also necessary to enable a sustainable modal shift.

The role of a cap-and-trade instrument in the common strategy

However, the ambitious targets can only be reached with further coordinated road traffic management systems. The Alpine regions thus agree to the need to implement a road freight steering instrument at Alpine Arc level in the mid-term. Due to the specific features of long-distance transit traffic and the vulnerability of the Alpine space, the Alpine regions request the implementation of a cap and trade system (such as an Alpine Crossing Exchange or an Emission Trading System). It needs to be guaranteed that such a system complies with European principles and foresees specific provisions for regional transport, so as not to penalise regional exchanges and economies disproportionately. Based on the common target-system and the detailed analysis of regional economic impacts in the frame of the Suivi de Zurich process, the regions will further define the design of a cap-and-trade instrument. In a starting phase, it would also be possible to establish a corridor oriented approach which could be merged into a common system on a future target-path.

Future need for common action

The last part of the common strategy focuses on the action plan and the continuation of the iMONITRAF! political network. Considering the different regional responsibilities and competences, each region is asked to define specific actions to be taken both directly and by appealing to the competent national or European authorities.

In a nutshell: Three years of iMONITRAF! cooperation

Finding a common core in a heterogeneous regional framework

The iMONITRAF! regions show a diverse picture of legal frameworks, political responsibilities and political culture and – although they are all situated along transit corridors – also regarding the level of impacts from transalpine traffic. The exchange during MONITRAF and iMONITRAF! have made clear that the regions overall face common challenges and profit from a common approach. Thus, the ongoing networking activities itself pose a high value: the exchange of experiences provides insights into alternative approaches and initiates a regional thinking beyond national boundaries, along the transalpine transport corridors and between them.

An isolated policy has reached its limits. A common approach seems specifically important in the frame of the modal shift policy, being one of the most important transport policy elements in all Alpine regions. A significant shift to rail can only be realized within a transnational approach since transalpine transport and logistics processes go beyond regional and national boundaries. Currently, these boundaries are hindering the badly needed improvement of railway capacity and quality.

At the same time, the heterogeneous regional framework leads to different political interests and priorities. These interests are decisive for the level of consensus. The nucleus of these common interests is focused on interregional political support and a single regional voice of Alpine regions. Freight transport is much more important within a

common approach than passenger transport. The exchange of information however should consider all transport means.

Defining regional burdens and trends with a common set of indicators

While the initial monitoring activities under MONITRAF have focused on environmental pressures related to air quality, attention under iMONITRAF! has shifted to a broader approach with a focus on climate change impacts and noise. This is due to the scenario work considering technological trends: looking at heavy goods vehicles, the technical potentials will lead to a further reduction of air pollutants. However, a considerable improvement regarding CO_2 emissions and noise seems much less realistic in the short to medium-term. Thus, these effects play a strong role in the iMONITRAF! indicator and target system. There is a significant potential of transalpine transport policy to contribute to the reduction of climate change risk and related high vulnerability of Alpine regions. The impacts related to rail traffic are currently perceived as less pressing. With a major modal shift, especially noise and energy use might however become more important. The innovation potentials in the rail transport sector relate more to organizational improvements with only medium dynamics (ensuring interoperability and effective transport chains) and will have limited potentials to reduce regional burdens. It has thus been realized that rail noise is an indicator of increased interest.

The DPSIR-approach (driver-pressure-state-impact-response) is appropriate to provide

relevant information and to support the identification of common rationales for common action. This indicator system does not focus on a synthetic and aggregated indicator but rather aims at illustrating the complex picture of different elements in an easily accessible way. This DPSIR-system has been successfully used in the political decision making process.

Towards common action – the need of a target system and its role for common policies

The discussions on common measures have shown the need to get a common understanding on rationales and targets. The common target system within the iMONITRAF! strategy is a major outcome and result of a long exchange on approaches and political rationales. It contains: a first layer with more general policy principles focusing on modal shift and reduction of environmental pressures and a second, more specific target layer providing the rationale for a common cap-and-trade instrument.

Two major directions for building a specific target system have become clear: Environmental aims are related to the pressure on the one hand, the use of rail capacities is related to the potentials. Regarding the temporal scale, the iMONITRAF! target system is built on the CO_2 logic in the short-term and on the capacity logic in the long-term when the basetunnels will provide new rail capacities. This target system is accompanied by objectives regarding modal shift. Especially the corridor workshops have made clear that modal shift can only be successful if it is embedded in the regional context, if rail operations are efficient and thus provide the lowest impact on local inhabitants. Only if this conditions are fulfilled, a modal shift can effectively activate positive regional developments.

The exchange on good practices as summarized in the Best Practice Guide has identified successful models where a further har-monization seems useful. Along the Brenner corridor, the potentials of harmonizing measures (especially the night driving ban) have been analysed as first step towards transferring best practices. This analysis highlighted the need for a coordinated approach along the transit corridors – e.g. a night driving ban at the Brenner corridor only becomes effective if it is implemented in Tirol, South Tirol and Trentino in the same way.

However, discussions have quickly shifted to common steering instruments which are depending on common action. It has become clear that the regions are able to develop a common basis for a steering instrument with the target system and are thus able to narrow the discussions to a cap-and-trade instrument (emissions trading system or Alpine crossing exchange).

Success factors of the iMONITRAF! processes and network

iMONITRAF! has been successful in establishing a common political network. The three Transport Forums provided platforms for political exchange and for discussing common actions. However, these discussions have also shown some differing lines of interest which had to be integrated in the process.

This flexible approach also had to be applied to the initial objective of «implementation» and «action» within iMONITRAF!. Technical outputs have been successful, implementation of common measures is much more difficult and needs to be seen as a long-term task for the Alpine network. While the problem definition and the development of a common strategy provide the initial steps towards implementation of measures, the next steps of common action and common implementation yet need to be achieved.

Also, iMONITRAF! activities have clearly shown some success factors for a good political networking: the network needs a clear leadership which is able to set priori-

ties and to identify relevant processes where the common voice needs to become active. Also, the networking is most successful under a flexible approach which however develops clear messages. This again requires a strong commitment as consensus around clear messages is more difficult to reach than on general statements.

A further challenge is the motivation of the Italian partners to remain active in the network. Without the Italian partners, a common transport strategy for the Alpine Space will be less credible and the common voice would lose some of its power.

A look ahead: Recommendations from iMONITRAF! for the future cooperation

Six years of activities under MONITRAF and iMONITRAF! have made clear that the networking needs a continuing cooperation framework. If no framework for the further cooperation is agreed, the process runs the risk of falling apart. A clear framework for cooperation however requires a commitment from the regions to provide the necessary (financial and/or personnel) resources to keep the network alive.

These next steps are sketched in the strategy. For these next steps it also needs to be ensured that the common voice is effectively heard on national and EU level. Considering the experiences of iMONITRAF!, a big challenge will be to better target the political lobbying activities and take on a more active role in the process. There is still a considerable potential to increase the importance of the Alpine regions at EU transport policy level. As most of the regions have limited competences to implement new policies by their own, the common voice needs to reach the national and EU level. Thus the «i» within iMONITRAF» means in most cases an «initiation» of common measures and policies and not an independent «implementation» on regional level.

There is strong consensus that the network must be continued. Political decision makers have agreed to meet again in November 2012 to discuss the organisation form of a future network – taking into account the different possibilities of the participating regions to commit (financial and/or personnel) resources. Establishing a coordination point for common activities could combine the two ideas of a loose and flexible partnership and a project office. The strategy also considers the possibility to integrate iMONITRAF! activities in a macro-regional strategy for the Alpine Space which is currently pushed forward by different stakeholders. Overall, the future network should keep in mind that the process towards common measures for the Alpine transport system requires time and patience. Yet, this requires the definition of concrete actions and steps on how to move on. The next steps have to focus on the following main directions:

◼ The continuation of the network with provision of platforms for exchange with future Transport Forums.

◼ The further exchange on Best Practices and support on the transfer of measures, aiming at a strong interlinkage with activities of the corridor platforms.

◼ Further steps towards implementing a steering instrument, especially under consideration of the challenges regarding rail infrastructure improvements. This should include a closer interlinkage with the Suivi de Zurich process to enable an effective lobbying on national and EU level.

Main iMONITRAF! Outputs

iMONITRAF! Best Practice Guide, (including Annexes with detailed Best Practice Sheets) May 2010 (English version only)
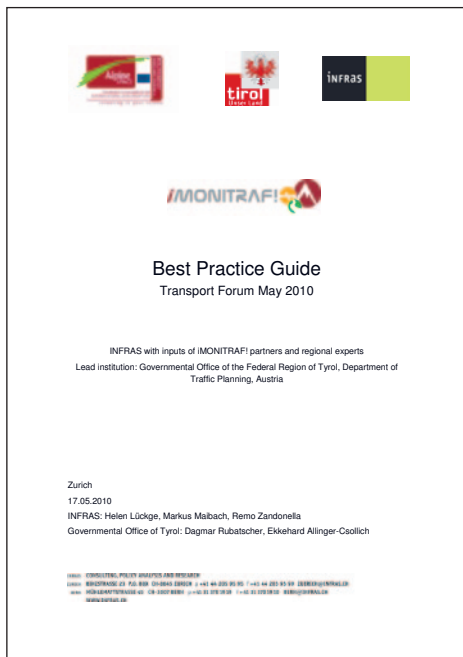
iMONITRAF! Strategy: A common transport strategy for the Alpine regions and action plan for implementation May 2012 (English, German, French and Italian versions available)
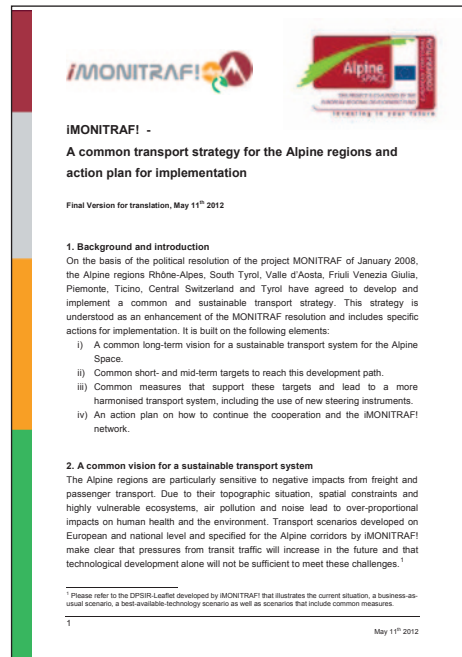
Innovative approaches – the regional viewpoint November 2011 (English version only)
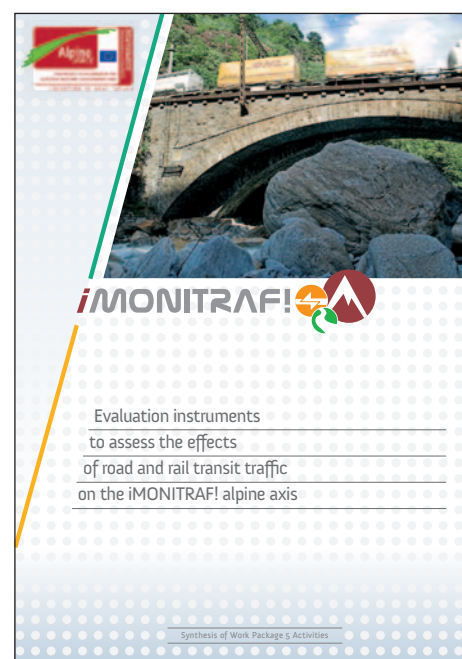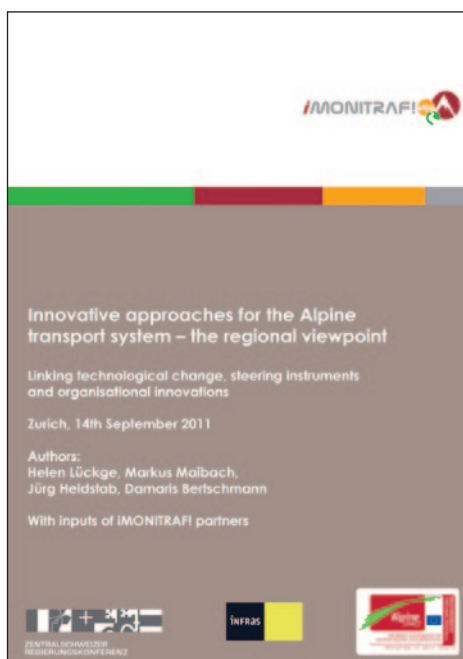
Synthesis of iMONITRAF! WP 5 activities: Evaluation instruments to assess the effects of road and rail transit traffic on the iMONITRAF! alpine axis May 2012 (English, Italian)

**Alpine Transit Traffic –
Policy Scenarios 2020**

Three Policy Scenarios Compared to Business as Usual:
- Best Available Technology
- Alpine Emissions Trading System
- Alpine Crossing Exchange

Analysis with the DPSIR-system: Alpine Transit Traffic – Policy Scenarios 2020
May 2012 (English version only)

Further iMONITRAF! outputs:

■ iMONITRAF! WP 5 – The indicator system, May 2012

■ iMONITRAF! WP 5 Monitoring Campaigns, May 2012

■ Guidelines on the measurement of noise immissions along Alpine crossings, April 2012

■ iMONITRAF! WP 5 _ Annoyance – State of art iMonitraf! case study review

■ Air Pollution and Traffic in the Alpine Transit Corridors of Gotthard and Brenner 2004 – 2010, October 2011.

All available at: www.iMONITRAF.org under publications

Access to iMONITRAF! WebGIS system:
www.imonitraf.org under WebGIS