

## **iMONITRAF! -**

# **A common transport strategy for the Alpine regions and action plan for implementation**

Final Version for translation, May 11<sup>th</sup> 2012

### **1. Background and introduction**

On the basis of the political resolution of the project MONITRAF of January 2008, the Alpine regions Rhône-Alpes, South Tyrol, Valle d'Aosta, Friuli Venezia Giulia, Piemonte, Ticino, Central Switzerland and Tyrol have agreed to develop and implement a common and sustainable transport strategy. This strategy is understood as an enhancement of the MONITRAF resolution and includes specific actions for implementation. It is built on the following elements:

- i) A common long-term vision for a sustainable transport system for the Alpine Space.
- ii) Common short- and mid-term targets to reach this development path.
- iii) Common measures that support these targets and lead to a more harmonised transport system, including the use of new steering instruments.
- iv) An action plan on how to continue the cooperation and the iMONITRAF! network.

### **2. A common vision for a sustainable transport system**

The Alpine regions are particularly sensitive to negative impacts from freight and passenger transport. Due to their topographic situation, spatial constraints and highly vulnerable ecosystems, air pollution and noise lead to over-proportional impacts on human health and the environment. Transport scenarios developed on European and national level and specified for the Alpine corridors by iMONITRAF! make clear that pressures from transit traffic will increase in the future and that technological development alone will not be sufficient to meet these challenges.<sup>1</sup>

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<sup>1</sup> Please refer to the DPSIR-Leaflet developed by iMONITRAF! that illustrates the current situation, a business-as-usual scenario, a best-available-technology scenario as well as scenarios that include common measures.

To reduce negative traffic impacts and to prevent unwanted distributional impacts between regions, a common vision and strategy for the Alpine Space is required. Considering existing national and international strategies (e.g. under the Alpine Convention), the regions agree that a sustainable transport system

- should be managed along the environmental capacities of the sensitive mountain areas and should not put at risk the health of citizens,
- should lead to improved living conditions and a higher attractiveness of the Alpine regions – leading to new business potentials,
- should also guarantee the highest degree of safety and security for road and rail transport,
- should be closely linked to spatial planning and economic promotion policies to better meet mobility demands in passenger and freight transport to ensure regional development.

Overall, the Alpine regions have the objective of positioning the Alpine Space as forerunner /model region on sustainable transport. With this objective, the Alps can be seen as a laboratory for a sustainable development in Europe, inspiring also other European sensitive areas.

To reach these claims for the transport system, the regions agree on the following principles to lead the common strategy:

1. Cooperation: All Alpine regions should be included in the common strategy and in the discussion process on common measures and actions.
2. Solidarity: The common strategy should not lead to any unwanted distributional impacts between corridors or Alpine regions.
3. Fairness: The regions recognise their different political frameworks and acknowledge the possibility for developing corridor specific targets and for fine-tuning the common measures. This should however be in line with the overall target system. For measures outside of their competences, the regions oblige themselves to request these measures at the responsible authority at national and European level.
4. Polluter pays principle: The development of common measures and financing strategies is based on the polluter-pays-principle. The application of this principle however needs to find solutions to prevent from unwanted social distributional impacts along the value chain and for consumers.
5. Integrated approach: including both freight and passenger transport.
6. Toprunner approach instead of race-to-the bottom: the common strategy and a harmonization of measures will be based on the best existing approach

concerning modal shift in the Alpine Space (Toprunner) and should not lead to a race to the bottom.

### 3. Common targets for an Alpine transport strategy

The regions agree that common targets for freight transport need to be defined. They build the basis for the definition of common measures. The targets need to consider existing and new rail capacities as well as to ensure legal compliance with the environmental legislation. The following principles and figures are based on the corridor specific frameworks and the state of the political discussion. The targets are not yet validated on political level in all regions. Annex 1 shows some further information. The final target-system for 2030 will have to be defined in the follow-up process.

#### **Medium-term targets: Full use of rail capacity envisaged**

Freight transport will be shifted from road to rail by improved utilisation of the existing rail network and new rail infrastructures. Additionally, detour traffic should be shifted from road to available rail capacities according to the principle of the shortest route. This leads to a residual HGV volume which is the basis of the medium target-system.<sup>2</sup>

|                                       | Medium term target | Rationale   |
|---------------------------------------|--------------------|---|
| <b>Gotthard corridor</b>              | 492'000 HGV/year   | According to the "Law on Modal Shift", this reduction target needs to be reached two years after the commissioning of the Gotthard basetunnel, i.e. 2018                                |
| <b>Brenner corridor</b>               | 1'000'000 HGV/year | The volume applies to 2030 with the realisation of the Brenner Base Tunnel incl. north and south access according to protocol Nr. 9, accession treaty between Austria and the EU, 2004. |
| <b>Mont-Blanc and Fréjus corridor</b> | 1'278'000 HGV/year | This target applies to 2030 with the realisation of the new rail link Lyon-Torino (commissioning of the base tunnel and the first and second stages of the French access routes).       |
| <b>Tarvisio corridor</b>              | 1'460'000 HGV/year | Traffic volumes should be reduced by 20% on the basis of the year 2000. In the long run, this volume should remain stable.  |

#### **Short-term targets 2020: Meeting environmental targets**

Up to 2020, the regions see the greatest challenges in meeting their environmental reduction targets and in contributing to climate change mitigation. The targets for 2020 are thus based on:

<sup>2</sup> Since the rail capacity at the Gotthard corridor is earlier ready than at other corridors, the rail capacity target applies as well in a shorter term.

- a commitment to meet existing targets concerning i) the environmental air quality targets (as defined by the Directive on Ambient Air Quality for the EU countries and by the Swiss ordinance on air quality) and ii) noise exposure targets (as defined by the EU Directive on environmental noise and the relevant Swiss legislation).
- A commitment to reduce CO<sub>2</sub>-emissions caused by transalpine freight transport by at least 20% until 2020 compared to 1990.

These environmental targets can be transposed into specific targets related to HGV volumes.<sup>3</sup> The regions thus agree that this overall target-system with environmental reduction targets can be complemented by the corridor-specific targets to limit HGV numbers as further explained in Annex I.

All regions agree to lobby on national and European level towards the legal implementation of these targets.

#### **4. Common measures for freight transport**

Based on their exchange on existing best practice measures, the regions agree to further work towards an implementation of common measures. These measures have been chosen on the basis of the following priorities:

- a. The best-available solutions (innovative technologies) that minimize air pollution and noise for road freight that cannot be shifted to alternative modes .
- b. Efficiency improvements of the existing transport system, through optimising the capacity utilisation of vehicles and infrastructures (e.g. the prevention of detour traffic and empty runs as well as ecologically unreasonable transport).
- c. The traffic shift from road to environmentally-friendly transport modes, especially combined transport road-rail.<sup>4</sup>

The propositions on common measures are in line with the findings and the general strategy of the 'Zurich Process' of transport ministers of Alpine countries at national level, especially the most recent conclusions of Leipzig of May 3rd 2012.

#### ***Short-term up to 2020: Harmonisation of existing regional measures***

The regions acknowledge the effectiveness of the following regulatory measures and claim for their implementation in the Alpine arc:

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<sup>3</sup> Scenarios calculated in the frame of the Suivi de Zurich Process provide however an estimate on the impacts of a CO<sub>2</sub>-reduction target on HGV volumes (see calculations in Annex I).

<sup>4</sup> For most Alpine corridors this means a shift from road to rail. For Rhône-Alpes and Friuli Venezia Giulia, this also includes river and sea transportation.

- A **ban of high-emitting HGV** from low Euroclasses to ensure that the most efficient and cleanest vehicles are used on the transit corridors. The ban will first focus on Euroclasses 0 to 3 and will be adjusted dynamically to further Euroclasses to come to a best-available technology approach. Specific solutions will be sought to prevent cases of hardship for short-distance transport operators.
- A **night-driving** ban for HGV to reduce environmental impacts from road transportation during the night (22-5h) and to set an incentive for shifting from road to rail. Some accompanying measures against an increase of rail noise should be provided in parallel (new brake technologies, noise barriers). If no rail alternatives are available, the application of a night-driving ban might not be feasible. An extended ban of high-emitting HGV could be an alternative measure (e.g. a ban up to Euroclass 4 and further in the night-time).
- **Sectoral driving bans** as intermediate step towards a common steering instrument (e.g. cap and trade) to prevent goods with high rail affinity being transported on the road. The regions will have some flexibility in choosing the scope of the sectoral driving ban along their corridor. This approach would also allow for avoiding ecologically unreasonable transports (like waste) on the road transit network. In its decision of 21<sup>st</sup> December 2011 (ZI C-28/09), the European Court of Justice confirms the suitability of a sectoral driving ban to achieve the environmental demands (recital 138). Equally, the exemption of local and regional transport has been granted as cost-effective potentials for modal shift are mostly not given for short distance transport (recital 134-137). However, prior to the establishment of a sectoral driving ban less “drastic” measures have to be implemented to reduce environmental pollution. The additional need of a sectoral driving ban has to be scientifically proven.

### ***Medium-term up to 2030: Implementation of a common modal shift policy***

To support these regional measures, the regions agree that an ambitious modal shift policy is necessary, based on a pricing approach as well as on a support of environment-friendly transport modes.

The Alpine regions have identified the need for a harmonisation of road tolls to work towards a full internalisation of external costs in the Alpine Space. They agree to lobby on national level towards using the full possibilities of the revised Eurovignette Directive concerning the internalisation of external costs and cross-financing in favour of sustainable transport solutions. This implies:

- Making use of the external cost factors for air pollution costs and noise as laid down in Annex IIIb of the revised Eurovignette Directive.

- Making use of the mark-up factor for mountain regions which can be charged in addition to external environmental costs for Euroclasses 0-3.
- The further development towards a Toll+ system considering additional differentiated surcharges in sensitive Alpine regions.

The regions also agree to a common “pull” approach with the following elements:

- As basis for the common modal shift approach as well as the implementation of a common cap-and-trade instrument, the regions call for a rapid construction of the planned Brenner and Lyon-Torino base tunnels as well as other planned infrastructures (e.g. the Aosta-Martigny rail link). This includes the access routes on all corridors that are necessary to fully utilise the capacities of the new basetunnels. To further discuss the integration of the new rail capacities, the regions will make use of corridor platforms.
- A coordinated subsidy system should include two components to guarantee an efficient use of existing infrastructures: a subsidy per train and a subsidy per shipment. The subsidy rates should be differentiated on the basis of transport distances and competitiveness road-rail. The subsidy systems should include both unaccompanied and accompanied combined transport.
- The regions fully support the further improvement of interoperability of transport networks as well as an optimal management of existing and new railway capacities and rolling stock. This should include the provision of “quality slots” for freight transport that are embedded in a mixed approach for freight, regional passenger and long-distance passenger transport.

### ***Medium-term up to 2030: A common cap-and-trade instrument***

To reach the specific traffic and/or environmental targets as defined for all Alpine transit corridors, the Alpine regions recognise the need to implement a jointly developed cap-and-trade instrument (Alpine Crossing Exchange or Emissions Trading System). The cap of a steering instrument can be implemented in a step-wise approach with a pathway that leads towards the corridor-specific targets as defined in the common target-system. A pilot period could be started even in the short-term.

The Alpine regions agree to work together towards an implementation of a common cap-and-trade instrument, in accordance to the current activities under the Suivi de Zurich process which are organised on ministerial level and under the framework conditions of the European treaties, especially the principle of non-discrimination and free movement of goods. The development of a cap-and-trade instrument should also take into account technological developments (see Annex III).

The Alpine regions often constitute closely interlinked economic areas which should not be over-proportionally affected through a steering instrument. From the regional viewpoint, a common steering instrument should mostly focus on long-distance transit traffic and should foresee the following provisions for regional transport:

- The regions generally agree that regional transport should be part of a common cap-and-trade approach.
- However, an overproportional burden for regional transport has to be prevented. This is especially the case for an Alpine Crossing Exchange if it does not differentiate for the distance of the journey and vehicle weight.
- Therefore facilitations for regional transport are necessary. The perimeter for regional transport could either be defined on the basis of transport distance (e.g. with facilitation for transports below 200 or 300 km) or on the basis of origin and destiny of the transport (similar to provision for short-distance transport in the dosing system at the Gotthard tunnel and the sectoral driving ban in Tyrol).
- The regions prefer a special mechanism for regional transports over a reimbursement mechanism.

### **5. Common measures for passenger transport (short-term until 2020)**

The Alpine regions recognise the need for including passenger transport into a common transport strategy. Although the distributional risks in form of traffic shifts between Alpine corridors in the field of passenger transport are less relevant than in the field of freight transport, a more harmonised approach will be necessary to effectively limit the environmental impacts of passenger transport. In line with the objectives for freight transport, the measures for passenger transport follow the objectives to prevent unnecessary transports, to further support public transportation and to implement more sustainable and innovative solutions in the Alpine Space for residual road traffic. To reach this aim, the regions recognise the need to further improve accessibility of the Alpine regions with public transportation, including interlinking connections between the Alpine regions.

The regions agree to focus their common strategy on two main measures:

- The common use of speed limits combined with a strict enforcement. The specific design of the speed limit will be adjusted to the corridor-specific needs. Speed limits should be designed as permanent limits because they are regarded as “less drastic” measures to be implemented before sectoral driving bans for HGVs can be established, according to the decision of the European Court.

- Development of a multimodal information and ticketing platform for public transportation that delivers door-to-door information, including the services in all Alpine regions. Such a multimodal platform aims at both local passenger traffic and incoming tourism traffic and would increase the attractiveness of public transportation services. This platform could be developed through an interlinkage of existing information platforms.

The regions furthermore agree to continue their exchange on regional Best Practice measures. This will include a recurrent update of the Best Practice Guide which has been developed in the frame of iMONITRAF!.

## **6. Action Plan towards implementation: the role of the Alpine regions**

### ***Actions towards common measures***

The regions recognise their different legal responsibilities to implement the proposed measures. (for further information see table in Annex III). To that end, different forms of common actions have to be considered:

- 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.

Considering these different responsibilities, the regions will define specific actions to work towards an implementation of common measures in their region that are in line with the proposed timeframes of this strategy. Immediate actions will focus on short-term measures for freight and passenger transport that should be implemented until 2020. Medium-term action related to measures that should be implemented until 2030. This includes actions for the whole set of measures as the effectiveness of each single measure depends on the overall policy mix. The implementation of the specific actions has to be monitored, for example with the help of a future project office or partnership.

### ***Action plan – continuing the cooperation***

The Alpine regions see a high value in the common network and agree to continue their cooperation beyond the scope of the iMONITRAF! project. The continuation of the network will be especially relevant to move ahead with the short-term targets and measures. In the medium term, the network could be linked to other



cooperation structures. Especially, the regions consider the potentials of a future EU Macroregion for the Alpine Space to pick up the iMONITRAF! activities.

In the short-term, two options seem feasible to continue the common network:

- i. Set-up of a project office that is funded by the regions for the next three years.
- ii. Set-up of a flexible partnership with either financial or immaterial contributions (personnel and organisational support) from the regions.

Irrespective of the organisation structure, the following activities are seen as essential for an effective cooperation:

Task A) Continuation of the common monitoring activities,

Task B) Coordination of the implementation of common measures and regional exchange on best practice measures

Task C) Lobbying and networking with other political levels and institutions

Task D) Internal communication and public relations, including the organisation of periodic Transport Forums and corridor workshops.

More detailed information on a potential future iMONITRAF! project office and related costs can be found in Annex VI.

## Annex I – Rationales for the target system and their application

### Possible rationales to define targets

Specific targets for the transalpine freight transport can be derived via different rationales – considering transport, environmental and safety mechanisms:

- **Modal shift rationale:** This logic focuses on the fact that the modal shift potential crucially depends on the transport distance. In general, it is assumed that transports with a distance below 300 km are difficult to shift to rail. In sensitive areas like the Alpine Space, this distance can be lower, especially if specific infrastructures are provided.
- **Rail capacity driven approach:** Under this logic, it is assumed that available and future rail capacities are used to their maximum capacity. This rationale can only become effective, if road capacities are not extended.
- **Environmental approach:** Under the environmental rationale, the transport system has to be optimised to meet environmental targets (for local and/or global pressures). This can imply a reduction of road transport emissions and/or volumes.
- **Road capacity driven approach/safety:** This approach focuses on an improved road safety. Transport volumes have to be aligned to guarantee safety distances between vehicles which are appropriate under the relevant speed limits and slopes.
- **Base year approach:** Uses a pragmatic mechanism to reduce a specific environmental pressure or traffic volumes to a given base year. It is often used to define CO<sub>2</sub>-targets.

### State of discussion at corridors

Up to now, the Alpine regions have used individual rationales to guide their policies. This results in a target-system with different timelines and with a mix of traffic, environmental and health related targets.

The corridor-specific targets are summarized in the following table:

|                          | Corridor specific rationale   |
|--------------------------|---|
| <b>Gotthard corridor</b> | <p>Modal shift rationale: all transports with a distance above 300 km shall be shifted to rail and use the capacities of the new rail base tunnels.</p> <p>The volume of 492'000 HGV/year is derived from the overall modal shift target of 650'000 for all Swiss corridors. According to the "Law on Modal Shift", this reduction target needs to be reached two years after the commissioning of the Gotthard basetunnel, i.e. 2018</p>   |
| <b>Brenner corridor</b>  | <p>2015: Limit of 1.765.000 HGV/year (reduction of 3% in relation to 2009 according to the programme §9a IG-L to reach the NO<sub>2</sub> emission targets; utilisation of existing rail capacities</p> <p>2020: Limit of 1.668.000 HGV/year (reduction of 16% according to 2005 to meet the EU 2020 targets for CO<sub>2</sub>); improved utilisation of existing rail capacities; gradual shift of detour traffic from road to rail capacities according to the principle of the shortest distance</p> <p>2025: Limit of 1.358.000 HGV/year (mid term limit, improved utilisation of existing rail capacities; gradual shift of detour traffic from road to available rail capacities according to the principle of the shortest distance</p> <p>2030: Limit of 1.000.000 HGV/year (according to protocol Nr. 9, accession treaty</p> |

|                                       | <b>Corridor specific rationale</b>   |
|---------------------------------------|--|
|                                       | between Austria and the EU, 2004; Brenner Base Tunnel as well as north and south access routes finished  |
| <b>Mont-Blanc and Fréjus corridor</b> | <p>2020: Common target and compliance with environmental targets: Given that the Fréjus and Mont-Blanc corridors are closely interlinked, and regarding air quality studies in Valle d'Aosta (which has already fixed a target of 1600 HGV/day for 2012 in order to respect the NO<sub>2</sub> concentration limit), it was decided to fix a common target of 1 241 000 HGV per year (equals 1700 +/- 100 HGV per day and per tunnel).</p> <p>Base year approach: Such a target fits with the air quality objectives on these Alpine corridors and the Kyoto Protocol, as it should lead to a 10% reduction of traffic compared to the year 2008 and thus bring back the traffic to its 1990 level.</p> <p>Modal shift rationale and full capacity utilisation of the rail infrastructures: if this target is supported by accompanying measures in favour of an optimisation of lorries loading, then current traffic volumes – and as a consequence economic activities – shouldn't be penalized. With a loading of 19 tons per HGV (which was observed in 1984), traffic volumes could reach for instance 24.3 Mt (corresponding to the maximum level of traffics between 1993 and 2003).</p> <p>2030: Limitation to 1'278'000 HGV/year for the two corridors (718'000 HGV/year for Fréjus and 560'000 HGV/year for Mont Blanc) based on the realisation of the new rail link Lyon-Torino (commissioning of the base tunnel and the first and second stages of the French access routes). These numbers are calculated on the basis of the traffic forecasts of the PRIMES scenarios and estimations of Lyon Turin Ferroviaire on HGV numbers that are shifted to rail due to the new capacities provided by the basetunnel. This would lead to a modal shift of 45.5%.</p> |
| <b>Tarvisio corridor</b>              | Base year approach: Until 2020, traffic volumes should be reduced by 20% on the basis of the year 2000. In the long run, this volume should remain stable, i.e. 1.46 Mio HGV/a.  |

In the frame of the iMONITRAF! project, it has been analysed how a common application of the different rationales could be operationalized and which HGV targets would result for the different corridors.

### **Indicative estimation for applying the 20% CO<sub>2</sub>-reduction target – based on scenarios developed in the frame of ALBATRAS**

The Suivi de Zurich has recently mandated several studies to assess design options and impacts for a traffic steering instrument in the Alpine Space. The ALBATRAS study has analysed an option for an Emissions Trading System which is based on a CO<sub>2</sub>-reduction target of 20% until 2020 (based on 1990). Results are provided in tons/year only but can be transposed into HGV numbers by using average load factors provided for the business-as-usual scenario in the frame of the iMONITRAF scenario activities<sup>5</sup>.

<sup>5</sup> Load factors are calculated on the basis of Alpinfo data and from a model run by the Swiss Federal Office of Transport for projections)

### Indicative estimation for applying a long medium target based on full use of rail capacity

The Swiss corridor target has been compared with the capacities of the Gotthard (and Simplon) axis rail freight capacity. It has been shown that railway capacity is sufficient to change modal split according to the target. For the Brenner corridor, the rail capacity has been calculated under consideration of the Brenner basetunnel. This approach has also been used for the Mont Blanc and Fréjus corridors, for which the traffic targets have been calculated according to a full use of the existing rail link via Modane, the Mont Cenis tunnel and the new capacities offered by the realization of the Lyon-Torino rail link (commissioning of the base tunnel and the first and second stages of the French accesses)

The following table summarizes the different approaches and provides indicative numbers of HGVS per corridor:

| COMPARISON OF TARGETS WITH ACTUAL TRAFFIC VOLUME    |         |          |            |        |                           |
|---|---------|----------|------------|--------|---------------------------|
| 1'000 HGVS/a  | Brenner | Gotthard | Mont Blanc | Fréjus | Tarvisio                  |
| HGV volume 1990*                                    | 925     | 548      | 739        | 540    | 1'822<br>(base year 2000) |
| HGV volume 2010*                                    | 1'850   | 943      | 572        | 732    | 1'576                     |
| Trend growth 2020<br>(based on Primes BAU scenario) | 2'368   | 1'122    | 732        | 937    | 2'018                     |
| Trend growth 2030<br>(based on Primes BAU scenario) | 2'987   | 1'280    | 923        | 1'181  | 2'546                     |
| Short term target 2020: -20% CO2                    | 1'648   | 940      | 634**      | 774**  | 1'515                     |
| Medium term target 2030: full use of rail capacity  | 1'000   | 492      | 560        | 718    | 1'460                     |

\* Data for 1990 and 2010 is based on Alpinfo data for Brenner, Gotthard, Mont Blanc and Fréjus. For Tarvisio, regional data (as used within the iMONITRAF! indicator system) is illustrated.

\*\* The Albatras study uses a split between Mont Blanc and Fréjus that considerably differs from today. For iMONITRAF! purposes, the total volume for both corridors has been split according to the existing split Mont Blanc and Fréjus.

## **Annex II The Alpine region's view on technological and organisational developments**

The development of the common strategy and the common measures has made clear that technological and organisational developments have considerable impacts both on the target achievement as on the design of common measures. Even if their deployment alone is not sufficient to meet the defined targets, new technologies are an important driving-force and contribute to the economic competitiveness of the Alpine regions.

The regions recognise the need for a best-availably technology-approach in the sensitive Alpine Space. It should be guaranteed that only vehicles with the greatest efficiency and the lowest emissions are used in the Alpine Space. Thus the regions expect positive impacts from the following technological innovations and agree to support the research and development processes, and to set differentiated incentives for their market penetration:

- Improvements of HGV, coaches and passenger vehicles concerning emissions of local air pollutants, CO<sub>2</sub> and noise. If decisions can be taken on regional level, the regions will set the necessary framework conditions to accelerate the modernisation of the vehicle fleet and to increase the use of sustainable biofuels that are not affecting agriculture and food resources. If these decisions are outside their field of competence, the regions will lobby on national and European level to support these developments.
- Using the chances of alternative powertrain technologies based on renewable energy (hydrogen, electric propulsion systems, etc.): The Alpine regions recognise the potential of alternative powertrain technologies to reduce specific emissions of both freight and passenger vehicles. They aim at enabling these alternative technologies on their infrastructures.

Also, the regions expect positive impacts from technological and organisational innovations that improve the competitiveness of rail, strengthen modal shift and improve overall efficiency of the transport network. The regions support

- the use of new trailer systems that have the chance to improve the competitiveness of combined transport through a reduction of handling time.
- new and innovative operating and information systems allow for improved customer services, the improvement of the cross border quality and the provision of booking and coordination services as well as an on-line monitoring of traffics, for both freight and passengers transport.
- the need to develop and deploy new brake technologies for rail reducing the noise impact. They commit themselves in developing such technologies for the regional trains.
- the electrification of the rail network to reduce the use of diesel locomotives.

However, the regions also recognise some technological developments that work against their common vision. This especially concerns the use of gigaliners [megatrucks] to allow for higher transport loads of up to 60 tonnes as well as other increases of HGV dimensions. The alpine regions claim for a ban of such vehicles to prevent from compromising combined transport potentials. The Alpine regions recognise the noise and safety concerns that come along with these vehicles and agree to prevent their use in transalpine transport.

## Annex III – Regional responsibilities of the Alpine regions

### OVERVIEW ON REGIONAL RESPONSABILITIES

| Aspect                    | France  | Italy  | Switzerland  | Austria  |
|---------------------------|---|--|--|--|
| National responsibilities | <p>National passenger transport services (e.g. TGV)</p> <p>Regulatory measures (including pricing) regarding highways and national roads</p>  | <p>Ministry of Infrastructure: Measures regarding national infrastructures.</p> <p>Further info see BP Guide.</p>  | <p>National level: regulatory measures, modal shift policy;</p>                          | <p>Road charges as well as their differentiation according to Euro classes are set by the federal government within the framework of the Eurovignette Directive.</p> <p>The federal government is also responsible for weight and measures of HGV.</p> |
| Regional responsibilities | <p>Regional passenger transport services</p> <p>No competences in freight transportation.</p> <p>[Local level: Local passenger transport services (local level comprises 2 different levels : department and urban) Regulatory measures regarding local roads.]</p> | <p>Regions with autonomous status: some flexibility to implement regulatory measures on regional level (for safety reasons).</p> <p>Regions without autonomous status, Province, Municipalities: Responsibility mostly for infrastructures on local level.</p> | <p>Regional level: air pollution control with possibility for intervention measures.</p> | <p>Responsibilities for the second order road network are transferred to the provinces.</p> <p>The law on air pollution control enables Tyrol to implement measures to reduce neg. environmental impacts.</p>  |

## Annex IV – Main activities and costs of a future iMONITRAF! follow up

The regions agree that the continuation of the cooperation is a crucial common action towards implementing the common strategy. After analysing a potential link with other ongoing networks, they realized that it will be necessary to continue the common activities in form of a specific network (either organised as proper project office or in a more flexible partnership).

After the end of the project, it is foreseen to organise annual meetings to continue the exchange on technical level. These technical meetings will include, in alternating way, either a public event or a political roundtable discussion. Overall, the following Meetings/Transport Forums are proposed to be organised:

- Spring 2013 by an Italian region (technical meeting),
- Spring 2014 by Tirol (technical meeting + political roundtable),
- Spring 2015 by Central Switzerland or Ticino (technical meeting + public Transport Forum)
- Spring 2016 by Rhône-Alpes (technical meeting + political roundtable).

If the regions come to an agreement concerning the set-up of a common project office, the following funding needs are estimated:

- The overall funding need is estimated to an overall amount of 100'000 to 120'000 Euro per year.
- Depending on the support from the regions, this amounts to an amount per region between 15'000 and 20'000 Euro per year.

If the regions decide to continue their cooperation in a flexible partnership, they agree that each region provides sufficient internal human resources so that the partnership can fulfil the tasks described below. Each partner region also agrees to take over the coordination of one of described tasks or sub-tasks, thus being in line with the current set-up of the iMONITRAF! project. If communication activities require financial resources, they can either be shared equally between project partners, or – in cases of organisational costs related to public Transport Forums or political roundtables - by the hosting region.

If implemented the project office will fulfil the following tasks which, as an alternative, could also be supported through a more flexible partnership.

| <b>Activities under Task A: Continuation of monitoring activities</b>              |
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| Annual collection of regional data for iMONITRAF indicators                        |
| Synthesise regional data, check robustness of data, fine-tuning with regions, etc. |
| Draft report, preparation of annual report including data and interpretation       |



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| Feedback round with regions on monitoring report  |
| Preparation and moderation of annual technical workshop to discuss monitoring results and corresponding need for action |
| Feed monitoring data into WebGIS system   |
| Dissemination of annual report (telephone, mailings, web)   |

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| <b>Activities under task B: Coordination on implementation of common measures</b>             |
| Coordination of regions concerning the implementation of common measures                      |
| Further research on common measures, cap-and-trade instruments                                |
| Collection of new information on regional Best Practices                                      |
| Processing information on Best Practices and communication, e.g. as part of the WebGIS system |

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| <b>Activities under task C: Lobbying and networking</b>  |
| General networking activities on national and European level (e.g. feedbacks to EU strategy papers, national discussion processes) |
| Coordination with activities under the Suivi de Zurich process, the Alpine Convention, the Network of Alpine regions               |
| Institutionalisation: Inputs for activities under EU Macroregion Alpine Space, Linkage with Network of Alpine regions              |

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| <b>Activities under task D: Internal communication and public relations</b>  |
| Maintenance of iMONITRAF! website and semi-annual newsletters  |
| Organisation of side-events on existing corridor workshops or organisation of whole corridor-workshop if no activities are underway. |
| Organisation of annual technical meetings (extended alternating with public Transport Forums and political roundtable)               |