

# Modal shift as priority for decarbonized freight transport

## iMONITRAF! Policy Pathway towards a Combined Scenario



### Common challenges require common action

iMONITRAF! is the network gathering the Alpine regions along the major transit corridors. Individual policies have shown limited success in reducing negative impacts of transalpine traffic. Hence, the Alpine regions have acknowledged the need to work together, to develop and implement a coordinated transport strategy. iMONITRAF! enables policy makers and technical representatives to jointly discuss political challenges and to support and implement common solutions – based on insights of the common monitoring system which has become the most comprehensive data source on interregional, transalpine traffic.

### Policy Scenarios 2030 and the need for a combined approach

Recognising changing political priorities and adjustments in the European and national framework, the iMONITRAF! network has developed a new set of policy scenarios.

The evaluation of these scenarios ...

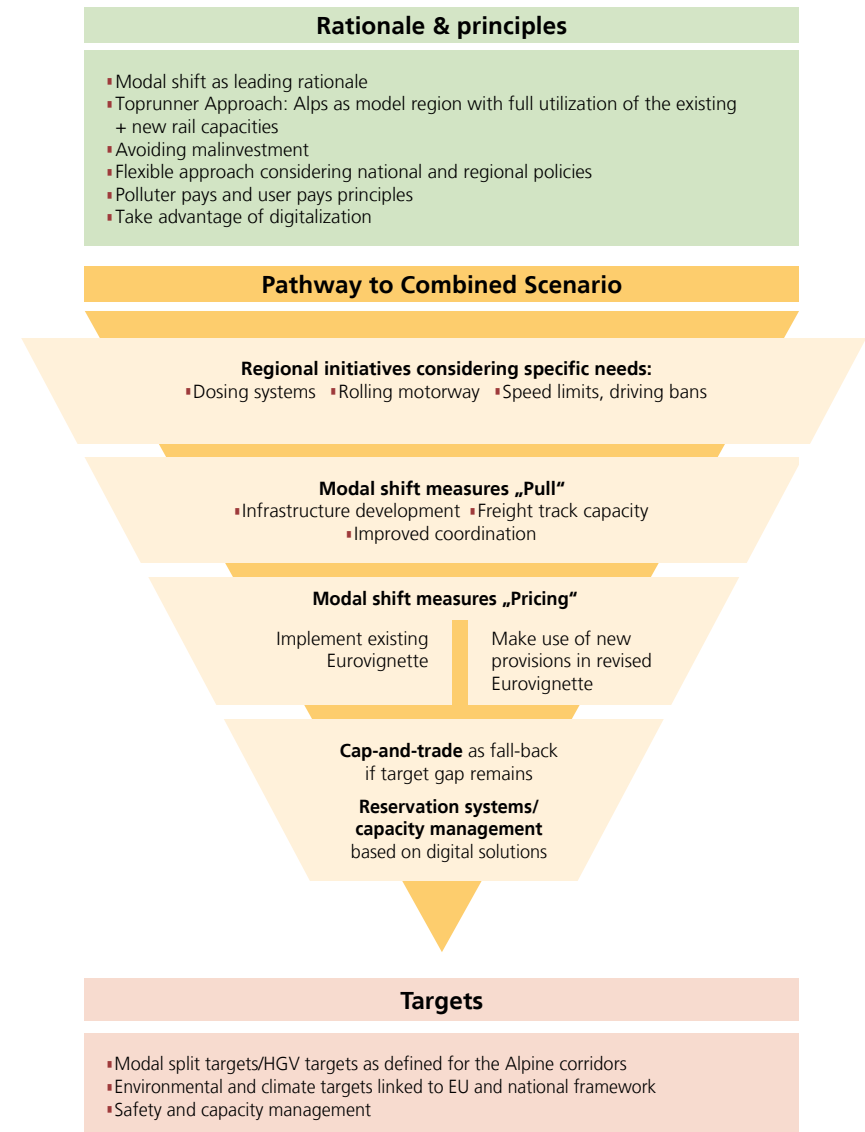
... illustrates that only a **scenario combining ambitious modal shift measures and innovative technologies** guarantees a considerable reduction of traffic and environmental nuisances according to the iMONITRAF! aims.

... shows the need for an **ambitious policy approach, coordinated between and along the transalpine corridors**. The new rail infrastructures will need additional efforts and measures to be put in place, otherwise transport related negative environmental and social impacts will continue to rise.

... identifies elements of a common policy mix to accelerate both modal shift and technological change.

### Policy Pathway to reach the Combined Scenario

Taking into consideration the existing targets and the available toolbox, iMONITRAF! partners developed a policy pathway to reach the Combined Scenario. This pathway can be seen as strategic orientation for further activities – also including activities at EU and national level to ensure that needs of the Alpine regions are recognized in upcoming revision processes which are linked to implementing the EU Smart and Sustainable Mobility Strategy, the Fit-for-55 package as well as the corresponding Swiss strategies (such as the Transport Outlook 2050 and the 2050 climate targets).



## Interfaces with the European framework

To implement the pathway towards the Combined Scenario, iMONITRAF! requires a strong European framework – which considers the specific needs of the Alpine transit corridors. The discussion on the Eurovignette Directive has highlighted how a cooperation between iMONITRAF! as common voice for the Alpine regions and decision makers at EU level can result in optimized regulation. The following table illustrates future interfaces:

iMONITRAF! Toolbox What are our goals?	Related EU Framework & links to Swiss legislation What we need from EU legislation to achieve them?
<b>Modal shift measures „Pull“</b>	<b>Combined Transport Directive</b> <ul style="list-style-type: none"> <li>▶ ambitious approach to definition of Combined Transport to strengthen intermodal solutions</li> <li>▶ set a framework/minimum requirements for financial incentives to Combined Transport to develop a more efficient support system.</li> </ul>
<b>Modal shift measures „Pricing“</b>	<b>Eurovignette and Swiss performance-related heavy vehicle charge (HGVC): finalization of revision process</b> <ul style="list-style-type: none"> <li>▶ ensure that modal shift rationale remains at the heart of the Eurovignette and the HGVC, limit exemptions to a minimum!</li> <li>▶ Consideration of specific needs of mountain regions: higher external costs, mark-up factor and earmarking</li> </ul> <b>Energy Taxation Directive and ETS for transport</b> <ul style="list-style-type: none"> <li>▶ develop a pricing framework that is better streamlined and sets clearer incentives for the transport sector, e.g. by increasing a CO<sub>2</sub>-price in a step-by-step approach.</li> </ul>
<b>Decarbonisation of road freight transport</b>	<b>Renewable Energy Directive</b> <ul style="list-style-type: none"> <li>▶ ambitious targets for reducing the GHG-intensity of transport fuels to set strong incentives for take-up of alternative technologies</li> <li>▶ strengthen the role of green hydrogen for long-distance freight transport as hard-to-decarbonise sector</li> </ul> <b>CO<sub>2</sub>-emission performance standards</b> <ul style="list-style-type: none"> <li>▶ define a clear pathway towards the phase-out of ICE vehicles, leaving flexibility for a forerunner approach in the Alps</li> </ul>
<b>Regulatory measures to limit negative impacts of freight transport</b>	<b>Euro 7 legislation</b> <ul style="list-style-type: none"> <li>▶ Consideration of over-proportional impacts of air pollution in the sensitive Alpine environment.</li> </ul>
<b>Using digital solutions to optimize freight and logistics</b>	<b>Directive on Intelligent Transport Systems</b> <ul style="list-style-type: none"> <li>▶ develop an integrated and shared framework to fully use the potentials of digitalization</li> <li>▶ consider specific needs to implement intermodal reservation systems/capacity management on the Alpine transit corridors.</li> </ul>

## iMONITRAF! beyond Policy Pathways

### Common monitoring system as technical reference:

iMONITRAF! maintains and updates a set of comparable indicators on transport (traffic flows, transported tons) and environment (air pollution, noise, tolls and fuel prices):

- It is the most comprehensive data source on interregional, transalpine traffic,
- It is used as reference for decision makers at political and sectoral level,
- It provides an [interactive platform](#), integrated in the Alpine Platform of Knowledge

### Annual Report with exchange on good practices

Annual updates on regional measures and good practices promote a mutual understanding, both on specific regional needs but also on political and/or economic constraints.

### Political roundtables & strategic impulses to the broader Alpine transport community

With the organisation of political roundtables, iMONITRAF! provides a platform for exchange between policy makers and the technical level and to identify strategic priorities for the network. The last [roundtable in November 2020](#) resulted in a strong confirmation of the modal shift rationale as leading objective for the Alpine regions.

### The way forward – making the Alpine voice heard

Implementation of a policy pathway towards the Combined Scenario requires cooperation and efforts beyond the most affected transit regions. Policies and support mechanisms for modal shift and decarbonization are most effective if they are coordinated along and between the transalpine corridors. The way forward for iMONITRAF! crucially depends on:

- Political discussion on Policy Pathways: support common understanding on targets and measures;
- Improved cooperation with other networks: use synergies at all policy levels;
- Close cooperation with decision makers at EU and national level to fine-tune new legislative conditions to Alpine needs.

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