



**iMONITRAF! – The role of Toll Plus in the network of the Alpine regions**

# A harmonized pricing framework for the Alps: a proposal on Toll Plus

## **Common challenges require common action**

The Alpine regions are particularly sensitive to the negative impacts of freight and passenger transport. This is due to very high shares of heavy goods vehicles (HGV), specific topographical features, limited spatial resources and highly vulnerable ecosystems. Although vehicle technology has improved significantly in the last years, the environmental and social impacts still continue to grow as traffic volumes keep rising.

## **iMONITRAF! – developing a common modal shift policy**

To tackle the common challenges, the Alpine regions Auvergne-Rhône-Alpes, the autonomous Province of Bolzano, the autonomous Province of Trentino, the autonomous Region of Aosta Valley, the Piedmont Region, the Friuli Venezia Giulia Region, the Canton of Ticino, the Conference of Governments of Central Switzerland, the Land of Tyrol as well as the European Academy of Bolzano have joined forces in 2005 to develop common solutions. In the frame of two projects under the Alpine Space Programme, the iMONITRAF! regions developed a common monitoring system and analysed Best Practice measures as well as impacts of common steering instruments. In the recent phase of iMONITRAF! 2017–2018, the partners Auvergne-Rhône-Alpes, Tyrol, South Tyrol, Trentino and Central Switzerland remain active members, Ticino takes the status of observer and Aosta and Friuli Venezia Giulia provide data for the monitoring system. As first major political milestone of iMONITRAF!, representatives from seven regions have signed a common resolution and strategy in Lyon in May 2012. This strategy sets the framework for a sustainable transport system in the Alpine Space, because the regions agree to work towards the

implementation of common measures. In the strategy, the harmonization of existing regional measures and a common modal shift policy support iMONITRAF!'s objective to reduce negative traffic impacts and to prevent distributional impacts in the Alpine region. In this regard, the instrument Toll Plus was identified to be the central tool in the short-term to accomplish this harmonized modal shift process.

## **Developing the iMONITRAF! Toll Plus proposal**

The proposition of a Toll Plus system as additional and differentiated pricing instrument in the iMONITRAF! strategy of 2012 is based on the partners' identified need for a more targeted and harmonized pricing system in the sensitive mountain areas. A Toll Plus system can be implemented at this stage because it will build on existing legal frameworks and pricing systems. While Toll Plus is not a completely new approach – since toll systems have been implemented in all iMONITRAF! regions to support the financing of road infrastructures and occasionally also to cover external costs – a harmonized approach is still missing. In this respect, an ambitious Toll Plus system shall support the common modal shift strategy and the financing of relevant infrastructures. Toll Plus is at the current stage the central instrument for achieving the network's main objective of reducing the environmental burden of transalpine transport.

In 2014 the network partners gave their mandate for in-depth investigations on the role of Toll Plus within the iMONITRAF! framework. This in-depth analysis served as basis for developing a regional proposal on an ambitious Toll Plus system and defined specific design elements for an optimized approach.

## Embedding findings on Toll Plus into a new iMONITRAF! Resolution

The proposal on an ambitious Toll Plus system has been incorporated into a new political resolution of the iMONITRAF! network. The resolution, signed in Lucerne on 2 November 2016, explicitly states that the implementation of Toll Plus represents the next crucial step to accomplish modal shift in the Alpine region. Specifically, the regions agree that the following core elements shall be part of an ambitious Toll Plus approach:

- The «Plus» of the toll level shall be defined on the basis of additional costs in mountain areas (infrastructure and external costs) and could be around +20 to +25 €/ct/km which is the benchmark resulting from a technical study. These toll levels can be implemented in a step-wise approach, considering regional characteristics and avoiding disproportionate economic impacts.
- Toll Plus should serve as a mechanism to harmonise toll levels across the iMONITRAF! corridors to allow a fair distribution of traffic volumes.
- Toll differentiation must consider future developments beyond today's EURO-norms such as differentiation according to specific CO<sub>2</sub> emissions.
- To avoid negative economic impacts in the Alpine regions, special provisions for regional transport will be necessary.
- Revenues should be invested in rail infrastructures or should be used for specific environmental and intermodal projects. An appropriate share of revenues of about 30 % to 50 % shall be allocated to the regions along the transit corridors. Considering different legal responsibilities, the regions will either take direct steps to implement these elements or will challenge the national level to support their implementation.

## Integrating Toll Plus in the set of common measures

An ambitious Toll Plus system supports the existing set of measures. In order to optimise the overall set of common measures, the Alpine regions propose the following integration of Toll Plus in the existing set of measures at regional and national level:

- Night-driving bans and bans for high-emitting HGV (with dynamic adjustments) shall remain valid.
- Incentives for freight shift from road to rail support the aims of a Toll Plus system. They are a short-time approach until Toll Plus is fully implemented.
- For Tyrol, the sectoral driving ban is seen as intermediate measure and can be dropped when a better European framework or a better solution along the corridor for guaranteeing the modal shift of long-distance freight transport from road to rail with a similar effect is available.
- The implementation of future steering instruments (such as an Alpine Crossing Exchange) remains a long-term objective. The time horizon must be coordinated with the opening of the railway base tunnels (Ceneri, Brenner, Mont Cenis).

## Future perspectives

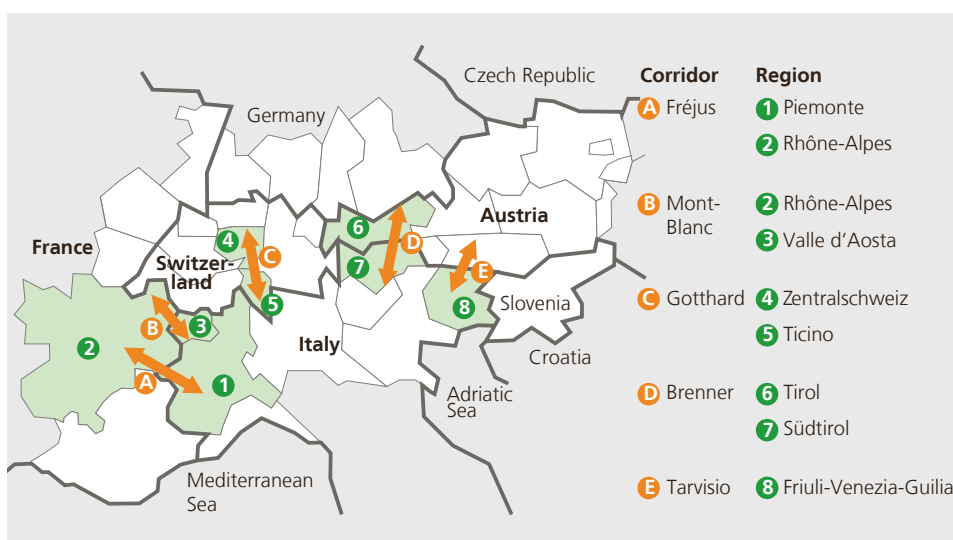
Toll Plus is at the current stage the most important instrument for further activities of the iMONITRAF! network. The iMONITRAF! partners foresee in this regard a necessity to conduct further in-depth analyses on Toll Plus, particularly regarding the role of regional transport in the frame of Toll Plus. Networking is seen as a central element to gain further support to advance the Toll Plus proposal. In this regard, synergies can be used with other networks and institutions which also consider Toll Plus application as important. The Suivi de Zurich commissioned an in-depth analysis on Toll Plus with results expected for the beginning of 2018. The Working Group on Transport of the Alpine Convention is investigating external costs in mountain areas. Also, the macro-regional strategy EUSALP is dealing with Toll Plus and the Action Group 4 Mobility could be used to streamline the different proposals and to develop a common and accepted approach to be considered by EU policy.

## Further information and contact

[www.imonitraf.org](http://www.imonitraf.org)

### Lead Partner

Amt der Tiroler Landesregierung, Ewald Moser  
Herrengasse 1–3, 6020 Innsbruck, Austria  
[verkehrsplanung@tirol.gv.at](mailto:verkehrsplanung@tirol.gv.at)



Perimeter and participants of iMONITRAF!