iMONITRAF! Annual Report 2014

Moving ahead on common measures: Toll Plus in focus

iMONITRAF! Climonomics INFRAS

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INFRAS/Climonomics with inputs of iMONITRAF! partners

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CONTENT

The iMONITRAF! year 2014 at a glance

iMONITRAF! – moving ahead on common measures

Tackling the negative impacts from transalpine transport remains a common challenge for the Alpine regions. Under the new structure of the Coordination Point, the region Rhône-Alpes, the autonomous Provinces of Bolzano and Trento, the autonomous Regions of Aosta Valley and Friuli-Venezia Giulia, the Region Piedmont, the Canton of Ticino, Central Switzerland, the Land of Tyrol as well as the Accademia Europea di Bolzano (EURAC) have successfully continued their cooperation in the year 2014. After a first consolidation phase, the network now aims at moving forward on the implementation of common measures, which are part of the iMONITRAF! strategy of May 2012.

A Transport Forum which was organised by the iMONITRAF! partner Tyrol in June 2014 offered a platform for technical and political discussions and set the scene for next steps on common measures. The Forum was part of the "Transport Week", containing further events of Brenner Railway Action Group, Swiftly Green, and the Brenner Corridor Platform. The Transport Forum has re-confirmed the need for regional cooperation as common challenges remain. This could be seen in the broad attendance at the Transport Forum, with participants from all iMONITRAF! regions, speakers and discussants of the European Commission and the Suivi de Zurich process as well as experts from other NGOs, the Alpine Convention and the scientific community. Discussions on the Transport Forum have focused on a regional proposal on Toll Plus which has been prepared by the iMONITRAF! network.

Monitoring update for the year 2013

Monitoring results relate to the year 2013. The number of light vehicles crossing the five iMONITRAF! corridors increased by 3.1% from 2012 to 2013. In the same period, the number of heavy vehicles decreased by 1.1%. The traffic volumes on the road distribute unequally on the corridors: in 2013, 42% of the vehicles crossed the Brenner, 27% the Gotthard, 17% Tarvisio and about 14% on Mont Blanc and Fréjus. The modal shift for freight transport increased on Gotthard, whereas it decreased on the Brenner. Air pollution concentrations showed declining trends for NO_2 and PM10 due to growing shares of the latest Euro classes, which are characterized by lower emissions per vehicle-km for all vehicle categories. Toll prices for road transports remained unchanged in 2013 with highest rates for Fréjus and Mont Blanc. Fuel prices (diesel, petrol) had grown in the period 2009 to 2012, but decreased from 2012 to 2013.

Best Practices – no major news but many small steps towards common measures

Concerning Best Practices, the year 2014 brought no major new developments along. However, some of the developments are important steps towards a more ambitious policy mix and bring some insights for further discussing common measures as proposed in the iMONITRAF! strategy. In Tyrol, ambitious actions have been taken in 2014 towards re-implementing the sectoral driving ban. With the discussion and adjustment of the policy package "IG Luft" and the change towards a permanent speed limit on the Inn Valley and Brenner motorway, Tyrol follows the recommendations of the EU Court of Justice to first implement "less drastic" measures before the sectoral driving ban can be re-implemented. Along the Mont Blanc and Fréjus corridors, a flexible driving ban for high-emitting HGV has been implemented to limit pollution peaks and the tunnel tolls have been adjusted to finance improved tunnel security. In Switzerland, the financing of railway infrastructures has been optimised with the new FABI framework (financing and maintenance of the railway infrastructure) and financial resources have been extended.

The transport policy framework – developments on EU level

On EU level, only few relevant developments have been identified in 2014. This is due to the elections for EU Parliament which took place in May 2014 and which not only appointed a new European Parliament for the next five years but also led to a new President for the European Commission and a new selection of Commissioners. As the team for the new Commission was only approved in October 2014, the year was characterized as a transition period.

Nevertheless, the **Connecting Europe Facility (CEF)** as major funding source has been specified in 2014 with a detailed work programme, a first multi-annual call (endowed with 11,9 bn. €) and an annual call for 2014 (with a budget of 930 Mio. €). The five cross-border priority projects include both the Lyon-Turin and the Brenner railway base tunnels and are thus relevant for iMONITRAF!. Furthermore, the authorisation of **gigaliners and the topic of HGV weights and dimensions** were discussed in the European Parliament in 2014. No changes to current regulations have been implemented so far so that gigaliners will remain restricted to national transports and to cross-border traffic. A trans-European use of gigaliners for transit traffic will be assessed by the European Commission until 2016.

Defining a short-term agenda for iMONITRAF! – Toll Plus as first element

The year 2014 offered several opportunities for identifying a short-term agenda for the iMONITRAF! network. The common strategy of 2012 offers a broad list of potential fields for in-depth analysis and networking. Under the new structure of the Coordination Point, it was necessary to select some topics for short-term action. Regarding common measures, the implementation of a Toll Plus system is included in the strategy. As this topic shall also be further developed within the Suivi de Zurich process and with the upcoming revision of the Eurovignette Directive, there is an important “window of opportunity” for iMONITRAF! to set the scene on Toll Plus and to launch a detailed discussion from the regional viewpoint. Thus, a first discussion paper has been developed and presented during the Transport Forum in June 2014.

This discussion will be continued in 2015. A deepened analysis on Toll Plus will be launched at the beginning of 2015 and results will be further discussed during the upcoming political roundtable in Lyon.

Future-proofing the network

Even if the Coordination Point structure has only entered its second year (of its 4-year agreement), 2014 was crucial for discussing the future of iMONITRAF!. The topics and structure of a macroregional strategy for the Alpine region (EUSALP) took shape in 2014 and partners of iMONITRAF! tried to ensure that iMONITRAF! ideas and objectives are considered in EUSALP. Just before Christmas, iMONITRAF! has submitted a proposal for a “measure” to the EUSALP steering committee.

So network partners remain confident that iMONITRAF! will not only be able to celebrate its 10th anniversary in 2015 but remain a hub for transalpine transport knowledge and discussions in the future.

iMONITRAF! Aktivitäten im Jahr 2014 – Das Wichtigste in Kürze

iMONITRAF! – Nächste Schritte in Richtung gemeinsamer Massnahmen

Die Bewältigung der negativen Auswirkungen des transalpinen Verkehrs ist und bleibt eine zentrale Herausforderung für die Alpenregionen. Im Jahr 2014 haben die Regionen Rhône-Alpes, die autonomen Provinzen Bozen-Südtirol und Trient, die autonomen Regionen Aosta Tal und Friaul Julisch Venetien, die Region Piemont, der Kanton Tessin, die Zentralschweizer Umweltdirektorenkonferenz (ZUDK) und das Bundesland Tirol gemeinsam mit der Europäischen Akademie Bozen (EURAC) ihre Zusammenarbeit erfolgreich fortgesetzt. Nach einer ersten Konsolidierungsphase im Rahmen der neuen Struktur arbeitet das Netzwerk nun daran, gemeinsame Massnahmen aus der iMONITRAF! Strategie vom Mai 2012 umzusetzen.

Das von Tirol organsierte Transport Forum im Juni 2014 bot eine Plattform für den Austausch zwischen technischer und politischer Ebene und definierte den Rahmen für die nächsten Schritte bezüglich gemeinsamer Massnahmen. Das Forum fand im Rahmen der Tiroler Verkehrswoche statt, die im weiteren Verlauf auch Veranstaltungen der Aktionsgemeinschaft Brennerbahn, des EU-Projekts Swiftly Green und der Brenner-Korridor Plattform umfasste. Das Transport Forum bekräftigte die Bedeutung der regionalen Zusammenarbeit, um die aktuellen gemeinsamen Herausforderungen zu bewältigen. Die Diskussionen des Forums drehten sich primär um einen regionalen Vorschlag zum Toll Plus System, der vom iMONITRAF! Netzwerk erarbeitet wurde.

Monitoring-Ergebnisse für das Jahr 2013

Die Monitoring-Ergebnisse beziehen sich alle auf das Jahr 2013. Zwischen 2012 und 2013 stieg die Zahl der leichten Personenfahrzeuge (PKW und 2-Räder) auf den fünf iMONITRAF! Korridoren um 3.1% an. Zeitgleich verringerte sich die Zahl der schweren Güterfahrzeuge um 1.1%. Das Verkehrsvolumen verteilte sich dabei 2013 weiterhin ungleich auf den Korridoren: Während 42% der Fahrzeuge den Brenner wählten, waren es 27% entlang des Gotthard-Korridors, 17% entlang des Tarvisio und 14% auf Mont Blanc und Fréjus. Der Modalsplit erhöhte sich zugunsten des öffentlichen Verkehrs auf dem Gotthard Korridor, hingegen sank er beim Brenner ab. Die Konzentration der Luftschadstoffe verzeichnete einen Rückgang sowohl für die NO_2 als auch die PM10. Dies ist primär auf den steigenden Anteil der neuen Euroklassen an der Fahrzeugflotte zurückzuführen, die bei allen Fahrzeugkategorien geringere Luftschadstoffe pro gefahrenen Kilometer emittieren. Unverändert bleiben die Mautgebühren im Strassenverkehr im Jahr 2013, wobei Fréjus und Mont Blanc noch immer die höchsten Gebühren erheben. Die Kraftstoffpreise sowohl für Diesel als auch für Benzin stiegen zwischen 2009 und 2012, gingen aber zwischen 2012-2013 wieder etwas zurück.

Best Practices – kleine Schritte zu gemeinsamen Massnahmen

Das Jahr 2014 brachte wenig große Änderungen im Bereich der Best Practices mit sich. Viele kleine Anpassungen an bestehenden Instrumenten gehen aber in Richtung eines verbesserten Instrumentenmixes und in Richtung einer Harmonisierung entlang der Korridore. Zudem geben die aktuellen Entwicklungen einige Hinweise für die Ausgestaltung gemeinsamer Steuerungsinstrumente. In Tirol trat 2014 ein ehrgeiziger Aktionsplan in Kraft, der auf eine Wiedereinführung des Sektoralen Fahrverbots abzielt. Ausserdem wurde das Massnahmenpaket „IG Luft“ angepasst und im Rahmen dessen auf den Inntal- und Brenner-Autobahnen dauerhafte Geschwindigkeitsbegrenzungen eingeführt. Damit folgt Tirol den Empfehlungen des EU-Gerichtshofs, zuerst „weniger drastische“ Massnahmen einzuleiten, bevor das sektorale Fahrverbot erneut verabschiedet werden kann. Auf den Korridoren Fréjus und Mont Blanc wurde ein flexibles Fahr-

verbot für LKW mit hohen Schadstoffausstössen eingeführt, um Spitzenbelastungen zu vermeiden. Für die Verbesserung der Tunnel-Sicherheit, ist zusätzlich die Tunnelmaut für den Mont Blanc und Fréjus erhöht worden. In der Schweiz wurde durch das neue Konzept FABI (Finanzierung und Ausbau der Bahninfrastruktur) die Finanzierung von Schienenverkehrsprojekten erleichtert. Durch FABI wurde einerseits die Finanzierung neu strukturiert und andererseits durch neue finanzielle Mittel ergänzt.

Der verkehrspolitische Rahmen – Entwicklungen auf der europäischen Ebene

Auf der europäischen Ebene waren im Jahr 2014 nur wenige Entwicklungen zu beobachten. Das ist auf die Wahl des EU-Parlaments zurückzuführen, die im Mai 2014 stattfand. Für die kommenden fünf Jahre wurde dabei eine Neubesetzung des EU-Parlaments gewählt, das wiederum einen neuen Präsidenten der Kommission sowie neue Kommissare wählte. Da die neu besetzte Kommission erst im Oktober 2014 offiziell ernannt wurde, kann das vergangene Jahr als Übergangsphase angesehen werden.

Nichtsdestotrotz wurde 2014 das Infrastrukturprogramm „Connecting Europe Facility (CEF)“ weiter spezifiziert. In diesem Rahmen wurden eine mehrjährige Ausschreibung (mit einem Umfang von 11,9 Milliarden Euro) sowie eine jährliche Ausschreibung (mit 930 Millionen Euro) veröffentlich. Innerhalb der fünf geförderten landesübergreifenden Grossprojekte befinden sich sowohl der Lyon-Turin-, als auch der Brenner-Basistunnel, die beide für iMONITRAF! relevant sind. Ausserdem thematisierte das Europäische Parlament die Genehmigung von Gigalinern und die zulässigen Masse und Gewichte für LKWs. Bisher wurden keine Änderungen verabschiedet, so dass Gigaliner weiterhin auf den nationalen und grenzüberschreitenden Verkehr begrenzt bleiben. Die Europäische Kommission wurde beauftragt, bis 2016 die Auswirkungen einer transeuropäischen Nutzung von Gigalinern zu prüfen.

Kurzfrist-Agenda für iMONITRAF! – Toll Plus als erstes Element

Die gemeinsamen Strategie von 2012 eröffnet eine grosse Auswahl an potenziellen Arbeitsfeldern für vertiefende Analysen. Im Rahmen der neuen Struktur mit dem Coordination Point war es 2014 an der Zeit, einzelne Elemente für die kurzfristige Agenda auszuwählen. Zu den gemeinsamen Massnahmen der Strategie gehört auch die Einführung eines Toll Plus Systems. Diese Thematik soll auch im Zuge des Suivi de Zurich Prozesses und im Rahmen der Überarbeitung der Wegekosten-Richtlinie weiterentwickelt werden. Daher besteht hier ein „window of opportunity“ für iMONITRAF!, erste Grundlagen für Toll Plus zu erarbeiten und eine Diskussion anzustossen, die das Thema von einem regionalen Blickwinkel aus betrachtet. Dafür wurde ein Diskussionspaper erarbeitet, das bereits auf dem Transport Forum 2014 präsentiert wurde.

Die Diskussion darüber soll im Jahr 2015 fortgesetzt und zu Beginn des Jahres eine eingehende Analyse durchgeführt werden. Die Ergebnisse daraus sollen dann wiederum als Grundlage dienen für politischen Diskussionen am bevorstehenden Round Table in Lyon.

Zukunftsfähigkeit des Netzwerkes

Der Coordination Point in seiner neuen Struktur hat gerade erst sein zweites Jahr (im Rahmen der vierjährigen Vereinbarung) absolviert. Trotzdem zeigte sich das Jahr 2014 von entscheidender Bedeutung für die Zukunft von iMONITRAF!. Im vergangenen Jahr konkretisierten sich die Themen und Strukturen für eine makroregionale Strategie der Alpenregion (EUSALP). In diesem Zuge setzten sich die iMONITRAF! Partner dafür ein, dass die Ideen und Zielsetzungen von iMONITRAF! in die EUSALP einfliessen. Kurz vor Weihnachten legte iMONITRAF! dem Lenkungsausschuss von EUSALP einen Vorschlag für eine „EUSALP-measure“ vor.

Die Netzwerkpartner sind also zuversichtlich, dass iMONITRAF! im Jahr 2015 nicht nur sein zehnjähriges Jubiläum feiert, sondern auch zukünftig eine Anlaufstelle für Erkenntnisse und Diskussionen zum transalpinen Verkehr bleiben wird.

iMONITRAF! en 2014 – Résumé

IMONITRAF! – un pas de plus en matière de mesures communes

Traiter la question des nuisances du transport transalpin demeure un défi commun pour les régions alpines. Aussi les Régions Rhône-Alpes, Vallée d'Aoste, Piémont, Frioul-Vénétie-Julienne, les Provinces autonomes de Bolzano et de Trento, les Cantons du Tessin et de Suisse Centrale, le Land du Tyrol ainsi que l'Académie européenne de Bolzano (EURAC) ont-ils poursuivi avec vigueur leur coopération durant l'année 2014, dans un cadre renouvelé et sous l'égide d'une « cellule de coordination ». Après une première phase de consolidation, le réseau vise désormais à avancer sur la mise en œuvre des mesures communes définies dans la stratégie iMONITRAF! de mai 2012.

Dans cette perspective, un forum des transports iMONITRAF! a été organisé par le Land du Tyrol en juin 2014, qui a planté le décor des prochaines étapes. Riche en échanges techniques et politiques, ce forum était l'un des éléments clés de la « Semaine du Transport » mise en place par nos partenaires autrichiens, avec d'autres manifestations telles que la plateforme de corridor du Brenner, la conférence du projet « Swiftly Green » ou la réunion du « Brenner Railway Action Group ». Il a été l'occasion de réaffirmer la nécessité d'une approche interrégionale pour relever les défis auxquels est confronté l'arc alpin. Cela s'est traduit par un bon niveau de représentation des régions partenaires d'iMONITRAF!, mais aussi par une large participation des membres de la Commission européenne, du Suivi de Zurich, de la Convention alpine, d'experts missionnés par les ONG ou issus de la communauté scientifique. Lors du forum, l'essentiel des débats a porté sur les recommandations du réseau iMONITRAF! en faveur d'un surpéage de type « Toll plus ».

Mise à jour de l'Observatoire - données 2013

Le nombre de véhicules légers ayant circulé sur les cinq corridors transalpins iMONITRAF! a augmenté de 3,1 % entre 2012 et 2013. Sur la même période, le nombre de véhicules lourds a quant à lui diminué de 1,1 %. Le trafic routier reste marqué par une répartition inégale des flux entre les corridors : en 2013, 42 % des véhicules ayant traversé les Alpes sont ainsi passés par le Brenner, tandis que 27 % ont emprunté le Gothard, 17 % le Tarvisio et près de 14 % les passages du Mont Blanc et du Fréjus. La part modale du ferroviaire pour le fret a continué de s'accroître sur l'axe du Gothard, mais a diminué au Brenner. Les concentrations en polluants atmosphériques montrent une tendance à la baisse pour les NO2 et PM10, essentiellement en raison d'une progression des classes EURO les plus récentes, caractérisées pour toutes les catégories de véhicules par des émissions plus faibles (en veh.km). Le montant des péages routiers est pour sa part resté stable en 2013, les tarifs les plus élevés demeurant ceux constatés au Fréjus et au Mont Blanc. Enfin, le prix des carburants (diesel et essence) a connu une hausse sur la période 2009-2012, avant de diminuer en 2013 dans tous les pays, à l'exception de la Suisse.

Bonnes pratiques – pas d'évolution majeure, mais des mesures qui vont dans le sens d'une harmonisation

L'année 2014 n'a donné lieu à aucune évolution majeure en matière de bonnes pratiques. Toutefois, la plupart des mesures développées participent d'une politique de report modal ambitieuse, et certaines éclairent d'un jour nouveau la manière dont les dispositifs préconisés dans la stratégie iMONITRAF! peuvent être déployés. Au Tyrol, des décisions volontaristes ont été prises en 2014, en vue de ré-introduire l'interdiction de trafic sectorielle. En ajustant la politique « IG Luft » et en instaurant une limitation de vitesse à 100 km/h dans la Vallée de l'Inn et sur l'autoroute du Brenner, les Tyroliens se conforment aux préconisations de la Cour européenne de justice, qui appelait à la mise en place de mesures progressives avant d'envisager une réintroduction de l'interdiction de trafic sectorielle. Le long des corridors du Mont Blanc et du Fréjus, une interdiction dynamique de circuler a été décidée pour les poids lourds les moins vertueux en cas de pics de pollution, et les péages aux tunnels ont été relevés aux fins d'aménagements de sécurité. En Suisse, le financement des infrastructures ferroviaires a été revu et optimisé dans le cadre du nouveau « FABI » et les ressources budgétaires ont été prolongées dans le temps.

Les politiques de transports – évolution à l'échelle européenne

Sur le plan européen, seules quelques évolutions ont été observées en 2014. Ce fut en effet une année de transition avec les élections européennes en mai, qui ont entraîné un renouvellement du Parlement pour les cinq prochaines années, ainsi que la désignation d'un nouveau Président de Commission et la formation d'une nouvelle équipe de commissaires en octobre.

Néanmoins, des jalons ont été franchis pour le Mécanisme d'Interconnexion en Europe, qui recouvre l'essentiel des financements européens dédiés au réseau trans-européen de transport : les règlements et programmes de travail sont sortis, et les appels à propositions annuel (930 M€ pour l'année 2014) et pluriannuel (11,9 milliards d'euros pour la période 2014-2020) ont été lancés. Parmi les cinq projets transfrontaliers attendus prioritairement figurent les tunnels de base ferroviaires du Lyon-Turin et du Brenner, pertinents pour iMONITRAF!. En outre, les débats menés au Parlement européen en 2014 ont abouti à un statu quo pour les gigaliners et la question du poids et des dimensions des poids lourds. Les gigaliners restent donc autorisés pour les transports nationaux et pour les transports frontaliers entre deux Etats membres. Mais leur utilisation pour du transit international en Europe fera l'objet d'une évaluation ex-ante par la Commission, d'ici 2016.

A court terme dans l'agenda iMONITRAF! – Une proposition de type « Toll plus system »

L'année 2014 a été l'occasion d'établir un agenda à court terme pour le réseau iMONITRAF!. La stratégie commune de 2012 propose en effet un large spectre d'orientations et d'actions à approfondir, et il convenait pour la nouvelle cellule de coordination de sélectionner quelques sujets à traiter dans l'immédiat. Parmi les différentes mesures figurant dans la stratégie, la mise en œuvre d'un système de surpéage de type « Toll Plus » s'est avérée la plus pertinente à court terme. Discutée dans le cadre du suivi de Zurich et prochainement lors de la révision de la directive européenne Eurovignette, le réseau iMONITRAF! a souhaité saisir l'opportunité d'une approche régionale sur la question. Un premier document de travail a ainsi été produit par les partenaires et présenté lors du forum des transports en juin 2014.

Les échanges se poursuivront en 2015, avec une analyse complémentaire en début d'année et des résultats d'étude à soumettre aux décideurs lors de la table ronde politique qui se tiendra à la fin du printemps à Lyon.

Un enjeu pour demain : la poursuite du réseau

Bien que la cellule de coordination entre seulement dans sa deuxième année de vie (l'accord des partenaires porte sur une durée totale de 4 ans), 2014 aura été décisive pour l'avenir d'i-MONITRAF!. Les axes d'interventions d'une stratégie macrorégionale à l'échelle alpine (EUSALP) ont en effet été définis durant l'année et les partenaires d'iMONITRAF! se sont dans ce cadre mobilisés pour que leurs objectifs et orientations soient pris en compte. Ainsi, le réseau iMONITRAF! a-t-il soumis, juste avant Noël, sa contribution au comité de pilotage EUSALP.

Les partenaires du réseau restent confiants à l'idée qu'iMONITRAF! sera en mesure non seulement de célébrer son 10ème anniversaire en 2015, mais demeurera à l'avenir une plateforme de connaissances et d'échanges sur les transports transalpins.

iMONITRAF! nel 2014: L'essenziale in breve

iMONITRAF! – Procedere con misure condivise

Affrontare gli impatti negativi dei trasporti transalpini rimane una sfida comune per tutte le regioni alpine. Anche durante il 2014, la regione Rodano-Alpi, le Provincie Autonome di Bolzano e Trento, le Regioni Autonome della Valle d'Aosta e del Friuli-Venezia Giulia, la Regione Piemonte, il Canton Ticino, la Svizzera centrale, il Land del Tirolo e l'Accademia Europea di Bolzano (EURAC) hanno continuato con successo la loro cooperazione, guidati dalla nuova struttura del Coordination Point. Dopo una prima fase di consolidamento del network, ci si è proposti di attuare misure comuni, così come previsto nella strategia iMONITRAF! di Maggio 2012. Nel Giugno 2014, un Forum Trasporti organizzato dal Land Tirolo, partner di iMONITRAF!, ha offerto una piattaforma per discussioni tecniche e politiche, e ha posto le basi per i prossimi passi sul-le misure comuni. Il Forum è stato parte integrante della "Settimana dei trasporti", comprenden-te ulteriori eventi organizzati dalla Comunità d'Azione Ferrovia del Brennero, da Swiftly Green, e dalla Piattaforma Corridoio del Brennero. Il Forum Trasporti ha confermato come la necessità di una cooperazione a livello regionale rimanga una sfida comune. A riprova di ciò, il Forum Trasporti ha registrato una larga partecipazione di membri provenienti da tutte le regioni iMONITRAF!, di relatori e osservatori della Commissione Europea e di Suivi de Zurich, nonché di esperti di altre ONG, della Convenzione delle Alpi e della comunità scientifica. Le discussioni del Forum si sono concentrate su una proposta a scala regionale della misura Toll Plus, così come preparata dalla rete iMONITRAF!

Aggiornamento sul monitoraggio per l'anno 2013

I risultati del monitoraggio di seguito presentati si riferiscono all'anno 2013. Rispetto all'anno precedente, il numero di veicoli leggeri che hanno attraversato i cinque corridoi iMONITRAF! è aumentato del 3,1%, mentre il numero di veicoli pesanti è diminuito del 1,1%. I volumi di traffi-co su strada si sono distribuiti in maniera differenziata lungo i corridoi: il 42% dei veicoli ha attraversato il Brennero, il 27% il San Gottardo, il 17% il Tarvisio e circa il 14% il Monte Bianco e il Fréjus. Il trasferimento modale del trasporto merci da strada a rotaia è aumentato lungo i corridore mentre è diminuito lungo il Brennero. Le concentrazioni di NO2 e PM10 sono calate, in virtù delle crescenti quote di veicoli delle Euroclassi più recenti, caratterizzate da emissioni veicolo-km ridotte per tutti i mezzi. I pedaggi stradali sono rimasti invariati nel 2013, con i valori più elevati registrati al Fréjus e al Monte Bianco. Infine, i prezzi di gasolio e benzina, dopo una crescita generalizzata nel periodo 2009-2012, so-no diminuiti.

Best practices – nessuna novità di rilievo, ma tanti piccoli passi verso misure comuni

Relativamente alle best practices, l'anno 2014 non ha portato nuovi sviluppi di rilievo. Tuttavia, alcuni progressi rappresentano passi importanti verso una più ambiziosa combinazione di politiche, e portano alcuni spunti per discutere ulteriori misure comuni, come proposto nella strategia iMONITRAF!. Nel 2014, in Tirolo sono state adottate coraggiose misure volte alla reintroduzione del divieto di circolazione settoriale. Con la discussione e le modifiche del pacchetto di politiche "IG Luft" e il cambiamento verso l'adozione di un limite di velocità permanente sull'autostrada della Valle dell'Inn e del Brennero, il Tirolo segue le raccomandazioni della Corte di Giustizia dell'Unione Europea di implementare misure "meno drastiche" prima di riproporre il divieto di circolazione settoriale. Lungo i corridoi del Monte Bianco e del Fréjus, sono stati introdotti divieti flessibili di circolazione per veicoli pesanti ad emissioni più elevate, al fine di limitare i picchi di inquinamento. I pedaggi dei tunnel sono stati adeguati in modo tale da finanziare il miglioramento delle condizioni di sicurezza in galleria. In Svizzera, il finanziamento delle infrastrutture ferroviarie è stato ottimizzato con il nuovo framework FABI e sono state aumentate le risorse economiche a disposizione.

Il quadro delle politiche trasportistiche - sviluppi a livello europeo

Nel 2014, si sono riscontrati solo pochi sviluppi realmente importanti a livello comunitario. Ciò è dovuto alle elezioni per l'Europarlamento, che si sono tenute nel maggio 2014 ed hanno non solo nominato un nuovo Parlamento Europeo per i prossimi cinque anni, ma hanno anche por-tato un nuovo presidente per la Commissione Europea e una nuova squadra di commissari. Poiché ciò è avvenuto solo nel mese di ottobre, si può considerare il 2014 come un anno di transizione.

Tuttavia, è stato meglio definito il Connecting Europe Facility (CEF), nel suo ruolo di fonte di finanziamento rilevante attraverso un programma di lavoro dettagliato, una prima call plurien-nale (finanziata con 11,9 miliardi di euro) e un bando annuale per il 2014 (con un budget di 930 milioni di euro). I cinque progetti transfrontalieri prioritari comprendono le gallerie ferroviarie di base Torino-Lione e del Brennero, entrambi progetti rilevanti per iMONITRAF!

Inoltre, nel 2014 l'Europarlamento ha discusso l'autorizzazione alla circolazione dei gigaliners e il problema dei pesi e delle dimensioni dei mezzi pesanti. Finora, non è stata adottata alcuna modifica ai regolamenti vigenti, così che i gigaliners saranno limitati ai trasporti nazionali (dove autorizzati) e al traffico transfrontaliero. Un uso trans europeo dei gigaliners per il traffico di transito sarà valutato dalla Commissione europea entro il 2016.

Un programma a breve termine per iMONITRAF! – Il Toll Plus come primo elemento

Il 2014 ha offerto diverse opportunità per definire un programma a breve termine per il network iMONITRAF!. La strategia comune del 2012 offre un ampio elenco di campi di potenziale approfondimento e networking. Guidati dalla nuova struttura del Coordination Point, è stato necessario selezionare alcuni punti per un'azione a breve termine. Per quanto riguarda le misure comuni, è stata inclusa nella strategia l'implementazione di un sistema Toll Plus. Poichè l'argomento deve essere ulteriormente sviluppato nell'ambito di Suivi de Zurich e considerata l'imminente revisione della direttiva sulle Eurovignette, si apre una "finestra di opportunità" importante per iMONITRAF! per impostare lo scenario sui Toll Plus e per avviare una discussione approfondita dal punto di vista regionale. Coerentemente, è stato sviluppato un primo documento di discussione, presentato durante il Forum Trasporti nel mese di Giugno 2014. Questa discussione proseguirà nel corso del 2015: all'inizio dell'anno sarà effettuata un'analisi approfondita sul Toll Plus, i cui risultati saranno ulteriormente discussi durante la prossima tavola rotonda politica che si terrà a Lione.

Rendere la rete a "prova di futuro"

Anche se la struttura del Coordination Point è entrata solo nel secondo dei quattro anni previsti, il 2014 è stato cruciale per discutere il futuro di iMONITRAF! I temi e la struttura di una strategia macroregionale per la regione alpina (EUSALP) hanno preso forma nel 2014 e i partner di iMONITRAF! hanno cercato di assicurare che le idee e gli obiettivi del progetto, verranno presi in considerazione. Poco prima di Natale, iMONITRAF! ha presentato una proposta di "misura" per il comitato direttivo di EUSALP.

I partner della rete sono fiduciosi che iMONITRAF! non sarà solo in grado di celebrare il suo decimo anniversario nel 2015, ma anche che rimarrà un punto di riferimento strategico per la conoscenza dei trasporti transalpini e per discussioni future.

1 Background and objectives

iMONITRAF! Coordination Point – a networking hub for transalpine transport policy

Negative environmental and social impacts from transalpine transport remain a common challenge for the Alpine regions. Even if some developments on technical and infrastructure level point in the right direction, environmental pressures remain high in this highly sensitive region.

The region Rhône-Alpes, the autonomous Provinces of Bolzano and Trento, the autonomous Regions of Aosta Valley and Friuli-Venezia Giulia, the Region Piedmont, the Canton of Ticino, Central Switzerland, the Land of Tyrol as well as the Accademia Europea di Bolzano (EURAC) have successfully continued their cooperation in the frame of iMONITRAF! in the year 2014. The iMONITRAF! network entered an independent and new phase with the establishment of a Coordination Point financed through the regions in 2013. The Coordination Point continues the activities of the previous projects MONITRAF (2005-2008) and iMONITRAF! (2009-2012) and has the objective to implement first elements of the transport strategy of the Alpine regions as signed in May 2012 in Lyon. Specifically, the Coordination Point focuses on the following activities: i) continue the common monitoring system, ii) move forward on the implementation of common measures and continue the exchange on regional best practice, and iii) networking and coordination with other bodies and institutions on regional, national and European level.

Objectives for 2014 – setting the agenda for short-term activities

After a "consolidation year" in the new organisational structure, 2014 was seen as crucial for setting a short-term agenda for iMONITRAF!. The common strategy of 2012 offers a broad list of potential fields for in-depth analysis and networking and, under the new Coordination Point structure, it was now necessary to select some topics for short-term action. Regarding common measures, the implementation of a Toll Plus system is included in the strategy. As this topic shall also be further developed within the Suivi de Zurich process and with the upcoming revision of the Eurovignette Directive, there is a "window of opportunity" for iMONITRAF! to set the scene on Toll Plus and to launch a detailed discussion from the regional viewpoint. Thus, a first discussion paper has been developed and presented during the Transport Forum in June 2014.

2014 was also a crucial year for securing the future of iMONITRAF! beyond the Coordination Point agreement which ends after 2016. The macroregional strategy for the Alpine Region (EUSALP) offers new windows of opportunity and, as already agreed in the common strategy, could be a future platform for iMONITRAF! activities. Thus, the network used the discussion process on EUSALP strategy and action plan to propose specific ideas and actions.

Annual Report 2014 – Insights and overview of iMONITRAF! activities

In addition to the well-established Transport Forums, the Annual Report offers a tool for communicating iMONITRAF! activities to the broader network on transalpine transport policy and serves as a source of knowledge on recent developments in the Alpine regions and the relevant political frameworks.

The Annual Report 2014 includes recent results of the common monitoring activities, an update of Best Practices in the iMONITRAF! regions as well as an overview on relevant activities on national and European level. Also, it gives a transparent overview on networking activities and proposes some elements for future agenda setting.

2 Transport Forum 2014 and other networking activities

Transport Forum in Innsbruck as networking platform

iMONITRAF! Transport Forums have been established as major platforms for networking and exchange between the political and technical spheres and as important frameworks for decision making. Thus, the organisation of Transport Forums is also included in the new coordination structure. Tyrol has taken the challenge to organise the first Transport Forum within the new framework, setting the agenda for future iMONITRAF! activities.

As starting point of the Tyrolean Transport Week, discussions during the Transport Forum on 24th June 2014 have re-confirmed the need for regional cooperation as common challenges still remain. This could be seen in the broad attendance at the Transport Forum, with participants from all iMONITRAF! regions, speakers and discussants of the European Commission and the Suivi de Zurich process as well as experts from other NGOs, the Alpine Convention and research. A major topic for the Transport Forum was the discussion on Toll Plus which is the first element of the iMONITRAF! strategy that is further defined (see chapter 5). Based on a discussion paper, the network launches the political discussion on Toll Plus with specific recommendations. The regional analysis identifies necessary design elements for the "Plus" to become an effective support for a common modal shift policy. The internalization and financing rationales are the instrument's focus. Toll Plus should contribute to internalizing external costs in the Alpine regions in a more appropriate way and, with its revenue, support the financing of rail infrastructures (as the Brenner or Lyon-Torino base tunnels or terminals for combined transport).

Figure 1: Pictures of the Transport Forum Tyrol

During the political roundtable discussion, issues around the specific design of a Toll Plus System and the specific question if a Toll Plus System should be designed as harmonized instrument or rather leave some flexibility with a corridor-specific approach were discussed controversially. The need for further analysis was identified in this respect, especially regarding the ne-

cessity of a flexible approach. All discussants however agreed, that a Toll Plus System should not lead to unwanted distributional effects between corridors but rather contribute to a harmonization of toll prices. Solidarity and fairness are clearly set before partial regional interests. After an intense discussion, the final result was clear: Toll Plus is an important instrument for a common modal shift policy in the mid-term and supports pull-measures that focus on development of rail infrastructures and services in an optimal way.

The political discussion also appreciated other activities of the iMONITRAF! network that were presented during the Transport Forum, especially the common monitoring system and the exchange on best practices. Statements made clear that the network is seen as important sparring partner and source for creative and forward-thinking solutions. Thanks to the successful Transport Forum, the network can start its next phase with new impetus – with a specific mandate to further develop the Toll Plus proposal, with many new ideas on networking and with a strengthened cooperation with its partners on national and European level.[1]

Networking with other programmes and projects

Networking activities of the Coordination Poinet and partners have been continued throughout the year, partly based on new ideas and contacts developed during the Transport Forum. Important networking partners are still the Suivi de Zurich process as well as the European Commission as their support needs to be secured for implementing a common steering instrument.

- Suivi de Zurich process: iMONITRAF! partners attended further meetings of the new working group EnvAlp and have provided inputs to the report of this working group which has been presented during the ministerial meeting in Leipzig in May 2014.
- European level: iMONITRAF! partners have attended the relevant EU corridor forums for the Scandinavian-Mediterranean-Corridor (Brenner) and the Northsea-Mediterranean-Corridor (Lyon-Turin) and used these platforms for networking.

Networking related to EUSALP – future-proofing iMONITRAF!

Next to agenda setting on Toll Plus, the development of the macroregional strategy EUSALP was another important topic for the network in 2014. The iMONITRAF! strategy of 2012 mentions that iMONITRAF! could become part of the EUSALP process after 2016 to secure a future-proof organisational structure for the network. In the first half year of 2014, a strategy paper for EUSALP has been developed by the European Commission with support from an EUSALP Steering Committee and several working groups. The strategy focuses on three major pillars:

- Pillar 1. Fostering sustainable growth and promoting innovation in the Alps: from theory to practice, from research centres to enterprises.
- Pillar 2. Connectivity for all: in search of a balanced territorial development through environmentally friendly mobility patterns, transport systems and communication services and infrastructures.
- Pillar 3. Ensuring sustainability in the Alps: preserving the Alpine heritage and promoting a sustainable use of natural and cultural resources.

iMONITRAF! has been closely involved in developing ideas for pillar 2 and has used several opportunities to place relevant topics in the discussion process.

[1] For further information see the detailed conference proceedings of the Transport Week with information on all speakers, presentations and discussions:
https://www.tirol.gv.at/verkehr/verkehrspolitik/verkehrswoche-settimana-dei-trasporti-transport-week-2014/

- Representatives of iMONITRAF! have attended the working group meetings on pillar 2 and have presented iMONITRAF! ideas during this occasion.
- An input paper with ideas for potential objectives, actions and project ideas for freight and passenger transport related topics has been prepared by the Coordination Point and has been sent to all participants of EUSALP working group on pillar 2
- Also, iMONITRAF! has prepared an answer to the official consultation of the European Commission which has followed the presentation of the draft strategy in July 2014
- Several iMONITRAF! partners have picked up elements of this answer for their regional statements on EUSALP (Tyrol, Rhône-Alpes, Central Switzerland as input to the Swiss process on Cantonal level).

3 Monitoring of iMONITRAF indicators

This chapter provides the main findings from the data analysis of the individual indicators, which includes road traffic volumes, the transported tons and modal split, the concentration of nitrogen dioxide and particulate matter, the exposure to noise, toll prices and prices of fuel. To identify the distinct corridors more easily, it resorts to a consistent color scale: orange=Fréjus / Mont Cenis, red = Mont Blanc, blue = Gotthard, green = Brenner, violet = Tarvisio.

Indicator Road traffic volumes

Figure 2 analyses the **overall annual average daily traffic for all vehicles**, which is the sum of light and heavy vehicles circulating along the five iMONITRAF! corridors in the years 2005-2013. For Fréjus, Mont Blanc and Gotthard the data represents the respective measuring stations in the corridors' tunnels. For Brenner the data series hails from the station between Brennero/Brenner and Vipiteno/Sterzing (IT, highway A22)[2]. Finally, for Tarvisio, the data refers to the station at Ugovizza (IT, highway A23).

With an average of 27.406 vehicles per day, the Brenner confirms the highest traffic flows, followed by the Gotthard and Tarvisio (17.492 and 11.403 vehicles per day). Both corridors between France and Italy are at the bottom with the lowest values (between 4.000 and 5.000 vehicles per day).

[2] In the year 2013 report, the station of Matrei am Brenner (AT) was considered. Because data for this report was not available, a change of the measuring station has occurred. All of the figures from previous years have been changed accordingly, and they now refer to the station between Brennero/Brenner and Vipiteno/Sterzing for the whole period 2005-2013 (data for years 2005 and 2006 is missing). Note that this measuring station is very close to the Italian-Austrian boundary (200 m from the beginning of the highway A22) and is more representative of the transnational traffic than Matrei.

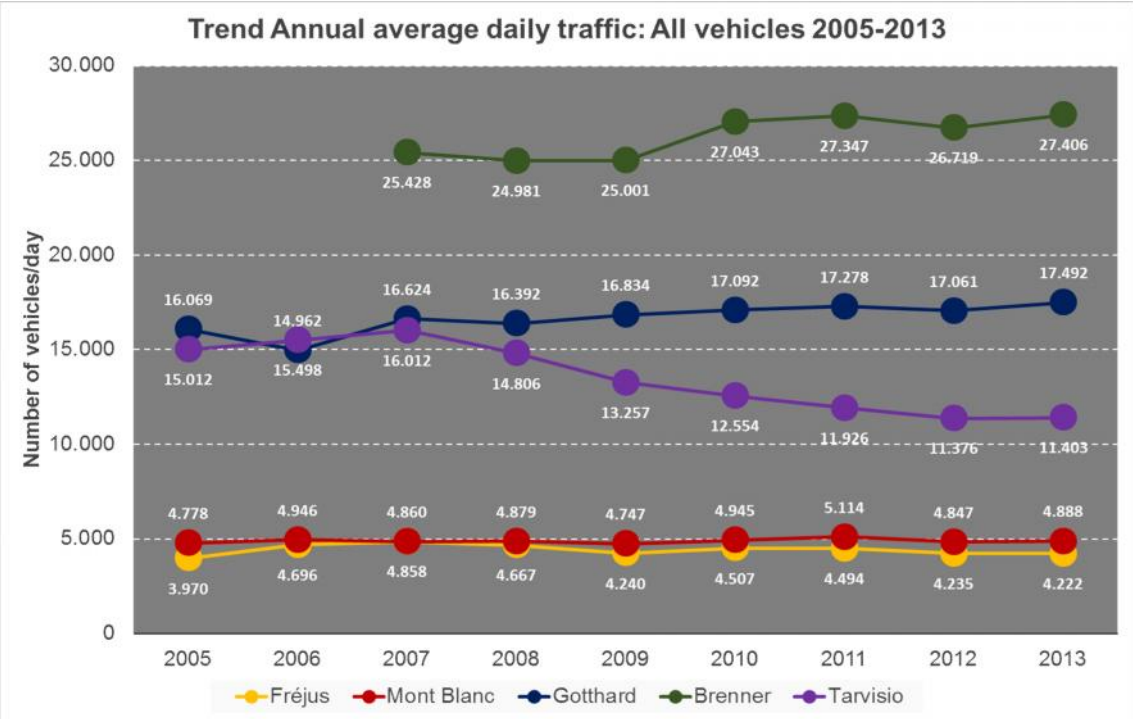

Figure 2: Annual average daily traffic: all vehicles.

The analysis of this trend since 2005 shows a relatively stable situation in the overall annual average daily traffic on the iMONITRAF! corridors. On the one hand, a constant increase of flows can be observed for the Gotthard and Brenner axes, the two corridors with the highest absolute traffic volumes. In comparison with 2012, a further growth is visible (Brenner +687 vehicles per day, +2,57%; Gotthard +431 vehicles per day, +2,53%), which has led to the highest values measured. On the other hand, the volumes on Mont Blanc and Fréjus remain constant, while Tarvisio undergoes a significant decrease, with a stabilization of vehicles in last year.

As far as the **annual average daily traffic of heavy vehicles**[3] is concerned (figure 3), the highest values are registered at the Brenner corridor, where in 2013 almost 8.800 heavy vehicles per day were counted on average. Tarvisio and Gotthard are following with similar traffic volumes (about 4.000 heavy vehicles per day). Finally, the values registered on the Fréjus and Mont Blanc highways are significantly lower: this partly reflects the restrictive measures and the comparably high toll prices on these axes (see indicator toll prices).

[3] „Heavy vehicles“ is the sum of heavy duty vehicles, light duty vehicles and coaches.

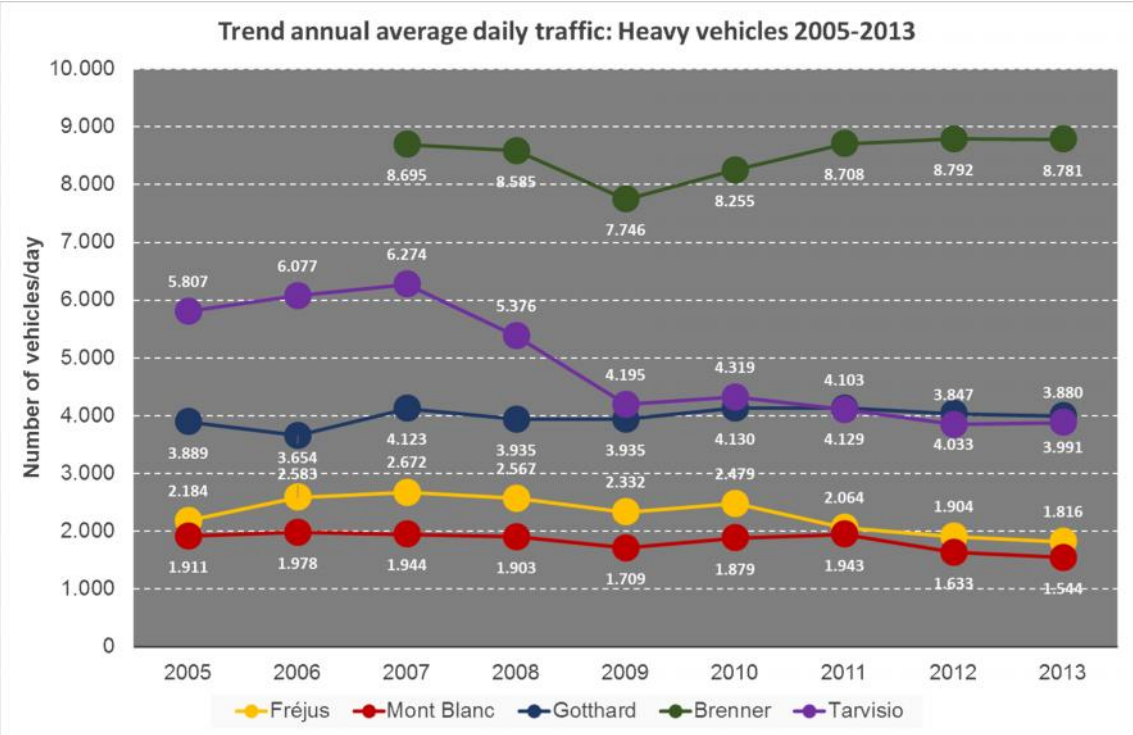

Figure 3: Annual average daily traffic: Heavy vehicles.

A diachronic analysis identifies several phases: between 2005 and 2007, heavy vehicle flows increase in all corridors. This development is followed by a more or less pronounced decline for the years until 2009, which proves the impact of the economic crisis. The trend 2009-2010 shows some recovery, followed by another decrease in 2010-2013, except for Brenner and Gotthard. The fluctuations on Fréjus, Mont Blanc, Gotthard, Brenner end up with traffic numbers in 2013 being almost the same as in 2005. Tarvisio is an exception: after a significant decrease in the years 2007-2009, the lower level remains more or less constant until 2013.

The analysis of the **annual average daily traffic for light vehicles**[4] indicates the highest values on the Brenner, with more than 18.600 vehicles per day in 2013. Brenner is followed by Gotthard (13.500 vehicles per day) and Tarvisio (7.500 vehicles per day), while the registered number of links between France and Italy is the lowest of the iMONITRAF! corridors (about 3.300 and 2.400 for Mont-Blanc and Fréjus, respectively).

The analysis of the development since the year 2005 depicts a general slight increase of light vehicle flows on the iMONITRAF! corridors until 2011 (mostly evident on the Brenner corridor). Tarvisio is an exception, because it reveals a decreasing trend in the period 2007-2013.

The decrease due to the economic crisis is not as evident for light vehicles as it is for heavy vehicles (see particularly the years 2008-2010).

[4] „Light vehicles“ is the sum of motorcycles and passenger cars.

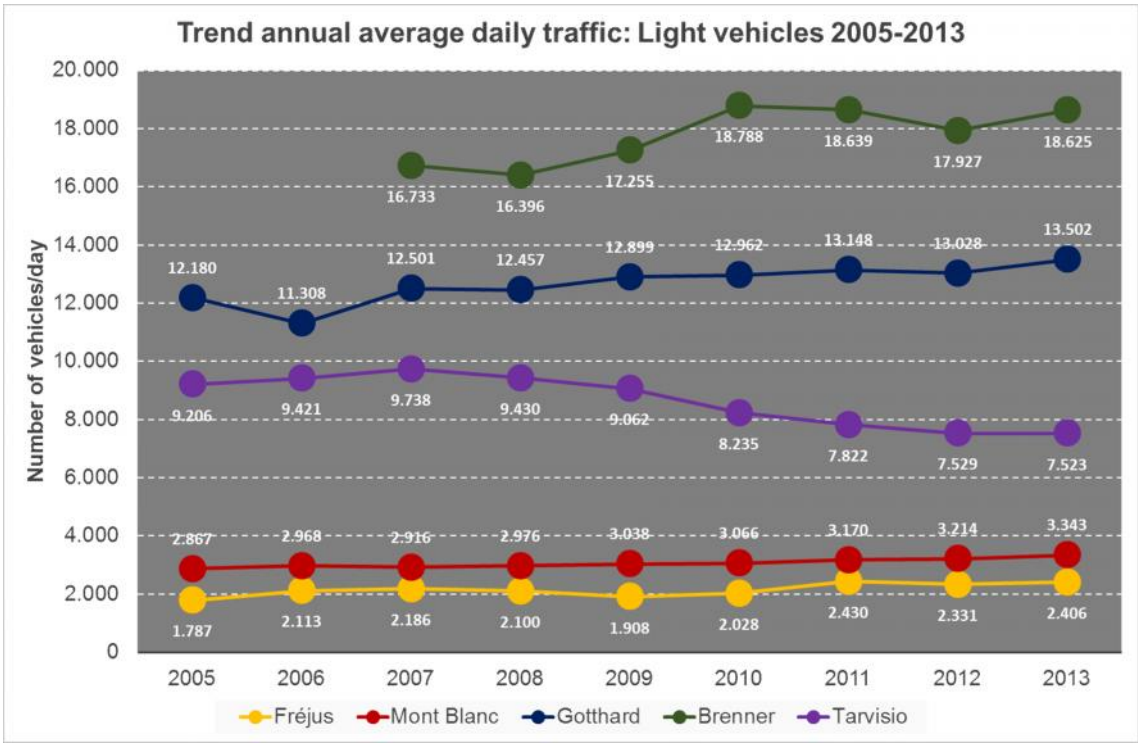

Figure 4: Annual average daily traffic: Light vehicles.

Indicator Transalpine rail traffic flows

The analysis of the tons transported per year is largely affected by the difficulties in finding accurate new data: for the Tarvisio, the Fréjus and the Mont-Blanc corridors no updated values are available. However, information is available for the Gotthard and the Brenner corridors (figure 5). At the Brenner a reduction of the overall freight volumes from 42,1 Mt in 2012 to 40,9 Mt in 2013 is detected; the reduction particularly happened for rail transport (passing from 12,7 Mt in 2012 to 11,9 Mt in 2013), while for road transport it was less significant (from 29,4 Mt to 29,0 Mt). The relation at the Gotthard is inverse: here, the overall transported tons have grown from 23,9 Mt in 2012 to 24,5 Mt in 2013. This increase is totally attributed to rail transport (13,9 Mt to 15,0 Mt), while road freights decreased from 10,0 Mt to 9,5 Mt.

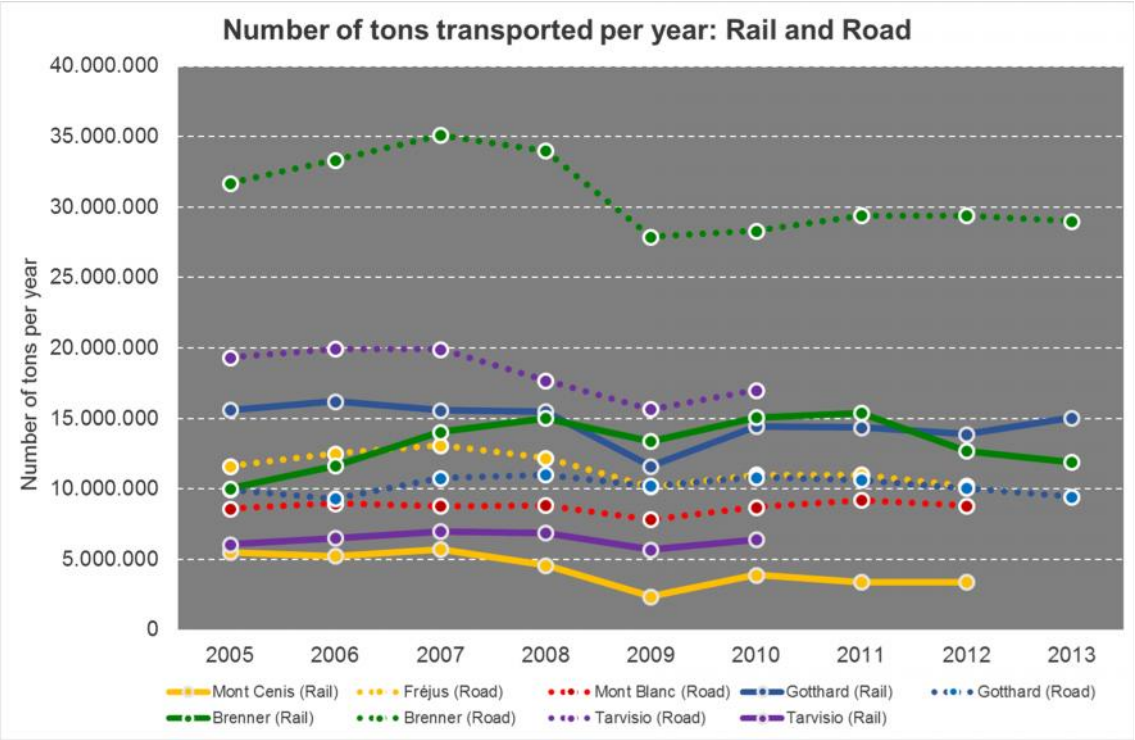

Figure 5: Transported tons, years 2005-2013 per corridor.

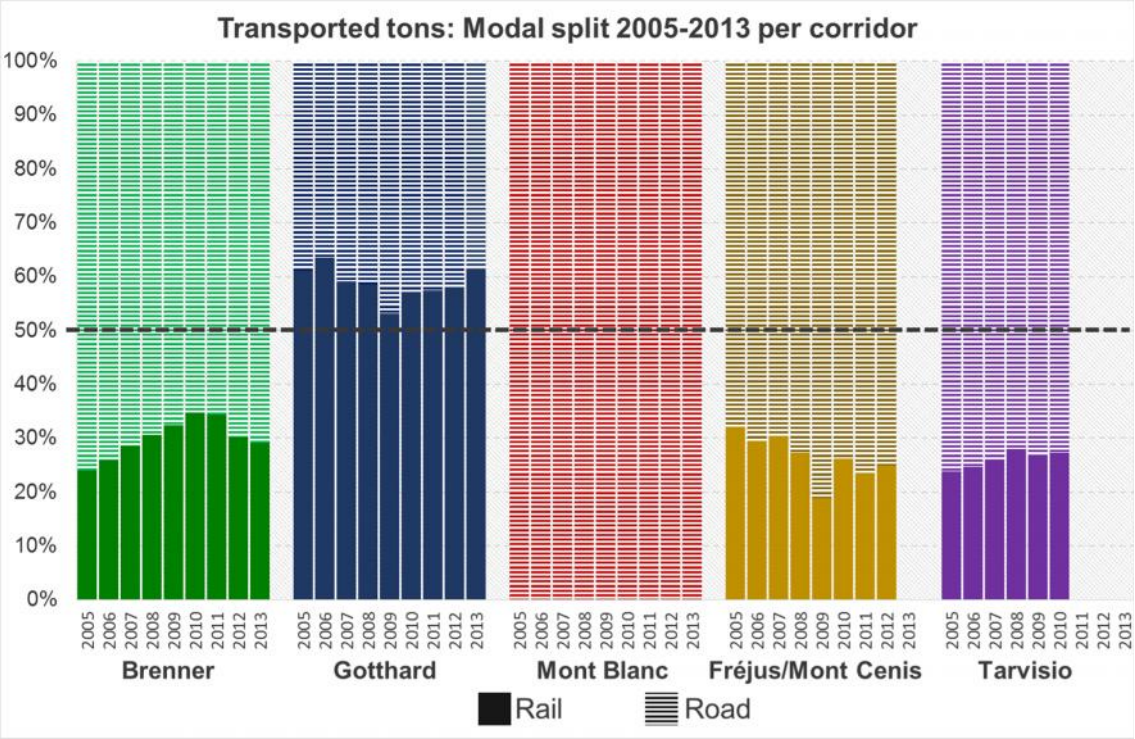

Figure 6: Transported tons: Modal split 2005-2013 per corridor.

Referring to the modal split (figure 6), with 61% the Gotthard is still the corridor with the highest share of rail, increasing in the period 2009-2013. On the other hand, in the Brenner corridor rail transport shows a decreasing trend since 2010, ending at 29% in 2013. No data are available for the Tarvisio and the Fréjus/Mt. Cenis corridors. Mont Blanc does not have a transalpine rail connection, therefore 100% of the freight is transported across the Alps by heavy duty vehicles.

Indicator Air concentrations measured

Figure 7 illustrates the trend in annual average for **nitrogen dioxide (NO_2)** concentrations between 2005 and 2013 near the highways, since NO_2 is mainly related to road transport.

The highest concentrations in 2013 are still measured along the Brenner (green color scale) and Gotthard (blue) corridors, while lower values are visible along the Fréjus and the Tarvisio corridors (respectively, yellow and violet colors). Mont-Blanc corridor is in the mid-range. This result is more or less correlated to the road traffic volumes (see figures 2, 3, 4), but it includes other effects, as well: number of vehicles, composition of vehicle fleet (share of vehicle categories, share of Euro classes) and meteorology. This last parameter can explain the small peak in Swiss values in 2011 (it can also be seen for PM_{10}, see figure 8). The generally decreasing trend of NO_2 concentrations is caused by the growing shares of the latest Euro classes, which are characterized by lower emissions per vehicle-km. The annual average values of NO_2 exceed the EU limit value of 40 µg/m³ for all monitoring stations of the Brenner (Mutters, Ora/Auer, Velturno/Feldthurns, Vomp, Avio). Along the Gotthard axis, the stations of Moleno, Camignolo and Erstfeld exceed the Swiss and Austrian national limit of 30 µg/m³ of NO_2. For the year 2013, data are not available for the French stations Chamonix-Bossons (Mont-Blanc) and Vallèe de la Maurienne (Fréjus); both stations show increasing trends since 2008/2009. In Susa and Tolmezzo, the values are below the limits, while Entreves just hits the limit value in 2013.

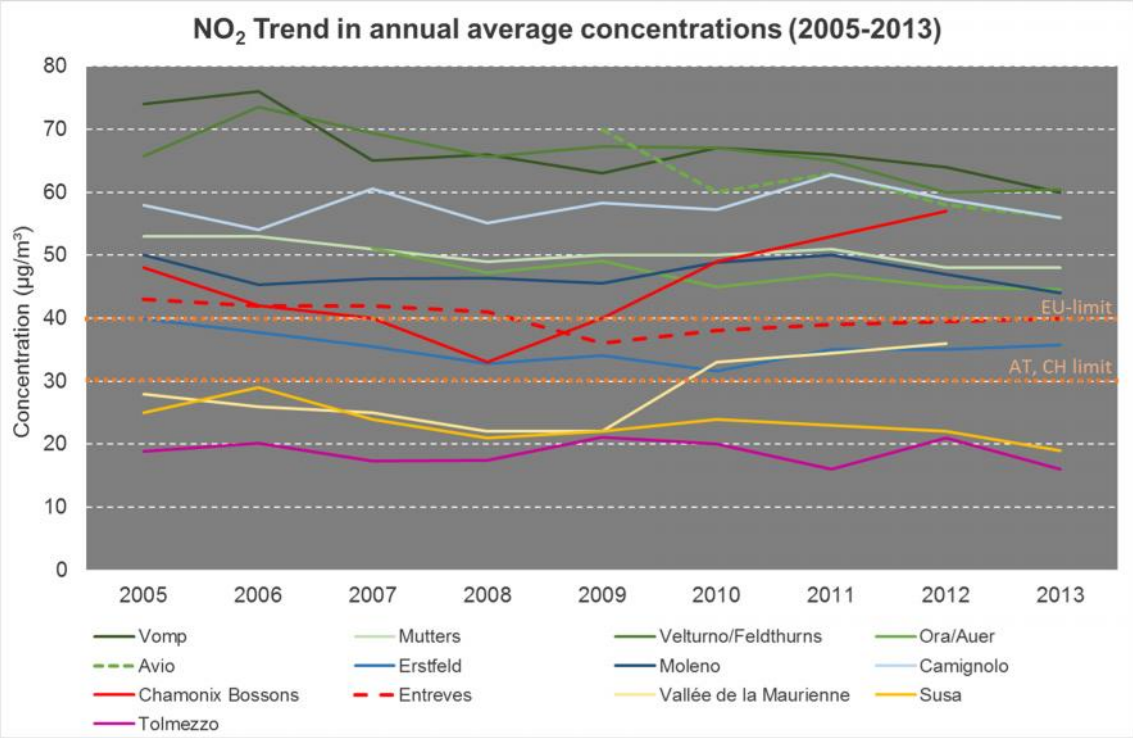

Figure 7: NO_2 trend in annual average concentrations (2005-2013)[5]

Similar to the description of NO_2, the analysis of the **particulate matter (PM_{10})** concentration measurements is restricted to the roadside stations. The trends in 2011-2012 continue to 2013. The EU limit value for the annual average (40 µg/m³) is not exceeded at any station, whereas the limit value of Austria and Switzerland (20 µg/m³) is hit at Vomp and Moleno and is exceeded at Avio, Mutters and Camignolo.

[5] The value for the station Vallée de la Maurienne in 2011 represents the average 2010-2012; the value for Entreves in 2011 and represents the average 2011-2013.

The recent values for 2013 (figure 8) confirm the trend of decreasing concentrations of particulate matter in all the corridors. For Vallée de la Maurienne (French side of the Fréjus corridor), it remains to be seen whether the increasing trend since 2010 continued into 2013, too. At this monitoring station, as well as at Chamonix Bossons and Erstfeld, data are not available for the year 2013.

After a significant decrease between 2005 and 2007, the concentrations remain overall more or less constant until 2010. An increasing trend is identified in 2011, followed by two years of significant decrease.

A couple of final caveats are necessary: first, PM_{10} concentrations are influenced by other sources than transport, such as wood heating installations, and second, secondary PM_{10}, built from precursor emissions (NO_x, SO_2, NH_3, VOC), can contribute to half of the concentration measured. Therefore, the fluctuations identified in figure 7 may not only be explained by the development of the road transport emissions.

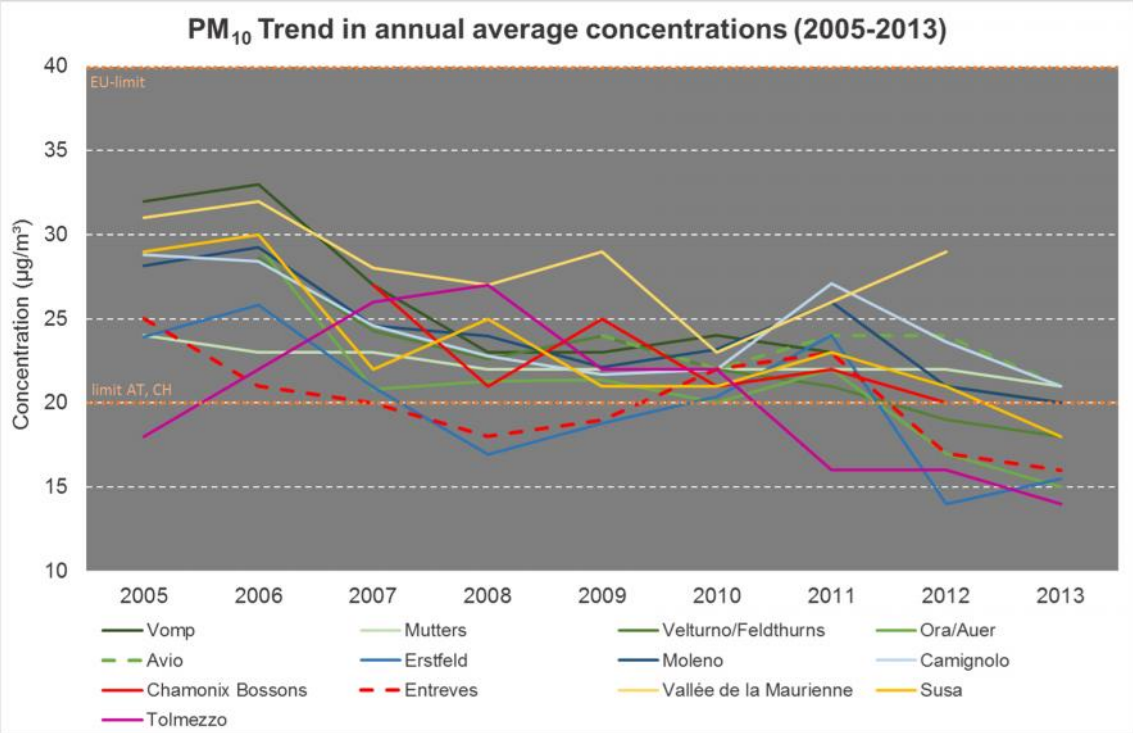

Figure 8: PM_{10} trend in annual average concentrations (2005-2013)[6].

Indicator noise

Noise has been measured through the indicators L_{den} and L_{night}. The former defines the overall noise level during the day, evening and night and is used to describe the annoyance caused by exposure to noise. The latter is the indicator for the sound level during the night used to describe sleep disturbance. A comparison between the corridors is not adequate, because the distance of the microphones to the streets is not homogeneous. However, the variations along the individual corridors are consistent throughout the years.

Gotthard and Mont-Blanc are the only corridors with continuous data collection for the period 2005-2013 (measuring stations of Camignolo, Reiden and Courmayeur), whereas noise is not

[6] The value for Vallée de la Maurienne in 2011 represents the average of the years 2010 and 2012.

monitored at Brenner corridor. Along Tarvisio (Camporosso) and Fréjus (Bardonecchia), only partial data is available.

Figures 9 and 10 show that L_{den} lies in the range between the 79,6 dB(A) (Reiden, Gotthard) and 70,8 dB(A) (Bardonecchia, Tarvisio) while L_{night} lies between the 72,1 dB(A) (Reiden) and 63,4 dB(A) (Bardonecchia). Increasing noise levels are recognized at Camporosso (Borgone rail) for L_{den}, whereas reductions were measured at Bardonecchia and Borgone (road), both along the Fréjus corridor. In 2013, the value of L_{den} and L_{night} for Camignolo both decreased by about 2 dB(A) compared to previous years due to a new noise-reductive paving.

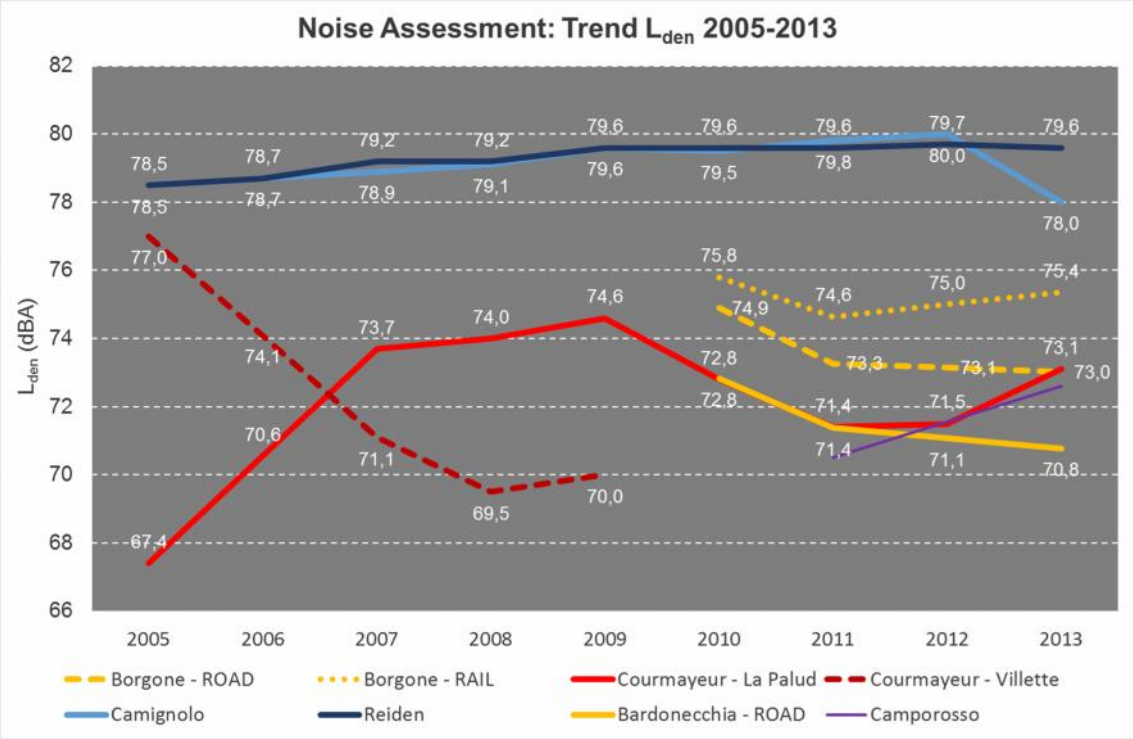

Figure 9: L_{den} trend 2005-2013[7]

[7] Data for Courmayeur – La Palud (year 2006), Bardonecchia and Camporosso (year 2012) is not available. The average value between the previous and the following year has been considered.

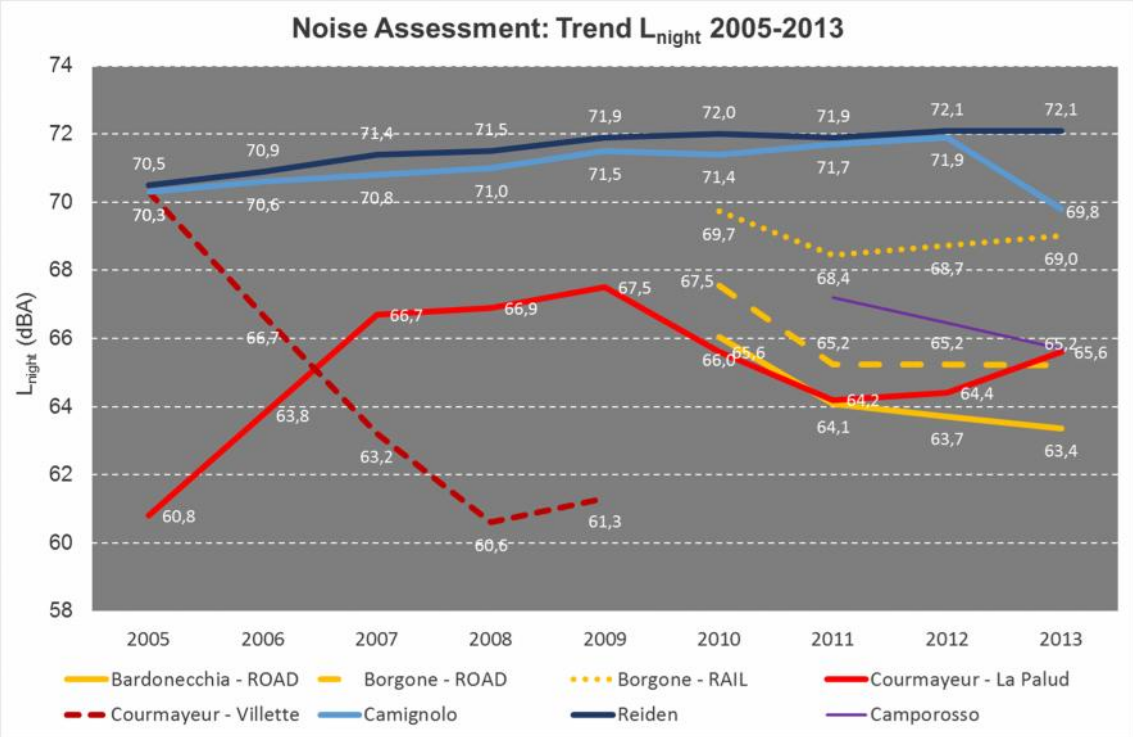

Figure 10: L_{night} trend 2005-2013[8]

Indicator Toll prices

Toll prices are calculated for specific alpine passage segments of the five iMONITRAF! corridors. The segments are as follows:

- Fréjus: From Aiton (FR) to Avigliana (IT) via Fréjus road tunnel (154 km)
- Mont Blanc: From Le Fayet (FR) to Pont Saint Martin (IT) via the Mont Blanc road tunnel (227 km)
- Gotthard: From Luzern (CH) to Chiasso (CH) via the Gotthard Road tunnel (176 km)
- Brenner: From Kufstein (AT) to Affi (IT) via the Brenner Pass (314 km)
- Tarvisio: from Gemona to Tarvisio (60 km)

The assessment is performed for the passage of a standard passenger car and two standard heavy duty vehicles of 5 axes and 40t, with distinction between EURO-classes II and V. The objective is to assess the effect of the toll price measures on the transalpine vehicle fluxes. The sums for the single alpine passages for the year 2013 are visualized in the illustration.

The prices refer to the prices for a single passage. This holds for the Fréjus and Mont-Blanc tunnels, the Austrian highway vignette and the separate Brenner highway toll on the A13 in Austria as well as for the Swiss highway toll (passenger cars). For these corridors return tickets and yearly subscriptions are also available, which would lower the overall cost for a single passage. For Switzerland only a yearly ticket is available.

[8] Data for Courmayeur – La Palud (year 2006), Bardonecchia and Camporosso (year 2012) is not available. The average value between the previous and the following year has been considered.

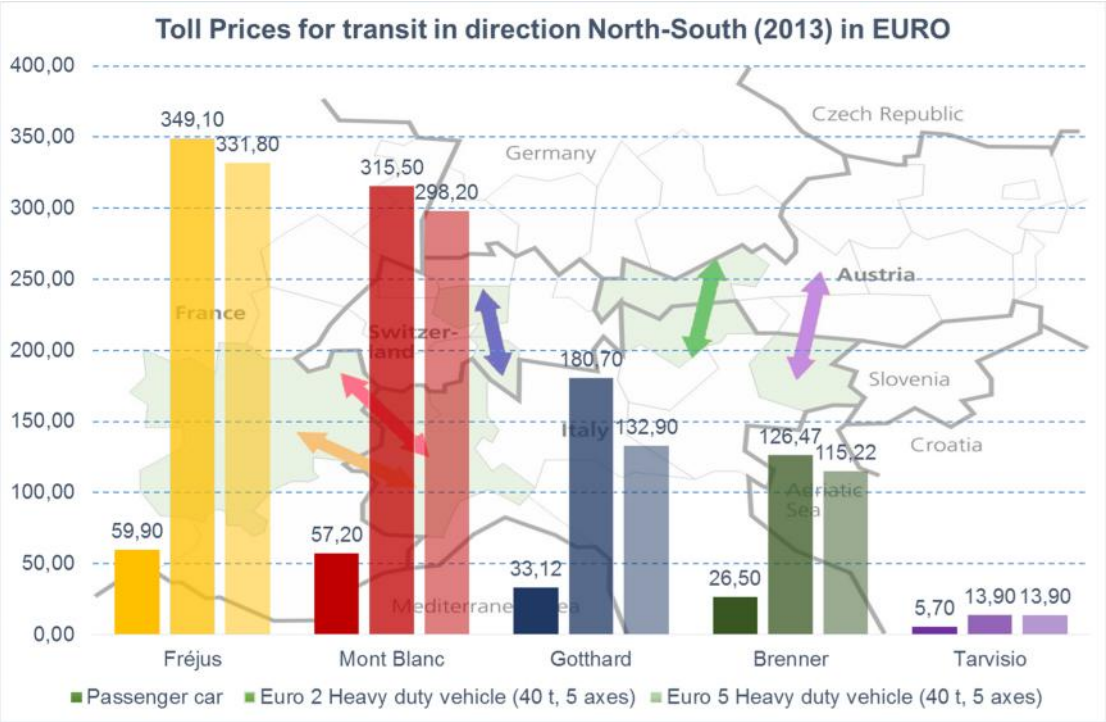

Figure 11: Toll Prices for a single transit on the iMONITRAF! corridors in direction North-South for the year 2013.

For **passenger cars** the highest charges are applied in the Fréjus and Mont Blanc corridors. Here, apart from the highway tolls, it is the additional tunnel tolls (Fréjus, Mont Blanc) which are responsible for the high overall sum compared to the other corridors. It is also important to strike out that the tunnel tolls on Fréjus and Mont Blanc differ according to the direction of travel: they are usually higher when travelling from Italy to France (41,70 € instead of 40,90 € for both Fréjus and Mont Blanc). The charges for both Gotthard and Brenner are in the midrange of the iMONITRAF! corridors, while the cost for a passage on the Tarvisio is the lowest due to the relatively short distance of the considered road segment.

For **heavy duty vehicles**, road tolls follow the similar West-East-divide as for passenger cars. The corridors on the west (Fréjus and Mont Blanc) charge the highest tolls while both Gotthard and Brenner charge medium-ranged sums. Tarvisio charges the lowest tolls for a passage. It is also the only corridor which has not yet applied a distinction of charges between single emission classes, which has a significant effect on the overall charges of the other corridors. In this context, the biggest difference can be assessed for the Gotthard, where a EURO V truck only pays 74% of the charge of a EURO II vehicle. A further analogy for the situation of passenger cars is that the tunnel tolls on Fréjus and Mont Blanc also differ according to the direction of travel for heavy duty vehicles: the charge is higher when travelling from Italy to France (304,20 € compared to 298,20 € for a EURO V truck for both Fréjus and Mont Blanc).

Note that the statements above show the absolute costs of selected trips. For logisticians the specific costs – the costs per vehicle kilometer – can be another important criterion for choosing the corridor and the traffic mode. If this indicator is considered it shows that the order of corridors from highest to lowest costs remains the same as for the absolute costs: Fréjus 2,15 €/vkm, Mont Blanc: 1,31 €/vkm Gotthard 0,76 €/vkm, Brenner 0,37 €/vkm, Tarvisio 0,23 €/vkm (these number hold for a heavy vehicle with Euro V technology, 40 tons). Anyhow, there is a difference between Fréjus and Mont Blanc in the specific costs (Fréjus is 64% higher than Mont Blanc), which is hardly seen on the level of absolute costs (Fréjus is 11% higher than

Mont Blanc) from Fig. 11. Another difference is recognized between Gotthard and Brenner, which are relatively close to each other on the level of absolute costs in Fig. 11 (Gotthard is 15% above Brenner), but drift apart on the level of specific costs (Gotthard is 105% above Brenner).

A general feature of absolute and relative costs is that high tolls correlate with low traffic volumes and vice versa: Fréjus and Mont Blanc tunnels have the highest tolls and the lowest traffic volumes among the five iMONITRAF! corridors (see indicator "Road traffic volumes"). Finally, the trend from 2005 to 2012 shows increasing tolls. In the period 2005-2013, the toll prices increased by 4,2% per year for heavy vehicles and 3,9% per year for passenger cars (average over all corridors).

Indicator fuel price

The fuel prices distinguish between diesel and petrol. The values shown below are the annual averages of the values officially registered in every country on four different dates (namely, on the 15th of January, May, July and October). Data is provided by ÖAMTC for Austria, the Federal Statistical Office for Switzerland, ISTAT for Italy and INSEE for France.

As can be seen in figure 12, an overall increase of prices happened in all countries, but with significant fluctuation during the economic crises of 2008 and 2009. From 2009 onwards, there has been a strong increasing trend until 2012 followed by a decrease between 2012 and 2013 in all countries.

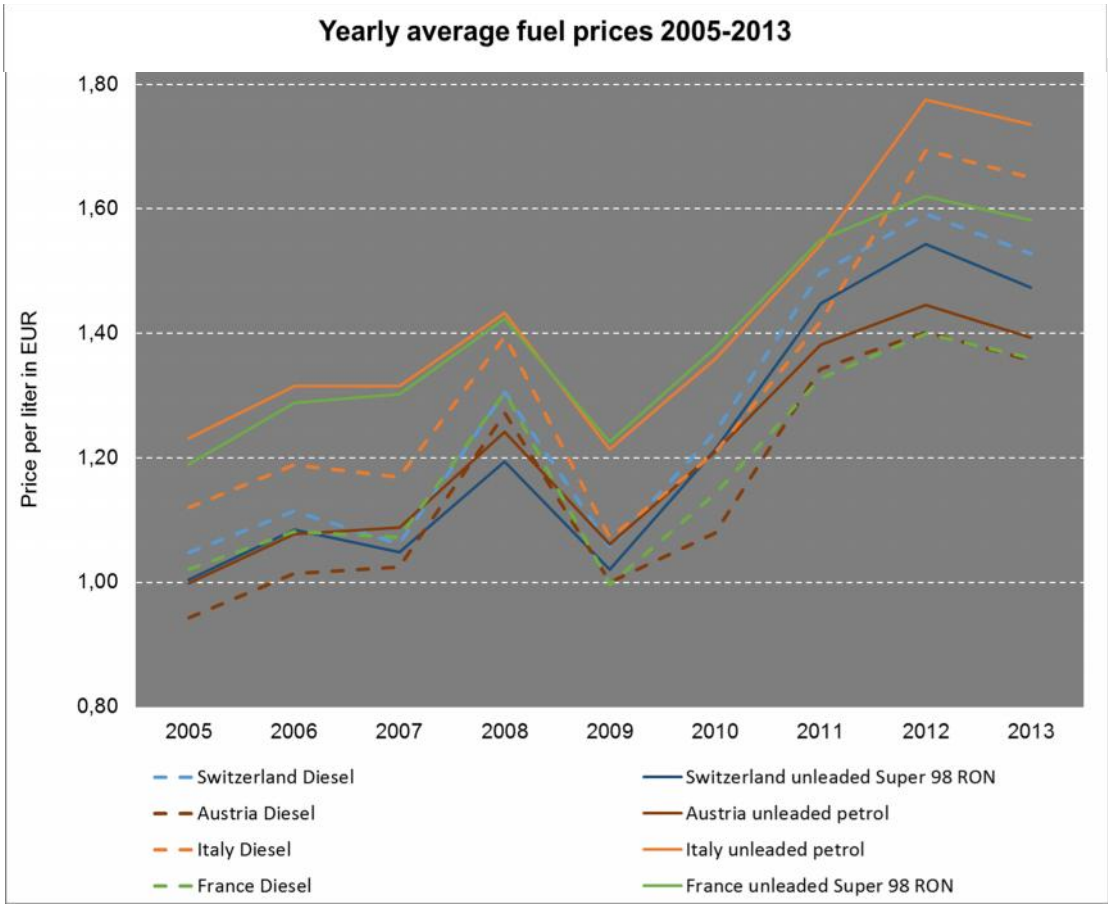

Figure 12: Annual average fuel prices

4 Moving ahead on regional and national level: Update on Best Practices

The last Annual Report 2013 included a detailed update of regional and national Best Practices, covering a four-year period with all relevant changes since the iMONITRAF! Best Practice Guide 2010. This Annual Report thus only focuses on major developments in 2014 and is thus much shorter as the last year brought along no major changes regarding Best Practices. Several dynamic adjustments can be seen related to driving-bans, with the coming into force of the flexible driving ban for high-emitting HGV on the Mont Blanc and Fréjus corridors. Also, some toll prices have been adjusted to reflect recent price developments and Tyrol took first necessary steps towards re-implementing the sectoral driving ban.

OVERVIEW: BEST PRACTICE UPDATE 2014

Policy Pillar	Name of measure	Country/region
Pillar 1: Information, monitoring, awareness raising	Development of a LIFE project for reduction of NO_2-pollution	South Tyrol
	New measuring stations for monitoring of air quality (mobile stations and passive samplers)	South Tyrol
Pillar 2: Limiting negative impacts of Alpine transport	Revised law on noise remediation of railways comes into force	Switzerland
	Adjustment of policy package “IG Luft” and implementation of permanent speed limit 100 km/h	Tyrol
	Flexible driving bans for high-emitting HGV on Mont Blanc and Fréjus corridors to limit pollution peaks	French regions along Mont Blanc and Fréjus corridors
	Adjustment of tunnel tolls on Mont Blanc and Fréjus to finance improved security	France/Italy
Pillar 3: Modal Shift	FABI–financing of railway infrastructure	Switzerland
	Next steps related to Gotthard 4m corridor with financial agreement on Italian section (Luino line)	Switzerland/Italy
	Péage de transit poids lourds, with temporary withdrawal of the proposal	France
	Agreement on ACE implementation up to 2020, Toll Plus lobbying and analysis of night-driving ban extension	Tyrol, South Tyrol, Trento (common parliament)
Pillar 4: Passenger transport	Further steps within the program “South Tyrol Pulse” concerning improved train connections	Tyrol
Pillar 5: Innovative approaches	First results of cooperation of Northern Italian regions for improvement of air quality	South Tyrol, Trento, Friuli Venezia Giulia, 5 other region + national level

Table 1: *Source: Own compilation of the iMONITRAF! network*

4.1 Overview on revised and new Best Practices

4.1.1 Pillar 1: Information, monitoring, awareness raising

Pillar 1 has seen few changes in 2014. Monitoring campaigns are continued as in previous years and as summarized by the iMONITRAF! monitoring activities (see chapter 3).

In **South Tyrol**, the measurement techniques have been further developed as regions with exceedances of air quality limits have been equipped with mobile measuring cabins and passive samplers.

Also in **South Tyrol**, several measures are currently developed in the frame of the "program for reduction of NO_2 concentrations". A project under the EU LIFE framework analyses how a permanent speed limit might improve air quality and increase noise levels on motorways. In cooperation with other Northern Italian regions, another integrated LIFE project is foreseen to improve and supplement already implemented measures and shall be submitted by the end of 2014.

4.1.2 Pillar 2: Limiting impacts of Alpine transport

Pillar 2 includes command-and-control measures to limit negative impacts of transalpine freight transport as well as accompanying measures for modal shift. In 2014, no major new measures have been implemented in the iMONITRAF! regions but several measures have been adjusted dynamically or optimized to keep track of technological developments and to optimize the overall policy-mix.

In **Tyrol**, the overall policy-package „IG Luft" has been discussed in 2014 in order to fulfill the requirements set by the European Commission for a potential re-implementation of the sectoral driving ban. The EU Court of Justice has requested less "drastic measures" to be fully exploited before the sectoral driving ban can be re-implemented. Thus, the Tyrolean government has decided to change the temporal speed limit on the Inn Valley and Brenner motorway into a permanent speed limit (100 km/h). Also, the driving bans for high-emitting HGV shall be adjusted dynamically (beyond the current ban up to EURO 2). All other measures of the IG Luft package (night driving ban, ban for high-emitting HGV) remain valid and it is planned to re-implement the sectoral driving ban until the end of 2015. Since the removal of the sectoral driving ban, the modal spilt of rail freight has decreased from 35% (2011) to 29% (2014) and a re-implementation shall reverse this trend again. Also, exceptions to the night-driving ban on the Inn Valley motorway are restricted to EURO 6 HGV starting from January 2014. Previously, a temporary agreement also included an exception for HGV meeting the EEV standard.

In **Switzerland**, the revised Federal Law on Noise Remediation of Railways entered into force in March 2014. Measures proposed by this revised law have already been illustrated in the last Annual Report in a detailed factsheet. The law foresees the implementation of ambitious noise limit values for rolling stock starting from 2015 as well as further measures for noise remediation (insulated windows, noise barriers). Also, it supports innovative technologies that reduce railway noise.

On the **French part of the Mont Blanc and Fréjus corridors**, the State authorities at the regional level adopted a measure allowing to limit the traffic of HGV in case of pollution peaks in July 2014. This measure applies to EURO classes 0 and 1 for local traffic (in Valley of Arve, Valley of Maurienne, Chambéry urban area), as well as to EURO classes 0-3 for the transit towards Italy. The number of activation of these bans is however limited to 20 days a year.

Also, the tunnel tolls on the Mont Blanc and Fréjus corridors have increased by 3,35% to finance improved security and service quality for the tunnel infrastructure.

4.1.3 Pillar 3: Modal shift

Pillar 3 focuses on modal shift measures, including both push and pull measures. Several developments could be seen regarding an improved infrastructure financing. Also, pricing/toll systems have been further developed, however with some difficult developments in France.

Switzerland has introduced a new financing program for infrastructure projects with FABI (Financing and maintenance of the railway infrastructure) which bundles all relevant financial resources into a single fund. Implemented in February 2014 through consent of Parliament, Cantons and referendum, this measure reorganizes the authority to decide over railway expansions. The new fund BIF (railway infrastructure fund) is fed by the previous budget (FinÖV) and includes new financial sources with a contribution from the Cantons as well as a 0,1% contribution from value-added tax income. FABI is designed to enable the realization of the STEP program. Within this program measures for sustainable infrastructure in the country are listed by priority. Three implementation phases are scheduled until 2050.

In September 2014, next steps have been taken for the construction of the 4m corridor along the **Gotthard axis**. The Swiss Federal Office for Transport (BAV) and the Italian rail operator Rete Ferroviaria Italiana (RFI) have signed an agreement for necessary construction work on the Luino-railway line which will be financed by Switzerland with 120 Mio. Euros.

In **France**, the Péage de transit poids lourds (PTPL) has been designed to replace the former ecotaxe poids lourds that was planned for 2014 (see Annual Report 2013). The PTPL should have entered the 3-month test phase in October 2014 before becoming effective in January 2015. All customers should have taken part automatically with a new fuel Box (DKV) for collecting and paying the new French National Roads Toll. In October 2014, the French minister for environment, Ségolène Royal, however postponed the implementation indefinitely. Large sectoral federations threatened with road blockades and protest actions which lead to a temporary withdrawal of the measure.

On the **Brenner corridor**, the common parliament session of South Tyrol, Tyrol and Province of Trento (Dreier-Landtag) have agreed to move ahead on an Alpine Crossing Exchange and to implement an ACE up to 2020, to lobby together on EU level for the implementation of an ambitious Toll Plus System to harmonise toll levels across the corridors and to further analyse a potential extension of the Tyrolean night driving ban to the A22 Brenner motorway.

4.1.4 Pillar 4: Passenger transport

Passenger transport measures which are covered under pillar 4 where no major focus of iMONITRAF! activities. A broader review on passenger transport measures is foreseen for the upcoming year, results will be presented in the next annual report.

Some developments took place in **South Tyrol**. The project “South Tyrol Pulse” (iMONITRAF! Annual Report 2013, p.27) works on the rapid implementation of new train connections, among them a new regional train that offers a direct connection between Bolzano and Innsbruck. Also, timetables have been further synchronized in 2014 to offer higher-quality train services.

4.1.5 Pillar 5: Innovative approaches

Pillar 5 includes innovative approaches – including technological developments, innovative steering instruments as well as innovative organizational approaches. Regarding steering instruments, chapter 5 includes a more detailed explanation of iMONITRAF! activities regarding Toll Plus.

Following the agreement between the regions and autonomous provinces of **Northern Italy** and five relevant ministries (iMONITRAF! Annual Report 2013, p.27), working groups have been im-

plement to prepare measures on several focus topics. As a first result, a legislative proposal is expected until the end of 2014 which however focuses on non-transport related emissions sources (environmental classification of wood-heating systems).

4.2 Best Practice Update in the light of previous recommendations and latest trends in transalpine traffic

Compared to the comprehensive Best Practice update in the last annual report, the year 2014 brought along no major new developments. However, some of the developments are important steps towards developing a more ambitious policy mix and bring some insights for further discussing common measures as proposed in the iMONITRAF! strategy:

- In Tyrol, ambitious actions have been taken in 2014 towards re-implementing the sectoral driving ban. With the discussion and adjustment of the policy package "IG Luft" and the change towards a permanent speed limit on the Inn Valley and Brenner motorway, Tyrol follows the recommendations of the EU Court of Justice to first implement "less drastic" measures before the sectoral driving ban can be re-implemented. Also, Tyrol has organised the comprehensive Transport Week with high-level political discussions and has thus shown its political will to meet its objective on transalpine freight transport. → These activities give a strong signal to other iMONITRAF! regions and bring a motivation to the overall process.
- In France, several steps have been taken to improve the environmental situation and security along the Mont Blanc and Fréjus corridors. These positive developments are however clouded by the difficulties with implementing a new environmental pricing system for the French road network – be it the ecotaxe poids lourds or the new péage de transit poids lourds. Protests and strikes of important lobby groups have shown the challenges of designing new pricing instruments in an acceptable way. → These experiences need to be considered when further discussing a regional proposal on Toll Plus.
- In Switzerland, the financing of railway infrastructures has been optimised and financial resources have been extended. Here, acceptance for the relevant proposals was high, as Swiss citizens voted in favour of the new funding structure with a 62% majority. → The new funding structures allows a more flexible and optimised financing of railway infrastructures and projects. Its mechanisms need to be considered when further discussion revenue management of a potential Toll Plus System or other steering instruments.

5 Toll Plus as mid-term instrument –first proposals from the regions

The Alpine regions have identified the need for a more appropriate internalisation of external costs, especially to charge over-proportional environmental impacts in the sensitive mountain areas. In their common strategy of Lyon (May 2012), they propose – as a mid-term instrument – the implementation of a Toll Plus system as additional and differentiated pricing instrument. As Toll Plus is also discussed in the frame of the Suivi de Zurich process and on EU level (Eurovignette Directive), Toll Plus offers an opportunity for iMONITRAF! to steer the discussion in a pro-active way and to strengthen its networking and lobbying activities on national and EU level.

Toll Plus is not a completely new approach. Toll systems have been implemented in all iMONITRAF! regions to support financing of road infrastructures and, in some regions, to cover external costs. For the EU member states and regions, the Eurovignette Directive sets the boundaries for road infrastructure charging – it lays down rules for calculating infrastructure charges, for charging the mark-up in mountain areas and, since the revision in 2011, allows for a limited external cost charging (air quality and noise only). In Switzerland, the HGV fee (LSVA) already guarantees a comprehensive external cost charging, however without spatial differentiation.

Recommendations on Toll Plus from a regional viewpoint

According to the regional analysis, the design of a Toll Plus system should consider the following elements:

- Rationale: Toll Plus should focus on the rationales "internalisation" and "financing", following the approach of the common strategy. As the steering effect of a Toll Plus system is less clear, this rationale should not become the basis for a Toll Plus system. The steering effect is better addressed and considered with the help of a cap-and-trade approach. This is also in line with a further differentiation of the Swiss HGV fee (LSVA).
- Framework: The "Plus" should be established in the existing frame of the Eurovignette Directive which already includes an external cost element. As the internalization of external costs is the most important feature for a Toll Plus system from the iMONITRAF! viewpoint, Toll Plus should result in a further development of the external cost element which allows for a specific internalization of external costs. The mark-up concept should much more focus on over-proportional infrastructure costs in Alpine regions and should be clearly separated from the external cost charging concept (avoiding the current overlap between those elements).
- Toll rates: With two case studies, the analysis derives exemplary toll rates for the following options: i) a restricted approach focusing on air quality and noise, however with appropriate mountain factors, ii) a comprehensive approach with all environmental cost elements and mountain factor, iii) an extension of the mark-up to 50% as comparison. For the Brenner corridor, it can be seen that the "Plus" comes up to 16,6 €ct/vkm with the restricted mountain factor approach and to 37,1 €ct/vkm with the comprehensive approach. An extension of the current mark-up on the Unterinntal-Valley and Brenner motorway to 50% would however only lead to an average price increase of 6,8 €ct/vkm. For the Gotthard corridor, the scenarios focusing on environmental costs lead to higher price impacts as the starting level is about twice as high as on the Brenner. An implementation of an ATA as comparison would lead to a price increase of 22,7 €ct/vkm. These values need to be seen as first estimates only as they are based on today's different starting points. The average value can be compared to the ALBATRAS rate of 29 €ct/vkm which is also an average rate for all regions and vehicles.
- Revenues generated through Toll Plus could be earmarked to the Alpine regions to support projects with relevance for modal shift. Along the Brenner and Mont Cenis/Fréjus corridor, the financing of new base tunnels is the most obvious. To support modal shift, revenues could also be used for improving combined transport infrastructures, especially terminal capacities along the Alpine transit routes. Beyond the financing of railway infrastructures, revenues could be used for limiting additional burdens which might come along with modal shift (especially noise protection) or for adapting transport infrastructures to climate change impacts.

Limiting impacts on regional transport

Similar to the discussion on ACE and AETS, impacts of a Toll Plus system on local and regional transport in and between the Alpine regions need to be considered. For the cap-and-trade sys-

tems, several specific ideas to design rules for exemptions have been proposed. However, the problem is slightly less relevant under a Toll Plus system. If tolls are distance-dependent and are collected based on the effective driving distance, no over-proportional burdens will occur.

Still, hardship cases can emerge if transport prices increase considerably for transport-intensive sectors in the Alpine regions. Rules for exemptions could build on existing frameworks.

Further steps towards establishing a Toll Plus System

The analysis has identified some crucial design elements for Toll Plus from the regional viewpoint. To fit with the iMONITRAF! instrument mix, the system should be designed as internalization instrument which supports modal shift and which – even in the long-term – could supplement a common cap-and-trade approach. The regional proposal on Toll Plus has been discussed during the Transport Forum in Innsbruck with the clear political mandate, to further specify the proposal.

An in-depth study will be launched in the beginning of 2015 in order to present more detailed results and recommendations for the political roundtable in Lyon in early-summer 2015.

6 Trends for transport and environmental policies on national and EU levels

6.1 Current transport issues

6.1.1 Relevant developments on EU level

Update on Connecting Europe Facility

As announced in the 2013 annual report of iMONITRAF!, the new TEN-T guidelines have been adopted on December 2013 by the European Parliament and the Council. The regulation sets out objectives, priorities and outlines of measures for establishing and developing networks (both core network and comprehensive network). Meanwhile, the specifications for the Connecting Europe Facility (CEF), which governs EU funding in the transport, energy and telecommunications sectors during the period 2014-2020, were set out. In the beginning of 2014, the European Commission published the CEF working program for 2014. Priorities are cross-border sections, management of rail traffic, air controlling, sea motorways and new technologies.

Under the CEF, 26,3 billion euros will be made available to co-fund TEN-T projects in the EU Member States. Of this amount, 14,9 billion € will be available for projects in Member States not eligible for the Cohesion Fund. This financing will be concentrated on nine multimodal corridors of the TEN-T, to form an integrated European network. The Commission considers that the five priority cross-border projects (rail base tunnel Lyon-Turin, Brenner rail base tunnel, the belt of Fehmarn, the river channel Seine-North Europe and the project Rail Baltic could absorb up to 5 billion euros between 2014 and 2020.

The first calls for proposals, both annual and multi-annual, have been published in mid-September. The multi-annual call is endowed with 11,9 billion € in favour of transport, among which 9,7 billion € for corridors of the core network. The European Commission alerts candidates on the necessity of presenting these pro-jects as soon as possible, because the budget of CEF will be doubtless exhausted from 2016. Besides, the 2014 annual call is endowed with 930 million euros.

Also, “new” coordinators of the TEN-T corridors were appointed on March 2014 by the Commission . They have to watch the development of the 9 priority corridors, but also the management of rail traffic and sea motorways. Several meetings, called “corridor forum”, were organized in the following months in Brussels, gathering all transport stakeholders in order to define work plans (expected at the beginning of 2015).

Towards a new European framework on road pricing

Concerning road traffic regulation, the European Commission is now working on a road pricing system based on distance and concerning any types of vehicles, in order to allow the financing of road infrastructures in the future. Indeed, the various studies ordered by the TRAN committee show that it is complicated to estimate what is really reinvested in the transport infrastructures (revenues from fuel taxes, vehicles registrations or tolls). It is also difficult to proceed to comparisons between modes of transportation. In these conditions, and considering the context of crisis which led to a drastic decrease in investments, the Commission announced, during the TRAN committee of January 2014, that it was going to **favour the principle of a fee based approach compared to a distance-based approach, in agreement with the “polluter-pays” principle.**

Discussion on HGV dimensions, gigaliners and emission control measures for HGV

Members of the European Parliament reconfirmed, in the occasion of the TRAN committee of March 2014, the current situation for **gigaliners** (mega-trucks of 25 meters and 60 tons). These are currently authorized to cross the border of two member States which already authorize them, but they are not allowed to cross all over Europe. To further discuss a general authorisation for gigaliners, MEPs asked the Commission to present an impact assessment before 2016, which should take into account issues related to competition, infrastructures, environment and safety. This **status quo** seems to suit all the stakeholders: NGO’s, road operators and Member States.

Concerning the "classic" heavy trucks, the Council and the Parliament agreed in December 2014 that the Commission makes, in 2016, a proposal for an **evolution of the regulations regarding weights and dimensions**. The objective is to move forward to trucks with round cabins, more secure and impacting less the environment because **more aerodynamic**. This proposal will be followed, after its adoption, by a moratorium of 3 years before the application of the measure (most probably not before 2020-2022). For information purposes, France and Sweden asked for a moratorium of 5 years to allow the last innovative cabins of Renault and Volvo to cross from research to real-world use.

Furthermore, the Commission adopted in May 2014 **a strategy aiming**, eventually, **at the reduction of CO_2 emissions of heavy trucks**. At first, the Commission will estimate by means of the simulator VECTO, CO_2 emissions of heavy trucks. After that, it will propose legislative measures to certify and control the CO_2 emissions of these vehicles. Eventually, measures intended to reduce CO_2 emissions could concern the tax system, the manufacturing of vehicles and the development of infrastructures favoring fuels other than fossil fuels.

Partnership Shift2Rail

The Shift2Rail partnership was approved on March 2014 by transport Ministers, and then by ITRE Committee (industry and research) of the Parliament. Focused on innovation and research for rail transportation, its main objective is to increase rail capacities in the coming years, while improving reliability and quality of rail services. 450 million € should be made available by the

Commission by 2020, and 470 million € should be brought by the private sector. In this context, it is planned that rail companies work together with equipment manufacturers, in order to develop **new trains with high capacity** and to **improve rail traffic management**. The implementation of this project is expected for 2015.

Support of Rail Freight

In the period 2003-2013 the European Commission used the Marco Polo Programme as an instrument to improve environmental performance of the freight transport services at the EU level. The Marco Polo Programme has not been continued in the new financing period 2014-2020 and the Commission has launched a public consultation on how to improve support for combined transport up to 2020. Contributions to this consultation are still reviewed by the Commission. Based on this consultation, a proposal for a new financing framework will be proposed in 2015.

6.1.2 National level

In **Switzerland**, 2014 brought along some major changes regarding the organisation and management of rail infrastructure financing with the new FABI fund (see section on Best Practices). The large infrastructures projects along the Gotthard axis are further under construction – with the new base tunnel being on track to be opened in summer 2016. Apart from that, all other discussions are still dominated by the upcoming construction work on the Gotthard road tunnel and the potential construction of a second road tunnel. In this respect, the Swiss citizens will have the final vote in a public referendum which is foreseen for summer 2015.

In **Austria**, a new strategy for transport infrastructure development is currently under discussion (Ausbauplan Bundesverkehrsinfrastruktur). The Austrian Ministry for Transport, Innovation and Technology aims at a more targeted prioritization of infrastructure projects and a clear strategy on project management. The strategy will include the development of a new target system for infrastructure development, an overall transport forecast for Austria as well as the definition of major network elements. Based on this, specific investment needs can be identified. Regarding the future development of rail infrastructure, the Austrian rail company ÖBB has developed an investment framework for the period 2014-2019. This framework includes several projects with relevance for Tyrol and the Brenner corridor, e.g. an extension to a four-track railway line at some major transport knots as well as the further development of the terminals for rolling motorway.

If years 2009-2013 let hope for the implementation in **France** of an **ecotax** related to HGVs (which consisted in a partial transposition of the European directive Eurovignette), year 2014 will definitively have put an end to this perspective. The ecotax should have allowed an HGV charging system for the national road network (highways being already paying), on the basis of the number of km traveled, of the category of vehicle and its level of polluting emissions. Tolls to be perceived would have, according to the project, been allocated to the French agency for financing of the transport infrastructures, which invests in particular in the modernization of the rail network. The ecotax was foreseen for 2013, but was finally replaced by an HGV-levy focusing on transit (« péage de transit poids lourds »), itself supposed to come into effect in 2014 then in 2015, but finally given up in October 2014. The reflection concerns, from now on, a **levy on the highway companies' profits**, which is no longer connected to the polluter-pays principle.

6.2 Current environmental issues

6.2.1 EU level

Macroregional strategy EUSALP

The macroregional strategy EUSALP has become much clearer in 2014 and some major steps towards its implementation have been taken. In the first half year 2014, several working groups have discussed potential elements, actions and projects for the three proposed pillars of EUSALP (Pillar 1. Fostering sustainable growth and promoting innovation in the Alps: from theory to practice, from research centres to enterprises, Pillar 2. Connectivity for all: in search of a balanced territorial development through environmentally friendly mobility patterns, transport systems and communication services and infrastructures, Pillar 3. Ensuring sustainability in the Alps: preserving the Alpine heritage and promoting a sustainable use of natural and cultural resources). Based on propositions of the working groups, the European Commission has prepared a draft EUSALP strategy in July 2014 and opened a public consultation on its elements. Feedbacks of the consultation where collected in autumn 2014 and discussed during a conference at the beginning of December 2014. In parallel, propositions for potential measures were collected before Christmas to feed the EUSALP action plan.

iMONITRAF! has been involved in all relevant activities regarding EUSALP and aims at becoming a key actor related to pillar 2 (see also chapter 1).

Air policy

The EU has recently carried out a review of existing EU air policy in 2011-2013, building on the 2005 Thematic Strategy on Air Pollution (iMONITRAF! Annual Report 2013,p.34). Drawing on the conclusions from the review, the Commission has adopted a **Clean Air Policy Package** in December 2013. For transport, the air policy package is relevant because of its link to the further development of Euro standards for vehicles.

EU 2030 framework for climate and energy policy

In October 2013, EU leaders agreed on a 2030 framework for climate and energy policy. The agreed targets include

- a cut in greenhouse gas emissions by at least 40% by 2030 compared to 1990 levels
- an EU-wide binding target for renewable energy of at least 27%
- an indicative energy efficiency target of at least 27%.

The greenhouse gas target will be the EU's contribution to the global climate change agreement due to be concluded in Paris next year. The renewables and energy efficiency targets will increase the security of the EU's energy supplies and help reduce its dependency on imported fossil fuels. Various criticism was expressed on the lack of transparency and the low ambitiousness of the targets. The 2030 framework takes into account the longer term perspective set out by the Commission in 2011 in the Roadmap for moving to a competitive low carbon economy in 2050, the Energy Roadmap 2050 and the Transport White Paper. It proposes a new governance framework based on national plans for competitive, secure and sustainable energy. The European Council agreed that a reliable and transparent governance system will be developed to help ensure that the EU meets its energy policy goals.

6.2.2 National level

Also on national level, EU member states and Switzerland have decided on climate policy frameworks for the post-2020 period. These need to be seen in the frame of international climate negotiations, where countries agreed to propose national measures and targets until spring 2015. These will be the basis for a new international climate agreement foreseen for the next conference of the UNFCCC in Paris at the end of 2015.

In **Switzerland**, the Federal Council has decided some core elements for post-2020 climate policy in May 2014. The reduction of energy consumption and greenhouse gas emissions will remain the major focus and the existing instruments shall be continued and further developed. A CO_2-levy on fuels shall be assessed as subsidiary measure if the existing instrument mix is not sufficient to reach ambitious targets.

In **Austria**, climate policy discussions are still focusing on how to reach national climate targets which are defined in the national climate law. The national climate law includes reduction targets for six sectors (which are not part of the EU emissions trading system). For the period 2015-2020, additional measures have to be implemented to set the relevant sectors on track to reach their targets. Potential measures have been discussed in sectoral working groups and will become part of a package of measures.

7 Outlook 2015 and agenda setting for iMONITRAF!

After two years without any platform for an exchange between the technical and political spheres, the Transport Forum in Innsbruck in June 2014 gave a new strategic momentum to the project. Political representatives from the iMONITRAF! regions have appreciated the efforts of the network to move forward on Toll Plus and gave a clear mandate to follow-up on this issue. Also, the participation of high-level representatives from the EU Commission and the Suivi de Zurich gave a strong signal to the network that it is now considered as important voice on trans-alpine transport issues. From this basis, 2015 will provide opportunities to move forward on specific elements of the common strategy, especially on Toll Plus.

Agenda setting for 2015

The regional proposal on Toll Plus as presented during the Transport Forum 2014 found general support from political representatives as well as participants from national and EU level. The political roundtable discussion resulted in a clear mandate to further develop the regional proposal, especially regarding the differentiation of the toll rates along the corridors and the need to avoid unwanted traffic shifts. A follow-up study on Toll Plus is currently launched and will provide additional insights on Toll Plus design. Results will be available for the next political roundtable which is planned for early-summer in Lyon.

Also, the EUSALP process will keep the partners busy. After the official consultation phase, the EU Commission is now preparing an action plan. A draft version shall be available in March 2015, the final version shall be approved in June 2015. This period will be important to place iMONITRAF! ideas in the process and to figure out which role iMONITRAF! could take within the EUSALP governance structure. Even if it will be organised towards the end of the consultation process on an EUSALP action plan, the iMONITRAF! roundtable planned for Lyon can send a strong political signal regarding the role of iMONITRAF! in EUSALP.

Furthermore, an in-depth analysis on passenger transport measures is foreseen for 2015. The network has focused its activities on freight transport in the last years. It is thus about time to deepen the analysis on passenger transport again. With a survey amongst project partners, an overview on current activities, best practices and success factors in the field of passenger transport measures shall be provided – if possible also as input for the event in Lyon.

Political roundtable in Lyon

The agreement on the iMONITRAF! Coordination Point foresees the organisation of a political roundtable to be organised in Lyon in early-summer 2015. Compared to the public Transport Forum, the political roundtable shall provide a platform for in-depth political discussions, if possible moving forward on specific political agreements. Participation will be limited to political representatives as well as some selected experts.

Discussions during the roundtable will probably focus on a regional proposal on Toll Plus, taking into account the additional information which will be provided by the follow-up analysis. Also, the EUSALP process will be relevant for the discussion, even if late in the process.

Networking opportunities in 2015

Networking activities in the upcoming year will probably focus on EUSALP as well as the Suivi de Zurich process. Regarding EUSALP, partners of iMONITRAF! will use their different networking opportunities to position iMONITRAF! as an action group in EUSALP and thus to secure a future framework for the network. The Suivi de Zurich process will be an important networking partner on Toll Plus. The Suvi de Zurich also plans to conduct a study on Toll Plus and it will be important to streamline the proposals from the regional and the national level to enable a political impact on EU level.

Monitoring activities in 2015

The existing monitoring activities will also be continued in 2015, and the results will be reported in iMONITRAF!'s next Annual Report 2015.