

iMONITRAF!

*Implementation of a common
Alpine transport strategy*



Background

Short overview on iMONITRAF! history

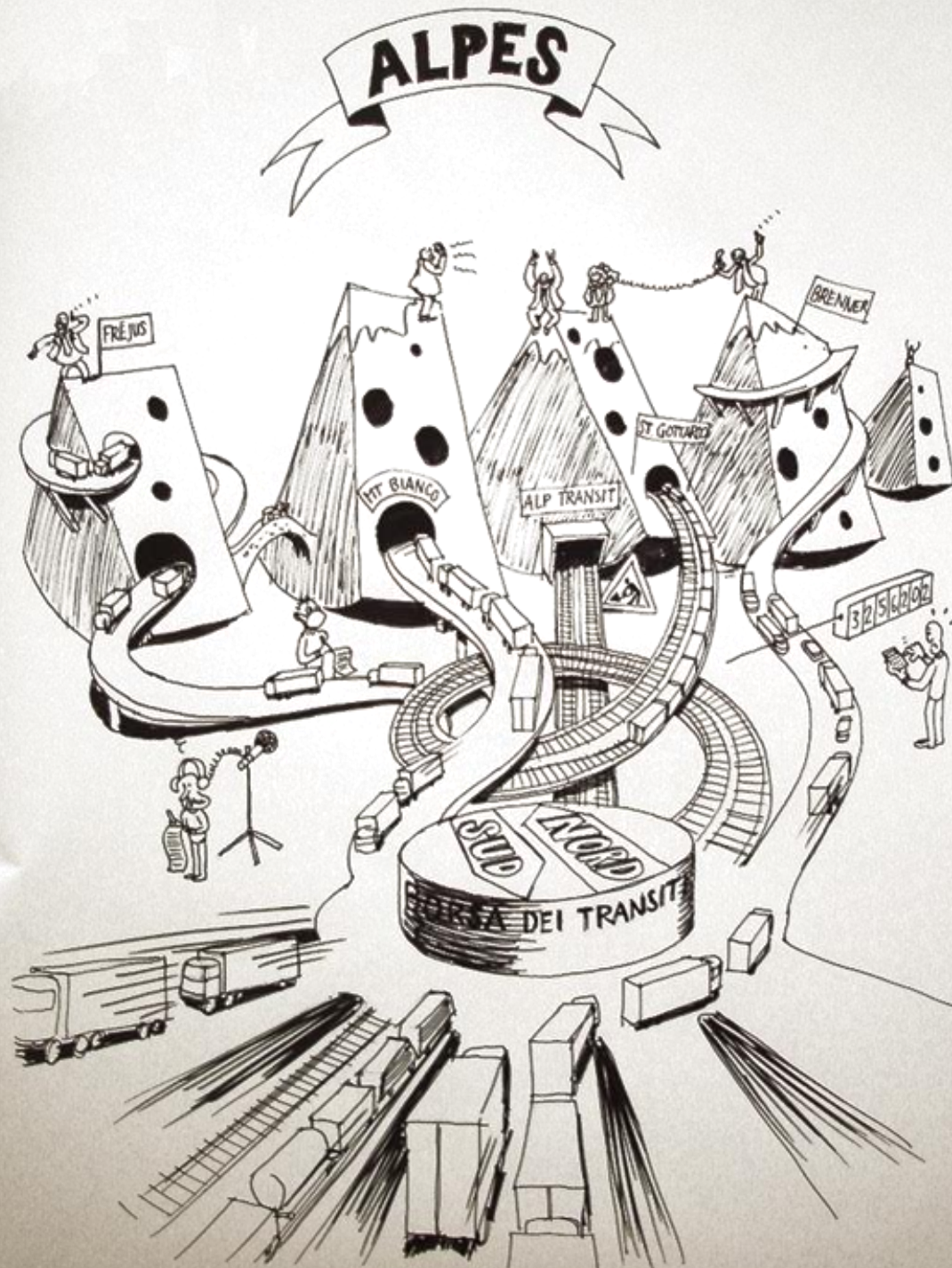
Objective:

- Alpine regions recognize common challenge of rising transalpine transit volumes
- Unharmonized policies lead to unwanted distributional effects, overlaps create inefficiencies

Three phases of the network:

- 2005-2008: Identifying the common challenge
- 2009-2012: i = implementation and ! = action: development of common transport strategy
- 2013-2016: Implementation of first elements: focus on Toll Plus

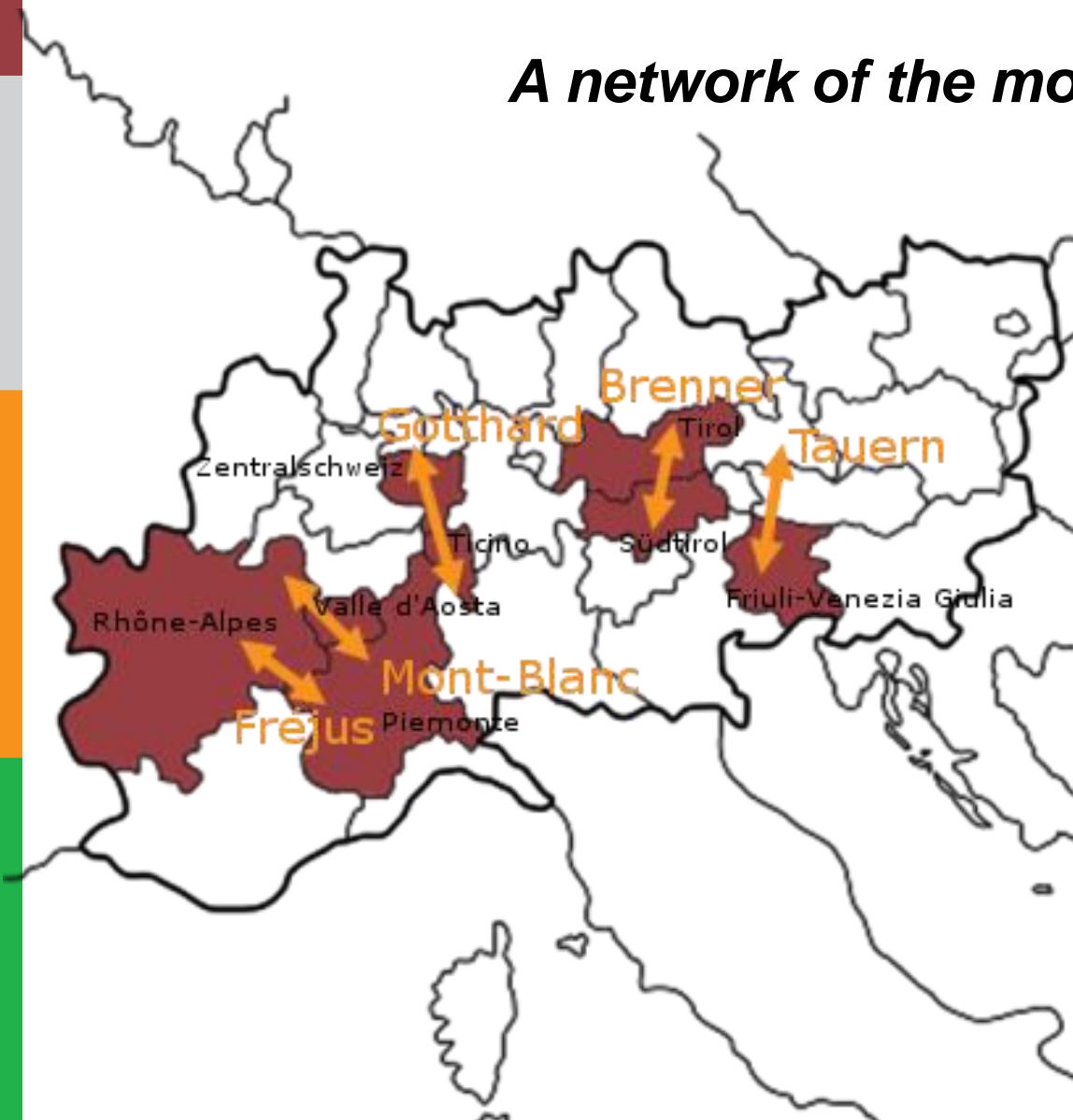




Poster: Canton Ticino

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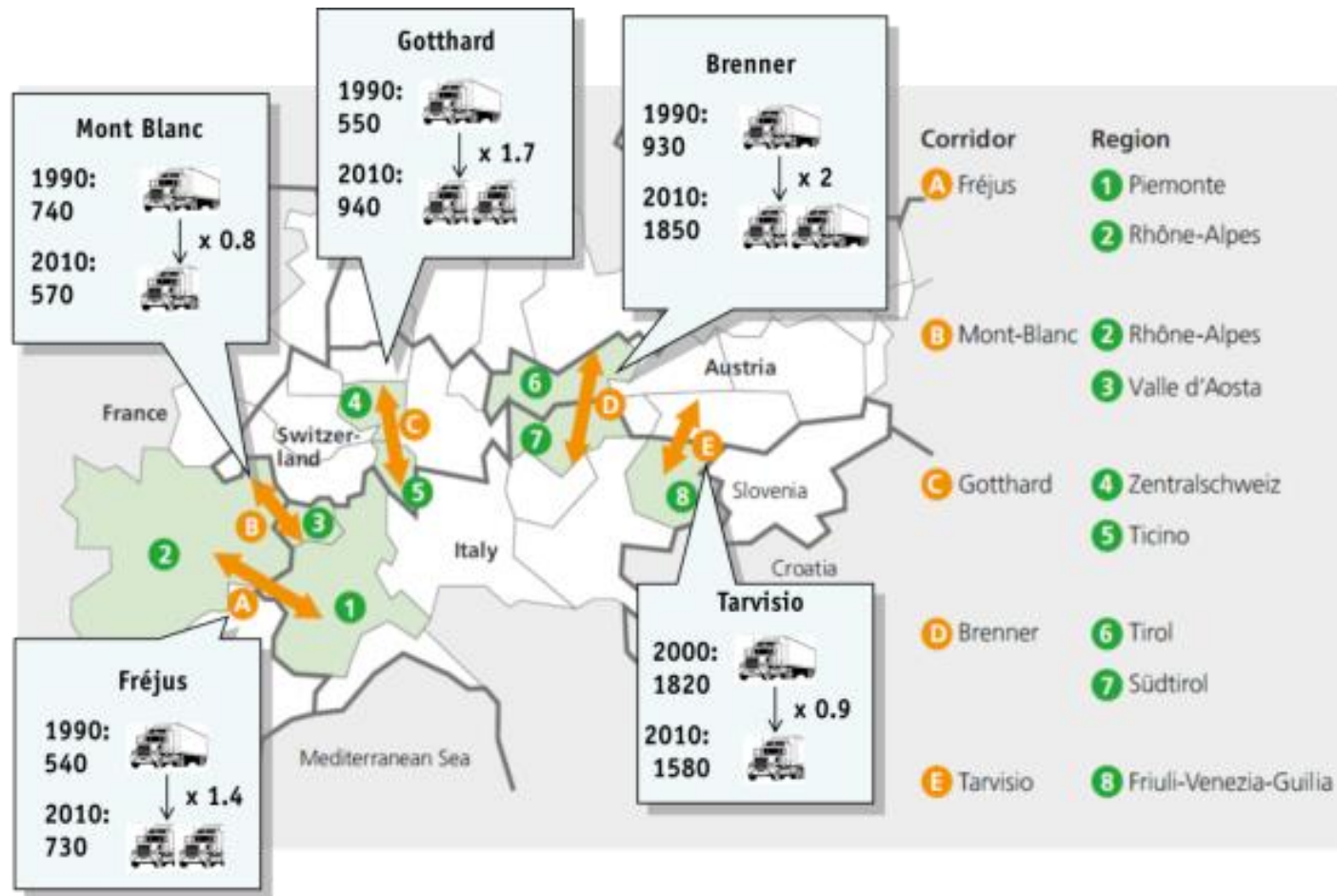
A network of the most affected transit regions



- **iMONITRAF! as project under Alpine Space programme 2009-2012**
- **10 partners**
 - Central Switzerland (LP)
 - Tyrol (ERDF-LP)
 - Region Rhône-Alpes
 - EURAC
 - Autonomous Province of Bolzano
 - ARPA Valle d'Aosta
 - ARPA Friuli Venezia Giulia
 - ARPA Piemonte
 - Canton of Ticino
- + Autonomous Province of Trento (jointed the network in 2013)

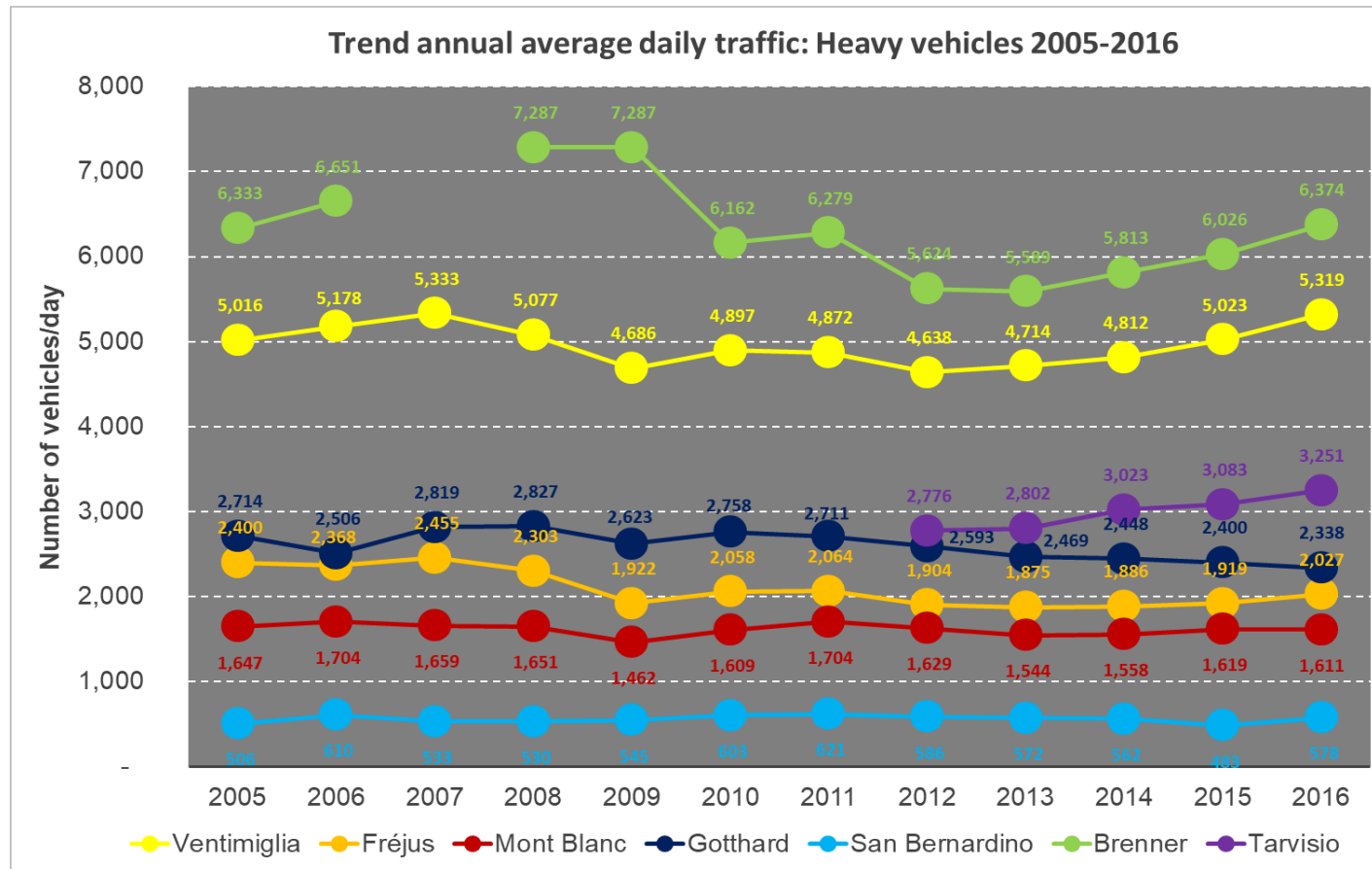
The Challenge: Rising traffic volumes

Development of traffic volumes between 1990 and 2010 (1'000 HGV)



HGV traffic volumes 2005-2016

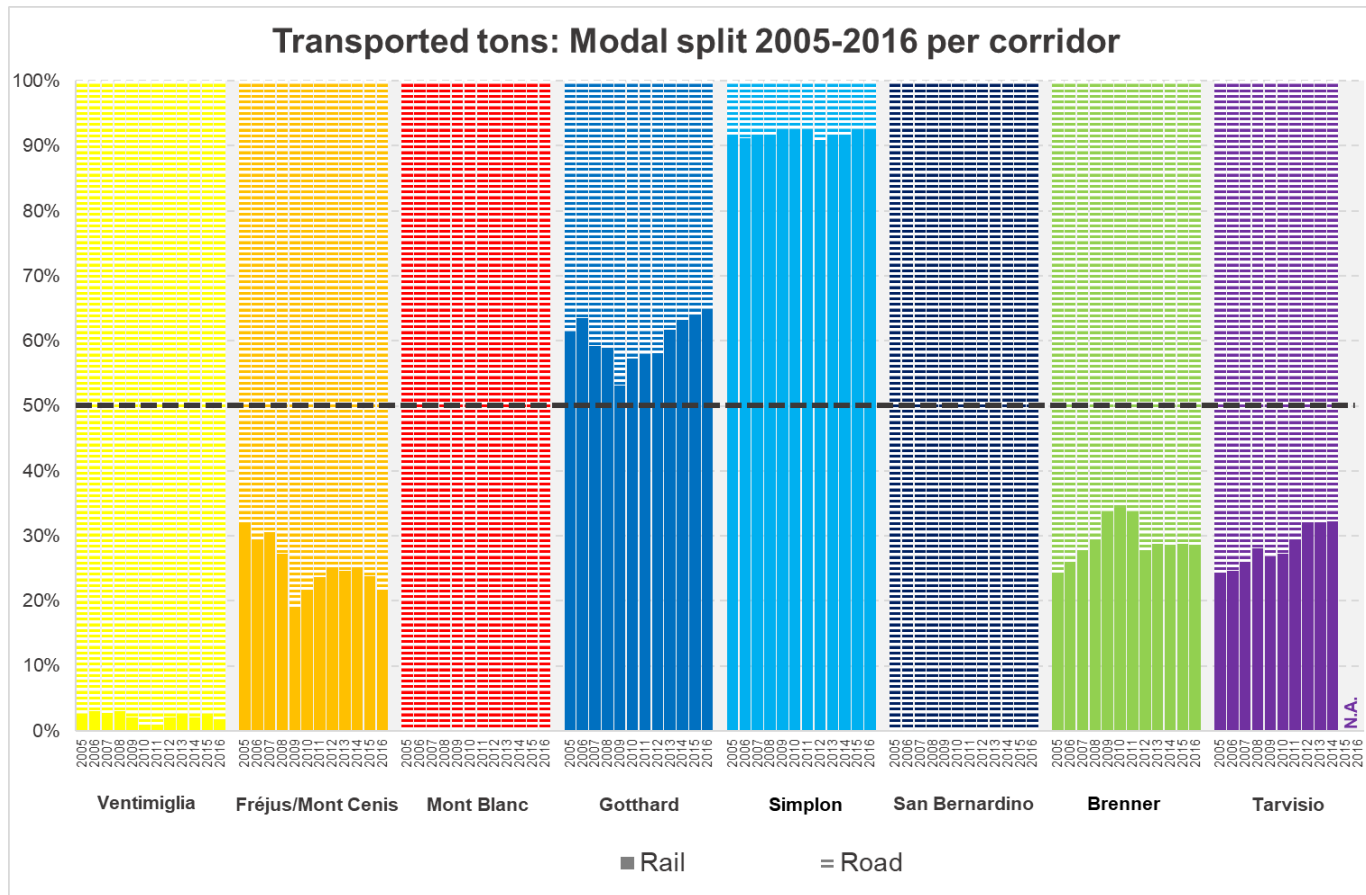
Further growth in HGV traffic volumes (except on the Swiss corridors) despite comprehensive action



Modal split 2005-2016

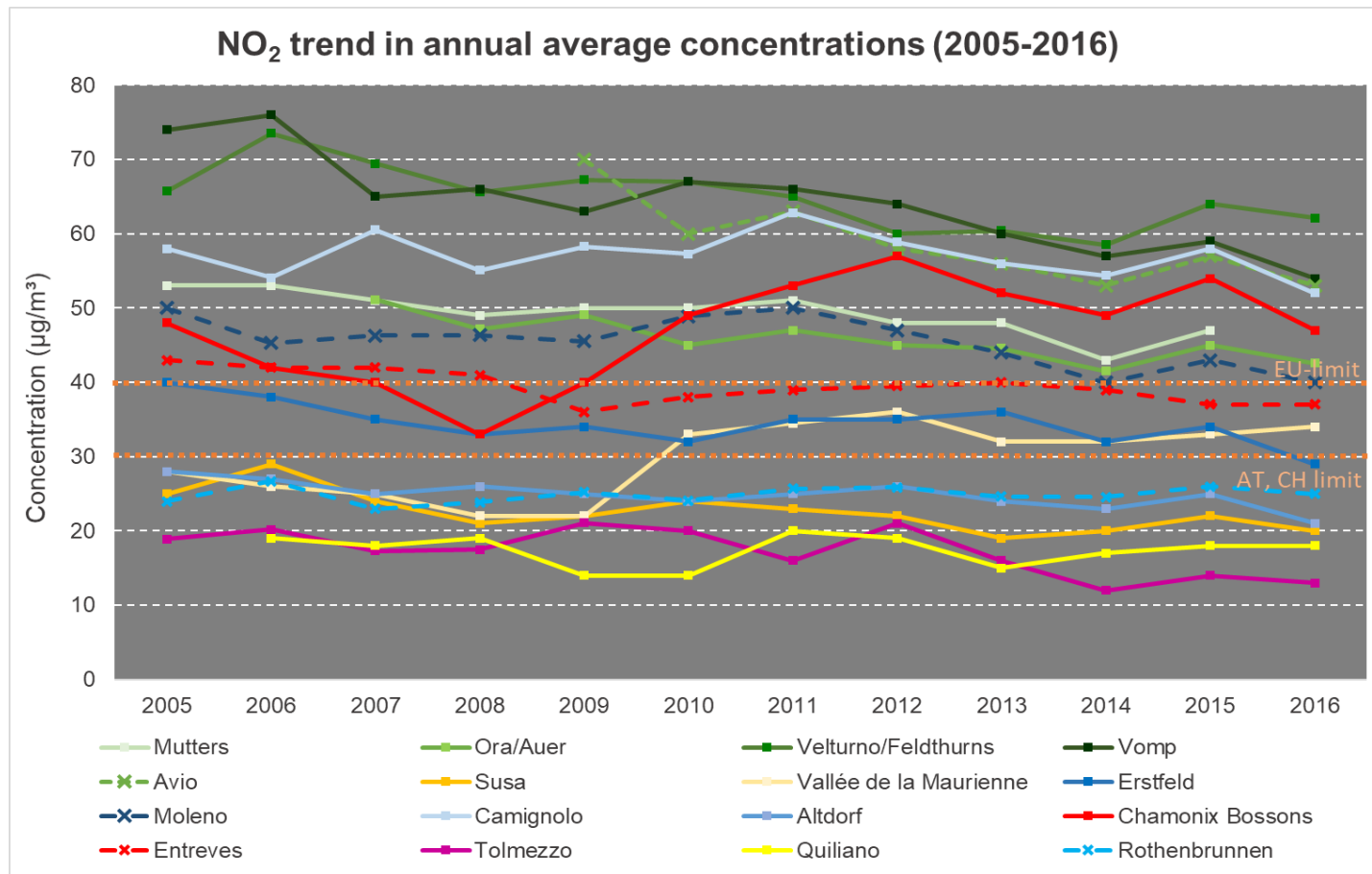
Increasing trend towards rail at Gotthard and Tarvisio

Declining trend on Brenner and Fréjus → further action needed!



Environmental targets exceeded

Air quality limits are still exceeded at many monitoring stations along the major transit corridors.



Policy scenarios 2020

DPSIR approach to evaluate policy scenarios

→ Basis for defining common targets and measures

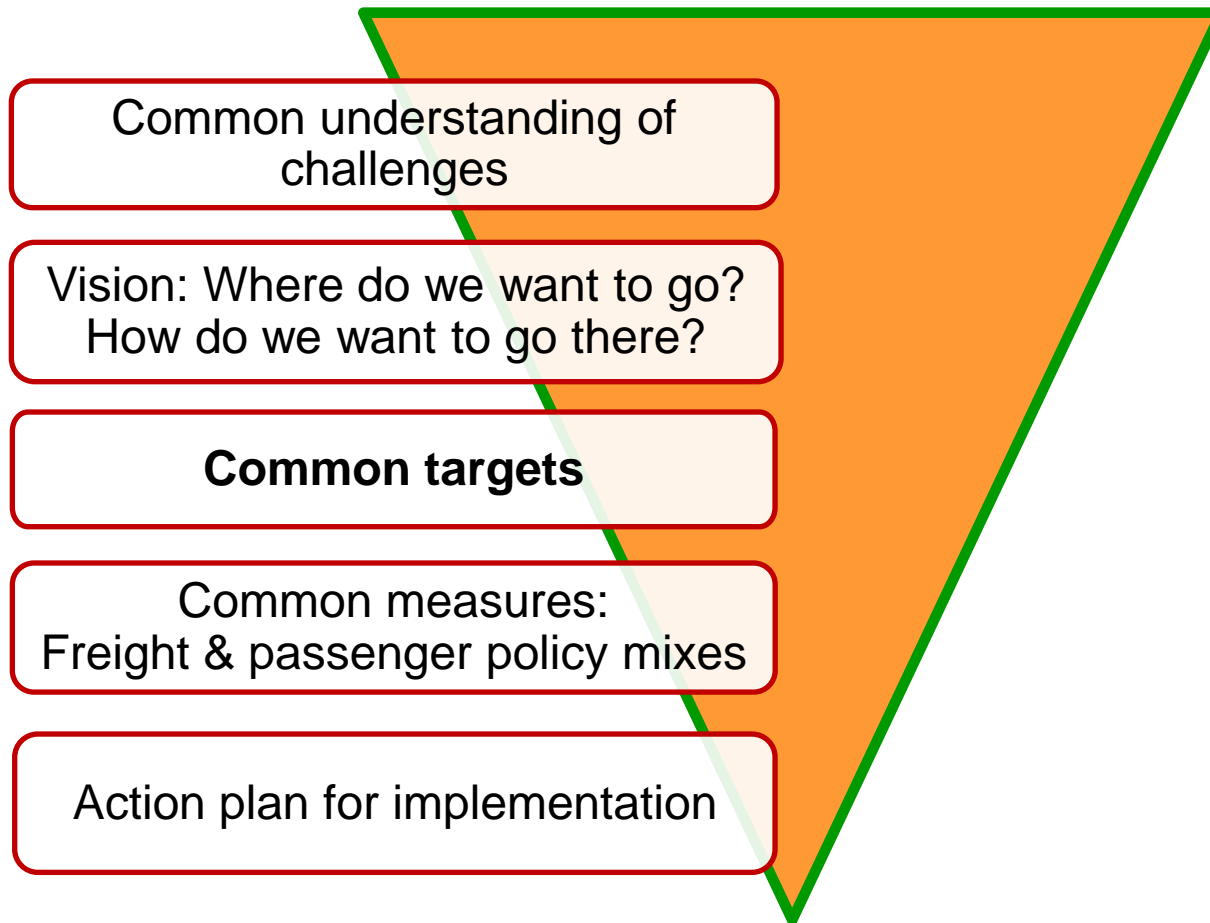
EVALUATION OF POLICY SCENARIOS FOR TIROL WITH THE DPSIR-SYSTEM

Scenario Indicator	Business-as-usual	Best-available technology	Emissions Trading System	Alpine Crossing Exchange
Driver (HGV/a)	Target path missed	Target path missed	Target path reached	Target path reached
Pressure 1 (NOx, PM10 in t/km/a)	Target path missed	Target path reached	Target path reached	Target path reached
Pressure 2 (fossil CO ₂ in t/km/a)	Target path far off	Target path missed	Target path reached	Target path reached
State (NO ₂ , PM10 in µg/m ³)	Target path missed	Target path reached	Target path missed	Target path missed
Impact (pop. exposed to noise)	Target path far off	Target path far off	Target path missed	Target path missed
Response	Target path missed	Target path missed	Target path reached	Target path reached

iMONITRAF! Strategy 2012

An Alpine transport strategy to tackle common challenges

From general agreements to specific actions:



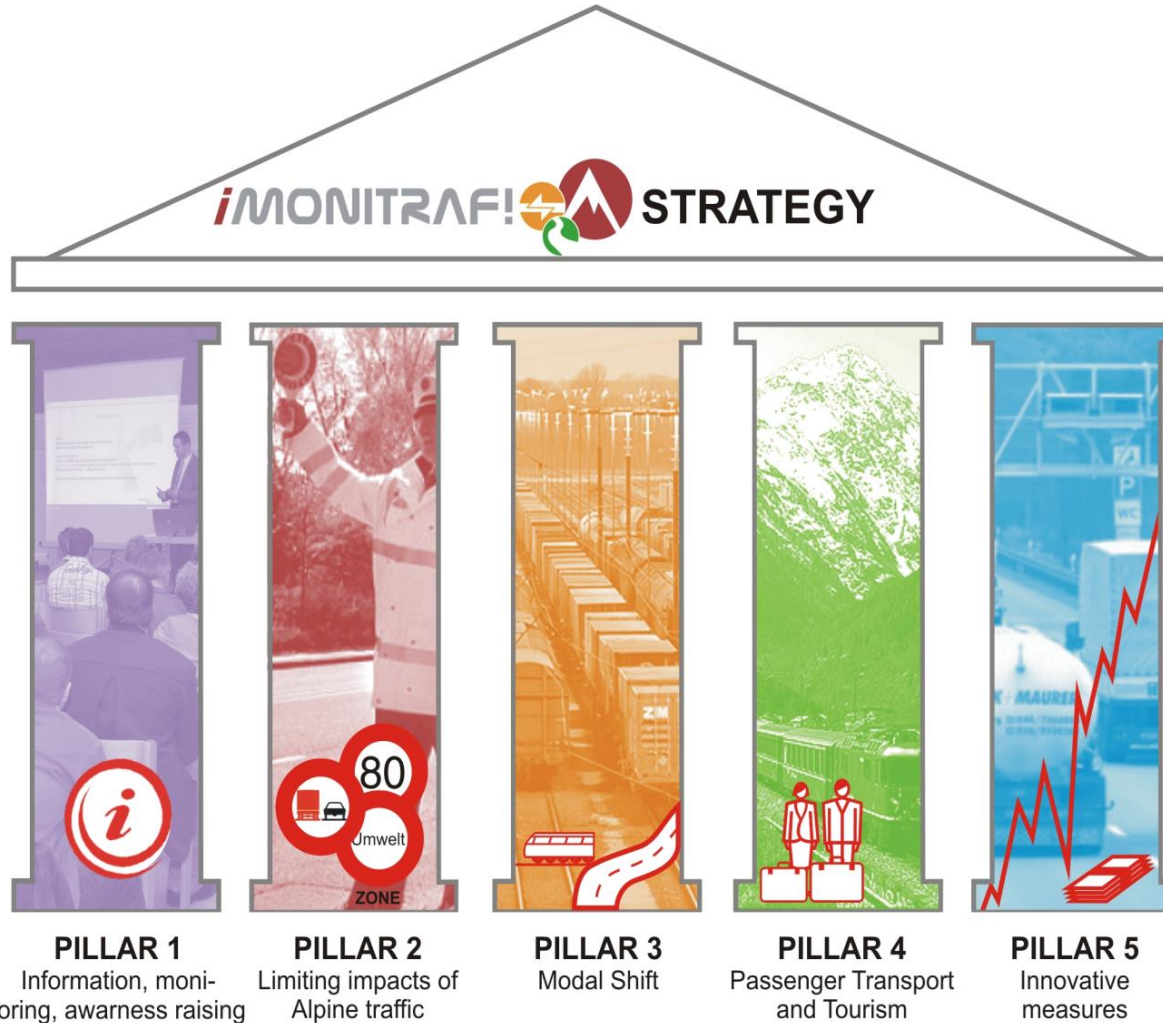
iMONITRAF! Strategy 2012

Signature of the common strategy in Lyon 2012



The *iMONITRAF* policy pillars

Five policy pillars to implement the common strategy



Vision of the iMONITRAF! strategy

Based on principles of sustainable development

- Vision: A transport system....
 - Respecting environmental capacities and the health of the citizens
 - Leading to improved living conditions and higher attractiveness
 - Supporting dynamic economic, social and cultural exchanges
 - Ensuring safety and security for rail and road
- Principles: A Strategy founded on
 - Cooperation based on fairness and solidarity
 - Polluter-pays principle for design of measures
 - Integrated approach: freight and passenger transport
 - Top-runner approach instead of race-to-the-bottom

Targets of the iMONITRAF! strategy

Basis for the definition of common measures

- Corridor specific framework
 - Environmental targets
 - Air quality
 - Noise exposure
 - Minimum 20% Reduction of CO₂-Emissions
- **Meeting environmental targets** in the short run (2020)
- **Full use of rail capacities** as medium-term target (2030)

Targets of the iMONITRAF! strategy

iMONITRAF! strategy 2012 defines HGV targets

The strategy proposes the following medium-term target system (2030):

Corridor	HGV target	Rationale
Gotthard corridor	492'000 HGV/a	<ul style="list-style-type: none"> - Modal-shift rationale (Law on Modal Shift) - to be achieved by 2018
Brenner corridor	1'000'000 HGV/a	<ul style="list-style-type: none"> - Full utilisation of Brenner Base Tunnel (2030) incl. north and south access - Modal-shift rationale
Mont-Blanc and Fréjus	1'278'000 HGV/a	<ul style="list-style-type: none"> - Full utilisation of Brenner Base Tunnel (2030) incl. north and south access
Tarvisio corridor	1'460'000 HGV/a	<ul style="list-style-type: none"> - Base year appr. (-20% compared to 2000) - to be achieved by 2020, stabilisation 2030

Common measures – Freight medium-term up to 2030; modal shift approach

- Harmonisation of Best Practices will not be sufficient to reach the defined targets

→ Common modal shift policy:

- Internalisation of external costs and cross-financing in favour of sustainable transport solutions
- Development of Eurovignette Directive towards Toll+
- Rapid construction of planned base tunnels and improvement of interoperability a must for modal shift
- Development of cap-and-trade system in the long-term

Implementation of strategy

Network is continued on the basis of regional funding

- With the signature of the transport strategy, political representatives of the iMONITRAF! regions decided to continue the network
 - 2013-2015: Specification of first element of common strategy
 - In-depth analysis on Toll Plus System
 - Definition of role of Toll Plus for the regional strategy
 - Specific claims for a Toll Plus System from a regional viewpoint
- 2nd Nov 2016: Political resolution on Toll Plus
- 2017-2018: Implementation of Toll Plus proposal



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Political resolution on Toll Plus (2016)

**Implementation of first element
of common strategy**

Resolution on Toll Plus

Signature in Lucerne, Nov 2016



Resolution on Toll Plus

Recommendations on core elements for Toll Plus:

1. Definition of 'Plus' on the basis of additional costs in mountain areas (infrastructure & external cost)
2. Toll Plus as mechanism to harmonise toll levels, fair distribution of traffic volumes
3. Toll differentiation under consideration of future developments beyond today's EURO-norms
4. Special provisions for regional transport
5. Revenues for environmental and intermodal projects, appropriate share of revenues allocated to the regions

Resolution on Toll Plus

Implementation:

- Requires revision of Eurovignette Directive (revision is ongoing → networking/lobbying)
- Needs to consider framework of transport agreement EU-CH
- Needs support of national level (Suivi de Zurich process)

Integrating Toll Plus in the set of common measures:

- Regulatory measures remain important, dynamic adjustments
- Financial incentives for freight shift support a Toll Plus system
- Sectoral driving ban in Tyrol as intermediate measure, will be dropped with Toll Plus
- Implementation of cap-and-trade approach in the long-term

Networking on Toll Plus

Window-of-opportunity with recent revision of Eurovignette

iMONITRAF! is actively involved in shaping the EU framework on road pricing:

- Participation in consultation process of the European Commission in the frame of the Eurovignette revision
- Networking events in Brussels to present iMONITRAF! proposal to decision makers of the European Parliament and Commission



Thank you for your attention!

