DRIVING THROUGH THE ALPS RESPECTFULLY
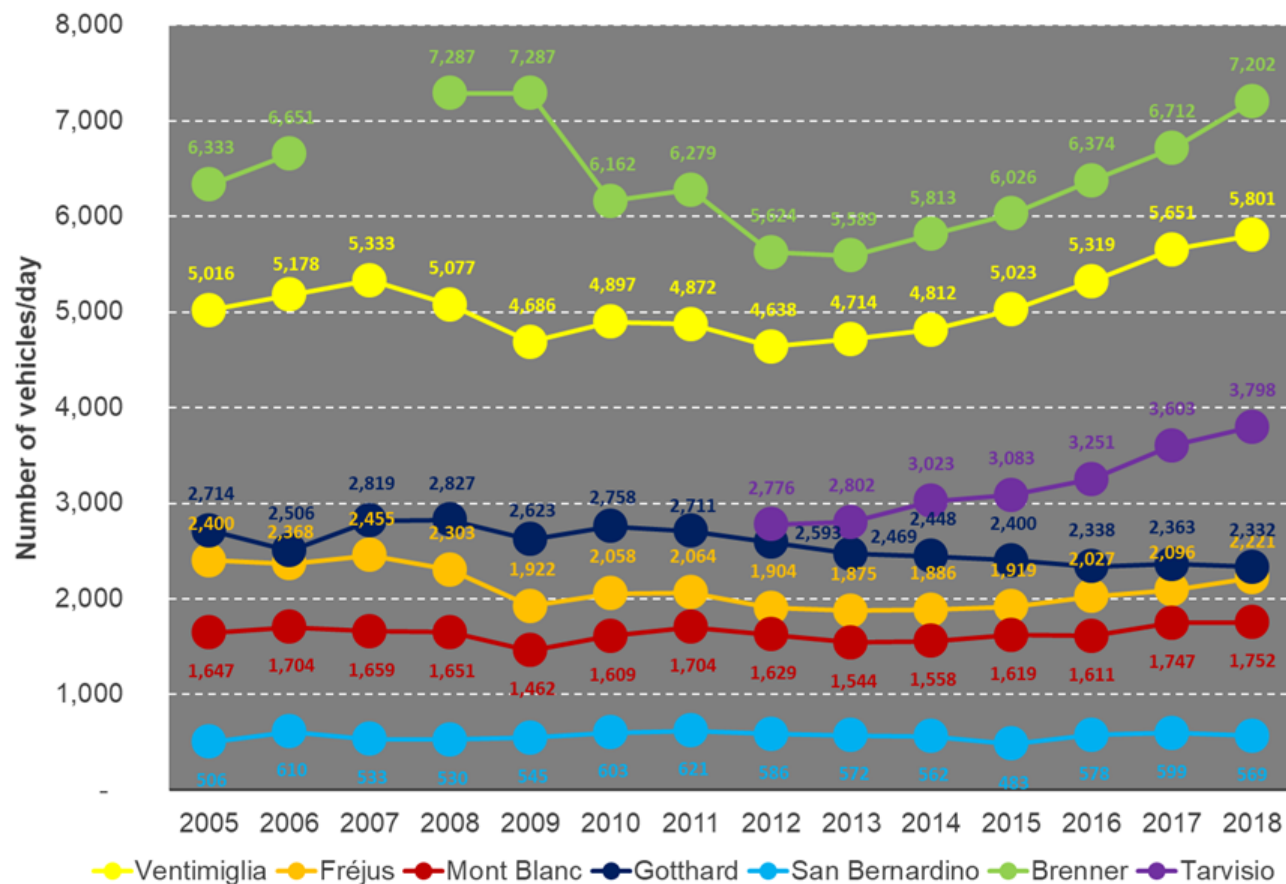**6 FEBRUARY 2020**
BOZEN / BOLZANO

Transalpine Road Transport – State of Play and Future Need for Action

PATRICK SKONIEZKI
EGTC EUROPEAN REGION TYROL-SOUTH TYROL-TRENTINO
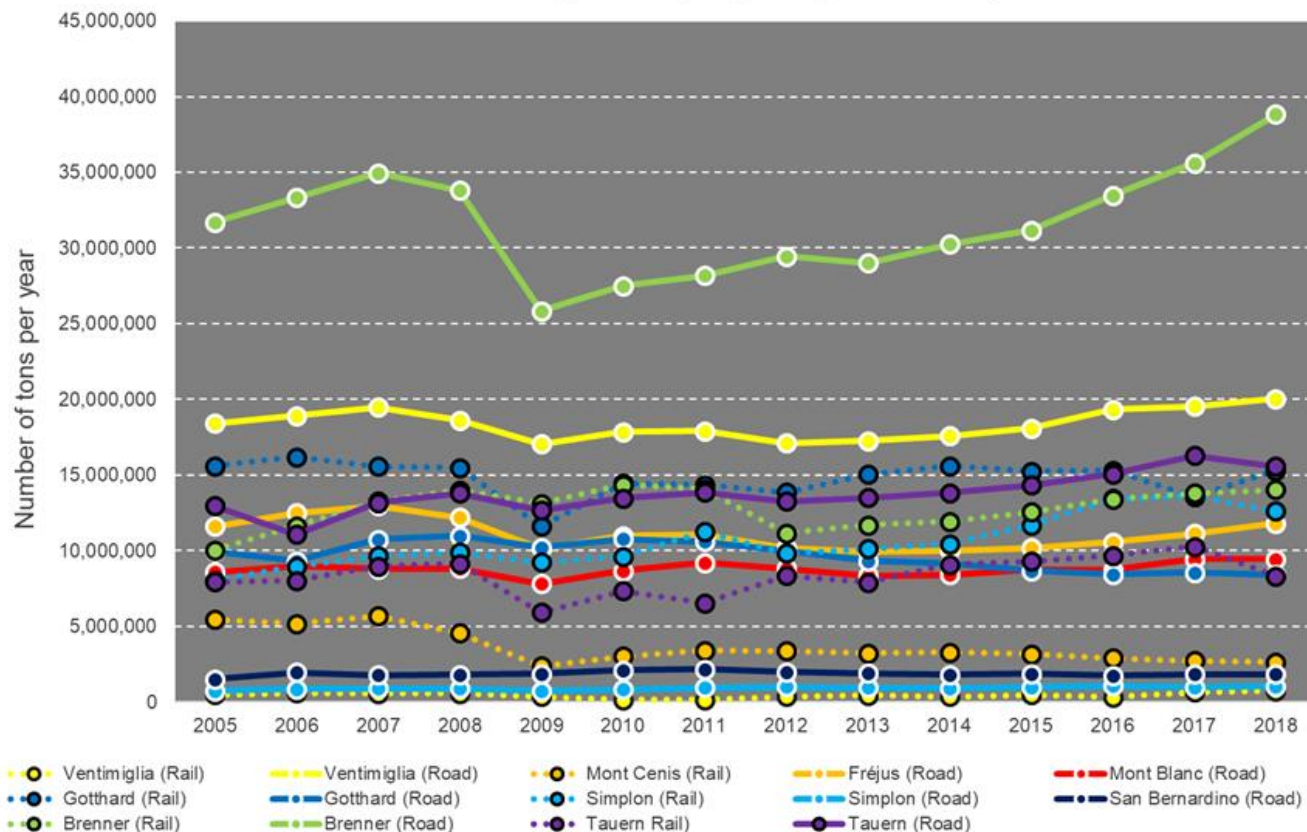**EUSALP AG4 LEAD**

Trend annual average daily traffic: heavy vehicles 2005-2018

The aggregated number of heavy vehicles crossing all iMONITRAF! corridors is about **24,000 per day in 2018**, which is an **increase of 4% or 900 vehicles** per day more than in 2017.
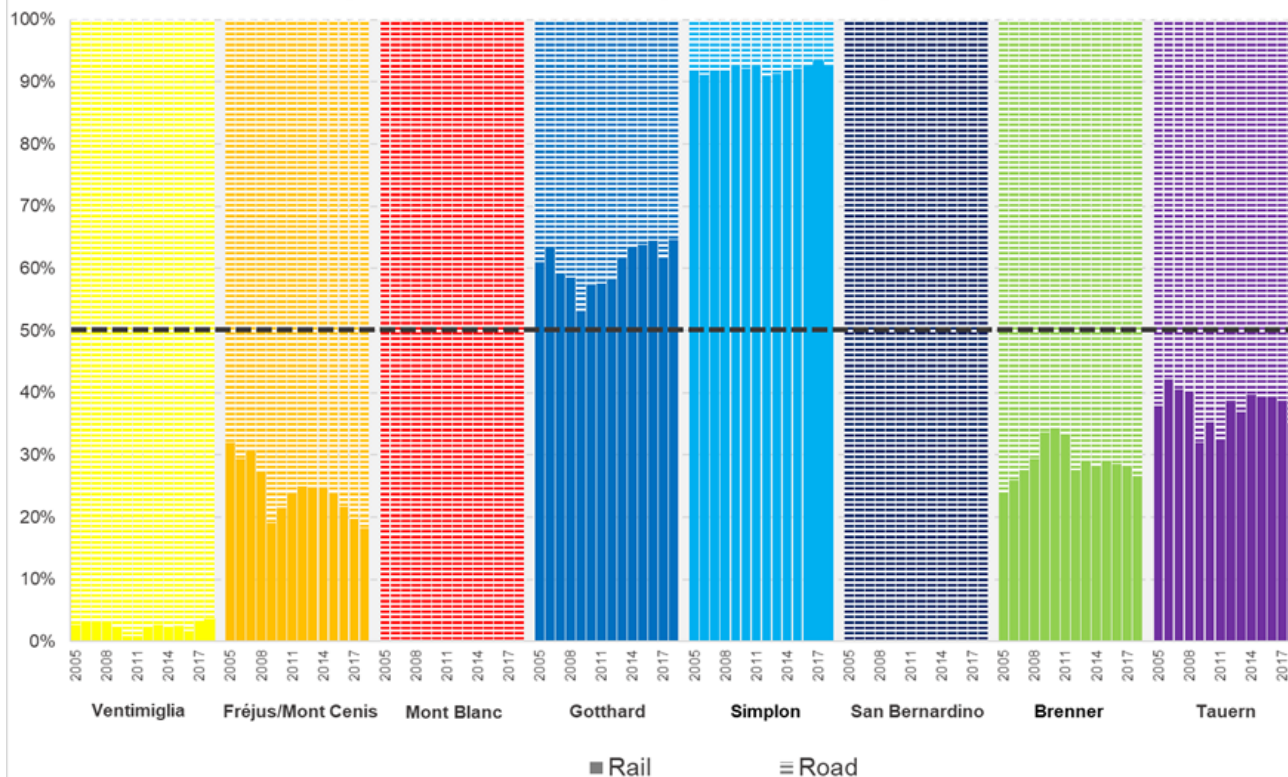
Number of tons transported per year (2005-2018): Rail and Road

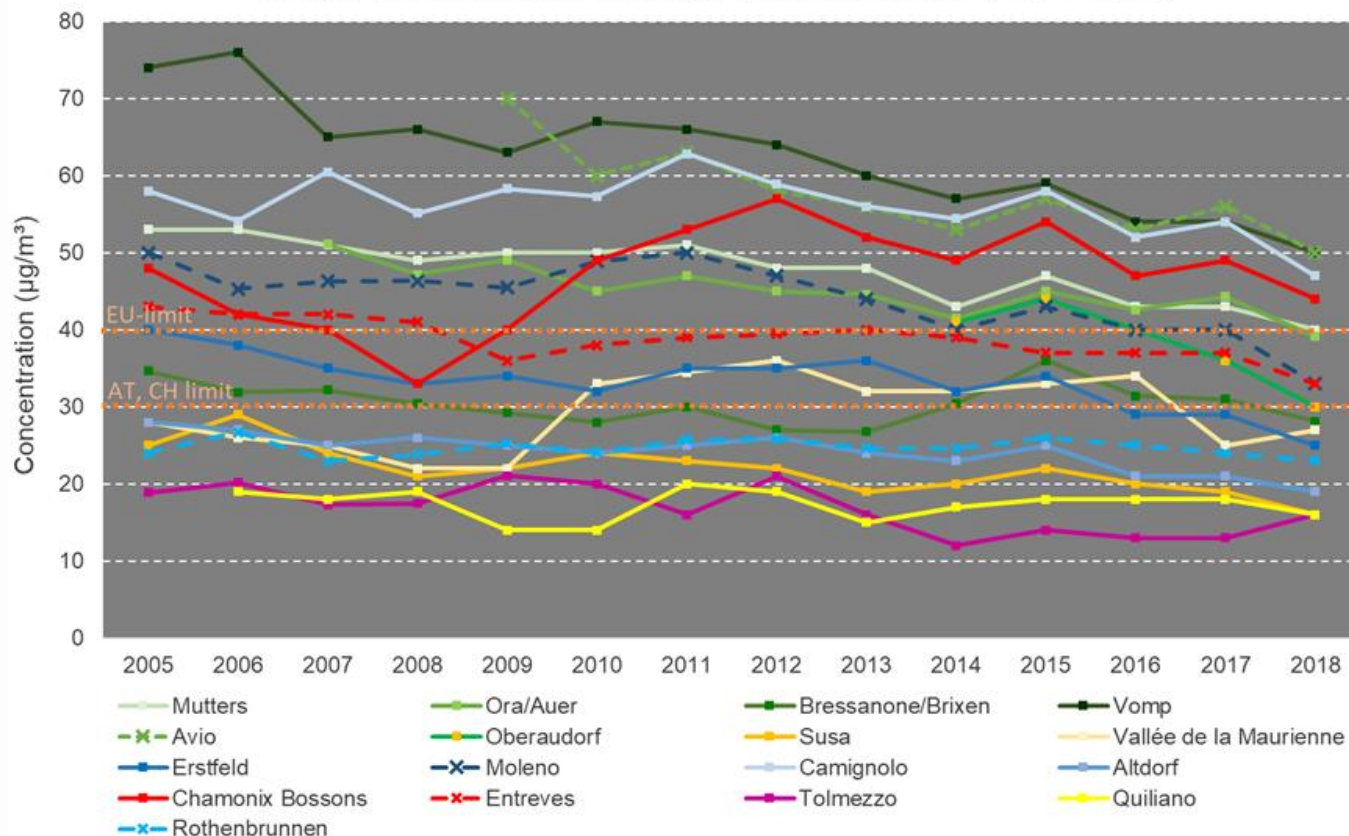**Trend – rise in overall freight volumes** on Alpine crossings.

Increase is most pronounced for heavy goods vehicles on Brenner.

Transported tons: Modal split 2005-2018 per corridor

The transported goods sum up to a total of **161 million tons in 2018** with a **share of 67% on the road an 33% on the rail**. The goods increased on the road with 4%, whereas the rail lost 2% compared to 2017.
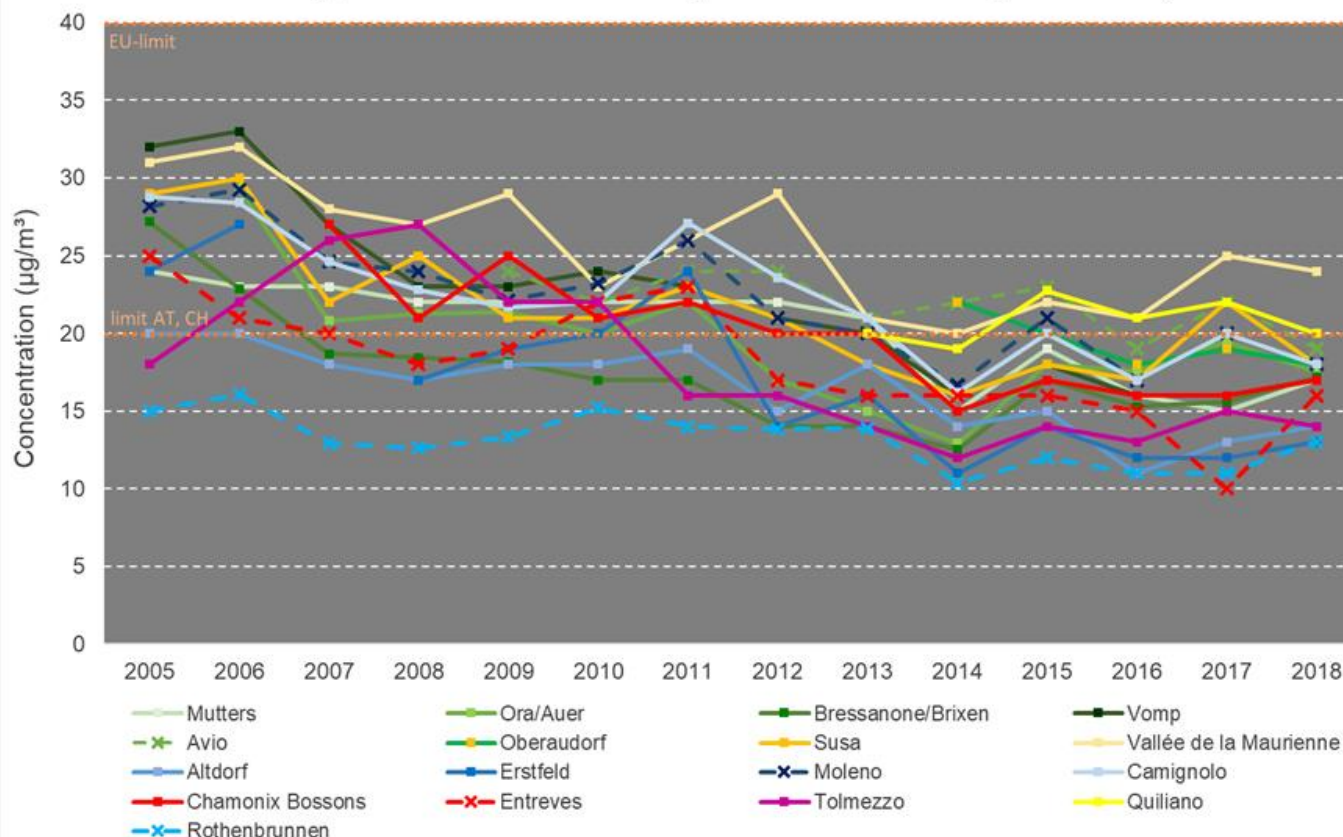
NO₂ trend in annual average concentrations (2005-2018)

Besides road transport volumes, other effects: composition of vehicle fleet (share of vehicle categories, share of Euro classes) and meteorology.

EU annual limit value of 40 µg/m3 exceeded along Brenner and Mont Blanc and Swiss limits (40 µg/m3) exceeded on Gotthard.

PM$_{10}$ trend in annual average concentrations (2005-2018)

EU limit value (40 μg/m3) for the annual average is not exceeded at any station and the limit value of Austria and Switzerland (20 μg/m3) is not exceeded in any Austrian or Swiss station.

PM10 concentrations are (more strongly than NO2) influenced by other sources than transport.

iMONITRAF! – network of Alpine regions along major transport corridors

Overall traffic volumes keep on rising!
Alpine regions face a growing need to implement coordinated policy measures to set effective incentives for modal shift.

➢ Alpine Platform of Knowledge for Mobility and Transport

Future scenarios for transalpine Transport flows

- Update of the **DPSIR (Driver-Pressure-State-Impact-Response) tool** for supporting regional decision making & cooperation with **three policy scenarios 2030**
  1. **Reference scenario**
  2. **Moderate scenario** with bottom-line Toll Plus approach and moderate technological change
  3. **Ambitious scenario** with high-end Toll Plus approach which triggers additional technological improvements

- Applying Swiss model to investigate potential of modal shift

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Macro-regional Strategy for the Alpine Region "EUSALP"

80 million people,

7 countries,

48 regions.

Mountains and plains addressing together common challenges and opportunities

Implement

Action Plan

EUSALP EU STRATEGY FOR THE ALPINE REGION
www.alpine-region.eu

Co-Leaders

EUROPAREGION EUREGIO
Tirol Südtirol Trentino
Tirolo Alto Adige Trentin

RÉGION SUD — PROVENCE ALPES CÔTE D'AZUR

LAND TIROL

Members

6 National States

15 Regions

3 Observers

Europäische Kommission — Interreg Alpine Space

3 Civil Society

CIPRA LEBEN IN DEN ALPE — CEI CENTRAL EUROPEAN INITIATIVE — EUROCHAMBRES

80 million people, 7 countries, 48 regions, mountains and plains addressing together common challenges and opportunities

Meetings

3 Action Group Meetings / year

Annual Mobility Conference

1st MOBILITY CONFERENCE
EUSALP AG4 - 9 NOVEMBER 2016
Innsbruck - Tyrol

European Commission

Interreg Alpine Space — EUROPEAN UNION
AlpGov

EUSALP AG4 Mobility

Mission	Specific Objectives	Work Plan 2020-22
Platform to coordinate and harmonise the activities	1. Promote inter-modality and interoperability in passenger and freight transport	Smart clean logistics and combined transport to support modal shift
Build a common understanding of transport policy and mobility	2. To support the modal shift from road to rail	Accessibility on local and regional transport links on the secondary network
Define common objectives and to launch specific activities and projects	3. To develop cooperation and greater integration	Smart and low-carbon mobility & innovative public transport solutions

AG4 activities

- Discussion Paper on Secondary Networks (published end 2018)

- Public acceptance for modal shift – Conflict map (2018)

- Interreg Alpine Space project LinkingAlps on interconnecting passenger transport information

- ARPAF project Cross-border Mobility in the Alpine Region on commuter flows (2019)

- Common methodology & assessment for the labelling of "EUSALP projects" (infrastructure, public transport services and operation)

- Study on updating mountain factors for external costs (2017)

- Digitilisation of results – Platform of Knowledge & WebGIS (2019)

- Study on combined transport empty container management (2019)

- Study "Towards an integrated incentive system for modal shift" (2018)

- Political statement "Towards a coordinated policy framework" (ongoing)

- Financing dialogue – Macro-regions and transport in the new EU Multiannual Financial Framework 2021-27 (ongoing)

Overview of past & upcoming events

- Kick-Off French EUSALP Presidency. Lyon, 4-5 February 2020

- 13th AG4 Meeting, Innsbruck. 2-3 March 2020

- 4th EUSALP Mobility Conference. Marseille, 25 June 2020

Thank you for the attention!

Patrick Skoniezki

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Tyrol Lead Partner iMONITRAF!

www.imonitraf.org