EUSALP EU STRATEGY FOR THE ALPINE REGION

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2ND THEMATIC POLICY AREA

"MOBILITY AND CONNECTIVITY"

TRANSPORT & MOBILITY CONFLICT MAP

Activity of the EUSALP Action Group 4 Mobility

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

European Commission

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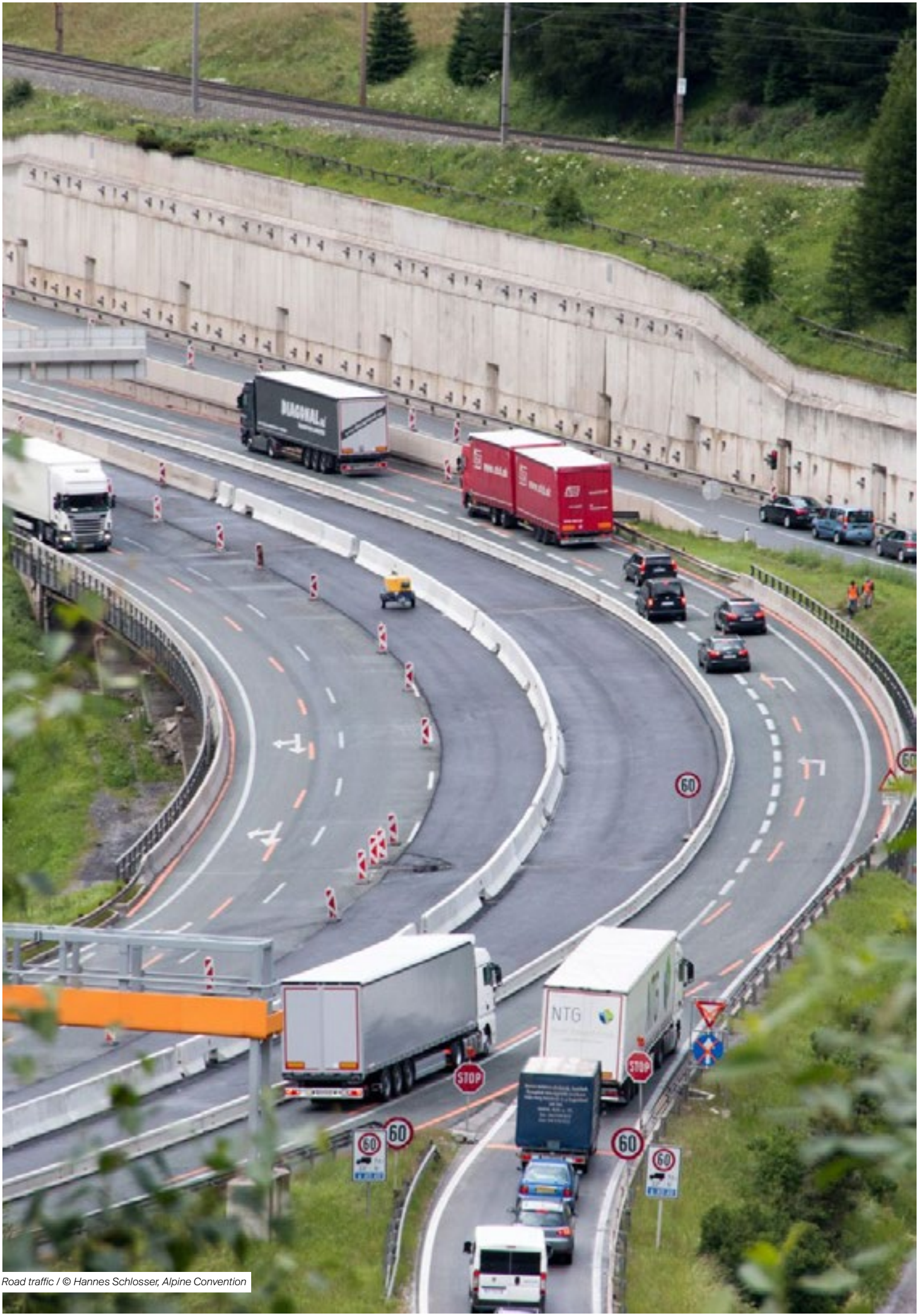

Road traffic / © Hannes Schlosser, Alpine Convention

Alps as recreation area / © Alessandro Cristofoletti, Alpine Convention

THE ALPINE REGION: A SENSITIVE AREA UNDER HIGH TRANSPORT PRESSURE

The Alps are an extremely sensitive environment located in the heart of the European continent. Special geographical features cause particular constraints regarding connectivity, accessibility and transport infrastructure. Transport is one of the main causes of climate change – almost thirty percent of all greenhouse gases in the Alps can be attributed to transport – and both passenger and freight traffic volumes are rising continuously. Road transport in particular causes negative externalities such as air pollution, noise and traffic congestion**. This makes mobility one of the biggest challenges for the social, economic and ecological development of the Alpine regions. A coordinated approach giving way to a coherent strategy is required to tackle these challenges in order to ensure a sustainable development for the Alps.**

The Vienna Declaration of the UNECE Conference on Transport and the Environment (Vienna 1997) defined **"sensitive areas" as a field of action requiring sustainable transport development.** Sensitive areas are valuable for different reasons. These areas include rare landscapes and habitats, unspoiled areas, intact cultural historic landscapes and nature protection zones. These areas are valuable because of their material advantages, such as contribution to the purification of water and air, maintain biodiversity, protection against dangers, alleviation of climatic impacts, like for example floods etc. There are also non-material benefits, for example stress reduction, leisure time recreation and enjoyment of nature, sense of identity and home, etc. for the individual and society as a whole (T&E 2005). **The Alpine Region and their traffic corridors of international relevance are sensitive areas regarding all kind of traffic emissions.**

EUSALP Action Group 4 Mobility (AG4)

To promote inter-modality and interoperability in passenger and freight transport.
The AG4 offers a platform to coordinate and harmonise the activities of Alpine regions and countries for a sustainable transport and mobility system. Its mission is to build a common understanding of transport policy and mobility, to define common objectives and to launch specific activities and projects.

In order to address the most important challenges and opportunities concerning mobility in the Alpine Region, the AG4 works towards the following objectives:

- To promote inter-modality and interoperability in passenger and freight transport in particular by removing infrastructure bottlenecks, bridging missing links, modernizing infrastructure as well as coordinating timetables and interconnecting transport information.
- To support modal shift from road to rail. In order to tackle environmental and social challenges caused by excessive traffic flows of freight and passenger transport the AG4 promotes the harmonization and implementation of modal shift policies with a focus on toll systems.
- To develop cooperation and greater integration between the existing bodies and structures in the field of transport to avoid duplications of work and to encourage the alignment of funding. Strong links have already been established with the Alpine Convention, the Suivi de Zurich Process, as well as the iMONITRAF! Network.

›› EUSALP Action Group 4 Mobility (AG4)

Europa Bridge / © Rosel Eckstein_pixelio.de

EUSALP TRANSPORT & MOBILITY CONFLICT MAP

The aim of the CONFLICT MAP is to identify the most important challenges and conflicts of transport and mobility in the Alpine Region and to visualize them by means of concrete examples. The development of the CONFLICT MAP is part of the activity on public acceptance of modal shift of the AG4 Work Plan and pursues the aim of informing the wider public about the complexity and importance of the topic on transport and mobility in the Alpine Region.

In order to identify the main challenges and conflicts related to transport and mobility in the Alpine Region, the members of the AG4, amongst them representatives of regional and national public administrations, as well as stakeholders and civil society organizations were invited to bring forward concrete examples of conflicts and measures in the field of transport and mobility in their region/state. Based on these inputs, nine core topics were identified. Amongst them: air and noise pollution, the impact of transport infrastructure on landscape and nature, connectivity and accessibility, increasing transport volumes leading to congestion, sustainable transport infrastructure, social conflicts caused by the lack of stakeholder involvement, traffic caused by tourism in the Alpine Region as well as common measures to support modal shift.

 # AIRQUALITY SENSITIVEALPS

 # CONNECT THEALPS

 # AVOIDING SOCIALCONFLICTS

 # NOISEREDUCTION TRADE-OFFS

 # LIMITINGTRAFFIC PEAKS

 # TOURISM TRAFFIC

 # BALANCING NATURE&LANDSCAPE

 # SUSTAINABLE INFRASTRUCTURES

 # ACCEPTANCE COMMONMEASURES

The CONFLICT MAP is an interactive tool which can be further developed to include additional examples brought forward by stakeholders and interested parties in the Alpine Region. A comprehensive map allows the AG4 to identify shared conflicts and challenges along different areas of the Alpine territory and to develop a common approach beyond the regional and national borders to tackle these issues. Moreover, the visualization of the conflicts and challenges provides an insight into the complexity of the topic which lies mainly in the difficulty to find the right balance between sustainable social, economic and ecological development of the Alpine Region, part of the role of the AG4.

AIRQUALITY SENSITIVEALPS

Why the Alpine Environment faces over-proportional impacts from traffic-induced air pollution.

The Alpine Region is located at major European crossroads linking Europe from South to North and from East to West. With globalisation and an increased European integration, traffic volumes through the Alps have increased considerably over the last 20 years. In freight transport only, the five major trans-Alpine transit corridors have seen an increase by over 70% from about 3 Mio. heavy goods vehicles per year in 1990 to over 5.5 mio. vehicles per year in 2010.
Although vehicle technology has improved significantly in the same period, these increasing traffic volumes lead to severe air pollution in the Alps. This is due to the high sensitivity of the Alpine environment: one truck crossing the Alps has the same impact as three trucks in a "flat" area, due to specific topographic and meteorological features (e.g. altitude, inversion effect). Thus, some regions in the Alps face similar air quality problems as major urban areas, however with an additional challenge: they do not only have to consider the well-being of their citizens but also face the challenge to maintain a good environmental quality as a main feature for Alpine tourism.

South Tyrol: How to find a balance between accessibility and good air quality
South Tyrol is located along the Brenner corridor and is crossed by both the Brenner motorway as well as an international railway line from North to South. With respect to passenger transport, the region profits from this good accessibility as tourists can easily reach the popular tourism regions of South Tyrol as well as the city of Bolzano by car. On the other hand, the high concentration of road and rail traffic in the main valley lead to high air pollution; monitoring stations in South Tyrol have measured some of the highest levels in the overall Alpine Region.

» see conflict #TourismTraffic

Tyrol: Drastic air pollution requires drastic measures
Air quality limits as set by relevant EU legislation have been exceeded in the lower Inn valley over the last years. Despite a downward trend due to counter measures imposed by the Land of Tyrol (permanent speed limit for all vehicles of 100 km/h since 2014 and a sectoral driving ban for polluting HGV since November 2016) Vomp remains the measuring station with the highest levels of NO2 in Austria. Challenges remain to improve air quality, and residents and interest groups in the Inn valley demand stricter measures to reduce the number of HGV on the roads. An effective reduction of HGV will however only be possible through common actions of all Alpine transit regions and the harmonisation of relevant measures has thus become one major objective for the EUSALP Action Group on mobility.

» see conflict #CommonMeasures

Grenoble/Chamonix: Heavy air pollution
Since 2016 repeated severe air pollution was measured in both locations, caused by industrial activity and wood heating as well as traffic. In the long term, pollutant emissions (even if they are invisible) have significant consequences for nature and mankind.

Styria: Traffic-related air pollution in the conurbation of Graz
The central region around the regional capital Graz as the second largest city in Austria is stressed by high density traffic of all transport modes. This sub-region also suffers on the air pollution caused by motor vehicles. For especially in urban areas the space for transport infrastructure is limited, there has to be a change between the transport modes. A modal shift to public transport, bicycles and pedestrian traffic would lead to more specific and attractive public space for people and less pollution.

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NOISEREDUCTION TRADE-OFFS

A future-proof Alpine mobility depends on effective noise reduction.

Increasing freight and passenger transport volumes on road and rail lead to high noise pollution in the narrow Alpine valleys. The topographic features aggravate the noise impacts: the amphitheatre effect leads to high noise propagation, so that noise generated in the valleys can also affect higher-altitude regions. While modal shift from road to rail is a very effective policy to reduce air pollution, the effects regarding noise are more ambivalent: while some of the (transit) motorways were deliberately constructed outside of settlement areas, rail tracks mostly cross those settlement areas and an increase in rail freight volumes needs to be carefully planned and embedded. Major transit regions have thus developed several accompanying measures, reaching from the construction of environmental infrastructures to the promotion of low-noise rolling stock and material.

Piedmont: Freight transport rail corridor with increasing volumes

The Novara – Borgomanero – Domodossola railway line is currently a highly frequented freight path and will be further improved in the next years. The freight trains cause already now some critical noise impacts in specified areas where buildings are very close to the rail tracks, but in a perspective of increasing freight traffic, this kind of impact is expected to be more and more important.

Carinthia: Noise problems in Alpine metropoles

The Region "Kärntner Zentralraum" is located between the main cities of the Carinthia region - Klagenfurt and Villach. The rail connection between Klagenfurt and Villach is part of the Baltic Adriatic Corridor and, already today, presents a bottleneck along this corridor as capacities also have to be reserved for passenger transport. Due to a high population density in the Kärntner Zentalraum, the rail connection leads to high noise impacts.

Trentino: Stakeholder involvement to develop effective solutions

The town of Trento lies in the narrow Adige valley and is crossed by highly frequented railway lines, included the international freight and passenger North to South line. The public administration, together with the rail infrastructure companies, is monitoring the situation and looking for solutions; a lot of noise barriers have been already installed.

›› see conflict #AvoidingSocialConflicts

BALANCING NATURE&LANDSCAPE

Finding a good balance between preservation and further development needs.

One of the main features of the Alpine Region is its outstanding natural and cultural heritage. The Alpine Region forms an area of mountainous habitats that is extremely rich in biodiversity and resources. A sound environment is essential for underpinning human activities in the Region and for ensuring economic and social wellbeing for its citizens. Alpine tourism in particular depends on an intact nature and landscape, as tourists in the Alps seek the unique natural surroundings.
The increasing demand for mobility constitutes a major challenge for preserving the Alpine natural heritage. Transport infrastructures lead to visual intrusions as well as habitat loss and landscape fragmentation. Especially for the construction of new infrastructures, a good balance between the preservation of natural resources and landscapes and specific mobility needs has to be kept – this being only possible by involving relevant stakeholders and citizens in the planning processes. Trade-offs do not only occur with respect to mobility needs but also with respect to other policy aims: for example the construction of noise barriers can also lead to visual intrusions and needs to be carefully designed.

South Tyrol: Transport infrastructures and tourism
The Brenner corridor lies in a narrow Alpine valley. Geographical conditions force to build transport infrastructures (motorway, national road, railway) in the valley. The landscape is shaped by these infrastructures. To reduce the noise problem a noise protections program has been started which however has negative impacts for the landscape and thus for tourism.

» see conflict #TourismTraffic
» see conflict #NoiseReductionTrade-offs

Salzburg: A10 motorway trade-off between noise protection and landscape
To reduce noise impacts of the Tauern motorway (A10), innovative noise barriers have been constructed in high-settlement areas. These noise barriers are specifically high and are curved above the motorway, so that the surrounding landscapes can no longer be seen by motorway users. Some stakeholders argue that this form of noise prevention represents a sight obstruction and that it has a negative impact on tourism, as touristical sights remain undetected while potential visitors pass the region on the motorway. This example shows the difficulties between different needs in the Alpine region – improving living conditions for local citizens and maintaining a high touristic attractiveness.

» see conflict #NoiseReductionTrade-offs

Ticino: Melide causeway crossing Lake-Lugano
The A2 highway is directly crossing scenic Lake Lugano and is an example of the significant impact of transport infrastructure on landscape and nature.

Styria: Dense traffic and HGV in high touristic regions
The Upper Enss-valley between Liezen and Schladming/Dachstein and the Salzkammergut are the highes touristic regions in Styria. During hight touristic times in Summer and Winter these regions suffer on dense road traffic and heavy goods vehicles which avoid the detour via toll charged motorways. Due to the precious nature (Natura2000) and landscape protection an extension of the road network should be avoided. An effective reduction of HGV and road traffic needs common actions of all Alpine transit regions and common measures to shift road transport to public transport and active modes or to toll charged routes.

CONNECT THEALPS

Improving connectivity and accessibility: closing links and providing new solutions for cross-border travel information.

A well connected public transport network will become a crucial element in preserving liveability and economic activities in remote Alpine areas. The Alpine Region suffers from an unbalanced demographic trend, whereby cities and peri-Alpine areas grow constantly in population while remote areas suffer from ageing and depopulation. In order to guarantee the connectivity within the Region and to improve cross-border services it is thus important to identify missing links in the existing public transport network, to identify relevant bottlenecks and to improve the quality of services, especially across borders. High-quality and well-connected public transport services are also an important factor for tourism mobility: tourists will only leave their car at home and travel to the Alps by public transport if good services and easily accessible information is available at the destination. One current objective of some Alpine regions is thus the development of a cross-border travel information tool, which integrates all available information on public transport services and, in the long term, allows an integrated ticketing system.

Tyrol: Connecting remote areas
Some remote provinces of Tyrol that are economically less developed remain poorly connected by public transport. For Example there are no direct rail connections from Reutte and Lienz to Innsbruck, making travel times by public transport much more time consuming compared to the private car. Thus, the connection of these areas will become a priority for future public transport development.

Styria: Missing cross border connections between Slowenien Styria
The central region around the regional capital Graz is destination for many comuters living in Slovenia. Dispite the existing railway line most of them are comuting by car, because the cross the border connections are very limited and are not linked up with the connections within Slovenia. Bus services cross the border operate mainly on long-distance transport and leave the short-distance cross border transport beside. To strengthen the cohesion between the EU member states cross border services in public transport should be much more intensified.

Friuli Venezia Giulia: Reactivation of cross-border connections
Italy and Slovenia are not connected with public transport services. Most notably, the railway link on the line Venice-Trieste-Ljubljana was cancelled in April 2008, due to different national safety regulations. Therefore, the reactivation of a cross-border connection is a priority to ensure reliable and sustainable public transport options, to be achieved through close cooperation with the relevant stakeholders at local and national levels.

STRIPE – Developing an integrated travel information system
Easily accessible and transparent information on public transport and other sustainable mobility services is a crucial precondition for incentivizing modal shift of passenger transport. Especially for journeys crossing national or even regional borders it is however difficult to get information on public transport and other sustainable mobility services in one integrated platform, especially for journeys crossing national or even regional borders. A border crossing, single information system would make travelling by public transport much easier and more attractive. This should also include additional information services on shared mobility and soft modes, accurate real-time information, information on tariffs and ticketing as well as the environmental footprint including CO2 emissions and air pollution. Some Alpine regions as well as major public transport providers are currently joining forces in a new project to develop such an integrated platform.

LIMITINGTRAFFIC PEAKS

Congestion in the Alps: smart solutions for an optimised capacity use and for limiting safety and environmental impacts.

Increasing transport volumes do not only lead to environmental problems but also cause congestion, especially on the major Alpine corridors. On some of these motorways, capacities are already fully used during regular working days and come to their limits during peak holiday travelling times. Resulting congestion leads to a further increase of air pollution but also to safety issues, especially on corridors with tunnels. In order to maintain the competitiveness of regional businesses which depend on reliable transport services as well as to avoid unwanted traffic shifts between corridors, the Alpine regions have implemented different measures to deal with congestion.

Switzerland: Phase red on the Gotthard corridor
To guarantee safety in the 16.9 km long Gotthard road tunnel, several innovative safety measures have been introduced at the Gotthard tunnel in response to the tragic fire in the year 2001. The traffic control system includes a "phase red" warning which will be issued once the number of cars entering the Gotthard and neighbouring San Bernardino tunnel exceeds the rate of 1,000 per hour. At this point, Swiss border officials will stop truck drivers from using the routes leading to the tunnels. This measure reduces congestion on the Gotthard motorway which is however only relevant during peak travelling times.

Tyrol: Congestion on the Brenner motorway
Due to comparatively cheap tolls for heavy goods vehicles on the Brenner corridor and cheap fuel prices in Austria ("fuel tourism") congestion levels caused in particular by road freight transport remains high on motorways in Tyrol. The situation is aggravated during peak travelling times, as the majority of visitors to Tyrol arrive by private car, resulting in severe road congestion on the motorways and at the entrance to the main tourism valleys. This leads to an increase in commuting time for residents and increases transport costs for local businesses. Thus, drastic measures to control the number of HGV are being taken by the regional government, with block admission systems imposed on certain days.

Piedmont: Increase of level crossing closing times on the Alpine Rhine Corridor
The impacts generated by numerous intersections of the railway lines with the local road are already evident. In some particularly busy roads, the possible increase of level crossing closing times, due to increased freight train traffic, may cause heavy traffic road slowdowns and traffic jams with higher local impacts such as acoustic impact and air pollution. It would be necessary to map the points of possible conflict and study the most suitable solutions to solve the problems, acting both at the territorial level (suppression of level crossings and alternative road construction), and at the technological level (reducing the closing time of the level crossings themselves).

# #
SUSTAINABLE INFRASTRUCTURES

Sustainable mobility requires appropriate infrastructures: challenges with the construction of modal-shift infrastructures.

Shifting passenger and freight transport to sustainable transport modes requires the implementation of smart incentive systems as well as the development of high-quality infrastructures. Especially for rail transport, the further extension of infrastructures is necessary to avoid bottlenecks and time losses. For freight transport, this includes the construction of further combined transport terminals to facilitate intermodal solutions but also the further development of major railway lines. Some crucial projects have already been completed, with the Gotthard base tunnel being one major milestone. Other projects like the base tunnels on the Brenner and Lyon-Turin routes are still under development. Infrastructure development in the sensitive Alpine environment however leads to some specific challenges, especially regarding impacts on nature and landscape. But also, potential social conflicts need to be considered as all new infrastructures in the narrow Alpine valley have impacts on existing settlement structures and land-use.

Intermodal terminals and ports for combined transport

The principle of combined transport is that long-distance, mainly international transports are subdivided into a long-distance leg on rail (or sea) and a short-distance leg on road for the local distribution of goods. The hubs of such logistic chains are multimodal terminals or seaports, mostly at a central location within a region. Combined transport is more sustainable than transport on road only. However the time and cost of transshipment and still inefficient bundling of goods, are obstacles to combined transport. To guarantee efficient multimodal logistic chains, investments in terminal infrastructure and technology are necessary.

Base tunnels across the Alps to support modal shift

Cost-intensive large-scale infrastructure tunnel projects are considered fundamental by the EU as well as Switzerland to cope with increasing traffic volumes on the transalpine corridors. With the construction of tunnels, the impacts on nature and landscape and noise are reduced to a minimum. At the same time, significant time savings on long-distance routes are achieved. The Gotthard Base Tunnel is a major railway project in Siwtzerland which opened in 2016 with a route length of 57 km. The Brenner Base Tunnel, when opening in 2026, will be the longest railway tunnel in the world with a total length of 64 km between Austria and Italy. The Lyon-Turin high-speed railway line will better connect the two cities and link Italian and French rail networks. The core of the project will be a 57 km base tunnel predicted to open in 2025.

» see conflict #BalancingNature&Landscape
» see conflict #AvoidingSocialConflicts

Friuli Venezia Giulia: enhancing cooperation among nodes and connections to the TEN-T

FVG is rich with multimodal infrastructures, with three ports and four railroad terminals. Yet, the existing infrastructural and administrative bottlenecks prevent to exploit their full potential. FVG region is committed to enhancing cooperation among nodes and their connections to the TEN-T corridors in order to support modal shift to sustainable means of transport.

AVOIDING SOCIALCONFLICTS

Why stakeholder involvement is a crucial factor for developing sustainable mobility solutions in the Alps.

The transformation of Alpine mobility towards more sustainable modes and services leads to several trade-offs: new infrastructures need to be developed which shift environmental impacts to other areas (e.g. noise impacts from neighbourhoods along motorways to settlements along railway lines), new services have differing impacts on remote regions and not all regions and citizens see the same need for changes. Thus, the development of new infrastructures and services as well as the prioritisation of projects always needs a careful communication as well as a close involvement of stakeholders to find acceptable solutions. Several smart ideas on stakeholder involvement and the avoidance of social conflicts have been developed in the Alpine Region in which citizens generally have a close relationship to their environment and cultural heritage.

Trentino: Opposition to the southern access routes of the Brenner Base Tunnel

In Trentino, different organizations have expressed their opposition to the construction of new infrastructures to develop the southern access routes of the Brenner base tunnel. Actions to face up the conflict are underway, for example involvement of municipalities and the rail infrastructure company responsible for the projects, launch of an Observatory, monitoring of the ongoing activities and the provision of more and transparent information on the project.

» see conflict #SustainableInfrastructures

Lyon-Turin base tunnel: Public debate and perception of the new base tunnel

From its initial announcement in the 1990s, the construction of the Lyon-Turin segment of the new European high-speed rail network found fierce opposition from the inhabitants of Susa Valley, Italy, one of the areas to be cut across by such infrastructure as well as, later on, from inhabitants of the French Maurienne Valley. Local groups have set up manifestations and opposition movements in an organized way and have thus influenced the planning process in a crucial way. In France, the national government has thus decided in 2009, to prioritise the project in a specific way: the trans-border section had been specially supervised under the government's Démarche Grand Chantier (major worksite programme) which underlined, for the public authorities, the exceptional nature of the project. Such an approach had not been seen since the building of the Channel tunnel. An observation post was set up to give more body to the approach and to involve local stakeholders and citizens.

» see conflict #SustainableInfrastructures

Bavaria: Conflicts related to infrastructure development

In Bavaria, major road and rail infrastructures are currently developed, with the planned extension of the A8 motorway Munich-Salzburg as well as the rail access lines for the Brenner axis. These infrastructure projects lead to various fears in the population, including an increase in noise pollution, effects on landscape and nature as well as the loss of agricultural land. These fears need to be taken up in planning processes through public involvement processes.

» see conflict #AirQualitySensitiveAlps
» see conflict #NoiseReductionTrade-offs
» see conflict #BalancingNature&Landscape

#TOURISMTRAFFIC

Finding a balance between accessibility for tourists as well as local needs and the environment.

Tourism is a major economic activity for the Alpine Region. However, it does not only lead to positive economic impacts but also brings along challenges for preserving the precious environmental and cultural heritage of the Alps as well as considering specific needs of the local population.

Most Alpine regions have recognised the need to develop environmentally-friendly tourism offers to remain competitive and to underpin standards of living in rural communities. These can however also bring along trade-offs and social conflicts that need to be considered in the planning process.

At the same time, increasing traffic volumes can have negative impacts on tourism. For example, major touristic destinations are crossed by motorways and/or railway lines and an increase in traffic volumes and environmental impacts reduces the attractiveness of these regions.

Tyrol: Road congestion caused by seasonal tourism

The majority of visitors to Tyrol arrive by private car, resulting in severe road congestion on the motorways and at the entrance to the main tourism valleys. This makes it increasingly challenging for residents to get around and threatens the attractiveness of the mountain regions. Tourists can be encouraged to use public transport by different measures. Offers can include guest cards offering free local public transport when booking accommodation, luggage pick-up services by hotels, or discounts on local tourist attractions when arriving by train. Cooperation between the transport and tourism sectors is required to offer such services.

» see conflict #LimitingTrafficPeaks
» see conflict #BalancingNature&Landscape

Carinthia: Major transit corridor crosses important tourism area

The tourism region Carinthia - Wörthersee is crossed by an international TEN corridor, the Baltic Adriatic Corridor. Rising transport volumes on this railway line reduce the attractiveness of this tourism region. Building on Good Practices developed in other regions, it will be crucial to deal with this challenge.

Bavaria: Finding a balance between local needs and touristic attractiveness

In the Chiemsee region in Bavaria, the local population suffers from leisure and tourism traffic. Many local residents commute to other cities and face increasing travel times in the holiday season. On the other hand, the regions are economically strongly dependent on tourism. The further development of public transport services is one solution to deal with these challenges.

» see conflict #LimitingTrafficPeaks

ACCEPTANCE COMMONMEASURES

Development and harmonisation of modal shift measures requires common and coordinated approaches.

Most Alpine countries and regions have implemented policies to improve modal shift and to reduce the environmental impacts of freight and passenger transport. These measures reach from regulatory measures like driving bans or speed limits to pricing measures with the aim to improve the level-playing-field between road and rail transport. Uncoordinated approaches however lead to unwanted effects like traffic shifts between regions or corridors and can also influence regional economies in a negative way. Thus, also the development of measures requires common and coordinated approaches which involve not only different levels of policy-making but also relevant stakeholders and the general public.

Driving bans - Broad effects only through coordinated approaches

To reduce air pollution, several Alpine regions have implemented driving bans for high-emitting vehicles. For example on the Brenner motorway, heavy goods vehicles with motor technology EURO 0, I and II are currently prohibited – with an extension to EURO III at the end of 2017. Other corridors have not implemented such measures, with the potential of unwanted traffic shifts.

» see conflict #AirQualitySensitiveAlps

Tyrol: Speed limits - A broad application improves acceptance

Speed limits are currently implemented in several Alpine regions, for example Tyrol has implemented a permanent speed limit of 100km/h for all vehicles on the motorways. While this speed limit found opposition during the implementation phase, it is now broadly accepted. A more systematic application of this measure could further improve acceptance.

» see conflict #AirQualitySensitiveAlps

Toll+ - Only a harmonised toll system can set effective incentives

All Alpine countries have implemented pricing systems for heavy goods vehicles, however taking different approaches and ambitions. The Swiss HGV fee (LSVA) is the most ambitious pricing approach as it includes not only infrastructure but also external costs and implements the pricing system on the overall Swiss road network. In other countries, price levels are much lower as only infrastructure costs are considered in the motorway tolls. This leads to unwanted traffic shifts between corridors and to missing incentives to switch from road to rail. The Alpine regions have thus developed a proposal for a common pricing system, known under the name Toll+. This proposal argues for a harmonised approach for all Alpine corridors. A crucial issue for acceptance of this proposal is however a good solution to deal with potential negative effects for regional transport.

» see conflict #AirQualitySensitiveAlps

EUSALP EU STRATEGY FOR THE ALPINE REGION

The EU-Strategy for the Alpine Region (EUSALP) is the fourth macro-regional strategy endorsed by the European Council in 2016 with the objective to promote sustainable economic and social prosperity of the Alpine Region through growth and job creation, by improving its attractiveness, competitiveness and connectivity, while at the same time preserving the environment and ensuring healthy and balanced ecosystems.

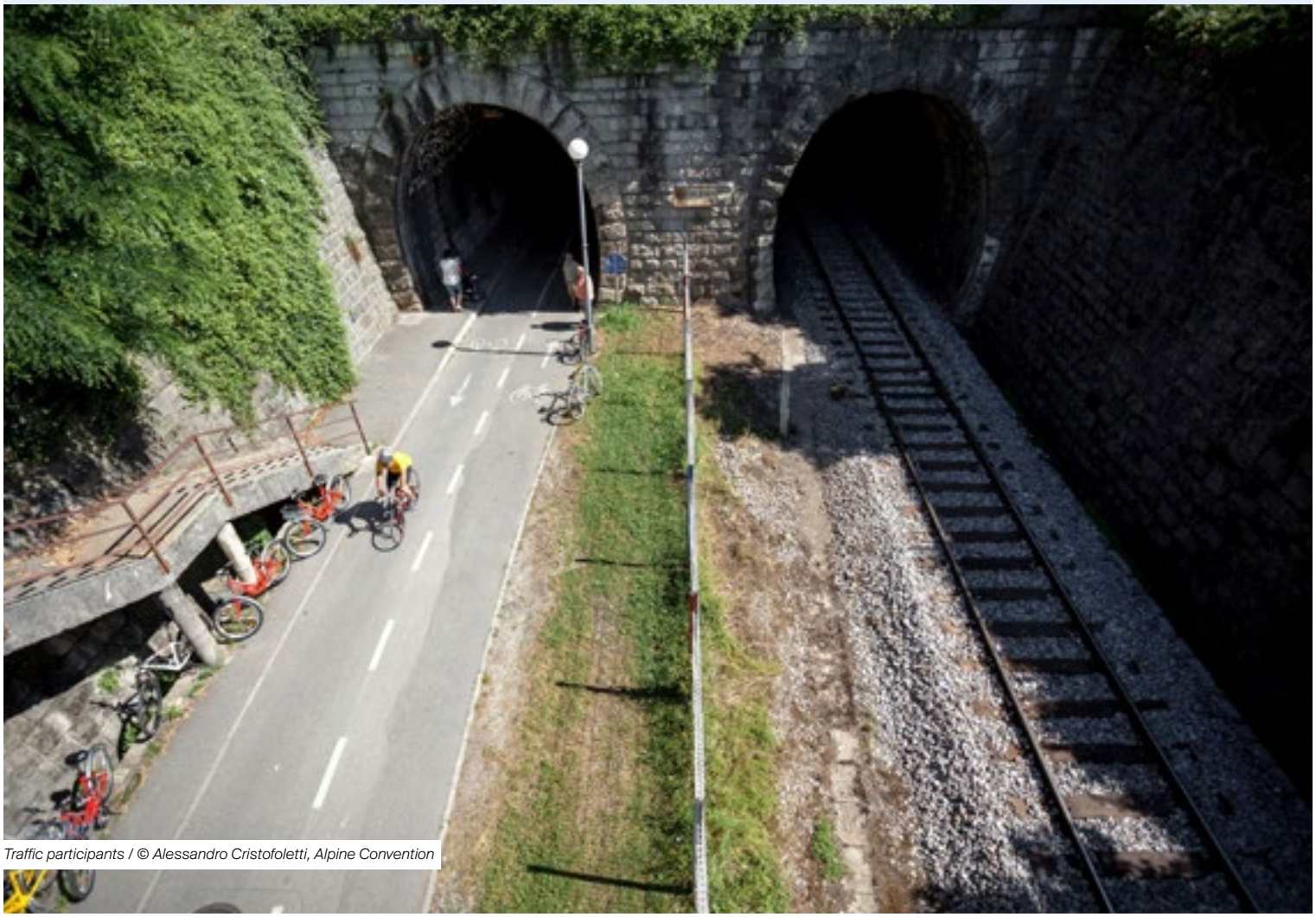
48 regions from five EU member states (Italy, Austria, Germany, France, Slovenia) and two non-EU countries (Switzerland and Liechtenstein) are gathered under EUSALP, representing about 80 million inhabitants. The strategy involves policymakers, civil society, economic stakeholders, science and citizens.

It is implemented by nine Action Groups under three action-oriented pillars:

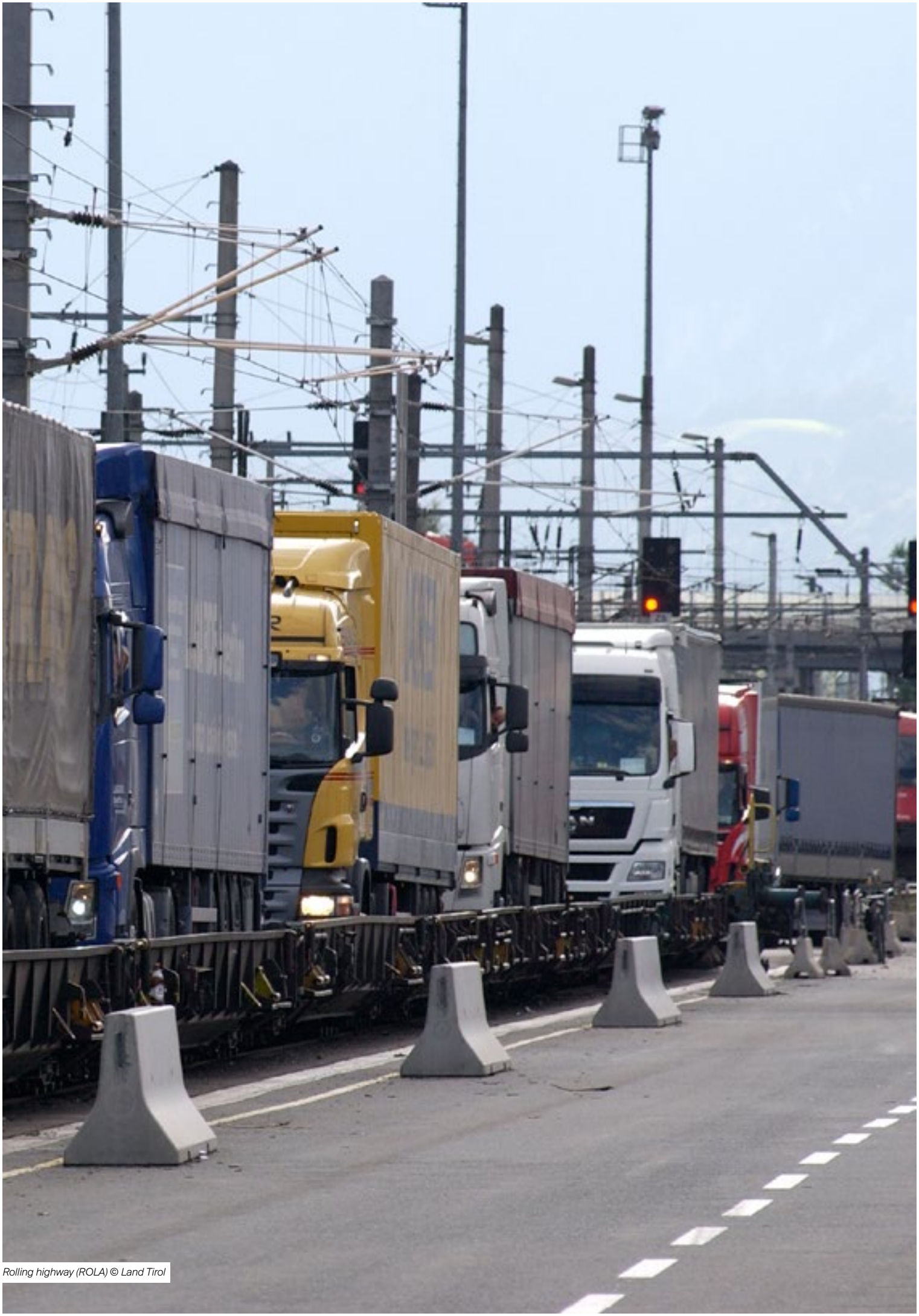
1. Economic Growth and Innovation
2. Mobility and Connectivity
3. Environment and Energy

The Action Group 4 Mobility (AG4) operates under the 2nd pillar 'Mobility and Connectivity' and focuses on the promotion of inter-modality and interoperability in passenger and freight transport. In January 2016 the AG4 lead was awarded to the European Region Tyrol-South Tyrol-Trentino which mandated the task to its member Tyrol for the following three years.

» **EUSALP - EU Strategy for the Alpine Region**



Traffic participants / © Alessandro Cristofoletti, Alpine Convention



Rolling highway (ROLA) © Land Tirol

Members of the AG4 at the 6th Meeting October 2017 in Bolzano

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