

EUSALP

9th Meeting

Action Group 4 Mobility

6-7 November 2018, Brussels

Draft Minutes

Welcome Speech

The meeting was opened by a welcome speech by **Richard Seeber**, Director of Tyrol office in the joint representation of the European Region Tyrol-South Tyrol-Trentino in Brussels.

DAY 1: 6 November 2018

Agenda Topic 1 – AG4 State of Play

Approval of minutes 8th AG4 meeting

The AGL sent the latest version of the minutes of the 8th AG4 meeting to the Action Group members on 11 July 2018. No further written or oral comments were presented; hence the minutes were considered as approved and have been published online in the AG4 File Sharing Area.

Tour de table (AG4 members provide a short update)

Harry Seybert (Bavaria) informed about the regional elections in Bavaria. At the moment there is no new government. A new minister for transport will be appointed.

Ralf Kühn (Salzburg) informed about the regional elections and that the new government will support EUSALP.

Ovidio Martini (South Tyrol) informed about the regional elections in South Tyrol. At the moment there is no new government however a new councilor for transport will be appointed.

Laura Pretto (Trentino) is the new appointed representative of the Autonomous Province of Trento, following Ms Celestina Antonacci who left the AG4 Lead Team due to her retirement. Also in Trentino regional elections were held and at the moment there is no new government.

Patrick Skonieczki (AGL) informed that Ewald Moser, due to an internal shift of responsibilities, is no longer part of the AG4 Lead Team. Mr Ekkehard Allinger-Csollich, director of the Department of Transport Planning takes over this position and represents Tyrol as member in the AG4.

Matthias Rinderknecht (Swiss Federal Office of Transport) informed that Minister of Environment, Transport, Energy and Communications, Doris Leuthard, will terminate her mandate at the end of this year. The vote (Parliaments election) on the new Minister will take place in December 2018. He

informed also about the launch of a rail programme to improve infrastructure and services with a total budget of 12bn CHF.

Christian Egeler (Swiss Federal Office for Spatial Planning) informed that the Swiss Government proposed to the Federal parliament to co-finance transport infrastructure projects in 32 agglomerations with 1.3bn CHF (i.e. 36% of total investment) within the Swiss Agglomeration Programme.

Federico Cavallaro (Expert nominated by the Italian Ministry for Environment) informed that the new government assigned Professor Ponti to conduct a cost-benefit analysis on the planned high-speed railway line between Lyon and Turin. The CBA will be ready by December 2018.

Paolo Dileno (CEI) informed about the new Plan of Action 2018-20 of CEI which has been defined in cooperation with all CEI member states and includes several priorities and actions in different sectors, including transport & connectivity. He mentions, amongst others Connect2CE project (funded by Interreg Central Europe Programme).

Kaspar Schuler (CIPRA International) will be the new AG4 representative of CIPRA International replacing Andreas Pichler.

Magdalena Christandl (CIPRA Youth Council) informed that the Youth Alpine Interrail initiative was successfully realised during the summer.

Feedback on events attended by AGL & upcoming events

The AGL provided an overview of past and upcoming events with involvement of the EUSALP AG4.

Past events

- **ASTUS Mid-term Conference & 2nd ASTUS School 26-27 June in Werfenweng, AT.** The project ASTUS has presented first [results and outputs](#).
- **EUSALP Board of Action Group Leaders & Executive Board 5-6 July in Pörschach, AT**
- **2nd Exchange Workshop Alpine Convention – EUSALP 10-11 September in Vienna.** Cooperation with Alpine Convention and EUSALP was discussed. The AG4 Lead has been officially named observer in the Working Group Transport of the Alpine Convention, to better coordinate synergies and to avoid double work.
- **[Cooperation Alps2020+ Workshop 1-2 October 2018 in Salzburg](#).** Better alignment of EU funding programmes with EUSALP was discussed with stakeholders.
- **Transport Dialog Event (iMONITRAF!) 17-18 October 2018 in Altdorf, CH.** The iMONITRAF! partner regions met to discuss the current state of transalpine transit and innovations in freight transport with experts from the Alpine Region.
- **[Interreg Alpine Space Meet & Match Forum 23-24 October 2018 in Salzburg](#).** The event gave the opportunity of exchange with potential project partners ahead of the 4th call for project proposals under the Alpine Space Programme.

Upcoming Events

- **[2nd EUSALP Annual Forum 20-21 November 2018 in Innsbruck](#)**
The AGL will present the work the AG4 at an exhibition stand in the “Networking Village”. CIPRA Youth Council joins the stand to present the results of the Youth Alpine Interrail (yoalin) initiative. Additionally the AGL will run two workshops:

(1) In the frame of this year's topic "shaping.future.together – with the next generation" the AGL organizes a virtual game for young people aged between 15 and 18 years called "A journey through the Alpine Region" to experience the problems of getting cross-border schedule information and buying cross-border tickets in the Alpine Region in a game format.

(2) A second workshop is organised in cooperation with the AG5 based on the common ARPAF CrossBorder Project. The workshop focuses on cross-border mobility in the Alpine Region to discuss the main challenges towards the creation of a cross-border passenger/commuter mobility system making public transport and sustainable modes more attractive with an additional focus on ICT enabling factors in term of infrastructures and digital services.

Agenda Topic 2 - Interreg Alpine Space Programme 4th Call for Project Proposals

Anne-Severine Lay (ASP JS) presented the 4th Call for Project Proposals. The terms of reference for the [4th call for project proposals](#) has been published on 19 September 2018 and the deadline for submitting the expression of interest will be at 12 December 2018. The co-financing rate for the projects is up to 85% and the call is open for priorities 1-4 (Innovative, Low Carbon, Liveable and Well-Governed Alpine Space). The duration of project implementation for projects handed in under the 4th call is 33 months; all projects need to be implemented by June 2022. If more information is needed it is possible to contact the Joint Secretariat of the Alpine Space Program.

D2 Interconnecting public transport information and ticketing

In October 2018 a project partner meeting of the core project consortium of the previous project proposal STRIPE took place. It has been decided, that the project proposal concerning the AG4 Work Plan Activity D2 will be presented under the 4th call for proposals of the ASP program. AustriaTech will take over the lead of the project, due to experiences in a similar project in Central Europe. A good partnership is essential for the approval of a project, and the project partners are focusing on getting also Swiss and French partners on board. Furthermore, it is suggested that the AG4 members join as observers, as already proposed at the 8th AG4 meeting in Trento. **An observer form will be sent out by the AGL.**

D1 Interconnecting public transport operation

The AGL gave an update on the [ARPAF CrossBorder](#) project focusing on the analysis of cross-border commuter mobility in the Alpine Region. First results are available. A communication strategy including a project leaflet has been produced. The main hotspots of cross-border commuting flows has been identified and mapped in a study (WP 2) which will be finalized in December 2018. An online survey to identify existing cross-border cooperation models (WP 3) has been completed and [published in a story map](#). Next steps will be the improvement of cross-border mobility and reduction of passenger flows (WP 4). In a first part PP CIPRA International will develop a toolbox and alpine-wide training modules for commuters and enterprises. The second part of this WP concerns the target group transport providers & public authorities. An external mandate will be commissioned by PP Tyrol to identify innovative solutions that fit best to the two target groups.

Federico Cavallaro (Italy) added that not all corridors are represented in the study.

Ovidio Martini (South Tyrol) suggests including the train connections Bolzano to Lienz and Bolzano to Innsbruck in the best practice collection.

The **AGL** explained that the WP3 story map is a collection of some of the cooperation models in cross-border regions where improvements are most needed. Also, the idea was to showcase for each cooperation model and make one significant example.

C2 Infrastructure for combined transport (terminals)

Helmut Adelsberger (AG4 Consultant / InfraConceptA) presented the draft invitation to tender for the preparatory study & dialogue events with strategic implementation partners, to investigate and optimise multi-modal logistic chains from and to the Alpine Region. Referring to at least one rail freight corridor, the study shall provide the basis for a more comprehensive analysis on how to optimise logistic chains and combined transport flows between multimodal terminals in the Alpine Region and most important North Sea and Mediterranean ports, including by means of administrative and organisational measures and digitalisation. The preparatory study shall investigate how to cope with the lack of empty containers in an area which has a positive balance in terms of trade volumes by focusing on one rail freight corridor as a pilot. The outcomes should lead to further action supporting the overall objective of boosting the modal shift of freight transport from road to rail, by optimising logistic processes, including digitalisation and reduction of the ecological footprint of goods.

The aim of this study is to lay a basis and to give recommendation how to deal with container management. A budget of max. 28.000€ incl. VAT is foreseen in the AlpGov budget for this activity, which shall be completed by May 2019. For the detailed tender proposal see presentation.

Jacopo Riccardi (Liguria) highlighted that when focusing on one rail freight corridor as a pilot study, the scalability of results to other corridors should be ensured. **Federico Cavallaro** (Italy, expert to the Ministry of Environment) added, that the methodology for data collection in step 1 should be better defined.

The external mandate could also be carried out by a consortium of several partners. **Members were reminded to send suggestions for candidates to carry out the study to the AGL. The invitation to tender will be sent out before the end of the year.**

COFFEE BREAK

B3 Link between pricing systems and the use of innovative technologies

Helen Lückge (AG4 Consultant / Climonomics) gave an update on the iMONITRAF! network. The strategy is a major milestone of cooperation as it defines common environmental and traffic targets as well as common measures. The implementation of a common modal shift policy is identified as major action and the regions have worked actively to shape the relevant policy framework and to improve the competitive position of rail freight transport. It must be taken into account that technological change has taken a faster dynamic than foreseen. It is therefore necessary to reflect on the role of technological innovations and their role for the iMONITRAF! strategy and specifically how they influence competitiveness of road and rail transport. A [report on innovative technologies](#),

focusing on future trends for transalpine transport identified five innovation clusters which will shape traffic volumes on road and rail during the next years.

Furthermore, a vote on the revision of the Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures (Eurovignette Directive) was taken in the European Parliament. The network iMONITRAF! was actively involved in the shaping of the directive by presenting [feedback on the commission's proposal](#) for the revision of the directive. The following amendments which affect the Alpine regions were developed by the TRAN Committee of the European Parliament (partly based on bilateral consultations with iMONITRAF!) and passed the plenary vote on October 25th:

- Amendm. 76: More flexibility for mark-up: increase of up to 50%
- Amendm. 99: New provision to allow for differentiation of charges for short-distance and long-distance transport (to avoid neg. impacts for regional transport)
- Amendm. 114: Revenues from infrastructure charges and external-cost charges shall be used on the territory containing the road section on which the charges are applied
- Amendm. 129: Mountain factor for external costs is increased from factor 2 to factor 4

Unfortunately, the further timeline for the revision process is not yet clear, but iMONITRAF! will keep in touch with relevant stakeholders to identify further networking needs.

B2 Towards an integrated incentive system for modal shift

Enrico Pastori (TRT) presented the results of the study on integrated pricing in freight transport. Data has been collected in the seven Alpine countries represented in EUSALP. Data are presented in dedicated country factsheets for road and rail modes, which cover energy taxes, vehicle taxes, infrastructure charges and subsidies / grants.

The analysis of the cost components demonstrates that there is an overall imbalance between road and rail when calculating the value per ton-km. The negative environmental and social impacts of road transport are more significant than those of rail and should be internalised in an adequate way. Even if a direct comparison is not possible, the current application of fees and taxes is moving in the direction of a level playing field. The ongoing revision of the Eurovignette Directive provides an opportunity to better internalise the external costs. For detailed information see presentation.

Alfred Nagelschmied (Styria) pointed out that Semmering/Wechsel and Pyhrn are missing. Mr Pastori will add them to the study.

Harry Seybert (Bavaria) pointed out that there will be changes in the tolls in Germany at the beginning of 2019. It will be considered in the final report.

Jacopo Riccardi (Liguria) stressed the need to agree within the AG4 on joint recommendations that are supported by everyone.

Raffaella Viviani (Friuli Venezia Giulia - delegated representative) highlighted, that from a methodological point of view a comparative table with the rail and road transport costs for each State seemed to be completed. It would be useful to understand how much a road/rail kilometer

costs in the different EUSALP State in order to underline the differences and convey to harmonization. Finally it would be also interesting that for each State public subsidies will be pointed out.

It was agreed that the last feedback round with members will be sent out before publishing the report by the end of the year. The results of the study will already be presented at the 2nd Annual Forum on 20 and 21 November 2018 in Innsbruck in form of a [poster](#).

Evening Program: What are the future EU funding opportunities for the EUSALP AG4?

AG4 exchange event with representatives of the European Commission DG Move/DG Regio and the CoR COTER. The resume of the roundtable discussion can be found [here](#).

DAY 2: 7 November 2018

C1 – C2 – D1 Methodology for a systematic assessment of individual projects

Helmut Hiess (Rosinak & Partner) introduced himself to the AG4 members as he had recently started his work as moderator of the task force for the development of a common methodology for a systematic assessment of individual projects (AG4 WP Activity C1, C2, D1). He gave an update from the latest task force meeting, taking place on 1 October 2018 in Trento. The aim of the methodology is the labelling of the projects, not a ranking of the projects. A draft factsheet has been developed which needs to be completed by all the project “owners”.

Kaspar Schuler explained that from an observer’s perspective it would have to be of the utmost importance that the set of criteria does not only include a quantitative addition of several aspects but also a qualitative weighting. The final outcome has not to be aggregated too much and has to transparently show exclusion criteria as well. As an example he mentioned article 11 of the Transport Protocol of the Alpine Convention which is contradicting the construction of new transalpine highways. Such legally binding limitations would have to be shown in the assessment too.

Andrea Rossetto (Veneto), thanking Cipra for the intervention, remarks it is correct that exclusion criteria, if legally binding, should be part of assessment criteria. On the other side, Regione del Veneto find it really improper to continue pointing the finger on the project that we all know is in question. This question has already led to the development of the Task Force in order to find an assessment method to evaluate strategic projects and to exclude ideological or political veto not based on technical arguments. Regione del Veneto doesn’t want to continue to raise this problem, even because its position had already been explained two years ago, in the document *“Economic development and mobility in the European Region “Eusalp”. Strategic goals in Veneto”*, sent after Garmisch-Partenkirchen AG4 4th Meeting, and no one of Eusalp AG4 members replied to these considerations.

The exact mandate of the Task Force and the question of who will assess the projects were discussed. **It was reiterated that the Task Force shall propose to the AG4 the criteria of the**

methodology and it can test and simulate the assessment on its own and present the first results to the AG. Once the methodology is defined and a first simulation is done, the question of who does the assessment (Task Force members or all AG4 members) will be tackled again. The second Task Force workshop is taking place right after the AG4 meeting.

Swiss Agglomeration Transport Programme

Christian Egeler presented the Swiss Agglomeration Transport Programme. With this programme the federal government financially participates in transport projects of cities and agglomerations that contribute to a more efficient and sustainable overall transport system and sustainable spatial development in Switzerland. It is a co-financing tool; the majority of budget has to come from the agglomeration itself. So far the co-funded transport infrastructures have led to a substantial improvement of the transport systems in urban areas, to improved cross-border cooperation and to coordination of urbanisation, landscape and transport. The evaluation of the programme is based on a comprehensive criteria set and a two-level evaluation (internal by the administration, additional external expertise). The methodology of the Swiss Programme can provide insights for the AG4 methodology.

Discussion Paper on Secondary Networks

Helmut Adelsberger (AG4 Consultant / InfraConceptA) gave an update on the paper. The input presentations and discussions during the [workshops on secondary networks](#) in the frame of the 8th AG4 Meeting in June in Trento and the following [3rd Mobility Conference](#) have been taken into consideration for the final EUSALP AG4 discussion paper on secondary networks. The main report has been adapted, complemented and restructured for better comprehension, while the annex with the inputs from AG4 members remained the same.

Matteo Brumati (Piedmont) added that a reference to the need for reducing mobility demand in remote areas or “in low demand areas” should be added in the report.

The **AGL** highlights that the paper can serve as useful input for defining topics of the new AG4 Work Plan. The Paper will be published on the EUSALP website by the end of the year.

It was agreed that a final feedback round within AG4 will take place before.

Paolo Dileo (CEI) gave a quick update of the [Connect2CE](#) project which is currently implementing eight pilot actions in the field of connectivity and harmonization of timetables, integrated ticketing and tariffs, ITS. A detailed update on the project will be given at the next AG4 meeting.

COFFEE BREAK

Update on Alpine Convention WG Transport

Matthias Rinderknecht (Swiss Federal Office of Transport) presented an overview of the activities of the current mandate that are in progress:

- a study on external costs in mountain areas;

- a survey of innovation in rail freight;
- a report and recommendations on deployment of alternative fuels infrastructure;
- an update of a network map with road and rail traffic figures.

The 39th Meeting of the WG Transport will take place on 4 December 2018 in Paris. Furthermore the Presidency of the Alpine Convention will be passed from Austria to France in April 2019.

Update on Suivi de Zurich Process

Matthias Rinderknecht (Swiss Federal Office of Transport) gave an update on the Suivi de Zurich Process. The present structure consists of the Conference of Transport Ministers, the Steering Committee and of 5 Working Groups. The Permanent Steering Committee is currently under Italian presidency.

The WG Traffic Management Instruments has commissioned a study about Toll+. The final report is completed, but has not yet been adopted in the Ministerial meeting as the planned ministerial meeting was postponed. The report identified the following challenges which are also relevant for the work of the AG4. The internalisation of uncovered external cost factors, differentiation of charges, different vehicle weights as min. limits (3,5 - 12t), perimeter definition, implementation control/monitoring, implementation costs, etc.

Furthermore, [data from transalpine freight transport](#) within the Traffic Observatory was presented, showing an overall increase in the last years. The Brenner corridor absorbs the highest number of HGV (nearly 2.4 million in 2017).

New EUSALP AG4 Work Plan 2019 to 2022

The AGL presented a first input for the next AG4 work plan 2019 to 2022. The AGL showed that suggestions for the new work plan should be in line with the work done so far, and should comply with the content of EUSALP Action Plan and its implementation. Furthermore, it should take into account the work of other expert groups (e. g. Alpine Convention, Zurich Process, iMONITRAF!) and focus on the type of output to be produced. For the process of Work Plan revision there are no formal guidelines, so the EUSALP Action Plan should be seen as the main framework, whereas the Rules of Procedure are the basis for the internal working process of AG4.

Matteo Brumati (Piedmont) highlighted the need to work in a way that fits better the macro regional strategy with a focus on secondary networks and coordination of policy measures in fields like air quality.

Cesare Bernabei (European Commission) suggested that the EUSALP Action Plan is not a static document and proposals for its revision should come from the AGs. With the ongoing definition of the EU Multi Annual Financial Framework DG REGIO will also look closely at the macro regional strategies to take into account new transport trends and scenarios. The issue of financing was discussed in detail at the networking evening event the previous day.

Jacopo Riccardi (Liguria) added that a “roadmap” to a new Work Plan should also be aligned with the upcoming Italian EUSALP Presidency (focus Green Economy), including the calendar of events. The Presidency programme is available [online](#).

The AGL invited members to start the reflection of identifying their priorities for the next Work Plan. The AGL will send out a survey to gather input for a discussion on Work Plan content to be held at the next AG4 meeting.

Any other business

The location for the next meeting is open. **If you are interested in hosting the next AG4 meeting please inform the AGL as soon as possible.** It should take place in February/March 2019.

Additional documents to the Minutes are available for download on the online AG4 Document

Sharing Platform:

(File name: AG4 9th Meeting)

1. Meeting Agenda
2. Presentation by AGL: AG4 State of Play
3. Presentation by Anne-Severine Lay: Interreg Alpine Space Programme 4th Call
4. Presentation by AGL: Update on ARPAF CrossBorder Project
5. Presentation by Helmut Adelsberger: Preparatory study to investigate and optimize multi-modal logistic chains
6. Presentation by Helen Lückge: Update on iMONITRAF! Report on Innovative Technologies
7. Presentation by Enrico Pastori: Results of the study on integrated pricing in freight transport
8. Presentation by Helmut Hiess: Methodology for a systematic assessment of individual projects
9. Presentation by Christian Egeler: Swiss Agglomeration Transport Programme
10. Presentation by Helmut Adelsberger: Discussion Paper on Secondary Networks
11. Presentation by Matthias Rinderknecht: Update on Alpine Convention WG Transport
12. Presentation by Matthias Rinderknecht: Update on Suivi de Zurich Process
13. Presentation by AGL: New EUSALP AG4 Work Plan 2019 to 2022
14. Participants List

Patrick Skonieczki - Johanna Thöni - Isabel Köhler

EUSALP AG4 Lead Team

15.01.2019