

EUSALP

14th Meeting

Action Group 4 Mobility

September 7th and 8th 2020, Virtual Meeting

September 7th, 2020

Patrick Skonieczki as representative of the Action Group Lead (AGL) warmly welcomed everyone to the 14th AG4 meeting. Xavier Garcia (AGL Région Sud-PACA), who was hosting this virtual meeting together with Olivier Margouet (AGL Région Sud-PACA), expressed his regrets that the physical format of the meeting foreseen in Nice had to be cancelled at such short notice. As there were no comments, the plenary approved the agenda and P. Skonieczki (AGL) opened the meeting with the first agenda point.

1. AG4 State of Play

- **Feedback on events attended by the AGL & upcoming events**

Although COVID-19 had caused meetings and conferences to be rescheduled and/or relocated to virtual platforms, EUSALP and AG4 activities had been going on. As usual, the AGL gave an overview of past and upcoming events.

Feedback on events attended by AGL & upcoming events (2020)

- **Board of Action Group Leaders** May 5th (Online)
- **Connect2CE final conference** May 28th (Online)
- **Workshop on Alternative Fuels** June 23rd (Online)
- **Board of Action Group Leaders** June 30th (Online)
- **Joint Meeting: Executive Board – Board of Action Group Leaders** July 2nd (Online)
- **Strategic Policy Area 5: Spatial planning** Aug 26th (Online)
- **Strategic Policy Area 1: Carbon-neutral Alpine area** Sep 1st (Online)
- **EU Week of Cities and Regions** Oct 12th-31st (Brussels/Online?)
- **4th Mobility Conference** Nov 3rd-4th (Marseille/Online?)
- **15th AG4 Meeting** Nov 4th (Marseille/Online?)
- **EUSALP Annual Forum** Dec 9th-11th (Nice/Online?)

X. Garcia informed about the 4th Mobility Conference, scheduled for November 3rd, which will likely be postponed to the year 2021 (decision to be confirmed by the end of September). The 15th AG4 meeting will almost certainly take place in a virtual format, once again. In that case, AG4 should put efforts into arranging the meeting in a more interactive way. All members were asked to gather ideas for the integration of interactive elements.

- **EU Sustainable and Smart Mobility Strategy & White Paper consultation**

As the European Green Deal strives at a 90% reduction of transport-related greenhouse gas emissions by 2050, the European Commission was adopting a comprehensive “Sustainable and Smart Mobility Strategy” to reach this objective. There was a consultation open for citizens to articulate their feedback on past and future EU strategies, open until September 23rd. **The AGL had sent with the meeting file**

some proposed answers that highlight the EUSALP AG4 priorities and encouraged all members to participate in the consultation and to include those answers. In addition to answering the survey, members were encouraged to attach the AG4 factsheet, clearly highlighting the added value of EUSALP AG4.

• Interreg Alpine Space Programme 2021-27 consultation

In its preparations for the upcoming programme period, the Interreg Alpine Space task force asks for input by stakeholders. An online consultation on the draft cooperation programme is open until September 14th. The AGL encouraged all members to participate, highlighting the need to include transport in the programme's policy objectives, as stated in the AG4 position paper on ERDF.

• AG4 Factsheet 2020

Within the past few months, the AGL had revised the AG4 factsheet, a communication tool in a digital format providing a concise overview on who AG4 is, what AG4 actors do, and the results produced thus far. The purpose of this factsheet is to briefly explain to relevant stakeholders and interested people what EUSALP AG4 is about.

EUSALP Action Group 4 Mobility (AG4)
To promote inter-modality and interoperability in passenger and freight transport

Members of AG4

6 National States:	France, Germany, Italy, Liechtenstein, Slovenia, Switzerland
18 Regions and Provinces:	Aosta Valley, Bavaria, Burgenland, Carinthia, Central Switzerland with Ticino, Friuli Venezia Giulia, Grisons, Liguria, Lombardy, Piedmont, Region of Provence-Alpes-Côte d'Azur, Salzburg, South Tyrol, Styria, Trentino, Tyrol, Veneto, Vorarlberg
3 Observers:	Alpine Convention, European Commission, Interreg Alpine Space Programme
4 Members in Advisory role:	Central European Initiative, CIPRA International, CIPRA Youth Council, EUROCHAMBERS

Mission

The EUSALP Action Group 4 Mobility offers a platform to coordinate and harmonise the activities of Alpine regions, countries and stakeholders 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.

Objectives of the AG4

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 by supporting and fostering the removal of infrastructure bottlenecks, by bridging missing links, coordinating planning, timetables and ticketing of public transport across borders, modernising infrastructure, improving combined transport and enhancing cooperation between the concerned players and decision-makers.
- To support the modal shift from road to rail. The Alpine regions are particularly sensitive to negative environmental and social impacts caused by the excessive traffic flow of freight and passenger transport through the Alps. In order to tackle this challenge the AG4 promotes the harmonisation and implementation of policy measures that support a modal shift, with a focus on combined transport.
- To develop cooperation and greater integration between the existing bodies and structures in the field of transport in the Alpine Region, to improve coordination and ensure consistency between existing initiatives in order to avoid duplications and encourage the alignment of funding. Strong links have been established with the Alpine Convention, the Swiss de Zurich Process, the MONTELABAT Network and numerous Interreg projects on transport and mobility.

Action Group Lead

In 2016, the EGTG European Region Tyrol-South Tyrol-Trentino was entrusted with the lead of AG4 and mandated the region of Tyrol to take the strategic lead function in this Action Group on its behalf. Since 2019, the AG4 lead is shared with the Region of Provence-Alpes-Côte d'Azur.

AG4 work:

The work of AG4 can be categorized into two bundles of activities: (1) it coordinates between relevant stakeholders in the fields of transport/mobility to make use of synergies between existing projects/groups/bodies etc., and (2) it initiates its own projects, studies and implementation activities, part of which is usually commissioned to other actors.

To allow for regular internal exchanges between the members of AG4, the group meets three times per year. The EUSALP Mobility Conference, which takes place on an annual basis, offers a platform for interaction between political decision makers, stakeholders in the fields of mobility and transport, and the wider public.

Table: Past activities of EUSALP Action Group 4 Mobility (July 2020)

Title	Description	Output
Alpine Platform of Knowledge (APK) for Mobility and Transport	Development of an interactive, regularly updated tool gathering all the data produced in the context of AG4 activities. The data is displayed in form of a MOBILITY MAP .	Platform of Knowledge
Transport & Mobility GenderMap	Development of a map identifying the most important challenges and conflicts of transport and mobility in the Alps (e.g. lacking connectivity, noise and air pollution, landscape destruction).	Summary of activity Online brochure Brochure
Recent estimates for external costs in mountain areas	Study on external costs of the transport sector in the Alps (air, noise, nature & landscape, congestion), serving as basis for following AG4 activities.	Summary of activity Report
Analysis on the potential consequences of logistic chains and combined transport flows	Commissioning of a preparatory study and organisation of dialogue events with strategic implementation partners to investigate and develop multi-modal logistic chains.	Summary of activity Report Working Step 1 Report Working Step 2 + 3 Report Working Step 4
Overview of existing pricing components that influence the competitiveness between road and rail freight transport	Study providing an overall analysis of existing policy-induced pricing components, serving as a scientific basis for following AG4 activities, and policy recommendations.	Summary of activity Report Finalist Annex
ARPA - CrossBorder	Project on cross-border mobility and connector flows in the Alpine Region, providing value-added public transport and mobility management solutions in selected cross-border hotspots.	Summary of activity Project consortium Report Influence of remote work on cross-border passenger flows Improvement of cross-border mobility and passenger flows: innovative solutions Cooperation in cross-border mobility Enabling cross-border mobility networks Toolbox for accessible connector mobility Concept on behavior change Models for cross-border mobility (entry point)
Methodology for a systematic assessment of individual projects	Development of a methodology for the evaluation of projects contributing to the interconnection of public transport operators and for sustainable infrastructure of combined and passenger transport. Projects of particular interest receive a "EUSALP AG4 Label".	Summary of activity

• French EUSALP Presidency 2020 Manifesto

In June, the manifesto of the French EUSALP Presidency 2020 had finally been agreed upon. Six points of the document were dedicated to the topic of transport. The EUSALP manifesto serves as a guideline for the presidency to be able to make tangible what is being achieved in the respective year of operation. Due to the COVID-19 outbreak, the French EUSALP Presidency was going to be extended to the end of 2021.

2. EU Affairs Update

The Connecting Europe Facility (CEF), a key EU funding instrument, supports the elimination of missing links in Europe's energy, transport and digital services. X. Garcia informed that the CEF budget for the EU multiannual financial framework 2021-2027 was going to decrease slightly (1.4 billion €), but that this was only going to impact the initially planned military budget.

3. AlpGov 2 Update & AG4 Work Plan 2020-2022

At the end of July, the AGL had submitted the [AG4 Work Plan 2020-2022 Guidelines](#) to the AlpGov 2 Lead Partner. Thanks to the effort of all members, the AGL had been able to collect the main [priorities and fields of interests](#) of all AG4 regions and states. These documents constitutes practical guides for the AG4 as well as for all other AlpGov 2 partners.

AlpGov 2 is structured as follows:

- [9] **Strategic Sectoral Implementation Initiatives**: each AG defines among its core activities one initiative relevant to all members.
- Minimum [5] **Strategic Cross-Sectoral Implementation Initiatives** demonstrating the capacity of EUSALP to integrate policies sharing a vision and joint action between the AGs.
- [5] **Strategic Policy Areas** (SPAs) based on the cross-sectoral initiatives, being the starting point for the envisaged policy loop leading up to a political declaration for each policy area.

For the Strategic Sectoral Implementation Initiatives, AG4 will focus on **modal shift** from road to rail and related policy measures (activity A of its new Work Plan). Concerning the SPAs, the concepts had been finalised by the respective SPA-leaders within the preceding weeks. They still have to be approved by the Executive Board (EB) at the end of September. AG4 will contribute to the SPAs in the following way:

SPA 1 – Carbon-neutral Alpine area

AG4 will contribute to the Strategic Implementation Initiative “**Green Hydrogen for the Alps**” with the AG4 Work Plan activity “Innovative propulsion systems and fuels”. AlpGov 2 decided to put the focus on hydrogen (H₂) because of limited resources. The objective is to make the Alps a forerunner in the sector of alternative fuels and technology, especially using green H₂.

SPA2 – Innovation Facility (no AG4 contribution)

SPA 3 – Smart Villages

The contribution of AG4 will focus on “smart mobility” solutions, which is a key element of making villages “smart”. A link to the AG4 Work Plan will be made to activities on cross-border mobility, innovative forms of public transport, mobility and lifestyle and dynamic data collection.

SPA 4 – Spatial Planning

This SPA involves all AGs because of its cross-cutting nature relevant to all sectors. AG4 will contribute with its work plan activity “Masterplan on secondary networks” with a dedicated strategic implementation initiative.

SPA 5 – Innovation Hub for Green Business (no AG4 contribution)

4. Cross-Border Mobility

The [European Week of Regions and Cities](#) (EWRC) is an annual event in which cities and regions showcase their capacity to create growth and jobs, implement European Union cohesion policy, and prove the importance of the local and regional level for good European governance. This year, due to COVID-19, the EWRC will be held as a three-week virtual event.

In April, the AGL had successfully submitted a proposal to hold a session on “Cross-border Mobility”. The content of the session was going to be based mainly on the findings of the project [CrossBorder](#), finalised in 2019. Thus, good practice examples of cross-border mobility cooperation from the Alpine Region were going to be presented. [The session on cross-border mobility will take place on October 13th \(16:30-18:00\).](#)

Another session was going to be organised by PACA on “[Decarbonising the Alpine region: the potential of hydrogen for energy transition and cleaner mobility](#)”, an event involving a political roundtable will take place on October 19th (16:30-18:00). **The AGL encouraged all members and observers to [register](#) for and participate in both events.**

5. Innovative Propulsion Systems and Fuels

Olivier Margouet took the floor to give an update on the investigation on innovative propulsion systems and fuels in the Alpine Region. The investigation, co-conducted with [In Extenso Innovation Croissance](#), was currently in the data collection and data analysis process. O. Margouet referred to the online workshop with a special focus on H₂ in the Alpine Region on June 23rd to which external experts in the field of alternative fuels contributed.

Coline Perrin (In Extenso) took over to present a swot analysis on each of the three alternative fuels under examination: natural gas, H₂ and electricity. Here, she outlined the strengths and weaknesses as well as the opportunities and threats of each innovative propulsion system. Afterwards, she showed a slide summarising the state of alternative fuels in the EUSALP area. Even though the investigation was still ongoing, some requirements to boost the use of alternative fuels in the Alpine were already foreseeable:

- Ensure the **consistent coverage and continuity of alternative fuels networks**, taking into consideration the specific needs of mountainous regions. This includes the greening and pooling of resources and facilities between electricity, compressed natural gas (CNG) / liquefied natural gas (LNG) and H₂ networks.
- **Increase the production of local renewable fuels** as a supplement or substitute for national energy networks → create energy self-sufficient territories.
- **Globally coordinate regional policies** e.g. by developing a EUSALP roadmap.
- Enhance **European funding instruments and other incentives** for the development of alternative fuels networks. This concerns remote valleys in particular.

The AGL took the opportunity to highlight the point on the different competencies the individual regions possess and the need to coordinate better between them. He further stressed that decarbonisation and modal shift policies should always go hand in hand. That also was precisely one very central outcome from the workshop from June 23rd: Modal shift, and not primarily innovative technology, is a crucial element for the decarbonisation of the transport sector.

For the issue of alternative fuels, the action group envisaged close cooperation with the Alpine Space project on recharging stations [e-SMART](#). **Project partners from e-SMART should be invited to upcoming AG4 events on the topic of decarbonisation of the mobility sector.** To smoothen the data collection process, members were asked to **provide the contact details of regional experts on the topic of alternative fuels.** After the finalisation of the investigation (i.e. beginning of 2021), the next steps would persist in the impacting of political processes by strategically employing the results.

20-Minute Break

6. Methodology for a Systematic Assessment of Individual Projects

Helmut Adelsberger (InfraConceptA) took the floor to present the latest developments around the AG4 Methodology for a Systemic Assessment of Individual Projects. He informed that the methodology had been adopted by the AG4, based on the proposal of the corresponding task force with some detail adjustments and, after applying this methodology, the evaluation process had finally come to an end. After a call for tender in April, the AGL had selected two external evaluators out of six candidates in May to carry out the assessment of the 29 submitted projects: Carlo Vaghi (IT) and Stefan Marzelli (DE). The selection criteria for the evaluators consisted of 60% qualitative criteria and 40% cost. H. Adelsberger himself acted as the third evaluator. For the assessment result, the average scores of the three independent assessments had been taken.

The evaluation of the projects had brought about a total number of 14 projects receiving the “EUSALP AG4 Label”. H. Adelsberger explained that these projects show a remarkably wide variation concerning geographical distribution as well as of the content and the planned budget. The following list shows all the projects having achieved a total score of 50 points for both “coherence” and “performance”, making up the threshold for receiving the label:

Project No.	Project Name	Points awarded for Coherence	Points awarded for Performance
FVG.2	COMODALCE	80,56	52,13
FVG.4	New cross-border rail connections	66,67	59,71
FVG.5	SMARTLOGI	77,78	51,30
GRB.1	Alpine Crossrail in the Rhaetian triangle (Tunnel Engadin - South Tyrol)	52,78	50,38
KTN.2	Logistics Center Austria South / Dry Port Villach-Fürnitz / Alplog - Carinthia	59,72	50,56
LIG.1	Parma - La Spezia Railway Line	55,56	51,31
LIG.2	Genoa-Marseille railway axis	61,11	59,94
PAC.1	Multimodal axis Valence-Val de Suze : modernization of the "Veynes Star"	58,33	60,92
PIE.1	CUNEO-NICE. Rehabilitation and modernisation of the existing railway line	56,94	52,03
STM.1	Cargo Center Graz (CCG) Expansion of the Rail-Road Terminal Graz-Süd	58,33	50,52
STM.2	Inter-Regio rail service Graz - Maribor	70,83	66,85
STM.4	New Bosruck base tunnel	56,94	67,01
TIC.1	AlpTransit Sud	56,94	50,28
TIR.1	Fernpass Railway between Ehrwalder Basin and Ötztal-Bahnhof	52,78	57,14

For approval of the labelling results by AG4 members, the AGL opened the floor for further inquiries and discussion. Concerning the 50% threshold, there was an agreement on its appropriateness. In general, the outcome seemed appropriate. However, several members and observers stated that it was not possible to endorse it without having access at least to the project datasheets (factsheet, coherence and performance self-assessments submitted by the project promoter).

Several members also expressed the wish to receive a more detailed assessment of their own submission. H. Adelsberger announced that the latter would be possible upon request, although individual scores would not be shared with the AG. Concerning the project factsheets, the AGL first had to check with project promoters what information they agree to share with the group. Concerns were also raised regarding the lack of a procedure to avoid conflicts of interests of the evaluators. The AG4 proposed to introduce a self-declaration, which is seen as insufficient by some participants.

The next steps were the following:

1. **Forward the datasheets of the labelled projects (factsheets, coherence, performance) after the promoters' approval to release them**, to all AG4 Members and Observers and, where requested, anonymized detailed assessment sheets of their own project. AG4 Members and Observers need to be given a reasonable time (min. one month) for adoption of the labelled projects. ..
2. **Create a certificate for the projects receiving the "EUSALP AG4 Label"**. The AGL announced to provide a document describing in a few sentences what the label means, explaining that the project has an added value from a macro-regional perspective. A draft will be shared with AG4 members, for which they were asked to provide their feedback.
3. **Define how to proceed with the labelled projects** (promotion towards European Commission and other target groups, informing the EUSALP Executive Board).
4. **Revise the methodology** for future assessment rounds of projects. An online workshop with the evaluators will be scheduled in the coming months, open for all interested members to join, with the objective to improve the assessment methodology.
5. **Launch a second round of project assessments** and think of introducing a process of periodical project submissions and assessments. **After discussion in the AG4, the AGL suggested to have a second round in 2021.**

September 8th, 2020

7. Political Declaration "Towards a coordinated Policy Framework"

Helen Lückge (Climonomics) provided a short update on the draft AG4 political declaration. She explained that completed AG4 studies had provided insights into the functioning of transport systems in the Alpine area, which appeared to be shaped by political action to a great extent. This is why AG4 had been working on a political declaration aimed at gaining political mandate for follow-up activities and the implementation of AG4 priorities.

Since the 13th AG4 meeting, the document had been complemented by some statements based on the findings of the AG4 investigation on alternative fuels, on the one hand, and on the developments related to COVID-19, on the other hand. There had been another round of revisions with AG4 members mainly bringing editorial changes, but no substantial content-related feedback.

The discussion on the document circulated mainly around the title. Several members expressed their concerns regarding the term "declaration" being too strong, concluding that the risk of the political representatives from their respective regions not signing the document being quite high. Alternative formulations that were mentioned are the following: "policy proposal", "policy statement", "policy orientation" (suggesting a direction the group wants to work towards), or "roadmap". The AGL

expressed concerns that these formulations were not binding enough. He explained that, at the current stage, the document was still a policy proposal as it has not been approved by EUSALP EB and General Assembly. However, once regions would sign the document, it would no longer be a recommendation – it should be binding in the sense that the politicians become obliged to commit themselves to reaching the outlined targets. **AG4 members finally agreed to name it “EUSALP AG4 proposal for a political statement”, which brought no objections.**

Another critical issue was the strong stance on road pricing. Especially for the Italian regions, getting political representatives on board for concepts like the Eurovignette Directive had shown to be extremely difficult. Yet, a more moderate position could not be taken with AG4 objectives in mind. Road pricing and modal shift as the key elements AG4 had been intensively working on had to be included in the document in any case. In addition to that, there had been reservations concerning the length of the document. However, the document was supposed to summarise the work AG4 had done, on the one hand, and to give an outlook on what the group aspired to achieve in the upcoming period, on the other. Hence, there was no way around the document being complex and long.

There was a preliminary agreement on the document by AG4 members, with the option of handing in further comments until September 11th. Afterwards, PACA will forward it to Nicolas Gouvello (French Presidency). Additionally, AG4 members were asked to **get in touch with the political representatives from their respective regions to inform and get political approval**. The objective was to clarify potential ambiguities in advance of the EB meeting at the end of September and have the process finalised as swiftly as possible.

8. LinkingAlps

Thierry Müller and Markus Liechti took over to present the Alpine Space project [LinkingAlps](#) (2019-2022). As for now, there is still no concept for EU-wide travel information for the implementation of a universal multimodal door-to-door journey planning system. This constitutes an obstacle for many people to use more sustainable modes of travelling. This is why LinkingAlps aims at offering improved access to low-carbon mobility options by providing comprehensive cross-border information in order to change mobility behavior on the user-side.

The expected outputs of the project were the following: 1) an **Organisational and Operational Framework Strategy** providing linked and harmonised mobility information services, and 2) a **Decision Support Handbook** for future adopters, allowing for the integration of all relevant actors. These results would benefit travelers, but also service providers by strengthening their market position, and mobility systems through accessibility improvement.

LinkingAlps aspired to establish a decentralised architecture of journey planning services. As opposed to a centralised architecture in which data and routes are collected and provided by one single platform based on one central data pool, a decentralised approach aims at interlinking existing service platforms. This is why it was important to have as many regions as possible acting as project partners for LinkingAlps, even if only passively by providing information. **The AGL asked T. Müller and M. Liechti to send an email to all AG4 members explaining how to become a passive partner of the project.**

9. Interreg Italy – France Alcotra Project Alpimed Mobil

Jacopo Ricardi (Liguria) provided insights into the Interreg V-A project [Alpimed Mobil](#) (2019-2022). The objective was the identification and promotion of sustainable mobility, aimed at improving the tourist sector as well as the life quality of residents and commuters in the provinces of Cuneo and Imperia and the department of the Maritime Alps. This overarching objective is to be achieved by implementing the following measures:

- Adapting innovative solutions of mobility to the existing infrastructure.
- Promoting electric mobility.
- Offering innovative solutions stimulating the change of habits from the user-side.

The project is an important step for the improvement of cross-border mobility between France and Italy.

10. ASTUS

Chloé Ribaudeau gave a presentation on the Alpine Space co-financed project [ASTUS](#) (2016-2019). The project had focused on reducing the carbon impact linked to daily mobility in the Alps. This had been achieved by supporting Alpine local authorities with the definition and implementation of relevant low-CO₂ solutions, and by developing instruments and tools that could be transferred to any Alpine region willing to improve its CO₂ footprint in the field of mobility.

The project partners had worked with 17 different pilot sites in the Alpine area. Here, they had tested and implemented tools and instruments developed by ASTUS based on previous experiences. In the end, they had been able to produce the following results:

- A **typology of Alpine territories**, based on a comparative analysis of the pilot sites. It highlights 7 types, idea to indicate regions with similar challenges and needs
- A **methodology for low-CO₂ scenarios**, aimed at supporting territories in finding their respective pathway towards a low-carbon transport future
- A **CO₂-minimiser toolbox**: a collection of ten decision-making tools assessing social, environmental and financial impacts for public authorities and technical actors to use.
- A **transnational conclusions report and recommendations** to explain the methodology used at the pilot sites, and to give examples and recommendations trying to become low-CO₂.

The AGL thanked the speaker for the presentation and suggested to make use of the results produced by ASTUS to contribute to the AlpGov 2 Strategic Policy Area “Spatial Planning”, as this appeared to be a good fit.

11. Update on Alpine Convention Transport WG

Nathalie Morelle (Permanent Secretariat of the Alpine Convention) gave a brief **overview on the activities** conducted by and the **upcoming events** of the [Transport Working Group](#) of the Alpine Convention. WG Transport was currently working on finalising its current activities for submission to the Alpine Conference taking place on December 10th. For this, they had been preparing two reports: 1) on “Modal shift of Alpine freight transit”, and 2) on “Reducing transport demand”. A workshop on Sustainable technologies for passenger transport was being organised on September 10th and a report on this topic will be finalised during the next mandate. The mandate for 2021-2022 was in preparation.

In addition, the 8th Report on the State of the Alps “Air Quality in the Alps”, prepared by an ad-hoc working group, will be submitted for approval at the Alpine Conference.

For the implementation of the Climate Action Plan 2.0, an online Matchmaking Workshop was scheduled for September 15th and 16th. In the framework of the workshop and through a community on www.alpineclimate2050.org, the Alpine Convention will offer a space for the forging of potential partnerships to collectively work, in different sectors, towards a climate-neutral and climate-resilient Alpine area by 2050.

12. Update on [iMONITRAF!](#) & Revision of Eurovignette Directive

H. Lückge gave an update on the status quo of the **Eurovignette Directive**. The current plan was to come at an agreement at the meeting of Transport Ministers on September 28th. However, there still remain some open questions. The main issue was the differentiation of HGV charges according to CO₂ standards. Another critical topic is the phasing out of time-based tolls – to the advantage of distance-based ones. Another inconvenience was the fact that, in the latest document, the European Parliament took back the initial, remarkably ambitious approach.

As iMONITRAF! aspires to reintroduce these ambitious objectives, it had joined forces with CIPRA International. A joint [position paper](#) calls for ambitious modal shift policies and for a swift agreement on the Eurovignette Directive. H. Lückge called on AG4 members to **become active and highlight the great need for action to the relevant stakeholders in their respective regions**. Thanks to CIPRA, the position paper was available in all Alpine languages for everyone to use as a communication tool. H. Lückge stressed that the most important thing was to finally come to an agreement so that set targets could finally start being put into practice.

Apart from its position paper, the iMONITRAF! network had been developing new **DPSIR policy scenarios 2030** to support decision making and the evaluation of policies. By means of a DPSIR framework, three different scenarios visualise traffic flows and environmental effects taking into consideration different frameworks:

- 2030 Reference: general development including additional infrastructure)
- 2030 Modal Shift: push and pull measures towards rail including Toll Plus
- 2030 Technology: cleaner technology for HGV
- 2030 Modal Shift + Technology

Both the technical report and the brochure were going to be finalised within the upcoming weeks and be available before the 15th AG4 meeting for members to forward to policy makers, providing them with relevant information on how different framework scenarios affect social as well as environmental developments.

Apart from that, an **iMONITRAF! political resolution** highlighting the network's priorities based on previous activities and results was to be agreed upon during a political roundtable taking place on November 2nd. Furthermore, the **iMONITRAF! partnership agreement** was going to be extended for another period of cooperation from 2021-2022. After this period, the duration of the Partnership Agreement should be extended to at least 3 years.

As there were no further inquiries, the AGL thanked all participants for the successful meeting allowing for active discussion despite the virtual format and closed the meeting.

Additional relevant documents are available on the online File Sharing Area (Folder: [AG4 14th Meeting](#)):

- [Meeting Agenda](#)
- [AG4 State of Play](#) (Presentation by AGL)
- [EU Affairs Update](#) (Presentation by Sud-PACA)
- [AlpGov 2 Update & AG4 Work Plan](#) (Presentation by the AGL)
- [Innovative Propulsion Systems and Fuels](#) (Presentation by Sud-PACA and InExtenso)
- [Methodology for a Systemic Assessment of Individual Projects](#) (Presentation by Helmut Adelsberger)
- [Political Declaration "Towards a coordinated policy framework"](#) (Presentation by Helen Lückge)
- [LinkingAlps](#) (Presentation by Thierry Müller & Markus Liechti)
- [Interreg Italy-France Alcotra Project "Alpimed MOBIL"](#) (Presentation by Jacopo Riccardi)
- [ASTUS](#) (Presentation by Chloé Ribaudeau)
- [Update on Alpine Convention WG Transport](#) (Presentation by Nathalie Morelle)
- [Update on iMONITRAF! & Eurovignette Directive](#) (Presentation by Helen Lückge)
- [EUSALP Manifesto French Presidency 2020](#)
- [EUSALP AG4 Proposal for a Political Statement "Towards a coordinated policy framework"](#) ([EN](#), [DE](#))
- [Proposed EUSALP AG4 Projects – List by Region](#)
- [Overview of the Evaluators' Assessment Results](#)
- [EUSALP AG4 Factsheet 2020](#)
- [AG4 Work Plan 2020-2022 Guidelines](#)
- [AG4 Members' Fields of Interest under Work Plan 2020-2022](#)
- [Position Paper – Call for Action on the Eurovignette Directive](#) ([EN](#), [SVN](#), [IT](#), [FR](#), [DE](#))
- [Answer Proposal EU Sustainable and Smart Mobility Strategy & White Paper consultation](#)
- [Participants List](#)

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24.09.2020