

# EUSALP 15<sup>th</sup> Meeting

## Action Group 4 Mobility November 4<sup>th</sup> 2020, Virtual Meeting

Patrick Skonieczki as representative of the Action Group Lead (AGL) for the EGTC European Region Tyrol-South Tyrol-Trentino warmly welcomed everyone to the 15<sup>th</sup> AG4 Meeting. As there were no comments, the plenary approved the agenda.

### 1. AG4 State of Play

- **Approval of the minutes from the 14<sup>th</sup> AG4 Meeting**

The deadline for feedback on the draft minutes of the 14<sup>th</sup> AG4 Meeting had been extended because of some needed clarifications. As no further written or verbal comments had come in, AG4 approved the minutes.

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

The AGL provided an overview of the events attended by the AGL within the past couple of months – almost all of which took place online – and informed about upcoming meetings and conferences:

Past events:

- **Alpine Convention Webinar Sustainable passenger mobility** 10 Sept
- **Alpine Convention WG Transport 44<sup>th</sup> meeting** 11 Sept
- **eSMART Transnational Living Lab** 23 Sept
- **Board of Action Group Leaders / Executive Board** 29 Sept
- **EUSALP Energy Conference** 30 Sept
- **Transport Infrastructure in low-density areas** 13-14 Oct
- **EU Week of Cities and Regions** 5-23 Oct
  - [EUSALP and the EU Green Deal](#) 19 Oct
  - [Cross-border cooperation in mobility](#) 13 Oct
  - [Cohesion policy for sustainable mobility](#) 21 Oct
  - **EUSALP AG4 4th Evaluator Workshop** 29 Oct
- **iMONITRAF! Political Roundtable** 2 Nov
- **EUSALP Webinar “Decarbonised Mobility in the Alpine Region”** 3 Nov

Upcoming events:

- **AlpGov Partner Meeting** 6 Nov
- **1<sup>st</sup> Borders Forum** 9-10 Nov
- **EUSALP Smart Villages Conference** 10 Nov
- **Interact webinar Towards a more connected Europe** 12 Nov
- **EUSALP Executive Board & Board of AG Leaders meetings** 25 Nov
- **EUSALP Annual Forum** 10 Dec
- **AlpWeek Youth & Climate** 9-11 Dec
- **16<sup>th</sup> AG4 Meeting** 9 March

### **3. EU Affairs Update**

Xavier Garcia (AGL Sud-PACA) informed about the Horizon 2020 “Green Deal Call”. The call will be open until January 26<sup>th</sup>, 2021. He explained that the budget for research and innovation projects tackling the climate crisis is considerably high (€ 1 billion). The 5<sup>th</sup> (out of 8) thematic area is on “sustainable and smart mobility” – more specifically on “Green airports and ports as hubs for sustainable and smart mobility” – with a budget of € 100 million. A total amount of two projects for ports and airports each will be selected after the ending of the call.

Loezig André (Région Sud-PACA) André further informed that the Connecting Europe Facility (CEF), a key EU funding instrument supporting the elimination of missing links in Europe’s energy, transport and digital services, will this time be designed as a multiannual programme (from 2021 to 2023). The idea is to provide room for more mature projects to emerge.

X. Garcia provided some background on the “Boosting European Rail Transport” initiative: the 4<sup>th</sup> Railway Package by the EU makes the EU Agency for Railways (ERA) the only certification body for rail vehicles and railway traffic operators. The idea behind having such a body is to improve the efficiency as well as safety and driver comfort through the acceleration and coordination of the deployment and use of various traffic systems.

### **3. Methodology for a Systematic Assessment of Individual Projects**

Michael Bürger (AGL Tyrol) took the floor to present the latest developments around the AG4 methodology. The evaluation of the projects had brought about a total number of 14 projects receiving the “EUSALP AG4 Label”. A letter of recommendation, certifying the projects receiving the “EUSALP AG4 Label” was sent to the members (feedback until November 13<sup>th</sup>). This certificate highlights the value of the respective projects for the fostering of sustainable mobility solutions in the Alpine Region from a macro-regional perspective and urges decision making authorities to support the implementation and to provide adequate financial support. The AGL briefly presented the main outcomes of the 4<sup>th</sup> evaluator workshop which took place on October 29<sup>th</sup>, during which the evaluators shared their experience with using the methodology. Detailed [minutes](#) provide a comprehensive insight into the discussion and the arguments brought forward by the participants.

Helmut Adelsberger (InfraConceptA) added some information on the outcome of the mentioned evaluator workshop and highlighted, with view to the upcoming 2021 evaluation, the crucial importance of receiving quantified project data for the assessment.

In a next step, promoters of eight labelled projects took over to present their respective projects.

- **GRB.1 Alpine Crossrail in the Rhaetian triangle (Tunnel Engading South Tyrol)**

Thierry Müller (Grisons) presented the Alpine Crossrail project aimed at the development of the railway connection between Grisons and Venosta Valley by closing the cross-border gap through the construction of a new tunnel between Switzerland and Italy. To show the added value of the project, T. Müller gave the following example: Currently, it takes 70 minutes by car or two hours by public transport to go from Sargans to Mals. The bridging of this missing link would drastically reduce travel time by train to only one hour. The project’s opportunity is that it receives enormous support by politicians from all involved regions (Tyrol, South Tyrol, Grisons, Lombardy).

- **FVG.2 COMODALCE: Coordination on multimodal freight transport in Central Europe**

Alberto Cozzi (Friuli Venezia Giulia) took the floor to present this project directed at increasing cooperation and coordination among multimodal freight transport stakeholders in Central Europe: COMODALCE. By using innovative ICT systems, it follows the objective of increasing the modal split of rail transport and hence reduce emissions. Through the testing at 10 concrete ICT pilot actions (e.g. upgrade the IT system ensuring interoperability and EDIs with stakeholders involved in the whole transport supply chain in La Spezia), the performance of the developed coordination mechanisms will be assessed. The project is funded by the Interreg Central Europe Programme.

- **KTN.2 Logistics Center Austria South / Dry Port Villach Fñrnitz / Alplog Carinthia**

Tanja Krammer (Logistics Center Austria South) presented the Logistics Center Austria aimed at the upgrade of the logistics area to become: 1) a dryport for the port of Trieste and other North Adriatic ports, 2) one of the main logistics hubs in southern Europe, 3) the end of the “maritime” new silk road. She demonstrated how the project is in line with all major EUSALP objectives. A special focus lies on the shift of freight transport from road to rail, for which the estimated potential is very high (25-30% considering only Carinthia).

- **LIG.2 Genoa-Marseille railway axis**

Maria Teresa Raffetto (Liguria) gave a presentation on the Genoa-Marseille railway axis, a project co-led by Liguria Region and Provence-Alpes-Côte d’Azur. The objectives are the following: 1) to improve the line capacity on the Genoa-Marseille axis, 2) to double the railway section between Andora and Finale Ligure, and 3) to improve the Ventimiglia node through ERMTS (European Rail Traffic Management System) implementation.

- **PAC.1 Multimodal axis Valence (FR) – Val de Suse (IT): modernization of the “Veynes Star”**

Olivier Margouet (AGL PACA) provided an overview on the modernization of the “Veynes Star”. The project is aimed at the improvement of the accessibility of the Alpine parts of Région Sud-PACA and Auvergne Rhône-Alpes region by modernizing the cross of four existing railway lines around the hub of Veynes. The great importance of the projects is derived from the fact that regions had been entrusted with the maintenance of the “small lines” not part of the TEN-T comprehensive network, without being allocated appropriate financial support for the implementation. This would lead to these “small lines” being closed by 2024. The project targets the maintenance as well as the modernization of these railway connections contributing to cross-border as well as local and national sustainable mobility.

- **PIE.1 CUNEO-NICE. Rehabilitation and modernisation of existing railway line**

Matteo Brumati (Piedmont) presented the CUNEO-NICE project aimed at the rehabilitation and modernization of the existing cross-border section of the railway connection between Cuneo, Ventimiglia and Nice. The underlying obstacle is the fact that the line crosses the border between Italy and France twice, getting three actors (Piedmont, PACA and Liguria Region) involved, hence increasing the administrative obstacles. M. Brumati furthermore provided insight into the additional hurdles

posed by the high risks of natural disaster incidents in the according regions, making the need for a rehabilitation of the existing connection even more pressing.

### **Lunch Break**

- **STM.2 Inter-Regio rail service Graz-Maribor**

Alfred Nagelschmied (Styria) gave a presentation of the Inter-Regio rail service between Graz and Maribor. The objective is to reduce road transport by establishing a regular (from December 2021 on: every 2 hours, from December 2025 on: every hour) cross-border passenger train service with dual-system locomotives. Graz is strongly affected by daily commuting. Most of the Slovenian employees working in Graz, in its surrounding municipalities and at the corridor between Maribor and Graz are travelling between Graz and Maribor by car. The planned Inter-Regio is envisaged to be faster than all existing connections (by rail or by car), making travelling by public transport more attractive and increasing the modal split of rail transport accordingly. The interconnection to relevant destinations (Vienna, Villach, Salzburg, Linz) are ensured within few minutes in Graz Main Station. From the year 2025 on selected connections are routed seamless to Linz and Wörgl.

- **TIR.1 Fernpass Railway between Ehrwalder Basin and Ötztal Bahnhof**

Ekkehard Allinger-Csollich (Tyrol) gave an insight into the planned new railway connection between the Ausserfern district and the Inn Valley. The idea is to have a single-track railway line as there is no need for a double track with 30-minutes-intervals. He informed about an ongoing feasibility study, providing the basis for all further planning. The next steps were yet to be defined in coordination with the federal ministry. The timeframe for finalizing the project is very long-term: the finalization of the railway line is foreseen for 2040.

The AGL thanked all project promoters for their insights. The next steps are the following:

1. Find a date for the **presentation of the remaining six projects**. The AGL will send out a doodle poll within the coming days to schedule a virtual meeting.
2. Finalize the **“Letter of Recommendation”** to be awarded to the labelled projects. The deadline for giving feedback is November 13<sup>th</sup>.
3. Officially **approve the labelled projects** within AG4, once all projects have been presented. The AGL explained that it is not yet clear whether the additional approval by the EUSALP Executive Board (EB) was necessary. After the official approval and the awarding of the Letter of Recommendation, the seeking of additional funding should be facilitated for project promoters. This can be done by informing national ministries, EU institutions and Managing Authorities of Interreg transnational and cross-border programmes.
4. Launch a **2<sup>nd</sup> call for project submissions** in 2021. To allow for direct comparability, the methodology will not be modified for the 2<sup>nd</sup> round of assessments. In that same line of argument, hiring the same evaluators would make sense. One central improvement can be reached by a **more detailed and comprehensive provision of quantitative data** by project promoters.
5. **Revise the methodology** ahead of the third round of assessments in 2022. One central aspect for all further development is the fact the methodology had been developed over quite a broad timeframe and a lot of thought and discussion had been put into the elaboration. **Keeping it simple** should be a central priority.

## 5. AlpGov 2 Update: AG4 Contribution to Strategic Policy Areas

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 Work Plan 2020-2022). The AGL will give a more detailed outlined of this activity at the next AG4 meeting. The following **five SPAs** had been formally approved by the EB at the end of September. AG4's current as well as foreseen contribution looked as follows:

### 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”. The main AG4 activity dedicated to this SPA was the commissioning of the study “Innovative Propulsion Systems and Fuels”, based on which a coordinated AG4 standpoint on the issue of alternative fuels was envisaged. In addition, there were regular events organized by the AGL in PACA allowing for the exchange between relevant stakeholders on the issue of alternative fuels (e.g. webinar on November 2<sup>nd</sup>). Following an intervention by Ralf Kühn (Salzburg), AG4 decided to apply the term “innovative (or alternative) propulsion systems and fuels” in the future work, as it is more accurate than “alternative fuels”.

### SPA2 – Innovation Facility (no AG4 contribution)

### SPA 3 – Smart Villages

The concept of Smart villages mainly builds on the digitalization for making villages smart. As an AlpGov 2 partner, the Tyrolean Department of Transport Planning had conducted some desk research, investigating the status quo of existing Smart villages, smart village-like networks and institution and relevant funding resources in Tyrol as well as at national level. The contribution of AG4 will focus on “smart mobility” solutions. There are several AG4 Work Plan activities contributing to the latter (e.g. on the enhancing of cross-border mobility, or of innovative forms of public transport).

### SPA 4 – Spatial Planning

The contribution of AG4 to this SPA was envisaged to rely on the following activities and according outcomes:

1. Identification and mapping of capacity constraints, missing links and new infrastructure needs in the Alpine Regions, in particular on rail → development of the AG4 Project Assessment Methodology to evaluate projects that are not directly mobility-related.
2. Development of criteria for selecting the best mode of transport to close a gap, in line with sustainability and socio-economic efficiency objectives → complementing of the [AG4 Transport and Mobility Conflict Map](#) by indicating the 14 labelled projects.
3. Comparison and coordination of existing national/regional infrastructure plans in the EUSALP macro-region → Analysis of the existing national/regional spatial planning concepts of the regions involved in the 14 labelled projects.

One issue with the SPA on Spatial Planning was the lacking of a coordinator for the activities. The AG4 Lead had been asked to take over this function. However, they considered themselves not to have the



necessary expertise in the field of spatial planning, which is why they were going to refuse. All further proceedings were going to be discussed at the PSG (Partner Steering Group) Meeting on Friday of the same week.

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

## **6. Update on the EUSALP AG4 Proposal for a Political Statement “Towards a coordinated Policy Framework”**

The AGL informed that, during the last AG4 meeting, AG4 members had approved the content of the document and revised its title. Some members have already proceeded with the political coordination with several EUSALP states and regions. At the joint EB-BAGL (Board of Action Group Leaders) meeting on September 29<sup>th</sup>, X. Garcia presented the status quo of the document. However, since EB members had not received the document in advance of the meeting, the input created some confusion. The French Presidency Team had missed the opportunity to forward the document. In preparation of the upcoming EB-BAGL meeting (November 25<sup>th</sup>) at which the Statement will be discussed again, the AGL had provided the EUSALP French Presidency with a concept note describing the upcoming steps to be sent to all EB members.

The upcoming steps described in the concept note were the following: An **official letter** signed by the AGL and the French EUSALP Presidency shall be drafted and sent to the political representatives responsible for transport and mobility of the EUSALP States and Regions, asking for their written support endorsing the Statement. The **4<sup>th</sup> EUSALP AG4 Mobility Conference** then constitutes an opportunity for the official presentation and discussion of possible pathways towards implementation among political representatives of the signatory regions and states. Finally, the **official recognition of the Statement by the political General Assembly** will be pursued after the Conference. A EUSALP-wide approval of the Statement is not intended, as it is clearly a sector-specific document focusing on mobility and transport.

## **7. Update on iMONITRAF!**

Helen Lückge (Climonomics) provided an overview on the new **iMONITRAF! scenarios 2030**. She explained that they serve as a basis for the political discussion as well as for the group's internal agenda-setting. Three policy scenarios, which consider different rationales, are assessed in the study: 1) a modal shift scenario assuming a very ambitious modal shift policy mix, 2) a technology scenario that assumes an accelerated market diffusion of alternative technologies, and 3) a combined scenario integrating the positive aspects of both approaches. The third scenario will be the guiding principle for future activities of iMONITRAF!.

H. Lückge furthermore informed about the **iMONITRAF! Political Roundtable** from November 2<sup>nd</sup>. At the event, there was an exchange between the political representatives from Tyrol and Central Switzerland, concluding the great importance of keeping up the important work of iMONITRAF! to relieve the corridors most affected by transalpine freight transit. Two important outcomes were the following: the signing of a new iMONITRAF! Political Resolution 2020 and the signing of the new Partnership Agreement 2021-2022.

## **8. Update on [Alpine Convention WG Transport](#)**

Nathalie Morelle (Permanent Secretariat of the Alpine Convention) gave a brief **overview on the activities** conducted by the Transport Working Group of the Alpine Convention. She informed that the Working Group submitted four reports to the XVI<sup>th</sup> Alpine Conference (December 12<sup>th</sup>, 2020):

1. “Towards a modal shift of transalpine freight transit”
2. “Reduction of mobility demand and shift to environmentally sustainable modes, Strategies and measures in the Alps”
3. Interim report on the “Analysis of the potential of existing and new technologies for the promotion of sustainable passenger transport in the Alpine region”
4. Study “Air Quality – Measures on sustainable mobility in the Alpine towns & cities”

She informed about a recent workshop on “New Technologies for passenger transport”. She furthermore gave an outlook on the draft Mandate 2021-2022 of the Transport Working Group that remained to be adopted by the XVI<sup>th</sup> Alpine Convention. Many of the topics show strong correlations with the work of EUSALP, iMONITRAF! and the Suivi de Zurich Process (e.g. improving of the accessibility of remote areas or analysing the potential of technologies for the promotion of sustainable passenger transport). The AGL concluded that these shared priorities provide a good basis to continue and strengthen the cooperation with AG4 and to jointly work on the topic of transport and mobility.

## **Closing of the meeting**

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. The AGL used the opportunity to highlight once more the current priority of advancing with and finalize the first round of project assessments. The **16<sup>th</sup> AG4 Meeting** will take place on **March 9<sup>th</sup>, 2021**. It was foreseen to be held online, unless dramatic improvements in the situation around COVID-19 should step in.

Additional relevant documents are available on the online File Sharing Area (Folder: [AG4 15<sup>th</sup> Meeting](#)):

- [Meeting Agenda](#)
- [AG4 State of Play](#) (Presentation by AGL)
- [EU Affairs Update](#) (Presentation by Sud-PACA)
- [Methodology for a Systemic Assessment of Individual Projects](#) (Presentation by Helmut Adelsberger)
- [AlpGov 2 Update: AG4 Contribution to Strategic Policy Areas](#) (Presentation by the AGL)
- [Political Declaration "Towards a coordinated policy framework"](#) (Presentation by Helen Lückge)
- [Update on iMONITRAF!](#) (Presentation by Helen Lückge)
- [Update on Alpine Convention WG Transport](#) (Presentation by Nathalie Morelle)
- [EUSALP AG4 Proposal for a Political Statement "Towards a coordinated policy framework"](#) ([EN](#), [DE](#))
- [Participants List](#)
- [Minutes 4<sup>th</sup> Evaluator Workshop](#)
  
- [Proposed EUSALP AG4 Projects – List by Region](#)
- [GRB.1 Alpine Crossrail in the Rhaetian triangle \(tunnel Engadin -South Tyrol\)](#)
- [FVG.2 COMODALCE: coordination on multimodal freight transport in Central Europe](#)
- [KTN.2 Logistics Center Austria South / Dry Port Villach –Furnitz / Alplog – Carinthia](#)
- [LIG.2 Genoa – Marseille railway axis](#)
- [PAC.1 Multimodal axis Valence – Val de Suze: modernization of the "Veynes Star"](#)
- [PIE.1 CUNEO – NICE: Rehabilitation and modernisation of the existing railway line](#)
- [STM.2 Inter-Region rail service Graz-Maribor](#)
- [TIR.1 Fernpass Railway Ehrwalder Basin-Ötztal Bahnhof](#)
- [FVG.5 SMARTLOGI: Cross-border sustainable and smart logistics](#)
- [FVG.4 New cross-border rail connections from Friuli Venezia Giulia to Austria](#)
- [LIG.1 Parma – La Spezia railway line](#)
- [TIC.1 Alptransit Sud](#)
- [STM.4 Alpine Western Balkan Corridor – New Bosruck Base Tunnel](#)
- [STM.1 Cargo Center Graz \(CCG\) Expansion of the Rail-Road Terminal Graz-Süd](#)
- [Minutes Presentations of all 14 Labelled Projects](#)

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**16.12.2020**