



EUSALP

Kick-Off Meeting

Action Group 4 Mobility

March 9th, 2016, Innsbruck

Minutes

Agenda Topic 1

President Günther Platter welcomed all participants of the meeting and stated his great interest in the initiative for the Alpine Strategy. After explaining the motivation and the past activities regarding the EUSALP project, Mr. Platter reported that he had discussed it with President Jean-Claude Juncker on 29th of February, where it became clear that the EU is listening to the voices of the people. EUSALP would have great importance for the people, regions and states in the EU. According to Mr. Platter, the Launch Conference in Brdo, Slovenia had been a great success, and Tyrol, together with South Tyrol and Trentino (Euregio) would devote themselves to grant the implementation of the EUSALP. The presidency will rotate, starting with Bavaria from 2017 and, possibly, Tyrol taking over in 2018. Within the Euregio, Tyrol has the lead of Action Group 4 Mobility and is involved in other working groups. Therefore, Tyrol would be highly interested in taking an active part in the project.

Mr Platter pointed to the goals of the White Paper on Transport: 30 % of long distance road freight shifted to rail by 2030 and 50 % by 2050. Thanks to the financial support from the EU, Brenner Base Tunnel will be in operation in 2026, but to ensure its exploitation, accompanying measures would be needed.

According to Mr. Platter, the Brenner Corridor has greatest European importance: Traffic across the Brenner is higher than the entire alpine crossing traffic in Switzerland or between Italy and France. Currently, nearly 2 million trucks pass the Brenner per year. But there would be a high potential for modal shift, as 93 % of all road freight transport journeys across Brenner are longer than 300 km. However, the real development of modal split, with a decrease of rail by 8 % compared with 2010 and a growth of HGV by 10 % from February 2015 to 2016, would underpin the need for additional accompanying measures, in particular a joint transport policy of the regions.

He also mentioned the sectoral driving ban to shift certain materials and goods from road to rail and made reference to ongoing negotiations with the EC.

Mr. Platter finished his speech with summing up the important topics, which, in his opinion, the Action Group should take into account:

- common toll policy,
- redesign of the Eurovignette Directive,
- implementation of the sectoral driving ban,
- focusing onto the aims of the White Paper on Transport,
- accompanying measures to ensure the modal shift and the use of the Brenner Base Tunnel.

Vice President Ingrid Felipe welcomed all participants, as well, and stressed the high interest of Tyrol in EUSALP, especially for mobility. She mentioned the successful Transport Week 2014 in Innsbruck, where many aspects of transport in Alpine regions had been discussed with politicians, experts and stakeholders. (The conference proceedings were distributed to the members.) To save beautiful Tyrol for the future, solutions against the growing impacts of transport would be needed!

Agenda Topic 2

Ewald Moser as **Action Group Leader (AGL)**, representing the European Region Tyrol – South Tyrol – Trentino, also welcomed all participants and thanked Mr. Platter and Mrs. Felipe for their speeches. He underlined both Mr. Platter’s role as a mentor of EUSALP and driving force for AG 4 (the AG), as well as his strong political support for the Brenner Base Tunnel – and Mrs. Felipe’s function as the member of the Tyrolean Government responsible for mobility (from public transport to the European transport policy). He emphasized Mrs. Felipe’s strong commitment for modal shift policy and the optimisation of cross border connections in public transport.

The AGL introduced Marco Onida well known by the audience as former Secretary General of the Alpine Convention.

Marco Onida from the **EC/DG REGIO** (DG for Regional and Urban Policy), responsible for EUSALP, in particular for AG 4, pointed to EUSALP as the 4th macroregional strategy and the fruitful experience in cooperating with states and regions. He thanked the regions and especially Tyrol for engaging in EUSALP. Mr. Onida recommended the AG to structure a work plan and work programme, focusing on the knowledge already existing. Mr. Onida communicated the necessity that all AGs members should send to their AG leader a formal letter of commitment by the institution / bodies which proposed their membership and with a clear statement they will take responsibilities to cover the nominated member’s travel expenses. The Action Group should also liaise with other EUSALP Action Groups, especially with AG 5.

Introducing himself, the AGL reported of almost 20 years of experience in transport and mobility planning, out of which 15 years for Tyrol, and a short stay as NEPT at the EC / DG MOVE B1 Trans-European Network, exactly when the TEN-T guidelines and the CEF were being revised in 2012.

The AGL is also supported by **Carmen Springer** from South Tyrol and **Celestina Antonacci** from Trentino. Tyrol is consulted by Helmut Adelsberger and today also represented by the Head of Unit Ludwig Schmutzhard and collaborator Markus Singer. Among the members of the AG, there are also representatives from Alpine Convention, Zurich Process and iMonitraf!.

After the following “tour de table”, the members unanimously agreed to the Agenda.

Coffee break

Agenda Topic 3

The AGL reported on the **Launch Conference in Brdo, January 25th/26th, 2016** and the panel “Smart Networks” to policy area 2 “Connectivity and Mobility”(see presentation attached to the kick-off invitation). The discussion mainly focused on mobility showed the high importance of this topic.

The proposal for **Members, Experts and Stakeholders of AG 4** is shown on slide 6 (see appendix). 6 countries (all EUSALP States except Liechtenstein), 16 regions and some other institutions had applied for membership in AG 4. Work would start with countries and regions, as they had developed EUSALP and could coordinate the interested organizations at national and regional level. Experts may be contracted when needed. Stakeholders with identified interest (CEI, CIPRA, iMonitraf etc.) can be involved through an information process. Other Stakeholders would be informed via the EUSALP stakeholder platform or through European, national and regional coordination.

Franc Žepic (SI) suggested to inform stakeholders by e-mail, but also to invite special stakeholders on particular topics when needed and useful. **Mr. Onida** proposed organising a stakeholder meeting once a year. **Matthias Rinderknecht (CH)** mentioned the possibility of creating subgroups with specific members, to handle the different themes.

6 of 9 TEN-T Core Network Corridors are crossing the EUSALP area: Baltic-Adriatic, Mediterranean, Scandinavian-Mediterranean, Rhine-Alpine, North Sea-Mediterranean and Rhine-Danube Corridor. To avoid attending all TEN-T Corridor Fora by the AGL, the EC or a member of the AG being also part of the respective Corridor Forum could report in the Corridor Fora.

The participants agreed to the proposal for Members, Experts and Stakeholders of the AG.

Agenda Topic 4

The proposal for **Work Plan and working rules of AG 4** is shown on slide 8 (see appendix). The work programme would start with a very broad approach, to cover all potentially relevant topics of mobility. Thereof the main issues would be selected and deepened by the members of AG4. Thus, the definitive work programme for 2017/2018 would emerge in 2016 step-by step, on a common understanding for transport policy/mobility, with concrete targets and actions.

The AGL explained the working rules of AG 4. According to EC, AGs have much freedom in their work, which should be used. All members were asked to take part in the meetings with only one representative per country or region and to send coordinated comments. The AGLs would coordinate their work and report progress of AGs to the Executive Board (steering committee) and to the General Assembly (political committee). AGLs may participate in an ASP Project called AlpGov to obtain about € 100.000,- a year for organizational support.

The AGL also mentioned the written input received from excused members and other interested organisations. He invited all members to give feedback on the proposal for Work Plan and working rules of the AG so far. Upon a question by **Mr. Žepic**, the AGL confirmed that AG meetings would be workshops and that the 1st EUSALP Mobility Conference would still be planned. **Mrs. Springer** mentioned that Bolzano could be an option for this conference.

The participants agreed to the proposal for Work Plan and working rules of the AG.

Lunch Break

Agenda Topic 5

Helmut Adelsberger presented the first **Draft Work Programme** (see appendix). The idea would be to select main topics for the further work of the AG. Therefore, AGL had already sent out a list of possible topics in advance and asked for feedback. As far as members had provided papers and were not present in the meeting, Mr. Adelsberger reported of that feedback. Key topics received from **Davide Maresca** from Liguria were the importance of transport and tourism service, avoidance of barriers, common rules on procurement and construction as well as smart mobility for growth. **Alberto Millotti** from Interporto Quadrante Europa in Verona had provided a paper in which he had prioritized a Scan-Med LNG Masterplan. Mr. Adelsberger also noted that **Alberto Cozzi** and **Ugo Poli** from the CEI had shown interest in supporting the AG.

Mr. Adelsberger's presentation showed a very broad view of the following 12 topics, providing a common understanding of possible topics for the work of the AG:

1. Accessibility of regions and certain peripheral parts of individual regions (e.g. valleys)
2. Capacity problems and congestion (road, rail)
3. Environmental and social problems due to excessive traffic flows
4. Implementation of TEN-T Core Network and Core Network Corridors by 2030
5. Seaports and rail-road terminals (location, access, capacity, operation...)
6. Airports and air transport
7. Secondary networks (road and rail) and their interconnection with TEN-T
8. Infrastructure charges and tolls, collecting technologies and tariffs; Harmonisation as regards technology and rates, detours and modal imbalance; "Eurovignette" Directive
9. Regulatory measures (e.g. speed limits) and enforcement
10. Improved public transport network, shorter intervals and synchronised transfer, improved service in peripheral regions (e.g. valleys)
11. ITS and traffic management for passengers and freight (road, rail)
12. Innovative low-carbon propulsion systems (tanking/charging infrastructure)

In the following discussion, **Mr. Rinderknecht** said that the topics were of very different nature (general/technical/political), while the AG would not be able to influence all of them (political/economical). He saw difficulties especially with the proposal of Liguria regarding control of market. But AG 4 could give an impetus for the opening of political processes and discussions for the future.

Ralf Kühn (Salzburg) stressed the importance of topic 3 / environment for consciousness in the Alpine region.

Harry Seybert (Bavaria) mentioned on the example of topic 1, that the accessibility of regions is often a singular problem of a region. As regards the awareness of sensibility of Alpine regions he had doubts on the concrete output. He also noted that the AG should focus on concrete problems.

Niklas Joos-Widmer (Central Switzerland) said that topic 1, though important, might be beyond the scope of the AG. He stressed the importance of topic 3. Monitoring environmental effects could be the driver behind specific actions. Benchmarks could help to define goals and results, and to justify specific measures.

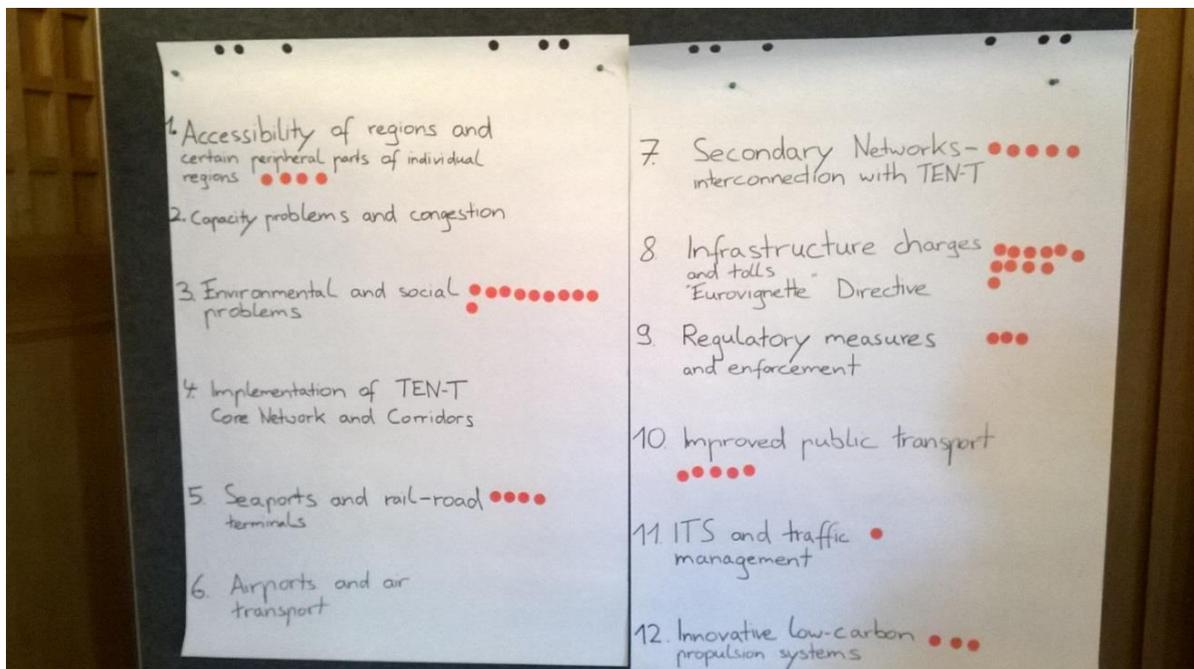
Francois Lamoise (FR) reminded that some of the topics are also treated in the Working Group Transport of the Alpine Convention. He highlighted topics 1, 3, 8, 10 and 12. In topic 1, work on existing best practices might be useful. In topics 3 and 8, the external costs would be the key; evaluating existing studies on external costs might be useful. For topic 10, he pointed to the AlpInfoNet project and for topic 12 to EU policy.

Mr. Onida added that there would be no need to justify the work of the AG because it would have a mandate. He rather would advise to concentrate on identifying common projects and how to fund them (organisationally).

Mr. Žepić shared a lot of views, but also had different opinions on some details. He said that the AG should look at macro-regional level and focus on common goals, not on regional projects. He stressed that topic 8, though important, would be extremely complex, with the effort of political decisions. Innovative propulsion systems might even be contra-productive as acting against modal shift and not solving congestion problems.

At the end, the AGL shortly explained the reason for the top-down approach, selecting the main topics first, against the bottom-up approach starting with projects. Mr. Adelsberger summarized that the approach for now would start from the top, so to give the AG a common understanding of which topics should be analysed in detail, but after the prioritisation of 3 or 4 topics, the AG could take a bottom-up approach within each of these topics.

The next step was the selection and prioritisation of the topics: Each member (only countries and regions / not all participants) had three votes to pin to the favourite topics, which had been written on a flipchart.



The results of the voting (picture above) show that the topic with most interest is no. 8 (11 votes) followed by no. 3 (10 votes) and finally nos. 7 and 10 (each 5 votes).

1. Priority: *“Infrastructure charges and tolls, collecting technologies and tariffs; Harmonisation as regards technology and rates, detours and modal imbalance; “Eurovignette” Directive*
2. Priority: *“Environmental and social problems due to excessive traffic flows”*
3. Priority: *“Secondary networks (road and rail) and their interconnection with TEN-T” and “Improved public transport network, shorter intervals and synchronised transfer, improved service in peripheral regions (e.g. valleys)” equal with “Improved public transport network, shorter intervals and synchronised transfer, improved service in peripheral regions (e.g. valleys)”*

The AG decided that the focus of the work will be on these topics and the Draft Work Programme should be developed accordingly.

Coffee Break

Agenda Topic 6:

The AGL pointed out that either he could elaborate a proposal for the next meeting, or members with great interest on a specific topic could prepare drafts with their ideas. This division of work could give a hint for the setting up of subgroups/advisory groups and venues of future meetings.

Mr. Rinderknecht asked the AGL to prepare a draft for each of the four main topics.

All members of the AG agreed to this approach; so the AGL will prepare a detailed description of topics 8 & 3, 7 and 10 for the next meeting.

Agenda Topic 7:

The AGL will draft the **minutes of this meeting** and will further **develop the Work Programme** based on the results of the meeting and send both to all members of the AG before the next meeting.

As a possible date for the **next AG meeting, the 28th of June 2016** was agreed by the participants. The AGL noted that the proposed date would be coordinated between the European Region Tyrol – South Tyrol – Trentino, including the place, which could also be Bolzano, Trento as well as other locations of the EUSALP area.

The AGL thanked all participants for coming, the constructive work and the good discussions. There would be much and hard, but also very interesting work, with many dedicated persons of the whole EUSALP area in the next 3 years. Finally, he wished all a good journey back home and Happy Easter.

Additional documents to the Minutes:

1. Presentation Ewald Moser (20160309 AG4 Kick-Off PPP Work Plan em.pdf)
2. Presentation Helmut Adelsberger (20160309 AG4 Kick-Off PPP Work Programme ha.pdf)
3. List of participants (20160309 AG4 Kick-Off Participants.pdf)
4. List of AG4 Members (20160413 AG4 Members.pdf)

**Ewald Moser 13.04.2016
Leader of AG 4 Mobility**



EUSALP Kick-Off Meeting Action Group 4 Mobility March 9th, 2016, Innsbruck Minutes

The following picture shows the core members of the AG 4 who participated at the Kick-Off Meeting.



Many thanks to all participants from the whole EUSALP area.