EUSALP
3rd Meeting
Action Group 4 Mobility
November 8th, 2016, Innsbruck
Minutes

Agenda Topic 1 – Welcome speeches and statements

On behalf of the Region of Tyrol **Mr Ekkehard Allinger-Csollich**, Head of Transport Planning Division welcomed all participants to the 3rd meeting of the Action Group 4. He apologised Mr Ewald Moser, who could not attend the meeting due to sickness. **Mrs Ingrid Felipe**, Vice-President of Tyrol responsible for mobility, gave the opening speech, welcoming and thanking all participants for their attendance. She highlighted Tyrol's efforts to improve mobility and to promote modal shift in the region and beyond, mentioning the signing of the Lucerne resolution on 2nd November 2016 on the harmonization of toll systems in the Alpine space in the frame of the iMONITRAF! network[1] and the successful implementation of the sectoral driving ban in Tyrol. Lastly, she wished participants a fruitful meeting and pointed to the 1st Mobility Conference the following day.

Agenda topic 2 – Introduction round members and stakeholders

In an introduction round, all participants briefly presented themselves. Amongst the first time participants were Patrick Skoniezki and Johanna Thöni as new staff in the AGL team, Francesca Pischedda from the region of Liguria who replaced Mr Maresca, and the invited stakeholders Andreas Pichler (CIPRA International) and Alberto Cozzi (Central European Institute).

Agenda topic 3 – AG4 State of Play

The AGL presented the meeting agenda and gave the floor to **Anne-Séverine Lay** (Alpine Space Programme) who gave an update on the recent co-funding calls and encouraged the AG4 to collaborate with the three approved Alpine Space projects on mobility (AlpinnoCT, ASTUS and e-

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[1] For more information please refer to: http://www.imonitraf.org

MOTICON). The terms of references for the next project call will be published in spring 2017. Following the presentation, **Andreas Pichler** (CIPRA International) added that the call topics in the Alpine Space programme covered widely the areas of sustainable mobility and that there is a certain mismatch with the work programme of AG4 and other EUSALP AGs. The AGL responded that the AG4 commonly decided to focus on three topics which were agreed on in the first meeting. Furthermore horizontal coordination with other AGs is being ensured, one occasion being the upcoming Action Group Forum in Garmisch-Partenkirchen (14th to 16th February 2017) where all AG leaders and members will gather.

The AGL informed about the availability of budget through the Interreg Alpine Space project AlpGov which can be used for organizing meetings and financing studies.

The Rules of Procedure (RoP) for the Action Groups have been approved by the Executive Board in September 2016 in Izola (Slovenia). The latest version from 17th October 2016 will be sent to all AG4 members attached to the minutes of the 3rd AG4 meeting. The AG's are called to draw up their own RoP, including the mandatory parts highlighted in bold. Based on the RoP Article 9, each Action Group has to draft an annual progress report. The progress report of 2016 will include the work plan of the AG4 for the next years. In order to harmonize the reporting procedure throughout the EUSALP Action Groups, all the work plans are going to be finalized and agreed on by the end of the year 2016.

The AGL informed about the upcoming EUSALP Presidency of Bavaria for 2017 which also entails a three-day Action Group Forum, to be held in Garmisch-Partenkirchen from 14th to 16th February 2017. The 4th meeting of the AG4 will also take place in the frame of this event. In 2018, Tyrol will take over the EUSALP Presidency.

The AGL updated the members on the work of the iMONITRAF! network. Tyrol will take over the Coordination Point for 2017 and 2018 and will ensure synergies between iMONITRAF! and the work of AG4. A Partnership agreement for continuing iMONITRAF! was signed on 2nd November 2016 in Lucerne by political representatives of five EUSALP regions to continue the network for another two years. The "Lucerne Resolution" was also signed to give political support to Toll Plus, an instrument to harmonise toll systems on the Alpine corridors and to account for the internalization of external costs.

The draft minutes of the 2nd meeting are not ready for approval yet as there are some items that still need to be discussed and agreed on. The draft minutes will be made available again to members for approval at the 4th meeting.

Agenda topic 4 – Toll systems and modal shift

Helen Lückge presented the feedback on the four proposed work focuses which was collected by means of a questionnaire survey that had been sent out to the AG4 members, of which about half sent their responses. On the basis of the results, Mrs Lückge summarized the six activities that were identified as being the most requested by members and that are proposed to be carried out under this topic:

- Under work focus 1: Activity 1-1: Develop recent estimates for external costs in mountain areas and Activity 1-3: Development of common target system.
- Under work focus 2: Activities 2-1 and 2-2 are merged to "Assessment of public acceptance"

- Under work focus 3: Activity 3-1 "Extension of Toll Plus approach to other regions/corridors" and Activity 3-2 "Extension of Toll Plus approach to rail freight" (please note: naming needs to be redefined).
- Under work focus 4: Activity 4-2: Link between revenue use and innovation.

The proposed timeline of the selected activities is illustrated below.

Timeline	2016	2017				2018				2019	
Toll systems & modal shift	IV	I	II	III	IV	I	II	III	IV	I	II
Work focus 1: Need for an Alpine-specific appraoch		**Act. 1-1:** Update estimates external costs / **Act. 1-3:** Target system									
Work focus 2: Public acceptance					**Act. 2: Assessment public acceptance**					
Work focus 3: Transport/mobility pricing for the Alpine region		**Act. 3-1:** Extension Toll + .		**Act. 3-1:** Toll + political process. / **Act. 3-2:** Pricing rail freight .							
Work focus 4: Link between revenue use and innovation						**Act. 4-2:** Link revenue & innovation		**Act. 4.2:** case studies			

The presentation was followed by a brainstorming session in which participants were split into three groups according to three work focuses. Work focus 4 on revenues and innovation will be discussed at a later stage, possibly at the 4th meeting. The purpose of this brainstorming was to engage the members in collecting ideas on the activities. The results were then reported to the plenary after the coffee break.

Coffee break

Agenda topic 4 – Environmental impact and toll systems (continued)

The results of the brainstorming session can be summarised as follows.

Work focus 1 – focus target system

Activities under work focus 1 should follow a stronger coordination and participatory approach and involve the political level where a discussion on the target system should take place. Moreover the development of a target system should be in line with the EUSALP Action Plan. Several potential elements for a target system are named, such as the innovative idea to include aspects of origin-destination of freight trips into the target system. For activity 1-1 on the update of external costs in mountain areas, a close coordination with the Alpine Convention will be necessary to avoid duplication of work. However, the detailed work plan of the Transport Working Group of the Alpine Convention for the mandate 2017-2018 is not yet finalized. A matrix could be developed to show which instruments match the identified targets. This could also be developed in a corridor-specific approach.

Work focus 2 – Public acceptance

Overall, there seems to be a need to better focus and clarify the activities on public acceptance, considering several elements:

- Define the topics that we want to focus on – acceptance of specific infrastructures: base tunnels, combined transport infrastructures, others?; acceptance of modal shift instruments: pricing, regulatory measures, others?
- Define the factors that influence public acceptance (e.g. public acceptance for specific instruments is influenced through use of revenue, specific rules for regional logistic sector, accompanying measures, etc.)
- Define the formats – e.g. innovative approaches like the "Bürgerräte" concept of Vorarlberg and the "enquête publique" in France.

The discussion showed that overlaps are possible with existing activities at NGO level. Here, an exchange with the relevant NGOs (CIPRA and others) has to take place to avoid duplication of work and to build on their experiences. It seems helpful to dedicate some more time for discussion on this issue during the next meeting, based on some refined inputs and ideas for specific working steps and focuses.

Work focus 3 – Extension Toll Plus

For activity 3-1 (extension of Toll Plus to other AG4 members), it will be crucial to bring results to the broader political discussion and to link up with ongoing processes at European and national level. This will only be successful if a harmonized approach can be presented for the overall Alpine region taking into account potential negative impacts of an ambitious pricing approach on regional economies.

For activity 3-2 (extension of Toll Plus to rail freight transport) it became clear, that the objective of this activity needs to be re-defined, clarifying that AG4 aims to support modal shift with push and pull measures. However, it is interesting to take a broader focus on the implementation of the polluter-pays-principle for transalpine freight transport and to integrate rail freight transport in the analysis: consideration of existing counterproductive subsidy systems with focus on road transport (environmental harmful subsidies), consideration of existing approaches to differentiate rail pricing (especially related to noise), optimization of support systems for combined transport, etc. For activity 3-2, another name has to be found. "Toll +" is not the right name for rail freight, one idea would be "Toll Fair" (or something related to "market-based approaches for transalpine freight transport").

Activity 1-1 with the update on external costs will be an important input to activities under work focus 3, otherwise the evidence base seems to be rather thin. This is also important to gain support on political level.

Overall, the working session on the topic "toll system and modal shift" confirmed the proposed work focuses and activities and there were no objections expressed by members.

Marco Onida (European Commission) pointed out that activities shall have a clear focus on implementation and should have a link to the action plan. When designing the work programme, this needs to be considered. Scientific exercises are mainly foreseen to support the activities to implement the Action Plan.

New agenda topic – Rules of procedure

Marco Onida (European Commission) informed participants on the Rules of Procedure that were recently approved by the EUSALP Executive Board. It should be used as a model for each AG4 to develop their own RoP and contains obligatory elements that are marked in bold (including the principle "one Country – one vote, which means that Regions of the same Country have to coordinate their position in case of decisions subjected to voting). Moreover, each member needs to provide a mandate that empowers their decision making capacity. Mr Onida pointed out that in the current meeting only one country representative (Switzerland) was present and, considering that the competence on transport issues is largely falling on the States, this might hinder the possibility for the AG to smoothly progress.. In principle, all states (transport ministries) that are members of the AG should participate in the meetings and be involved in the process.

Lunch break

Agenda topic 5 – Public transport including cross-border aspects

Helmut Adelsberger started by informing that the AGL had agreed to abolish the numbering of the items (e.g. Item 7 for secondary networks) as of this meeting, since this structure was only useful at the start of AG4 when 12 different topics were proposed and four of them were selected.

He then presented the topic and the results of the survey that was carried out amongst AG4 members, which lead to the identification of two work focuses:

- Interconnecting public transport across regional borders,
- Border crossing public transport information, tariffs and ticketing.

This was followed by a best practice presentation from **Christian Egeler** (Switzerland) on the first work focus, looking at the regional train service TILO connecting Ticino (CH) and Lombardy (IT) as well as the case of "borderless mobility" in the Basel agglomeration.

Harry Seybert (Bavaria) and **Christian Rankl** (Vorarlberg) then presented the AlpInfoNet project corresponding to the second work focus.

The AGL asked to the participants whether the two work focuses shall be taken up and developed in the AG4 work programme. There were no objections, confirming the two work focuses. The specific activities will now be developed and proposed to the AG4.

Mr Onida commented that the defined activities should keep possible funding sources at EU level in mind and match the activities. The impact of such activities and projects should be at macro-regional scale and not just at the local scale. Projects and initiatives of local or cross-border dimension, or limited to the mountainous part of the EUSALP region can be discussed and/or developed in other existing fora, such as the Alpine Convention, Interreg cross-border programmes or, when relevant, the EUREGIO.

Agenda topic 6 – Secondary networks and their interconnection with TEN-T, including soft modes

Mr Adelsberger presented the survey results for this topic, leading to the identification of the two work focuses:

- Secondary rail connections across regional borders,
- Enhancing infrastructure for combined transport.

Two corresponding best practice presentations were given. First, **Jörg Putzl** (Carinthia) presented the combined transport project AlpLog Villach / Fürnitz, a logistic centre located at the intersection of two TEN-T corridors. In this context, Mr Putzl explained the dry port concept which aims to combine sea and rail logistics. **Ovidio Martini** (South Tyrol) presented the proposed cross-border secondary railway connection linking Switzerland, Austria and Italy. This would serve as a transversal connection between two TEN-T corridors, located between Zurich and Milan.

The following discussion focused on the need to re-define the title of the topic "Secondary networks and their interconnection with TEN-T, including soft modes". Mr Rankl suggested that this wording would exclude projects within the existing TEN-T corridors, such as projects in Vorarlberg and Carinthia. The AGL responded that a re-wording of the title would be proposed, in order to include TEN-T corridors under this topic, however with the focus on public transport services.

The AGL asked to the participants whether the two work focuses shall be taken up and developed in the AG4 work programme. There were no objections, confirming the two focuses. The specific activities will now be developed and proposed to the AG4.

Agenda topic 7 – Definition of the AG4 work plan and work program

The AGL concluded that the proposed activities relating to the three items have been approved by the AG members and can be pursued in the work programme. A first draft will be circulated to members for feedback with the deadline set for 8th December. The draft work programme will then be finalized by the end of 2016.

The AGL showed the calendar of upcoming meetings of the AG4. The 4th meeting will take place in Garmisch-Partenkirchen between 14th and 16th February 2017. The exact date still needs to be defined and will be communicated in due time.

Agenda topic 8 – Any other business

The AGL informed that the draft programme of the Bavarian EUSALP Presidency 2017 was sent out to all Action Group leaders. Bavaria is currently collecting ideas from each AG to include so-called "Alpine master plans", long-term actions of political relevance, and "flagship projects" which concrete visible projects and initiatives with a lighthouse function that offer quick wins. Regarding the former, Bavaria proposed the Future trailer project. Harry Seybert (Bavaria) briefly explained the project which deals with the introduction of semi-trailers in order to optimize the transport chain of combined transport. However the AGL stated that this project is not part of the work programme of AG4 and had not been presented yet to members and would have to be commonly agreed on. Alternatively, the AG proposed to include the extension of Toll Plus or another activity presented at the meeting as a "master plan" or "flagship project". It was agreed that such inputs from AG4 to the work programme of the 2017 EUSALP presidency will first be discussed bilaterally between the AGL and Bavaria and then shared to AG4 members for approval.

There were no further comments and the AGL closed the meeting, thanking all participants for their attendance and informing about the dinner location and meeting time.

Additional documents to the Minutes:

1. Presentation AGL (1_20161108_AG4_3rdMeeting_StateofPlay_JT_PS.pdf)
2. Presentation Anne-Sévérine Lay (2_20161108_AG4_3rdMeeting_AlpineSpace_ASL.pdf)
3. Presentation Helen Lückge (3_20161108_AG4_3rdMeeting_TollSystems_HL.pdf)
4. Presentation Helmut Adelsberger Public Transport
   (4_20161108_AG4_3rdMeeting_PublicTransport_HA.pdf)
5. Presentation Christian Egeler TILO (5_3_20161108_AG4_3rdMeeting_TILO_CE.pdf)
6. Presentation Christian Egeler Basel (6_20161108_AG4_3rdMeeting_Basel_CE.pdf)
7. Presentation Harry Seybert (7_20161108_AG4_3rdMeeting_AlpInfoNet_HS.pdf)
8. Presentation Christian Rankl (8_20161108_AG4_3rdMeeting_AlpInofNet_CR.pdf)
9. Presentation Helmut Adelsberger Secondary Networks
   (9_20161108_AG4_3rdMeeting_SecondaryNetworks_HA.pdf)
10. Presentation Jörg Putzl (10_20161108_AG4_3rdMeeting_AlpLog_JP.pdf)
11. Presentation Ovidio Martini (11_20161108_AG4_3rdMeeting_ThreeCountries_OM.pdf)
12. List of participants (12_20161108_AG4_3rdMeeting_ThreeCountries_OM.pdf)
13. EUSALP Rules of Procedure (13_20161017_AG4_3rdMeeting_EUSALP_RoP.pdf)

Patrick Skoniezki & Johanna Thöni 05.12.2017
AG4 Lead Team