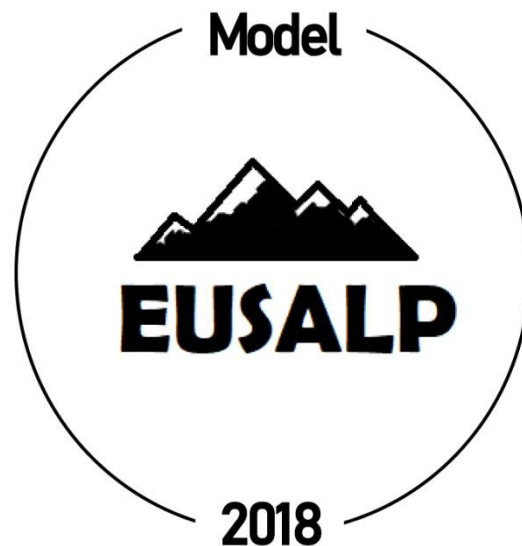




Gefördert von



# Model EUSALP-2018

Presentation by

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# Application procedure

The call for application was sent to partner institutions within the EUSALP member states.



## How to apply?

**General information:** The application should be done individually – **not** in fixed delegation groups – and shall be sent to [eusalp18-powi@uibk.ac.at](mailto:eusalp18-powi@uibk.ac.at) until August 31<sup>st</sup> 2018. In order to apply for Model EUSALP 2018, we kindly ask you to provide the following information:

- Personal data (name, passport/identity card no., e-mail, phone number, date of birth)
- University, discipline and semester
- Degrees (note: Undergraduate students are required to add a recommendation letter from one of their professors or the faculty's senior teaching staff members)
- English language level (B2 or higher according to the CEFR)

**Motivation letter:** We will ask you to prove your personal interests in a motivation letter (in English) in which you make sure to indicate why you want to be part of Model EUSALP 2018, how you can contribute and what your expectations are. Additionally, we ask you to provide a statement on the slogan 2018 “Young ideas matter – beyond borders, across states, within the Alps”, which might explain your interest in studying macro-regional strategies of the EU, especially the idea of EUSALP. (max. 500 words)

**Initial project ideas:** EUSALP is a macro-regional strategy that includes seven countries within the Alpine region of the EU. Since different interests of all countries, regions, actors shall be dealt with, we ask you to provide 2-3 initial project ideas that concern you and “your” country within the broader topic of “reconciling mobility and environment”. (max. 200 words each)

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# Preparation of school classes

- During our model, school classes represented diverse interest groups.
- They were briefed in advance in order to understand the structure of EUSALP and to introduce them to our main topic, which was the Eurovignette regulation
- The school classes chose to represent NGOs (Greenpeace), transport companies, hotel & train associations etc
- They were asked to act as lobbyists and to prepare questions for the plenary session

# Allocation of tasks

## Delegations.

9 students acted as delegates of a EUSALP member state.

Preparation included elaboration of policy documents in which several country-specific positions were outlined.



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# Lobby/Interest Groups

During the plenary session, students from high school classes acted as members of interest groups. Their aim was to influence the decision-making process.



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# Chair

The Model EUSALP organization team chose two delegates (students) to chair the simulation.

Among the main tasks of the chair was to collect amendment proposals concerning the European Commission's revision of the Eurovignette directive. In a second step the chair had to set the agenda, taking into account the delegation's proposals/requests.

During the plenary session, the chair had to lead the discussion.



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# Draft programme

## **First day (20.11.2018)**

Arrival of participants

Introduction meeting (Explaining the project and the programme for the next day)

Pre-plenum (first draft of proposals, search for alliances i.e. country delegates with similar interests)



# Draft programme

**Second day (21.11.2018)**

Plenary session.

Delegates had to present and defend their positions. The goal was to find a consensus in order to draft a joint paper on the European Commission's Eurovignette proposal.

# Results

After more than two hours of intensive debate, the delegations were able to agree on several amendments of the European Commission's Eurovignette proposal.

Whereas for instance Italy supported a free flow of traffic especially for trade companies, Austria was concerned with climate issues and traffic regulations. However, despite different perspectives the delegations reached a consensus.

# Results

	A	B	C	D	E	F	G	
1	Article	Commission	Draft	Draft 2				
2	Art. 7ga (1)	For light duty vehicles, until 31 December 2021, Member States may vary tolls and user charges according to the environmental performance of the vehicle.	For light duty vehicles <b>except for zero-emission vehicles</b> , until 31 December 2021, Member States <del>may</del> <b>shall</b> vary tolls and user charges according to the environmental performance of the vehicle.	For light duty vehicles, <b>with a reduction for zero-emission vehicles or low-emission vehicles (Euro 0)</b> , until 31 December 2021, Member States <del>may</del> <b>shall</b> vary tolls and user charges <b>are only applicable to passenger cars via national decision</b> according to the environmental performance of the vehicle.	Austria and the European Commission are opposing.			^
3	Art. 7f (1)	After informing the Commission, a Member State may add a mark-up to the infrastructure charge levied on specific road sections which are regularly congested, or the use of which by vehicles causes significant environmental damage, where the following conditions are met: [...]	After informing the Commission, a Member State may add a mark-up to the infrastructure charge levied on specific road situations which are regularly congested, <b>selected by the national government without any need of explanation/reporting to the EU Commission</b> or the use of which by vehicles causes significant environmental damage, where the following conditions are met: [...]	After informing the Commission, a Member State may add a mark-up to the infrastructure charge levied on specific road situations which are regularly congested, <b>selected by the national government without any need of explanation to the EU Commission</b> or the use of which by vehicles causes significant environmental damage, where the following conditions are met: [...]				
4	Art. 7c (4)	The amount of the external-cost charge shall be set by the Member State concerned. If a Member State designates an authority for this purpose, the authority shall be legally and financially independent from the organisation in charge of managing or collecting part or all of the charge	The amount of the external-cost charge shall be set by the Member State concerned. If a Member State designates an authority for this purpose, the authority shall be legally and financially independent from the organisation in charge of managing or collecting part or all of the charge. <b>Landlocked countries using various ports of the Member states shall financially contribute</b>					v

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# Feedback

After the plenary sessions, delegations were asked to share their Model EUSALP experience.

Overall participant's expectations were met and they were satisfied with the outcome. Moreover, we discussed some difficulties delegates experienced during the EUSALP simulation as finding arguments to support their positions.

We would like to thank our participants especially

- the students who joined us as delegates
- Dr. Eva Lichtenberger for her cooperation in preparing the school classes
- the teachers who briefed their pupils
- the pupils for being very prepared and for their participation