

## EUSALP AG4 Methodology for a Systematic Assessment of Individual Projects

# Presentations of Labelled Projects

November 4<sup>th</sup> and December 1<sup>st</sup>, 2020

Virtual Meeting

The 14 projects presented hereafter were positively assessed by three independent evaluators according to the EUSALP AG4 [Methodology for a Systematic Assessment of Individual Projects](#). The projects hence receive a Letter of Recommendation highlighting their value for the fostering of sustainable mobility solutions in the Alpine Region from a macroregional perspective and recommends decision-making authorities to support the implementation and to provide adequate financial support. After some introductory words by the Action Group Lead, project promoters were given the opportunity to provide insight into their projects.

### **November 4<sup>th</sup>, 2020**

**Participants:** Matthias Rinderknecht, Markus Liechti, Aurelio Vigani, Franc Žepič, Zlatko Podgorski, Harry Seybert, Tanja Olip, Alberto Cozzi, Rossana Precali, Thierry Müller, Alberto Pellissone, Jacopo Riccardi, Matteo Brumati, Ralf Kühn, Stephanie Kerschbaumer, Alfred Nagelschmied, Laura Pretto, Stefan Duelli, Alberto Piamonte, Alvis Rossi, Andrea Rossetto, Helmut Adelsberger, Helen Lückge, Anne-Séverine Lay, Nathalie Morelle, Olivier Margouet, Xavier Garcia, Michael Bürger, Ekkehard Allinger-Csollich, Patrick Skonieczki, Carole Bidaine, Martin Gassner, Tanja Krammer, Maria Teresa Raffetto, Loeizig Andre

- **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 Sgagliains 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 Fürnitz / 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.

- **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.

### ***December 1<sup>st</sup>, 2020***

**Participants:** Patrick Skonieczki, Michael Bürger, Carole Bidaine, Helmut Adelsberger, Simone Messner, Laura Pretto, Cesare Bernabei, Thierry Müller, Alfred Nagelschmied, Jacopo Riccardi, Mirco Moser, Alvisè Rossi, Massimiliano Angelotti, Stefan Duelli, Andrea Rossetto, Alberto Cozzi, Matteo Brumati, Franc Zepic, Rossana Precali, Helen Lückge, Matthias Rinderknecht

- **FVG.5 SMARTLOGI: Cross-border sustainable and smart logistics**

Alberto Cozzi (Friuli Venezia Giulia) took the floor to present SMARTLOGI, a project co-funded by the Interreg Italy-Austria CBC Programme. The general objective is to enhance the operational and institutional cooperation on sustainable multimodal logistics to fully use the potentials for modal shift. The focus lies on the cooperation between Trieste port and Villach-Fürnitz. There are quite a few policy-makers involved in the project as associate partners, which considerably facilitates its implementation. The initial timeframe was 2018-2020 but it has by now been extended by a few months.

- **FVG.4 New cross-border rail connections between Friuli Venezia Giulia and Austria**

Massimiliano Angelotti (Friuli Venezia Giulia) gave a presentation on the project aimed at the introduction of additional passenger railway connections between Trieste and Austria. He explained that cross-border rail passenger transport is greatly needed in North-Eastern Italy. Since June 2012, they had been running the pilot activity MI.CO.TRA. which is a rail service along the axis Udine – Villach. Another pilot activity, CROSSMOBY, is a railway line along the axis Udine – Trieste – Ljubljana has been running since September 2018. As both showed to be successful, the implementation had been kept up ever since. For the new cross-border connection, three alternative cross-border routes come into question and are to be investigated (1. XXX, 2. Trieste-Udine-Villach-Vienna, 3. Trieste-Udine-Villach-Salzburg). While the first option is theoretically ready to be implemented, the launch has been postponed to spring 2021 due to the COVID-19 crisis.

- **LIG.1 Parma – La Spezia railway line**

Jacopo Riccardi (Liguria) took over to give an overview on the Pontremolese (Parma – La Spezia railway line). The project aims at the doubling and upgrading of the existing railway line, making the

connection an effective branch of the Scan-Med-Corridor. Based on simulations, a reduction in travel time by 25% and an increase in performance of 65% are expected. The support of the project by both the Italian state and the involved regions facilitates its implementation.

- **TIC.1 Alptransit Sud**

Mirco Moser (Ticino) went on to present the Alptransit Sud Project. The goal of the project is the completion of the Swiss NEAT railway line in its southernmost section crossing Lake Ceresio with high performance and high speed parameters (e.g. max. gradient of 1.2%). Due to financing issues, the project had to be interrupted some time ago. However, with the unanimous support by policy-makers and by the general public (11.000 signatures), the completion of the project had been taken up again. This will allow for a fast connection between Northern and Southern Europe for both goods and passengers and hence make train transport competitive with car transport.

- **STM.4 Alpine Western Balkan Corridor – New Bosruck Base Tunnel**

Alfred Nagelschmied (Styria) presented the Styrian infrastructure project aimed at the connection of missing links at the Centre of Austria. Within the TEN-T core networks, there currently is a gap across the Alps which is envisaged to be closed by this project. The construction of a new railway base tunnel between Styria and Upper Austria can improve the Pyhrn freight railway line. The current southern ramp with a gradient of 21% is not suitable for heavy freight transport, which is why a flattening of this ramp is envisaged. This is how freight capacity of trains can be increased by 25% and heavy freight trains are enabled to pass seamlessly through the entire corridor.

- **STM.1 Cargo Center Graz (CCG) Expansion of the Rail-Road Terminal Graz-Süd**

A. Nagelschmied went on to give a presentation of another Styrian project: the envisaged expansion of the Rail-Road Terminal Graz-Süd. CCG offers warehouse and office accommodation on an area of more than 320.000 m<sup>2</sup> and has more than 1.650 people employed in its client enterprises. 17 years after its construction in 2003, the capacity limit of the terminal of 230.000 TEU/year had been reached. This is why an expansion to 500.000 TEU/year is envisaged. This goal is foreseen to be reached by the doubling of the existing terminal, the elongation of the existing terminal tracks, the adoption of a new container storage area, etc.

The AGL thanked all project promoters for their insights. Since there were no objections, the labels for the 14 projects were formally approved by all AG4 members. The next steps are the following:

1. **Awarding of the Letter of Recommendation** to project promoters. This letter highlights the projects' value for the fostering of sustainable mobility solutions in the Alpine Region from a macroregional perspective and recommends decision-making authorities to support the implementation and to provide adequate financial support.
2. **Communication of the labels** (e.g. by publishing a news article on the EUSALP website; by forwarding the document to the relevant stakeholders, etc.).
3. Launch of 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. In the

2<sup>nd</sup> project call, projects not receiving a label in the 1<sup>st</sup> round can be resubmitted if there have been significant changes.

4. **Revision of the methodology** ahead of the 3<sup>rd</sup> 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.

The project presentations are available on the online File Sharing Area:

- [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 –Fürnitz / 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](#)
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- [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](#)

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