



Rhône-Alpes



Regione Autonoma Valle d'Aosta – Région Autonome Vallée d'Aoste

Région Rhône-Alpes

Autonome Provinz Bozen Südtirol, Provincia Autonoma di Bolzano Alto Adige

Repubblica e Cantone Ticino

Land Tirol

Zentralschweizer Regierungskonferenz

in the following referred as MONITRAF regions

JOINT STATEMENT

COMMON MEASURES OF THE MONITRAF REGIONS

Innsbruck, 23. Januar 2008



COMMON RESOLUTION OF THE MONITRAF PARTNERS

Freight traffic and its impacts are a major challenge for the Alpine countries and requires an international approach in order to prevent distributional impacts. Alpine transit regions are particularly concerned by the necessity to conciliate economic activity and transport on one hand and environmental protection on the other hand. Measures have to be taken at a broader than regional level, but they have to be adapted locally in order to be accepted and to be efficient. The regions Tyrol, South Tyrol, Central Switzerland, Ticino, Piemonte, Rhône-Alpes and Valle d'Aosta have set off the project MONITRAF aiming at the development of a common and sustainable strategy for transalpine freight traffic. It is the first time, that a collaboration within the most affected transit regions across the Alps is taking place. In order to reach the objectives of sustainable development, political representatives from all MONITRAF regions decide to take the following actions:

1. Continuous information platform for monitoring activities

The representatives of the MONITRAF regions will support further activities to establish a continuous platform to monitor transalpine transport and its impacts. This platform shall show the interaction between transalpine transport, environment and the society, provide evidence on the effectiveness of measures, as well as strengthen the role and influence of the Alpine transit regions.

The future monitoring system will build on results of the output of the current MONITRAF project. Most important are

- Establishing permanent indicators to measure the sustainable development in transit regions (e.g. air pollution concentrations, noise levels and meaningful spatial and socio-economic indicators),
- Providing an easy access to regular information across the Alps, elaborated by regional, national and international bodies,
- Enabling a common interpretation of the developments between different corridors.

At the same time the regional platform serves as a vehicle to exchange existing knowledge on the effects of transport nuisances to human health and nature and the effects of transport policy measures. It builds as well bridges to research activities with a similar focus.

The monitoring system developed within the MONITRAF project shall be established and used within a permanent network of partners of Alpine regions. The findings of the monitoring activities should be published periodically and discussed at regular meetings with regional, national and EU representatives involving especially the partners of the Alpine convention.

► For this purpose MONITRAF is seeking a continuation of its monitoring activities on the basis of the MONITRAF results, in order to ensure a permanent exchange at the regional level to give the Alpine transit regions a common voice.

2. Regional claims for a sustainable transalpine transport policy

The monitoring system serves as basis for the further development of a common policy approach and the implementation of an effective set of measures. The representatives of the MONITRAF regions support the following policy directions to decrease nuisances of **transalpine freight** transport:

- The transit regions should be better involved within the national and international discussion to install **effective regional measures to reduce regional environmental nuisances**. Best Practice examples have shown, that namely specific traffic bans (e.g. during the night or specific periods with high concentration levels, for specific vehicle categories and emission classes) have a direct and significant positive environmental impact.
 - The further exchange of common best practice measures at regional level shall have a high priority in further activities.
- The measures at **national and international level to support the shift from road to rail** should be implemented with high priority, such as the consideration of (high) external costs of sensitive Alpine corridors in the further development of the EU Eurovignette directive and the subsequent harmonisation of transit

road charges at a level respecting existing international agreements, the rigorous enforcement of existing regulations, the quick realisation of the TEN corridors at Mont Cenis and Brenner axis (based on existing decisions) and the prolongation of the NEAT-infrastructure as well as an increased support of combined transport to make it more attractive and competitive. This should include financial, logistic, qualitative and infrastructural measures. The promotion of the rail alternative shall be enforced by improved cross financing possibilities from road to rail.

► The MONITRAF regions will elaborate a common consultation on the expected recommendations on the further development of the EU-Eurovignette directives and the consideration of external costs.

- The **introduction of new and innovative market based measures** such as a well coordinated Alpine Crossing Exchange to reduce environmental emissions should be evaluated further. The representatives support the intentions of the process of 'suivi de zurich' to launch an international feasibility study on best research of traffic management systems for transalpine freight transport. This study should consider important regional goals and preconditions such as a significant contribution to reduce environmental nuisances, no diversion between Alpine corridors and no discrimination of short distance regional transport in the Alpine regions.

► MONITRAF regions expect to be involved in the further elaboration of the study on best research of traffic management systems and want to bring in their regional views and experience.

The MONITRAF regions will contribute to these efforts by supporting regional measures to reduce the nuisances of **regional passenger transport** and by offering alternatives to motorised individual transport. The regional potentials due to the high level of accessibility for passenger transport in transit regions should be increased in order to maximise regional benefits.

ENCLOSURE: MONITRAF COMMON MEASURES, background paper.