

Minutes EUSALP SG 2 meeting:

Promoting a territorial development that is focused on an environmentally friendly mobility, reinforced academic cooperation, development of services, transports and communication infrastructures policy

Lucerne, 28th April 2014

Participants :

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Filomena Carvalho	(EU Commission),
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Davide Donati	(Regione Piemonte, Italy),
Nicolas Gouvernel	(Rhône-Alpes, France),
Niklas Joos	(Uri),
Antonello Laveglia	(Alpine Convention),
Anne-Séverine Lay	(JTS Alpine Space Programme),
Thierry Louis	(France),
Wolfger Mayrhofer	(Tirol, Austria)
Hawa N'diaye	(France),
Urban Perkmann	(Handelskammer Bozen),
Sébastien Rieben	(Switzerland),
Mathias Rinderknecht	(Switzerland),
Massimo Santori	(Italian Presidency of the Alpine Convention),
François Trusson	(Rhône-Alpes, France),
Stephan Waggershauser	(Bavaria, Germany),
Frank Zepic	(Slovenia)

1 Introduction

The objective of the meeting was to finalize the table (including Strategic priorities, Objectives, and Means) which was proposed by France. A consultation document has to be prepared, for the moment, not an action plan. This consultation document should provide a coherent framework which would allow a better coordination of the actions carried out in different programs and at different levels.

2 Strategic priority n°1 - “Qualitative improvement of transport systems”

The first strategic priority is to reach a “qualitative improvement of transport systems”. The question of adding that this improvement has to be “sustainable” was raised, but it was agreed that the whole strategy should be sustainable, so it is not necessary to precise it at priority level. It was also stressed that the perimeter is larger than the core Alpine region and that the whole Alpine Region is included in this priority.

Post Luzern comments

Austria expressed the view that several objectives falling under this priority are already dealt with in existing institutions and frameworks, such as the “Suivi de Zurich”, the Alpine Convention and iMON-ITRAF and warned that their inclusion in the EUSALP may cause duplications of activities.

Switzerland and other delegations stressed that these different activities undertaken in several bodies, depending on specific authorities (international, national, regional) and backgrounds (Ministry of Environment, of Transport, of spatial Planning, etc) would rather be complementary and therefore could be mainstreamed by a macroregional strategy for the Alpine Region.

Slovenia ‘s position is that changes and evolvement of EU transport policies from 1993 until today should be taken fully into account. While in 2001 White paper on transport stress was on modal shift approach, in 2006 it was replaced by co-modality approach and since 2011 the full modal integration is approached to be followed in the EU Member States. Slovenia recommends that Consultation paper deals with all transport modes in the Alpine macro-region, since only unbiased approach at this stage would enable good documents on Strategy and Action plan.

The following objectives and means have been agreed on:

1. Better common management of transport and mobility.
 - a. By better monitoring, planning and regulating
2. Enhancing and promoting intermodality for passengers and the use of common and public transports.
 - a. Developing the interoperability of mobility information systems
 - b. Developing a transnational ticketing and marketing system to sell door-to-door and multimodal tickets.
 - c. Ensuring the continuity of the transport axes by working on the missing links and the services, particularly in cross-border spaces (*respecting the provisions of the transport protocol of the Alpine Convention*)
3. Enhancing and promoting intermodality for freight transports in order to lower freight transport impacts
 - a. Harmonisation of regulations
 - b. Harmonisation of the management of freight transport systems and infrastructures
 - c. By improving infrastructures, insuring better intermodality and better interoperability
 - d. By promoting modal shift from road to rail
 - e. By developing logistic platforms
 - f. Harmonisation of the pricing principles (tunnels and motorways) taking into account the real costs including external costs

ANNEX 4

Means 2c : No consensus could be found on the question of mentioning explicitly the fact that the provisions of the transport protocol of the Alpine Convention have to be respected.

Post Luzern comments

Slovenia suggests to give reference to all applicable “acquis communautaires” and not only to the selected international agreements.

It was agreed that this point has to be decided by the Steering Group of the EUSALP.

Means 3d: Several experts stressed that modal shift from road to rail is not possible for short distances.

Post Luzern comments

Nevertheless **Switzerland** underlined the importance and the positive impacts of modal shift promoting activities for inland transport systems such as in mountainous regions in Switzerland.

Means 3f : It was stressed that the pricing principles can be tackled in this framework, but not the taxes.

3 Strategy priority n°2 – “Increase sustainable accessibility, primary for remote areas”

The second strategic priority is to “increase sustainable accessibility, primary for remote areas”. The possibility to skip the precision that it is primary for remote areas was discussed, but rejected.

The following objectives and means have been agreed on:

1. Accompanying and sharing innovation process and devices across the Alpine region in the field of sustainable transport
 - a. Fostering Intelligent Transport System developments
2. Moving towards a panalpine “low carbon and low emission mobility system”
 - a. Accompanying and fostering the development and implementation of soft mobility modes
 - b. Realisation of Alpine mobility plans, priority in cross-border and rural areas
 - c. Developing alternative fuel filling stations infrastructure to enhance to local sustainable and low carbon mobility offers
3. Providing mobility options for all in times of demographic change
 - a. By sharing best practices
 - b. By finding solutions at the cross-border level

Objective 2: In the discussion, several experts insisted that the mobility system has not only to be low carbon, but also low emission (*including noise emission*), as there are other pollutants than carbon.

Objective 3: it was stressed that demographic change cover all kind of population groups and does not refer only to elderly people.

ANNEX 4

4 Strategy priority n°3 – “Better connected society”

The third and last priority is to have a “better connected society”. This priority does not focus on mobility, but on services, which are also part of the second pillar of the Strategy. The question of transferring the academic cooperation into pillar 1 of the strategy should be discussed

The following objectives and means have been agreed on:

1. Bridging the digital divide
 - a. Facilitate very high-speed interregional and cross-border connections
 - b. Support uses of digital technologies and services (e-inclusion and digital mediation)
 - c. Facilitate the access of population to information and communication technologies
2. Building academic networks and exchanges
 - a. Developing training cooperations
3. Strengthening mutual solidarity *and cohesion* between people of mountain and metropolitan areas and people of peripheral and central areas.
 - a. Developing exchanges between urban and mountain youth
 - b. (...) To be developed
4. Improving accessibility to services and supply
 - a. Development of the use of e-services
 - b. Accompanying multi-active workers and consolidating multi-active jobs (*may be included into pillar 1?*)
 - c. Developing cross-border public services,
5. Strengthening cultural and heritage valuation and exchange
 - a. (...) => *to be developed*

Objective 2 and means 4b: This point could be tackled in the framework of pillar n°1 of the EUSALP. This has to be further discussed.

Objectives 3 and 5: The means of these objectives have to be further developed.