



Alpine freight traffic observatory *set up under the* EU-CH Land Transport Agreement

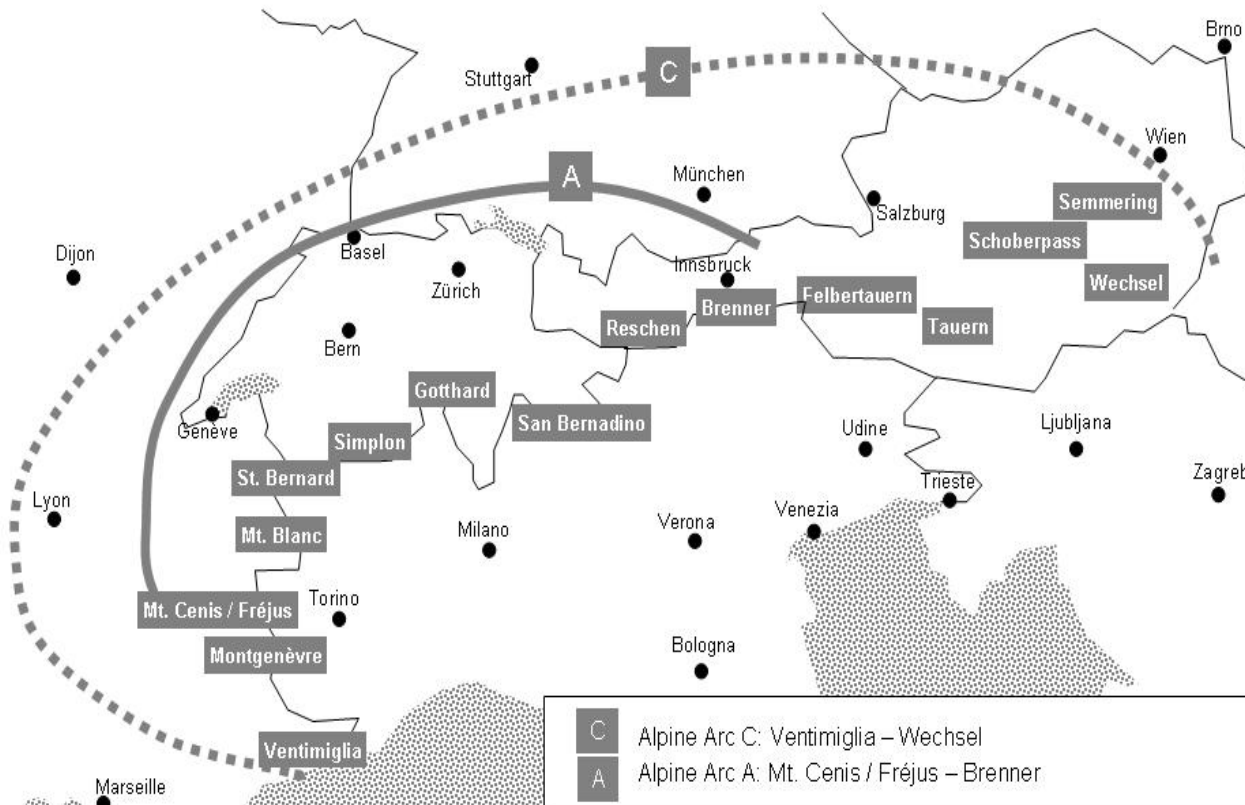
Presentation of the project and
outlook: Possible synergies with
"Observatoire transports C.A.F.I."

Andreas Nägele
European Commission
DG MOVE.D3 – Land transport
Rue de la Loi 200 – DM28 04/83
B-1049 Brussels, Belgium
andreas.naegele@ec.europa.eu

Background of the Alpine traffic observatory

- **EU-CH Land Transport Agreement, signed in 1999, entered into force in 2002**
- **Creation of Alpine Traffic Observatory according to Article 45 of the Agreement; operational since 2007**
- **Agreement gives traffic observatory role to monitor road, rail and combined traffic in the Alpine region**
- **Annual reporting requirement on traffic trends to Joint Committee**
- **Special reports to be produced in case one or both Contracting parties intend to take safeguard measures (e.g. serious disturbance of transalpine traffic flows)**
- **Financing/management: 50% EU (COM) , 50% CH (FOT)**

Scope of the Alpine traffic observatory



Organisation of the Alpine traffic observatory

- **AT, CH and FR authorities as well as COM (DG MOVE & Eurostat) participate in the project; support by contractor**
- **Collection of data on goods moved across the Alps by road (tonnes and number of HGV) and by rail (tonnes; divided into conventional wagonload, unaccompanied combined transport and accompanied combined transport ("rolling motorway"))**
- **Environmental indicators (air pollution (NO_x, NO₂, PM₁₀), noise...)**
- **Transport service quality and offer (traffic bans, congestion, frequency of transalpine combined transport services, delays...)**
- **Use of rail infrastructure capacity (CH), use of combined transport capacity offered**
- **Modelling of evolution of transport costs (to help explain trends)**
- **Annual reports published on the internet:
http://ec.europa.eu/transport/modes/road/non-eu-countries_en.htm**

Added Value of Traffic Observatory (in general)

- **Alps are a sensitive environment; increasing traffic volumes are a risk for the Alpine environment**
- **Transalpine traffic needs to be managed in a sustainable way; traffic management needs up-to-date information on traffic flows and trends**
- **Modal shift objective of the EU: 30% of all long-distance (>300 km) road freight transport activities should be moved to rail and other more sustainable modes by 2030, more than 50% by 2050**
- **Many bodies need / work with data from observatories (public fora such as Alpine Convention, Zurich Process, imonitraf!, C.A.F.I. etc. and other stakeholders)**

Possible synergies with Interalpes Franco-Italian traffic observatory

- **Alpine traffic observatory does not cover passenger transport, or other modes than road and rail**
- **Interalpes provides perspective from the Southern side of the Alps (particularly helpful when there are data problems on the other side of the Alps...)**
- **Excellent work done so far merits being continued**
- **Close co-operation should be envisaged to ensure high quality outcome (and to avoid conflicting messages)**



Thank you for your attention!

