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.naegle@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 ($\text{NO}_x$, $\text{NO}_2$, $\text{PM}_{10}$), 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)

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!