



LOGISTICS DIALOGUE

The future of freight transport in the Alps: locally, nationally and internationally
17th October 2018, Uristiersaal, Dätwylerstrasse 27, Altdorf UR, Switzerland,
11:30-18:00 h

ORGANISING PARTNERS

Alpeninitiative, Cipra, Kanton Uri, Verein Netzwerk Logistik (vnl)

PARTNERS

Interreg Alpine Space /European Union, AlpInnoCT, iMONITRAF! detranz

Programme

Welcome

- Roger Nager | Governor of the Canton of Uri | iMONITRAF!
- Harry Seybert | Bavarian State Ministry of Housing, Building and Transport | AlpInnoCT
- Prof. Dr. Herbert Ruile | detranz & vnl

Key notes

- Ingrid Felipe | Deputy Governor of Tyrol Cooperation between the Alpine regions as the driving force behind modal shift efforts
- Georg Weinhofer | Head of the logistics unit at Swiss retailer Coop The major distributor within the regions – approaches to decoupling, sustainability and CO₂ neutrality

Parallel think tanks

Panel discussion

Networking aperitif

Logistics Dialogue Dinner

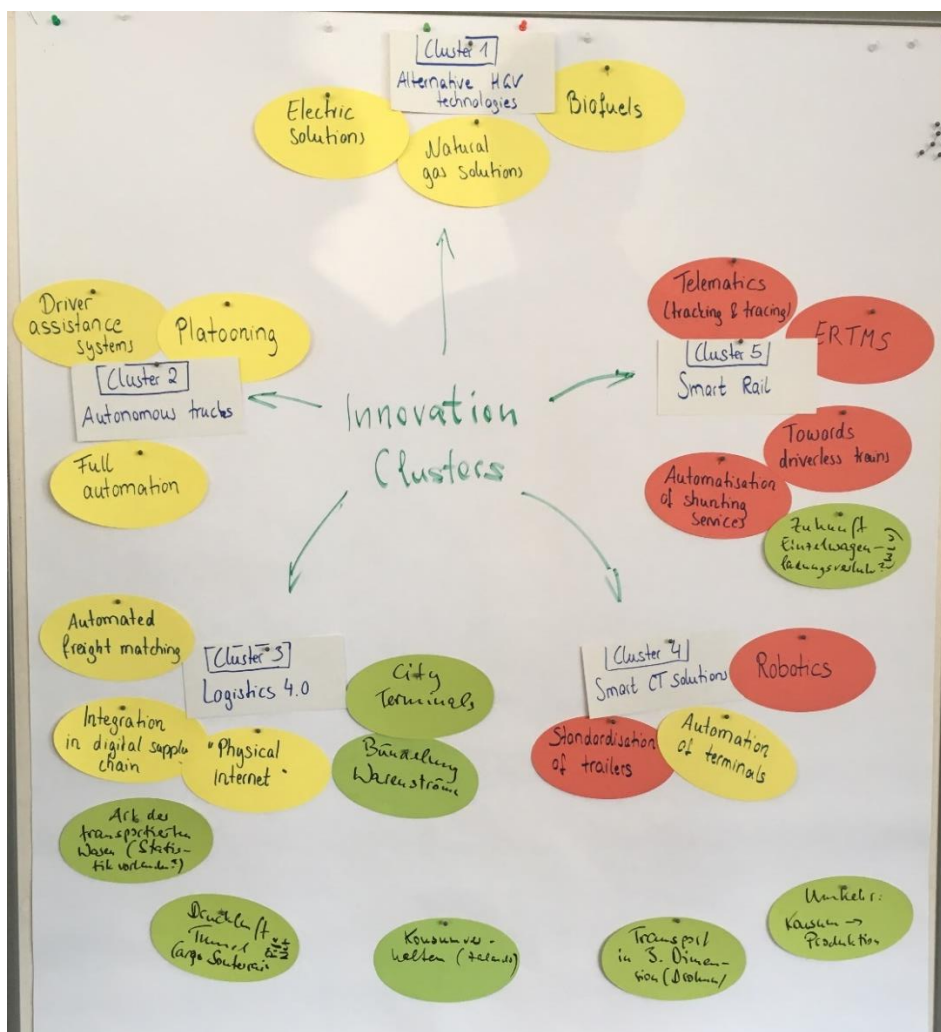
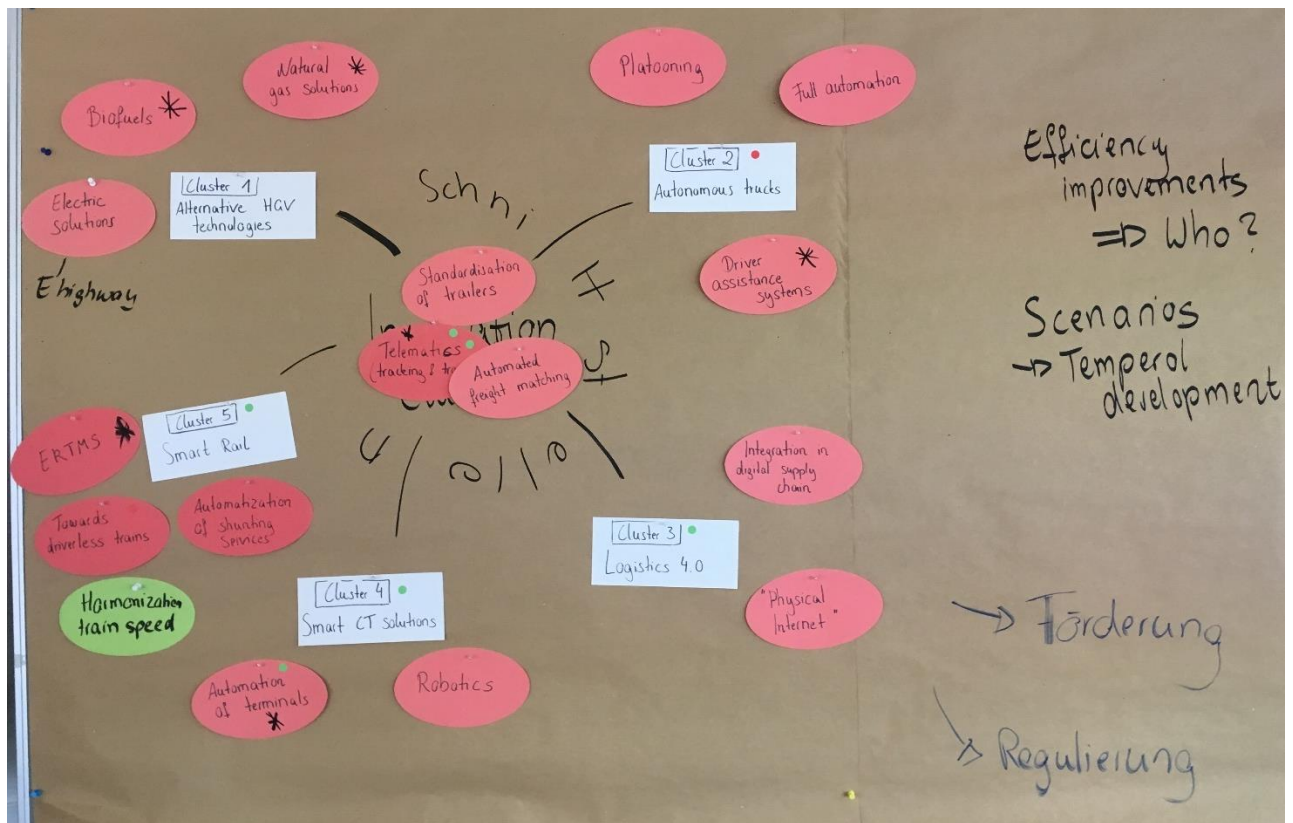
Participants of iMONITRAF! network

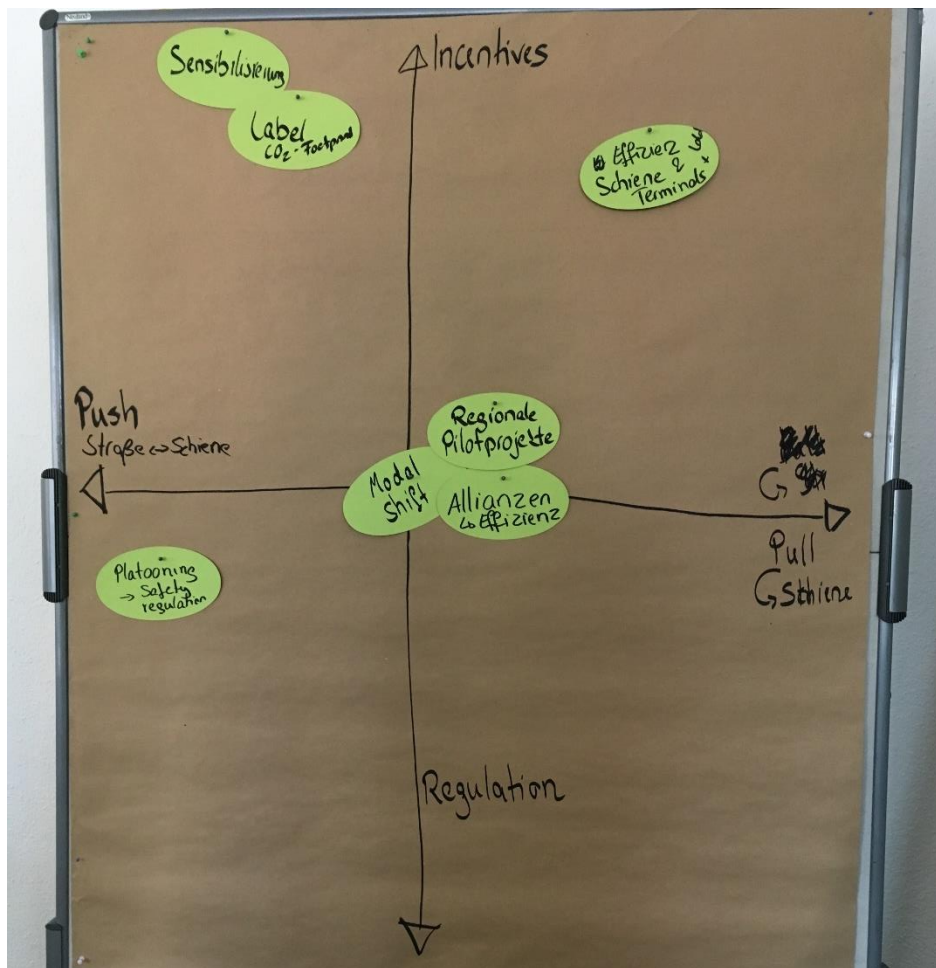
- Tyrol: Ekkehard Allinger, Patrick Skonieczki, Johanna Thöni, Isabelle X
- Central Switzerland: Niklas Joos, Roland Krummenacher
- Trentino: Laura Pretto
- South Tyrol: Simone Messner (participates virtually)
- Eurac: Federico Cavallaro
- Coordination Point: Helen Lückge, Jürg Heldstab

Think tank iMONITRAF! – Innovative technologies

During this “Denklabor” (think tank), participants discussed the five innovation clusters as presented in the recent iMONITRAF! input paper on innovative technologies and their role for the iMONITRAF! strategy. Especially, it was discussed which clusters and topics could be picked up by iMONITRAF! in its upcoming activities. The following main messages could be captured:

- The five innovation clusters presented in the report cover the most important technological trends. Additional aspects were mentioned by one working group, but rather with a focus for urban transport (city terminals, merging of local deliveries), for transport between metropolitan areas (Cargo sous-terrain) or for specific transport needs (with drones).
- Participants confirmed the message of the report, the developments on the road will be strongly-market driven and that no additional support is necessary for these technologies. Rather, it will be crucial to set the right incentives that these technologies, when available, will be used in the sensitive Alpine environment (e.g. via strong differentiation of tolls to set incentives for low-emission HGV).
- Autonomous driving is seen critically, especially with respect to safety on the Alpine motorways.
- A large efficiency potential is seen in the overall logistic chain, but it was discussed that the responsibilities for using these potentials are difficult to identify.
- Some technologies are rather cross-cutting for innovation clusters 3, 4 and 5 and should be discussed in an integral way: e.g. tracking-and-tracing technologies, automated freight matching, standardized trailers. Especially, the standardisation of trailers seems a crucial element to improve efficiency of combined transport – rather than a further segmentation of the market.
- Some technologies are already reality and rather than discussion their potential role, we should take them as facts and focus on the real challenges (e.g. automatization of terminals is already possible, automated shunting of rail waggons is technically possible, automated trains have low potential to improve efficiency, ...)
- Both incentive but also regulatory measures will be necessary to frame the development. It was however difficult for the group to pin-point some specific measures or regulations.
- When more measures related to logistics start, iMONITRAF! should collaborate more closely with AlpinnoCT, especially to further develop the measures of the AlpinnoCT wishlist. It was agreed with the AlpinnoCT team, to have a bilateral meeting at the beginning of 2019.
- A comparison with earlier work that was done in the frame of the 2012 iMONITRAF! strategy shows that the perception of which innovations might be relevant for transalpine traffic did change quite a lot. In 2012, the “Gigaline”-truck seemed to be an upcoming challenge, whereas autonomous driving appeared to still be far away. On the other hand, today's discussion on automated CT-terminals and CT-systems seems to be more or less at the same point as in 2012.





Panel discussion: from left: M. Maibach (moderation), J. Heeb (AlpinnoCT), B. Lung (bmvit/Alpenkonvention), I. Felipe (Minister Tyrol), J. Pult (president Alpeninitiative)



Some of the iMONITRAF! participants at the port of Flüelen, Vierwaldstättersee
from left: Niklas Joos (Uri), Helen Lückger (CoP/Climonomics), Ekkehard Allinger (Tyrol), Isabel Köhler
(Tyrol), Patrick Skonieczki (Tyrol), Johann Thöni (Tyrol)

