

iMONITRAF!

Network of the Alpine regions since 2005

Background and milestones of the cooperation:

- Common challenge: Reducing impacts of trans-alpine freight transport
- Common transport strategy and target system (2012)
 - → set of common measures
 - → Implementation of common modal-shift policy in the short-term
 - → "Toll Plus" as major tool to harmonise pricing frameworks
- In-depth study and political resolution on Toll Plus define core elements for an improvement of pricing systems
 - → These however require adjustments of the Eurovignette



Additional costs in mountain aras

Claims 1: Definition of toll levels

Background:

- Over-proportional external costs in mountain areas
 (factor 4 for air quality, noise and accidents) (→ new study EUSALP*)
- High costs for road infrastructures

Proposal:

 Increase toll levels to fully internalize external costs and to set effective incentives for modal-shift

- Higher flexibility in calculation of external cost charges and inclusion of additional external costs (partly covered in COM proposal)
- Higher "mountain factor" for air quality, noise (and accidents)



Streamlining the mark-up concept

Claim 2: Extension of mark-up concept

Background:

- "Mark-up" concept has overlaps with external cost pricing
- Cross-financing approach is restricted to core network, financing needs for modal shift are however much broader

Proposal:

- Clearly separate "mark-up" concept from external cost pricing
- Revenue use for cross-financing

- Leave more flexibility to calculation of mark-up (beyond 25%)
- Remove overlap with external cost pricing
- More flexibility in revenue use, including regional projects



Differentiation beyond Euroclasses

Claim 3: Incentives for technological improvements

Background:

- Additional technological improvements with respect to air quality beyond EURO VI are limited
- Incentives of a differentiated pricing system need to be recalibrated to remain effective

Proposal:

Differentiate pricing systems according to CO₂-emissions

Implementation in Eurovignette:

 Differentiation concept according to specific CO₂-emissions (as included in COM proposal)



Inclusion of minimum requirements

Claim 4: Mandatory pricing elements in mountain areas

Background:

- Recent framework does not provide mandatory elements
 - → this leads to differences in pricing levels and inefficiencies

Proposal:

 Include mandatory pricing elements for mountain areas to protect sensitive environment

- Inclusion of minimum requirements for external cost charging in mountain areas (as included in COM proposal)
- Or: inclusion of minimum requirement for application of mark-up



Provisions for regional transport

Claim 5: Avoid economic burdens in periphery regions

Background:

 Increase of road tolls leads to over-proportional economic impacts for regional transport (no modal shift or re-routing options)

Proposal:

 "Build-in" approaches based on differentiation of toll rates to minimize impacts for regional transport (→ new study iMONITRAF!*)

- Maintain differentiation according to vehicle weight
- Allow exemptions for transport of specific goods (e.g. milk, raw wood) and for vehicles which are part of combined transport
- Allow some flexibility to compensate hardship cases



Conclusions

Key messages from the Alpine regions

- 1. Specific challenges in mountain regions require specific consideration in the Eurovignette Directive.
 - → good balance between flexibility and mandatory elements
- 2. Acceptance of road pricing highly depends on transparency of the system
 - → develop independent building blocks (infrastructure cost charges+ mark-up and external cost charges)
- 3. Bring together push and pull approaches: increase role for crossfinancing in the Eurovignette, going beyond the core network



Thank you for your attention...

... and invitation to continue the exchange!



Smart freight pricing for sensitive areas – a proposal from Alpine regions

23 January 2018, 18.30-21.00 Representation of the European Region Tyrol-South Tyrol-Trentino Rue de Pascale 45-47, B-1040 Brussels Networking for a "mountain-proof" revision of the Eurovignette Directive as a showcase for coordinated transport policies in the Alpine Region: specific proposals and way forward.

The roundtable discussion of this evening event will gather political representatives of the iMONITRAF! partner regions, MEPs and representatives from the European Commission. Further opportunities for a successful networking on the Eurovignette Directive will be explored, tackling the relevant EU policies for the Alps and considering the coordination at regional level with iMONITRAF! and at macro regional level with the EUSALP strategy. As one major objective, the discussion should go beyond current proposals and also consider the potential of innovative technologies and a stronger stakeholder involvement.

Languages:
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