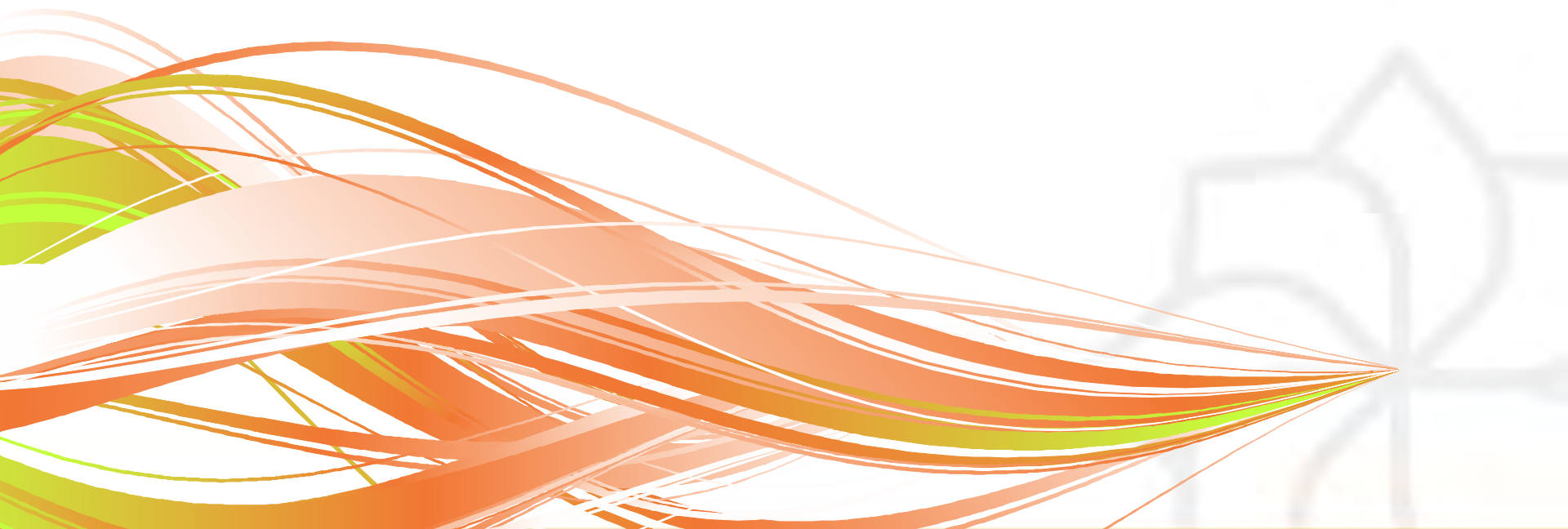


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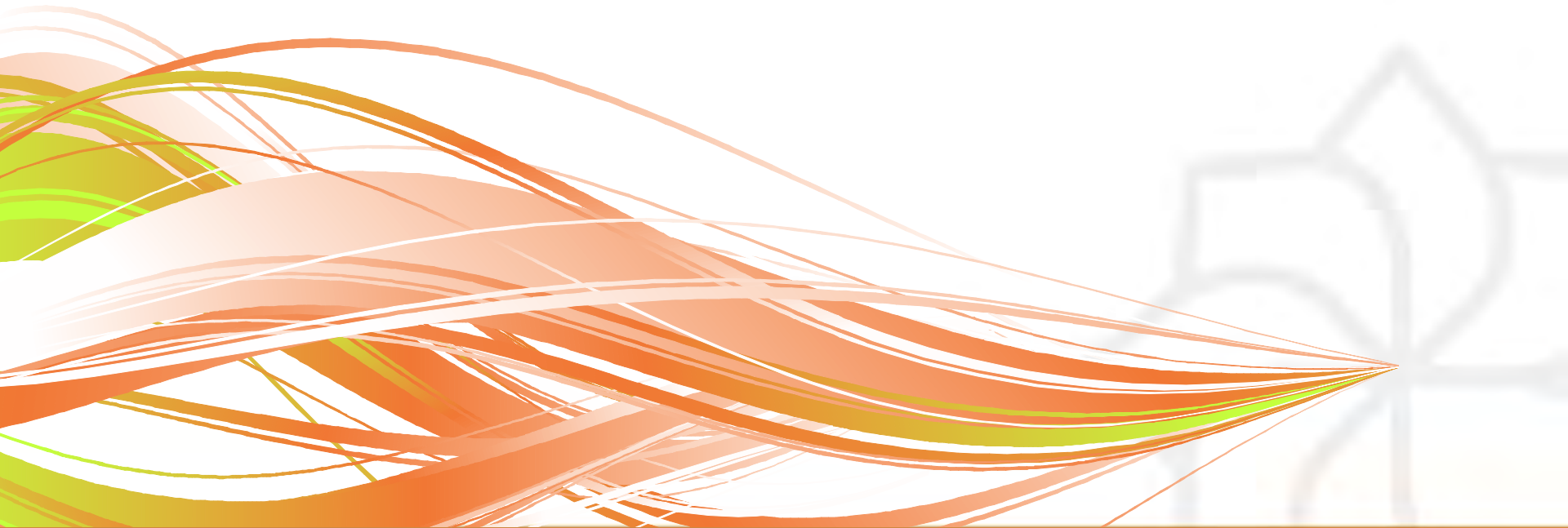
International Conference | National Park Gesäuse, Austria

1st to 3rd of April 2014



Block 5

POLICY DEVELOPMENT AND COOPERATION



Simona VREVC

Permanent Secretariat of the Alpine
Convention

Austria

The Transport Protocol to the Alpine Convention

Jointly for our common future



ACCESS 2 MOUNTAIN

puremobility2puremountains

Transport Protocol of the Alpine Convention,
International Conference | National Park Gesäuse, Austria

1st to 3rd of April 2014

Simona Vrevc, Deputy Secretary General of the Alpine Convention



ALPINE CONVENTION

The Alpine Convention



ALPINE CONVENTION

The Alpine Convention

- **AN INTERNATIONAL TREATY**
For the sustainable development of the Alpine region
- **CONTRACTING PARTIES**
The eight Alpine states and the EC
- **THE TREATY**
A Framework Convention and eight thematic protocols



Thematic Protocols

FRAMEWORK CONVENTION

Mountain farming

Tourism

Transport

Mountain forests

Conservation of nature and
the landscape protection

Population and Culture

Climate Change

Soil Conservation

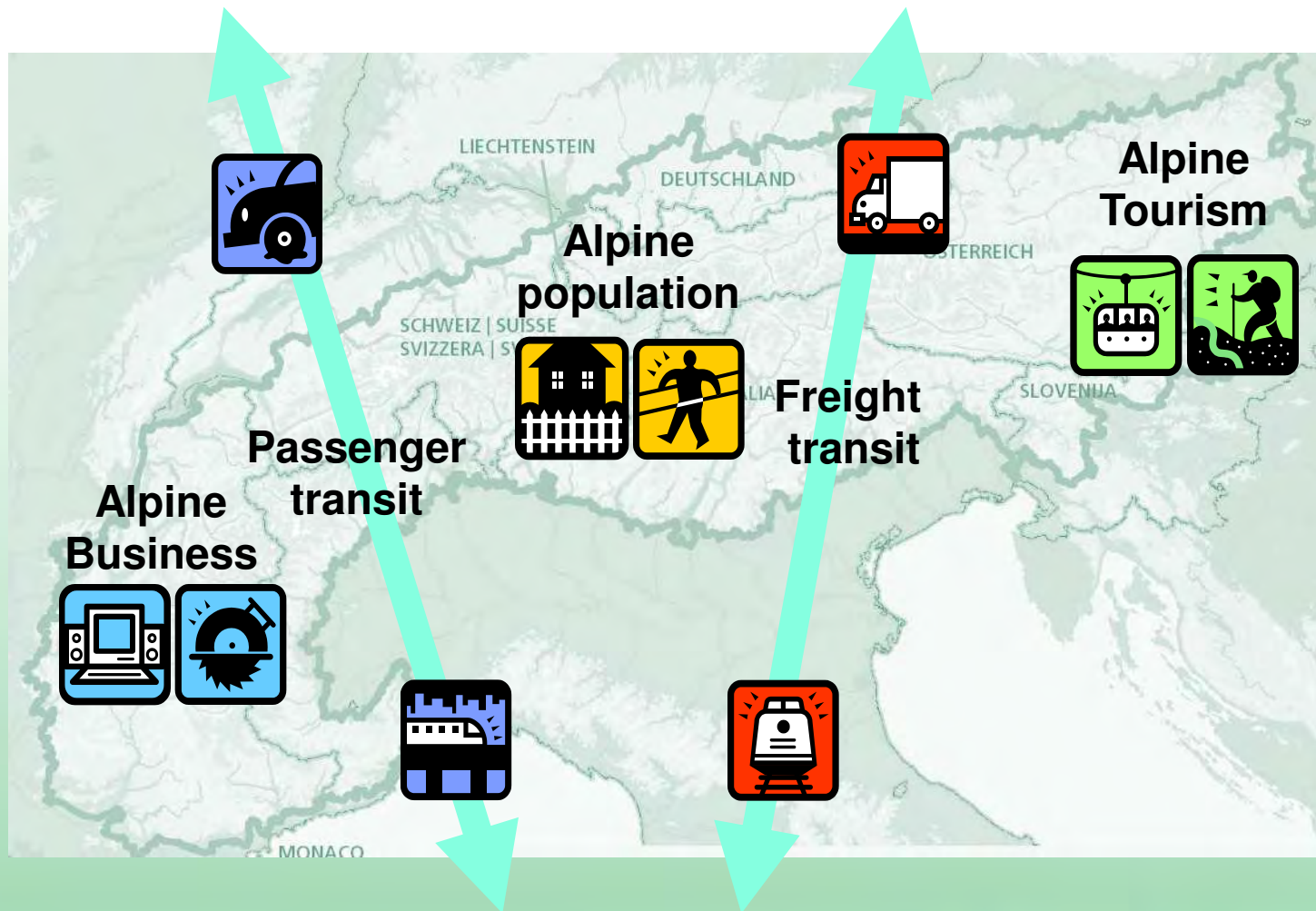
Energy

Spatial planning and
sustainable development



ALPINE CONVENTION

Importance of accessibility and mobility for the Alps



Rational for regulation

Specific characteristic of mountain regions in relation to traffic:

Morphological shape - physical barrier

Concentration of traffic flows

Limited air volume for reception of emissions, amplified effects on traffic noise

Attractiveness for leisure activities and tourism

High potential for conflicts between social life quality, economic requirements and ecology



Pressure on population, the environment and resources



Demand to regulate transport in the Alpine region



Transport Protocol

- Signed in 2000
- Ratified by 7 of the 9 contracting parties (AT, DE, F, FL, IT, SI, EU)
- WG on Transport

SCOPE

- Addressed to contracting parties
- Introduction of general principles such as the polluter pays principle
- General transport policy strategy – towards the overall reductions of negative effects of transport in the Alps
- Generally phrased norms and some specific legal obligations



Sustainable transport policy

Objectives:

- Improved quality of life
- Sustainable development of economic areas
- Reducing negative effects and risks
- Managing transport in a more environmentally-friendly manner
- Increasing the effectiveness and efficiency of existing transport systems
- Cooperation at transnational level



Structure

General provision

- Objectives and definitions (Art. 1 and 2)
- Sustainable transport and mobility (Art.3)
- Horizontal principles (Art. 4)
- Participation of regional and local authorities (Art 5)

Specific and Technical measures

- Public transport, transport on rail, ship, road and air, tourism (Art. 9-13)
- Real costs (Art. 14)
- Monitoring and control (Art. 15 – 16)

Coordination, research, training and information (Art. 17 – 19)

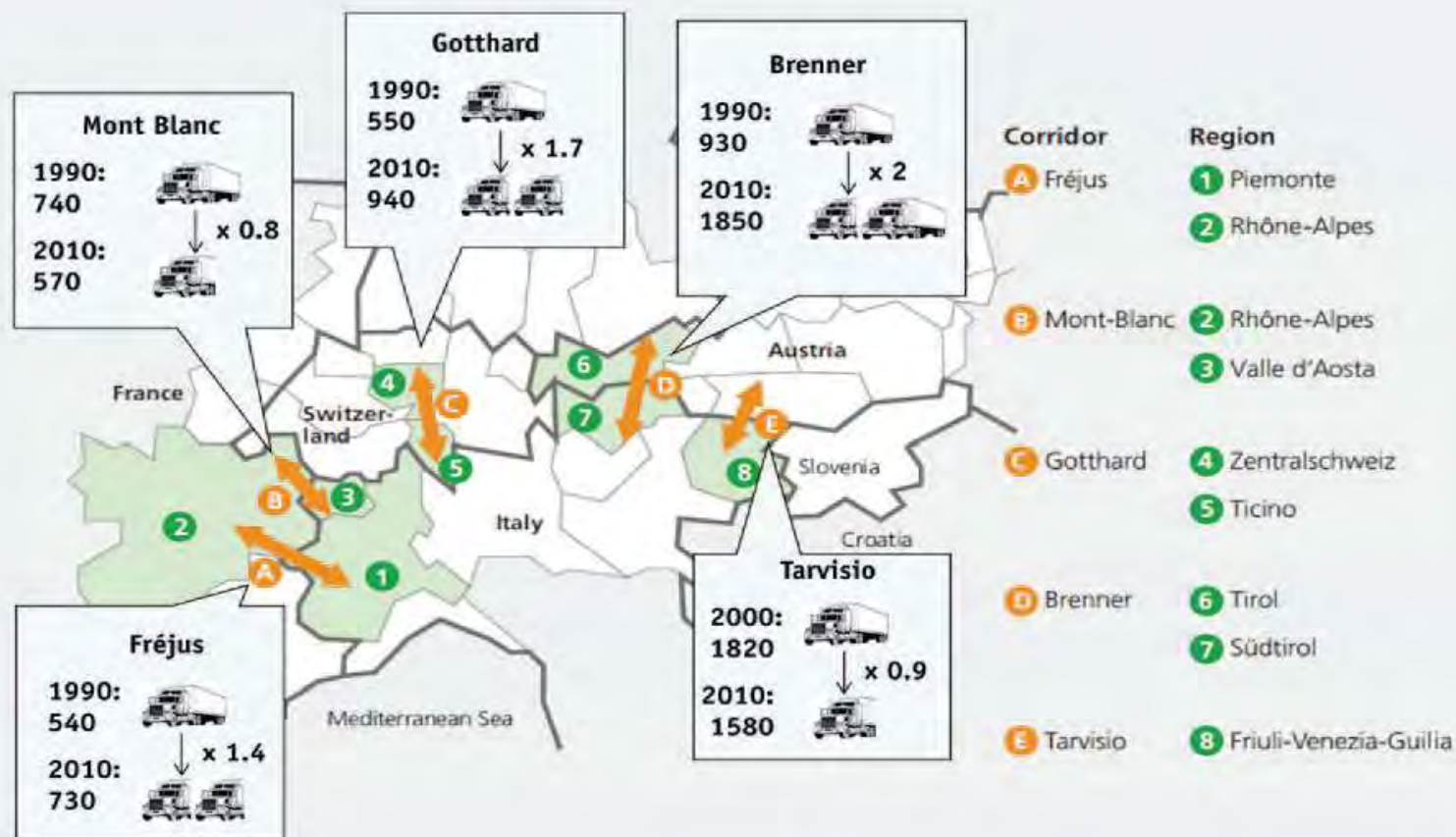
Monitoring and Evaluation (Art. 20 - 22)

Final provision



Freight transport

Development of trans alpine freight traffic



Source: Sythesis report iMONITRAF,2013

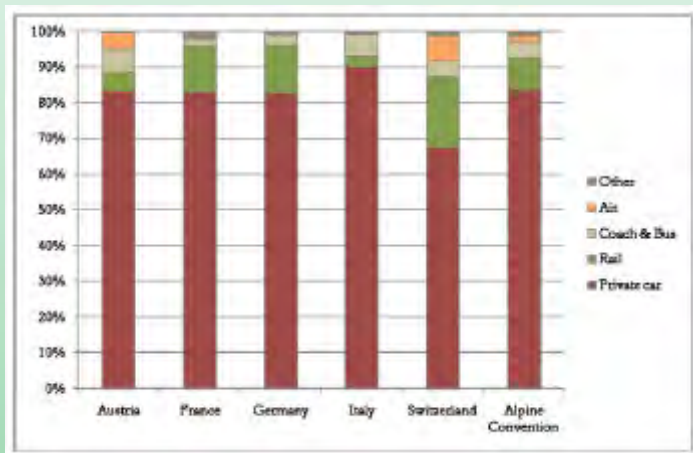
Field of actions

- Introduction of fair pricing systems on transalpine level
- Driving bans
- Technological improvements
- Incentives for modal shift from road to rail, inter-modal solutions
- Improvements in the rail infrastructure (compatibility of systems)
- Improvements in management
- Restrictions on building new large capacity roads (Art 11 TP)
- Interregional and transnational cooperation



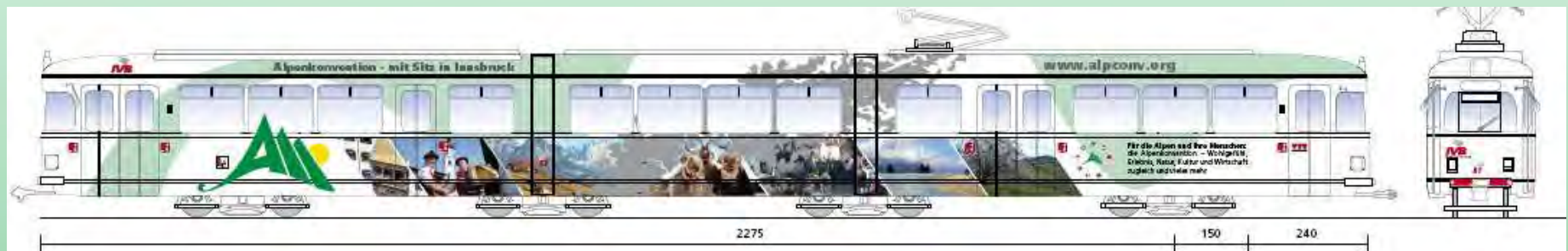
Passenger transport

- 14 million inhabitants
- 95 million tourist + 65 million day visitors
- Significantly higher use of cars in rural regions and for accessing tourist destinations
- Increased use of individual motorized transport on long distance road
- Shorter tourist stays, high variability of traffic



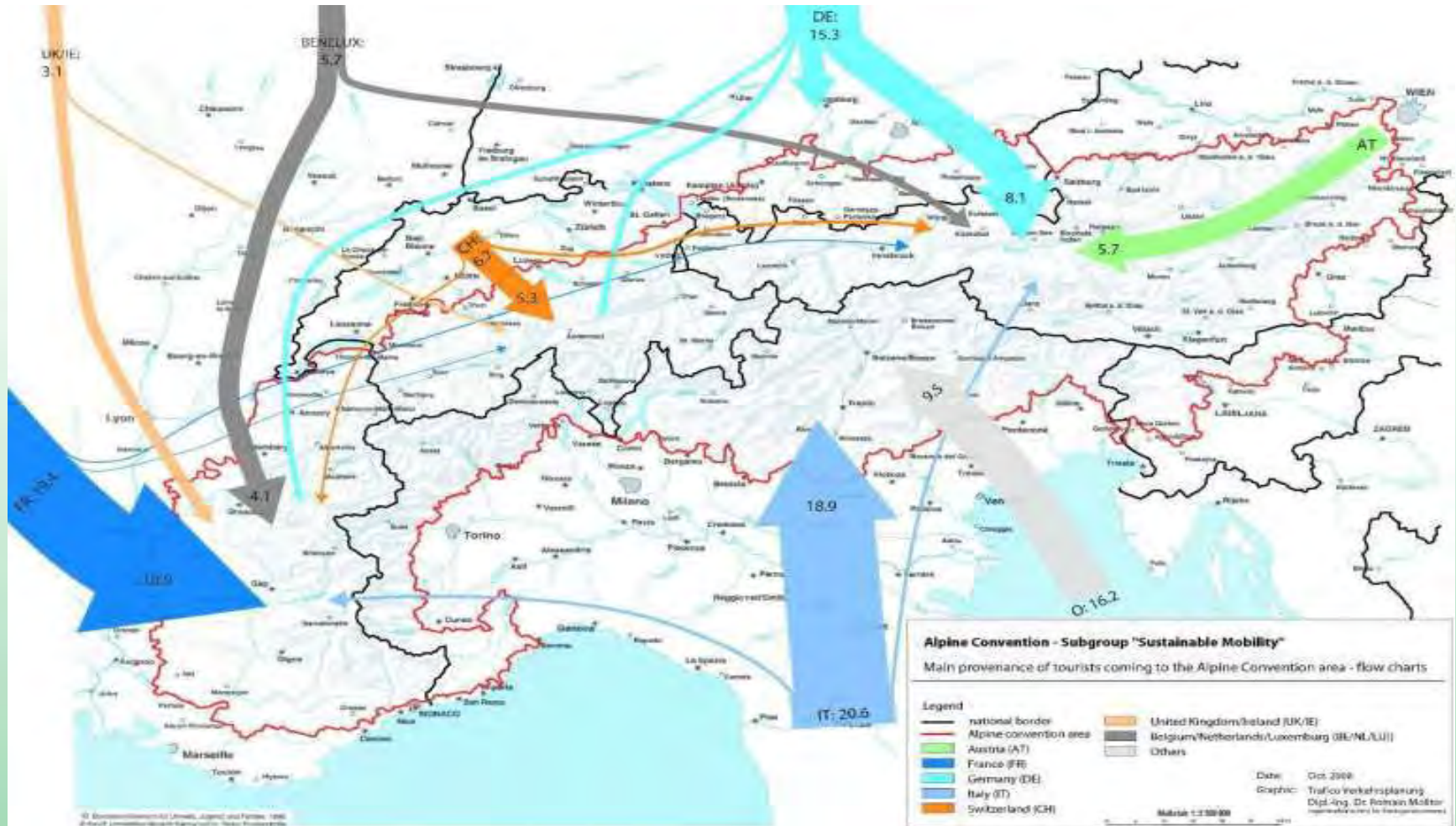
Fields of actions

- Information measures and policy to encouraging passengers to use public transport – modal shift
- Better integration of external costs, fairer tool systems
- Improve the attractiveness of public transport, by better connectivity, information availability, integrated solutions
- Creation and maintenance of low-traffic and traffic-free areas, the exclusion of cars from certain sites
- Targeted sustainable mobility solutions for tourism

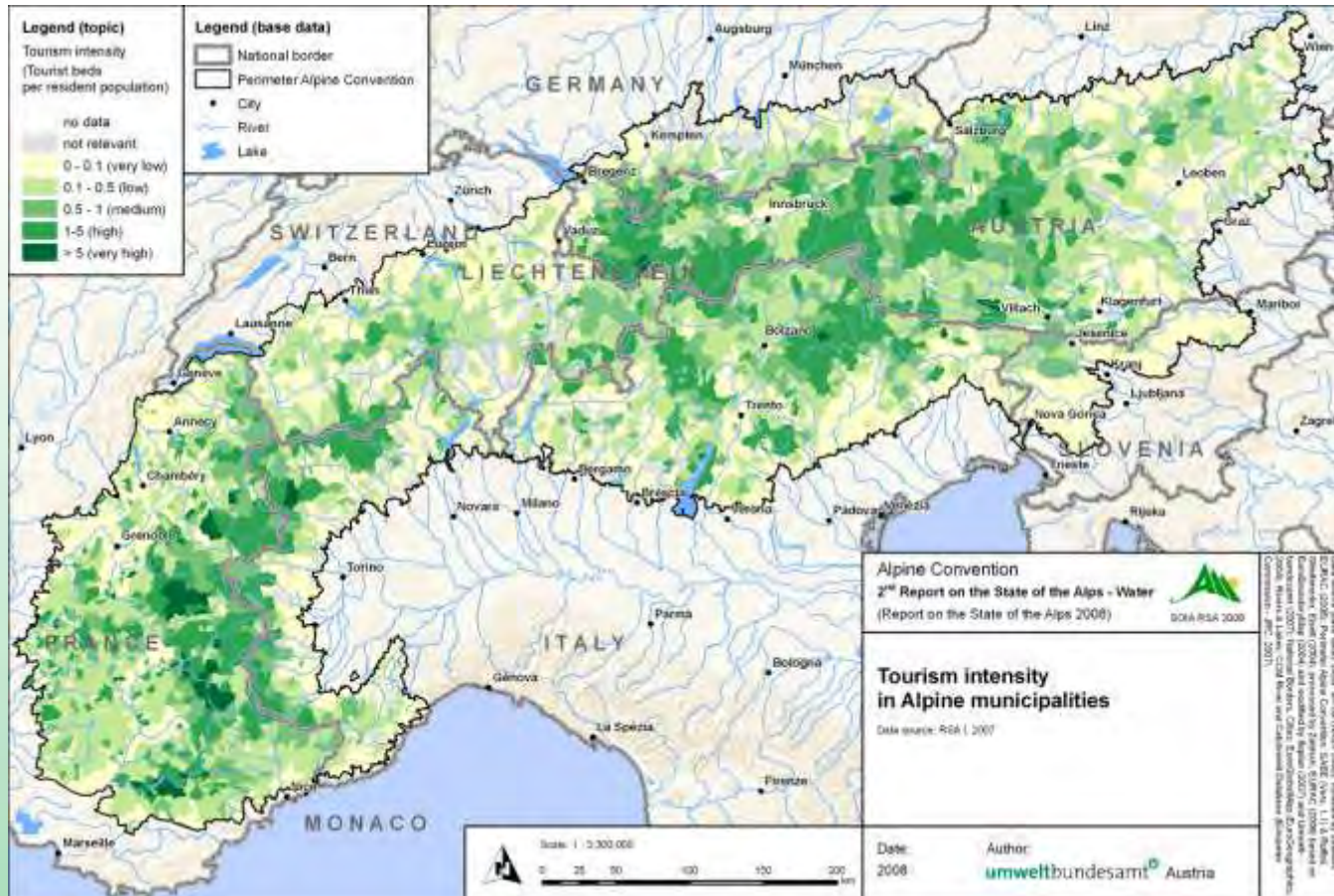


ALPINE CONVENTION

Tourism and transport flows



Tourism Intensity



Obstacles in using public transport in tourism

Public transport accessibility and quality of services:

- Lack of direct connections
- Missing link between long-distance and short-distance public transport: last mile
- Unsatisfying information
- Low service quality at local stations

Solutions:

- Transport chain as a whole: door-to-door information
- Package solutions
- E- services
- Good service quality is a prerequisite for „pulling“ more travellers from the car: clear, transparent and flexible



Examples of good practices

- Innovative and smart
- Trans sectorial
- Participative – involve main stakeholders
- Bottom up, but put into the regional, national and transnational context
- Tailor made



Thank you for your attention!



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