

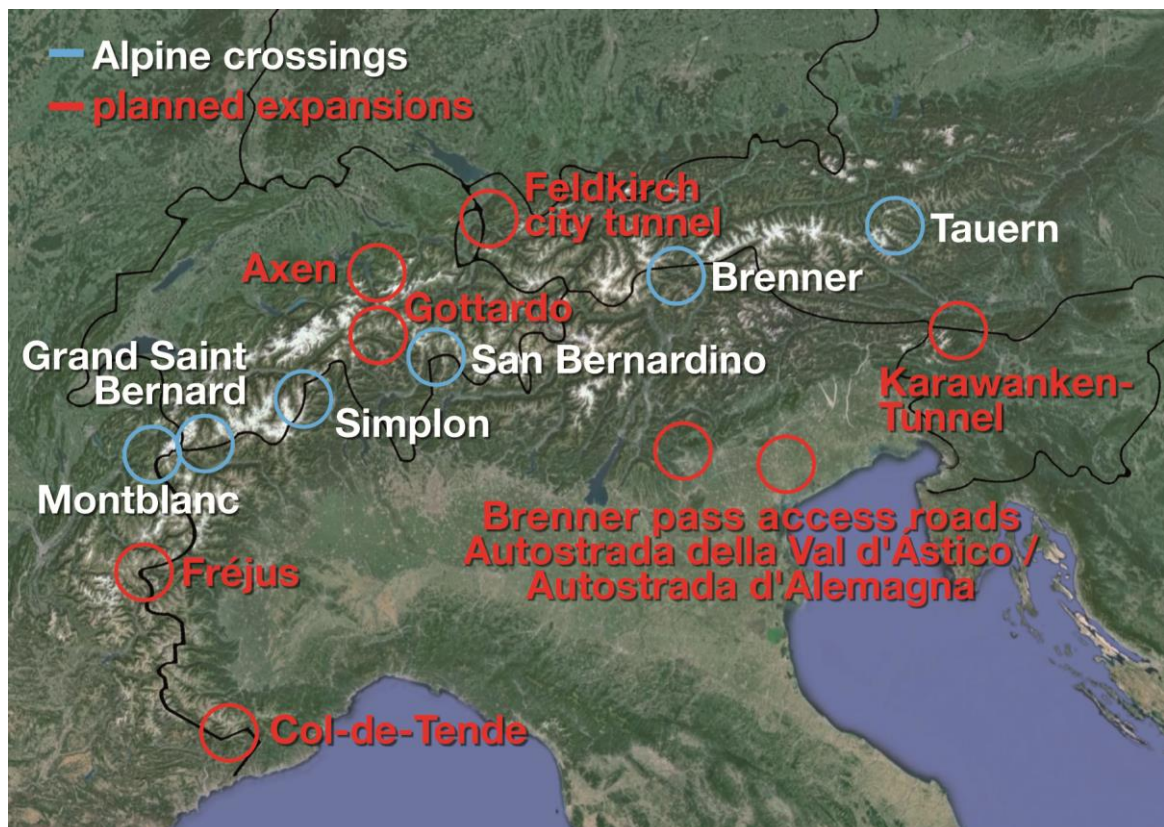
RESOLUTION

adopted on 30 May 2015, Cuneo/Bellinzona

Alpine protection instead of development of transit routes

Never since the 1970s have the Alps been more threatened by road projects than today. All Alpine countries are planning or already constructing expansions to major transalpine routes.

- The doubling of the **Frejus road tunnel** between France and Italy started in 2009, with the construction of a safety bore. In 2012, politicians broke their promise and decided to open up the safety bore to general traffic.
- The **Col-de-Tende road tunnel** between France and Italy is being developed and is due to be opened with twice its current capacity in 2020.
- In 2016, the Swiss population will vote on the **doubling of the Gotthard road tunnel** (two bores instead of one). The government has also decided to develop the important **Axen** access road.
- The planned **city tunnel in Feldkirch/A** is increasing pressure on Liechtenstein to develop a direct link between the A14 motorway (Vorarlberg) and the A13 motorway (leading to the San Bernardino Pass).
- Italy is planning to develop the access roads to the Brenner Pass, the **Autostrada della Val d'Ástico** and the **Autostrada d'Alemagna**.
- Expansion work on the **Karawanken tunnel** between Austria and Slovenia is due to be completed in 2023.





The impact of such projects is illustrated by the doubling of the Tauern tunnel in Austria: in the four years since the development, traffic has increased by nearly 20% despite the economic crisis. This is having a long-term detrimental impact on the quality of life of humans and animals.

These many developments have nullified the transport achievements of the 1990s – the signing and ratification of the transport protocol in the EU and the adoption of the Alpine Initiative in Switzerland. They have taken place despite both the transport protocol and the Swiss Article on the Protection of the Alps ban on any increase in the capacity of transit routes in the Alpine region.

The Alpine Initiative and Initiative Transport Europe ITE are therefore demanding:

- that the bans on developing road transit routes in the Alpine region be respected;
- an effective policy, preferably coordinated on an Alpine scale, to transfer freight from road to rail;
- that prevailing limits for noise and pollutants in the Alpine region be respected in order to avoid further endangering people's health;
- a decrease in the carbon emissions generated by road traffic;
- the full use of rail capacity (including the new capacity that will be available once the Gotthard trans-alpine rail base tunnel opens in 2016);
- the full introduction of a Eurovignette in EU countries and an increase in the HGV kilometre charge in Switzerland to the highest legally possible level;
- the introduction of an Alpine Crossing Exchange or a similarly effective transfer instrument;
- increased safety checks for heavy goods vehicles;
- the promotion of innovative freight loading systems such as Modalohr, Nikrasa and Cargobeamer;
- no second bore for the Gotthard tunnel.