

# Transport crossing Austrian borders Challenges & Chances

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## General theme

- What **negative consequences/threats** of border crossing transport are you experiencing (in Austria)?
- How are you dealing with them (**challenges**)?
- What **benefits/chances** does border crossing transport mean (for Austria)?

Transport crossing borders  
means a threat/**challenge** and a  
**chance** at the same time

## Transport crossing borders

### **a challenge**

- sheer unlimited possibilities of transporting persons & goods with all negative consequences on the three pillars of sustainability:
  - destroying (micro-)economic structures
  - leading to social inclines/disparities
  - threatening the environment

## Transport crossing borders

### a chance

- know-how transfer and interaction
- possible common standards (rail, e-mobility, taxation etc.)
- possibility to look at transport as such from source to destination

## Examples from Austria (& beyond)

- “road eating rail” - **goods transit** in sensitive (alpine) areas
- more **sustainable alternatives in** (border crossing) **tourism**
- **EPOMM** (European Platform on Mobility Management)
- **klima:aktiv mobil**

## “Road eating Rail” goods transit in sensitive (alpine) areas

- former eco-points scheme was skipped
- new “EuroVignette” Directive allows slightly higher road pricing for sensitive areas (but not enough to get goods from road to rail)
- still share of rail in goods transport is very high:
  - AT 31%
  - EU25 18%
- Switzerland as “land of hope and glory”
  - much higher road pricing for HDV
  - St. Gotthard tunnel to be opened 2017 (“Brenner base tunnel” from GE to IT has just been postponed...)
- to get to AT or even Swiss standards in EU would bear enormous CO2 reduction potentials

## Sustainable alternatives in (border crossing) tourism

- (highspeed) rail as more sustainable alternative to airborne traffic
  - especially for city tourism (e.g. Vienna: 30% of international tourists come in by plane)
  - not for alpine destinations (e.g. skiing/winter holidays: only 2% come in by plane)
- (highspeed) rail as more sustainable alternative to car
  - appr. 80% of CO2 emissions not in Austria
- approach twofold
  - arrival and departure without car
  - carless mobility on the spot
- AT klima:aktiv mobil programme „MM in tourism“ is working on that
  - with considerable success

# EPOMM



- is the central know-how platform and hub for “soft measures” and sustainable mobility
- EU countries as members
  - SF, IT, BE “ante portas”
- yearly ECOMM conference
- Publicity event 29th of November 2010, EP, Brussels
  - [www.epomm.eu](http://www.epomm.eu)
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# klima:aktiv mobil



- is the Austrian Action Program for climate protection in transport launched by the Ministry of Environment, managed by Austrian Energy Agency
- serves as a “role model” in other countries (such as for the German “energieeffizient mobil” programme started in 08 in Germany)
- was chosen as best practice example for climate protection initiatives by the French EU presidency (2008)
- was awarded an EPSA award (European Public Administration Award) in 2009, Maastricht
- is part of the European platform for mobility management (EPOMM, [www.epomm.org](http://www.epomm.org)) to foster international cross-links
- 850 partners/projects save about 370 thousand tons CO<sub>2</sub>/y

## Example from somewhere else...



That's it,  
Thanx for listening!

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