

# EUSALP REGION: WHICH PERSPECTIVES FOR MOBILITY?

## LIGURIA, EUSALP, EUROPE: MOBILITY PERSPECTIVES TO 2050

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«Caduti di Nassirya» Auditorium Hall



# EUSALP AG4 PROJECT LABELLING

- EUSALP AG4 developed a specific project evaluation methodology (2017-2019)
- The aim is to identify individual projects that foster sustainable mobility solutions in the Alpine Region, contributing to the EUSALP objectives
- The label should boost the implementation by promoting the need for co-funding from EU and national levels.

## Project assessment criteria

### Coherence criteria

- Contribution to connectivity
- Promotion of technological innovation to reach project objectives
- Duplicability
- Cross-border effects
- Support of affected regions
- Support of affected stakeholders
- Support of society

### Performance criteria

- Regional economy
- Travel / transport time
- Resilience
- Territorial and social cohesion
- Traffic safety
- Attractivity, comfort
- Noise
- GHG emissions
- Polluting emissions
- New surface area (soil sealing)
- Ecosystem conservation, soil and water
- Natural / cultural heritage

# EUSALP AG4 PROJECT LABELLING

- First call (2020) and Second Call (2021) for projects
- Total number of 47 projects was submitted
- 20 projects were labelled (43%)
- Letter of Recommendation signed by AGL
- Third call expected for 2023



Action Group 4 (AG4) – Mobility  
to promote inter-modality and interoperability in passenger and freight transport

## LETTER OF RECOMMENDATION

To whom it may concern

The EUSALP Action Group 4 Mobility, composed of 6 national states and 18 regions from the Alpine Region, has developed a methodology assessing the value of individual projects for the fostering of sustainable mobility solutions in the Alpine Region from a macroregional perspective.

The evaluation of the projects, implemented by three independent evaluators, shows the following result:

The project **COMODALCE: Coordination on multimodal freight transport in Central Europe** contributes to the objectives of the EU Strategy for the Alpine Region.

Hence, the co-leaders of Action Group 4, EGTC European Region Tyrol-South Tyrol-Trentino and Région Sud Provence-Alpes-Côte d'Azur, on behalf of its members, recommend decision-making authorities to support the implementation of this project and provide adequate financial support.

Date: 2<sup>nd</sup> of December 2020

For the AG4 co-lead

EGTC European Region  
Tyrol-South Tyrol-Trentino

Ekkehard Allinger-Csollich

For the AG4 co-lead

Région Sud Provence-  
Alpes-Côte d'Azur

Olivier Margouet



# EUSALP AG4 PROJECT LABELLING

The EUSALP AG4 Assessment Methodology for Individual Projects serves to identify sustainable mobility solutions in the Alpine Region with a high macroregional relevance. So far, two assessment rounds took place, in which 20 projects received the EUSALP AG4 Label.

Cooperation	FVG.2	COMODALCE
New infrastructure	FVG.4	New cross-border rail
	FVG.5	SMARTLOGI
	GRB.1	Alpine Crossrail
	STM.4	Alpine Western Balkan Corridor
	TIC.1	AlpTransit Sud
	TIR.1	Fernpass Railway
	BAV.11	Four-track expansion
	VEN.2	Treno delle Dolomiti
	VEN.3	Collegamento Ferroviario
Public transport rail	STM.2	Inter-Regio rail
	FVG.1	CROSSMOBY
Terminal infrastructure	VBG.1	Bodensee-S-Bahn S7
	KTN.2	Logistics Center Austria South
	STM.1	Cargo Center Graz (CCG)
Upgraded, electrified infrastructure	LIG.1	Parma
	LIG.2	Genoa-Marseille
	PAC.1	Multimodal axis Valence-Val de Suze
	PIE.1	Cuneo-Ventimiglia-Nice
Digitalisation, ticketing	BAV.2	Expansion of the MVV network



## Six types of projects

- Cooperation
- New infrastructure
- Public transport rail
- Terminal infrastructure
- Upgraded, electrified infrastructure
- Digitalisation, ticketing



# EUSALP AG4 PROJECT LABELLING



Project Number: LIG.1 Category: Upgraded, electrified infrastructure

## Parma La Spezia Railway Line

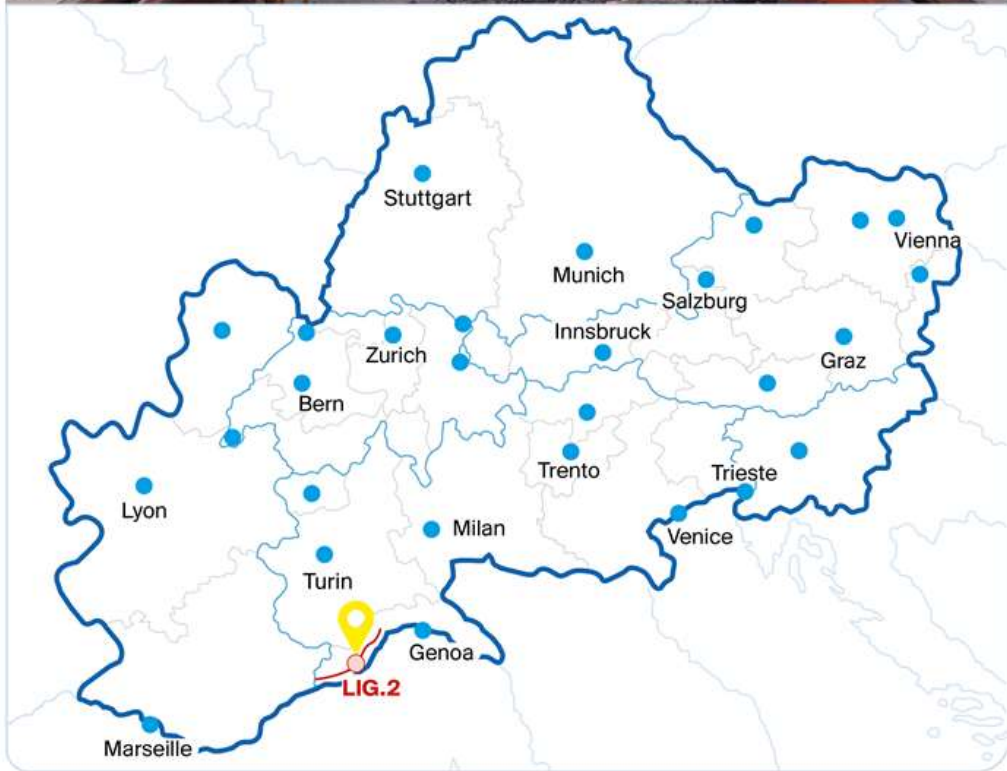
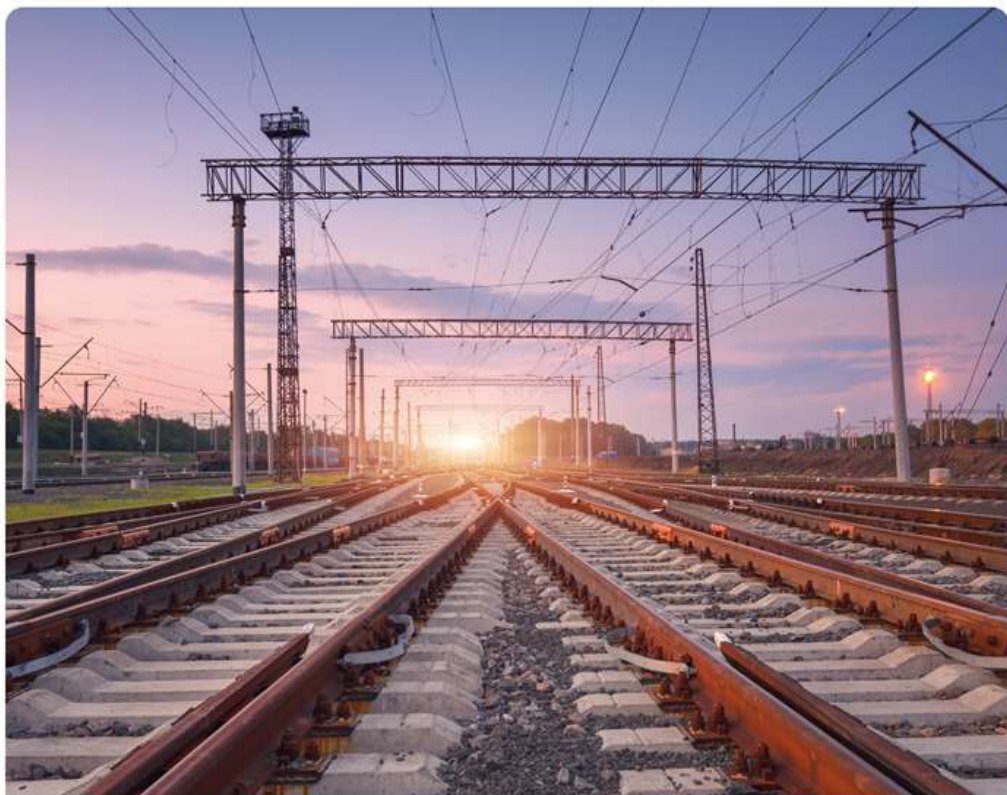
The La Spezia - Parma railway line “Pontremolese” constitutes a section of the multi-modal Tyrrhenian-Brenner corridor (Ti. Bre) inside Scan-Med Corridor, along which La Spezia has been identified, with its port, as a “node”. La Spezia, as a “core” port, is increasingly configured, together with the ports of Genoa and Livorno, as a bridge between Northern Europe and North Africa in a logistics chain that uses integrated technological solutions, including single-window, goods traceability and e-seal, streamlines traffic, overcomes bottlenecks and promises the development of the Motorways of the Sea. The track doubling of the line, considered strategic already by Law 67/1988, and the related

efficiency and upgrading interventions, are temporally correlated to the hypothesized traffic developments and it proceeds by step. The implementing body is RFI. Upon completion of the Ligurian stretch, which took place in 2005, the integration and completion of the lots in the Emilia and Tuscan territories must follow, with the identification of inland terminals that constitute places of exchange for goods to the North European destination. The new railway line will allow, on the basis of the running simulations, a 25% reduction in travel times and a 65% increase in performance.





# EUSALP AG4 PROJECT LABELLING



Project Number: LIG.2 Category: Upgraded, electrified infrastructure

## Genoa-Marseille railway axis

Improvement of railway connections on the Genova Marseille axis. Doubling of the railway section between Andora and Finale Ligure. Ventimiglia node improvement with ERMTS implementation. ERTMS or, more precisely, ERTMS / ETCS (European Rail Traffic Management System / European Train Control System) is a management, control and protection system for rail traffic and related on-board signaling, designed to replace multiple, and incompatible with each other, traffic and safety systems of the various European Railways in order to guarantee the interoperability of trains and therefore of safety on high-speed or High-capacity railway networks (such as the doubling of Ponente Ligure and the Nice - Marseille).

As regards our section, the coordinated commitment between RFI and SNCF is to adapt the Ventimiglia station to ERTMS L2 by 2025. As part of the National ERTMS plan, the Ventimiglia - Savona - Voltri section is expected to be completed by 2027. As for the Genoa Node and the rest of Liguria, the plan provides for the ERMTS connection with the "Terzo Valico" which is the initial part of the Genoa-Rotterdam axis.





# EUSALP AG4 PROJECT LABELLING



Project Number: PIE.1 Category: Upgraded, electrified infrastructure

## CUNEO - VENTIMIGLIA - NICE Rehabilitation and modernisation of the existing railway line

The cities of Cuneo and Ventimiglia are connected by an Italian railway line which passes on the French territory between Piène and Vievola. The Nice Breil-sur-Roya Line is connected to this line downstream from the Breil station, allowing TER PACA trains to serve the French territory up to Tende. The Italian line section on French territory suffers from a particular legal and contractual situation that has led to a chronic underfunding in terms of maintenance and regeneration since the re-opening of the line in 1979. This line was destroyed at the end of The Second World War. The deterioration of the state of the infrastructure has forced SNCF from 2013 to limit the speed of the line from 80 to 40 km/h,

lengthening the journey time of approximately 35 minutes between Breil and Tende. The consequences were a sharp reduction in the circulation made by the Piedmont Region between Cuneo and Ventimiglia, from 21 to 4 trains per day, i.e. 2 round trips. The main objective would be to realise the security and adaptation works needed to re-establish the previous speed line at 80km/h. Together with a new time table, the line could become a realistic answer for the needs of long distance connection and those of the local desert. Local inhabitants, workers as well as students would be the first beneficiary of the adapted railway. A seasonal demand of transport, in winter as well as in

summer, to the seaside and to Limone Piemonte ski station, is not to be undervalued. The project could become an important axe of the EUSALP linking in a near future Turin and Nice. The railway could be an alternative to the private cars both for tourism and for the local transport service. At the moment the main obstacle to the finalisation of the project is the lack of coordination and involvement between nation network managers. After the ALEX storm that hits hard the Roia Valley on October 2020, the railway is the only mean of transport able to connect mountain villages, therefore the rehabilitation of the line it would be even more important.





# EUSALP DECLARATION ON RAIL TRANSPORT 2022

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## Joining forces for a sustainable transport and mobility system

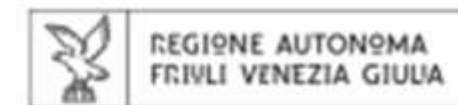
- This paper builds on the cooperation of the 7 states and 48 regions involved in EUSALP that started in 2016
- At the **4th EUSALP Mobility Conference in May 2021**, political representatives of EUSALP regions highlighted several priorities for the Alpine Region related to rail transport
- Taking advantage of the momentum provided by the 2021 European Year of Rail, we the representatives of the States and Regions in the territory of the European Strategy for the Alpine Region (EUSALP) - by adopting this declaration - **call for strengthening rail transport and for supporting efforts to boost modal shift from road to rail in the Alpine Region.**



# EUSALP DECLARATION ON RAIL TRANSPORT 2022

We call on the European Union...

- ... to create a level-playing field between transport modes as basic requirement for an effective modal shift
- ... to optimise the potential of rail to serve as the backbone of a connected transport system
- ... to improve infrastructure provisions for rail transport



# AG4 PRIORITIES FOR 2023-2025

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- Smart clean logistics and policy measures to support modal shift (multimodal and combined transport)
- Secondary infrastructure (local and regional transport links)
- Climate resilient transport infrastructure
- Smart and sustainable passenger transport (local, regional and cross-border mobility)
- Energy efficient transport



More info here

<https://www.alpine-region.eu/action-group-4-mobility>

# Thank you for your attention!

