

The Alps at a dead end?

Setting the course for mobility

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LEBEN IN DEN ALPEN

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Intelligente Verkehrssysteme


ALPENQUERENDER
GÜTERVERKEHR


OPPORTUNITY
NEEDS
WILLINGNESS
ATTITUDE
ALPENQUERENDER
GÜTERVERKEHR

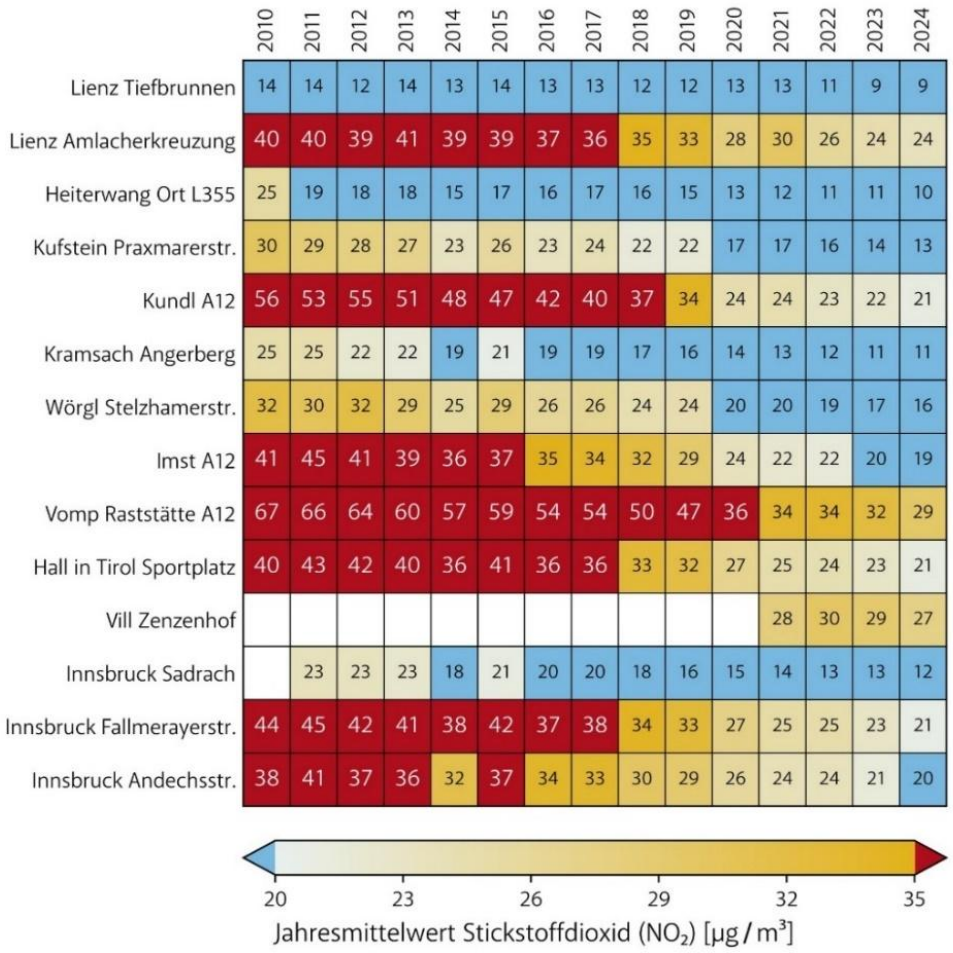
Mobility & Alpine Convention

Protocol on the implementation in the field of transport

Article I (Objectives)

(a) reduce the negative effects of and risks posed by intra-Alpine and transalpine transport to a level which is not harmful to people, flora and fauna and their environments and habitats, inter alia (...)

Alpine-crossing freight transport air pollution



Annual averages of nitrogen dioxide from 2010 to 2024 at monitoring stations in Tyrol
source: Amt der Tiroler Landesregierung 2025b

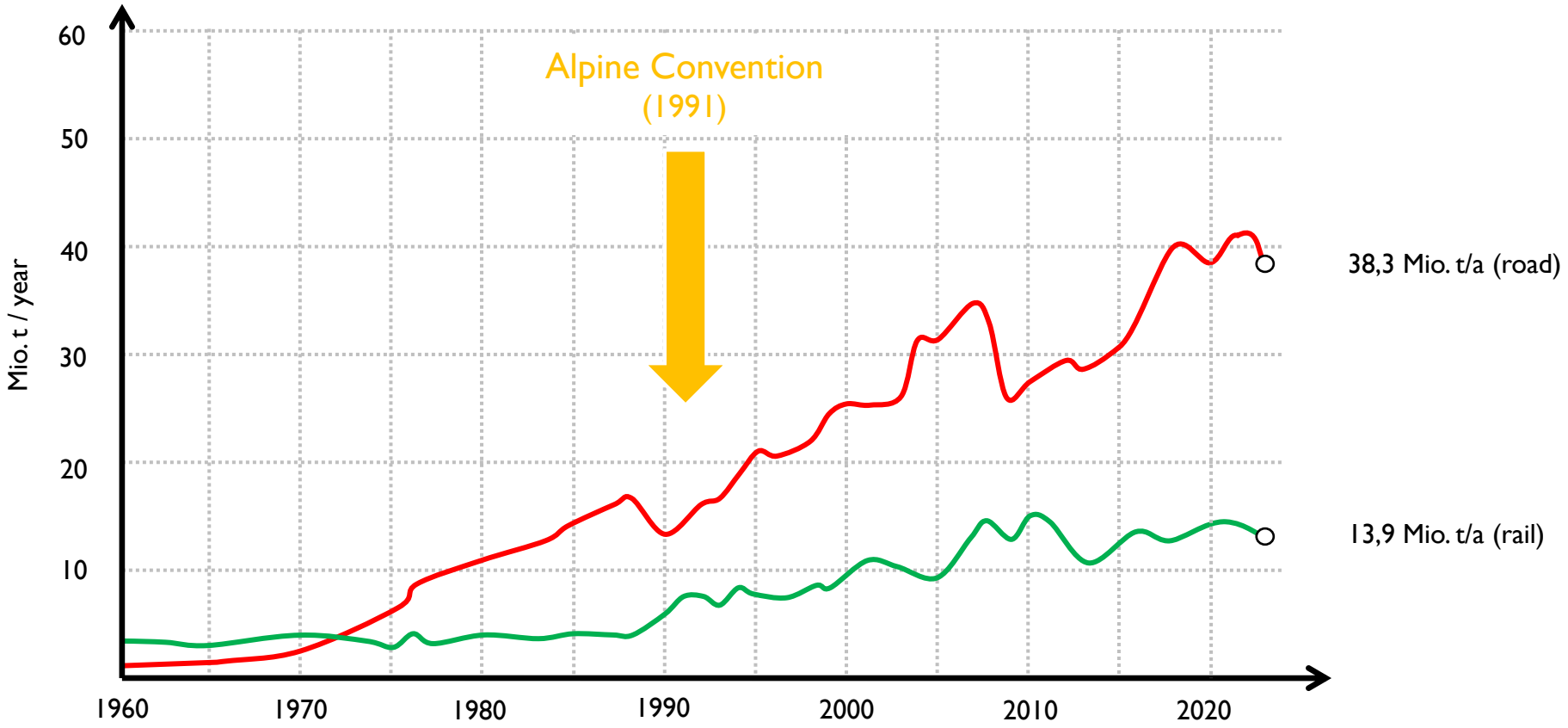
Mobility & Alpine Convention

Protocol on the implementation in the field of transport

Article I (Objectives)

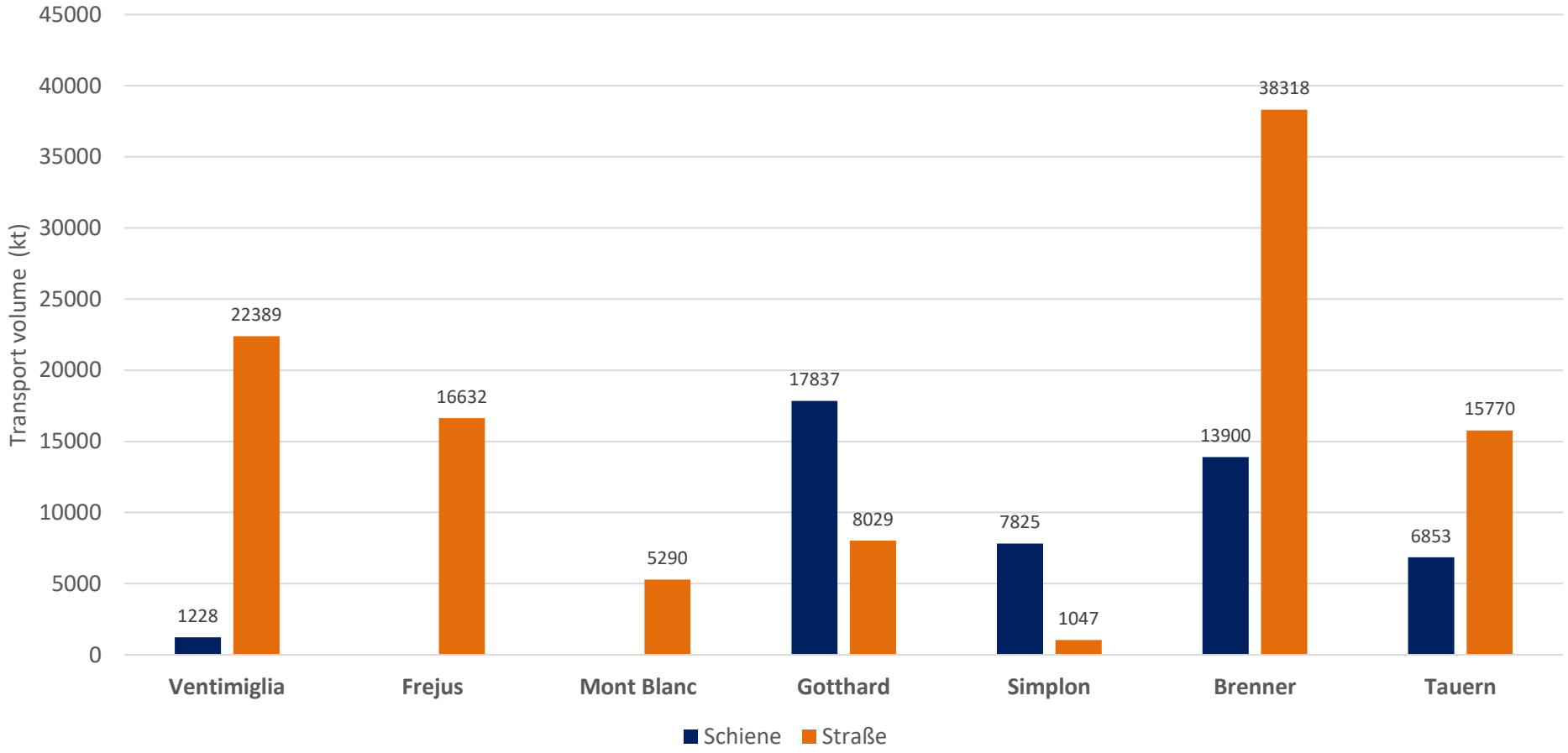
(a) reduce the negative effects of and risks posed by intra-Alpine and transalpine transport to a level which is not harmful to people, flora and fauna and their environments and habitats, inter alia by transferring an increasing amount of transport, especially freight transport, to the railways, in particular by creating appropriate infrastructures and incentives in line with market principles

Alpine-crossing freight transport



Brenner, 1960 – 2025 - Source: Amt der Tiroler Landesregierung, Verkehrsplanung: Verkehr in Tirol – Bericht 2025, Innsbruck, 2026

Alpine-crossing Freight Transport 2024



source: iMONITRAF (2026): Annual Report 2025, Zurich/Tübingen/Bolzano, S. 25



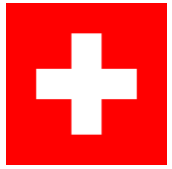
4.1 Alpine crossing freight transport

„Modal shift in freight transport is a successful model (...). Together, we will build on this model of success and shift freight transit transport from road to rail through good cooperation, innovation and coordination.“

Alpine-crossing Freight Transport 2024

TOTAL rail share

35,6% (-2,7% to 2022)



70,3% (-2,7% to 2022)

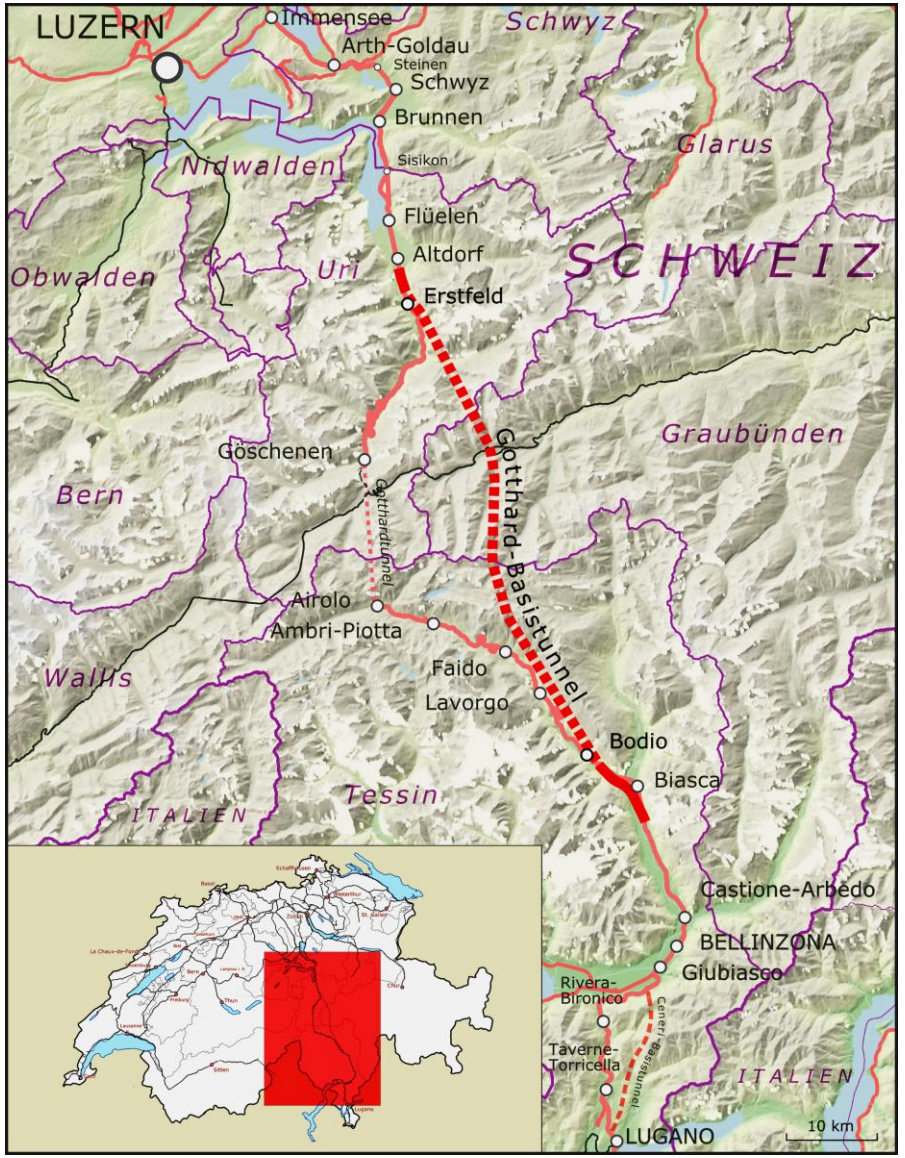


26,3% (-0,3% to 2022)

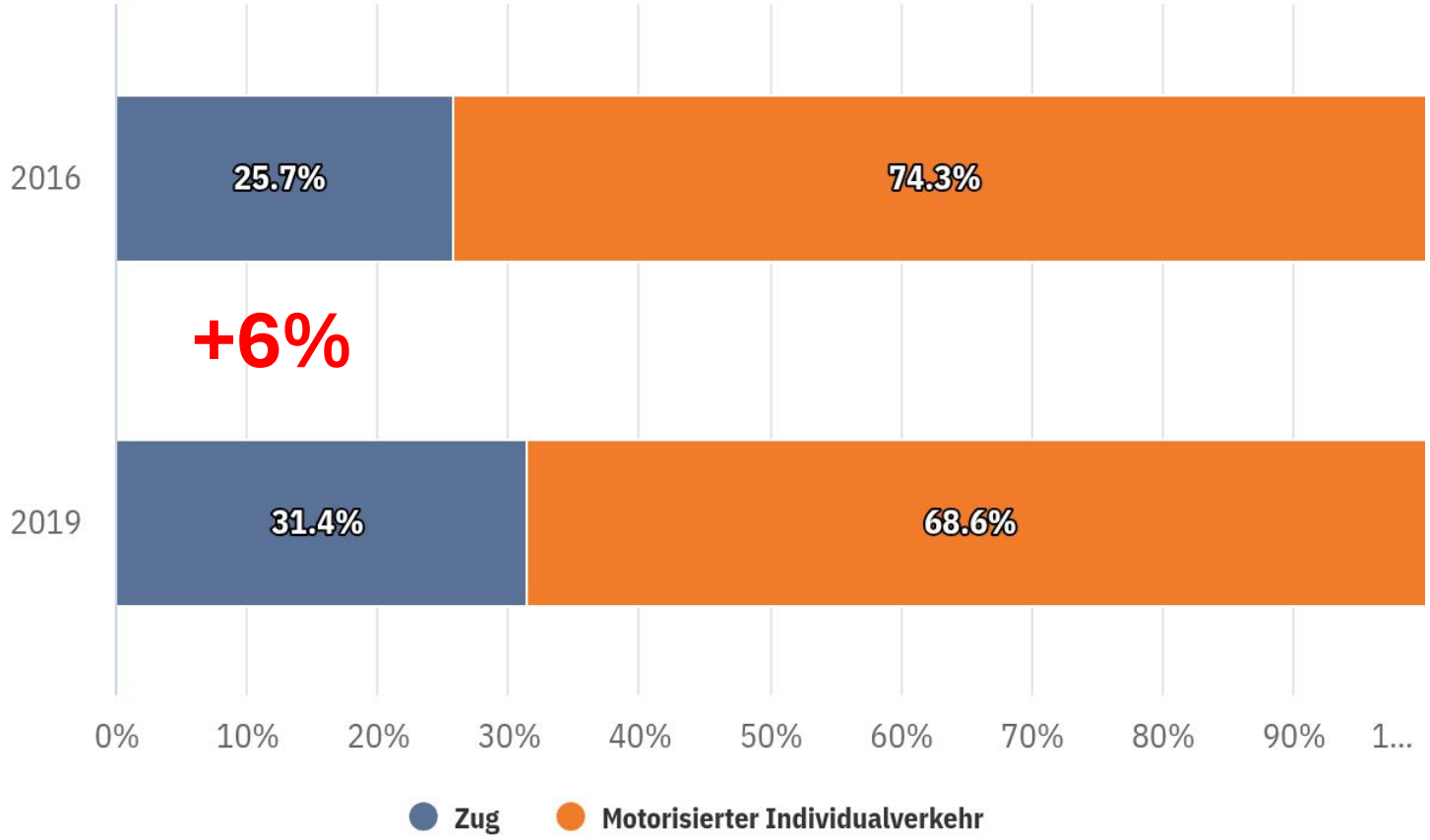
source: BAV (2025): Verlagerungsbericht 2025, Zurich, S. 17

Gotthard Corridor





Gotthard Corridor



source: Die Volkswirtschaft, https://dievolkswirtschaft.ch/de/2026/05/gotthard-zug-boomt-stau-bleibt/, 2026

Gotthard Corridor

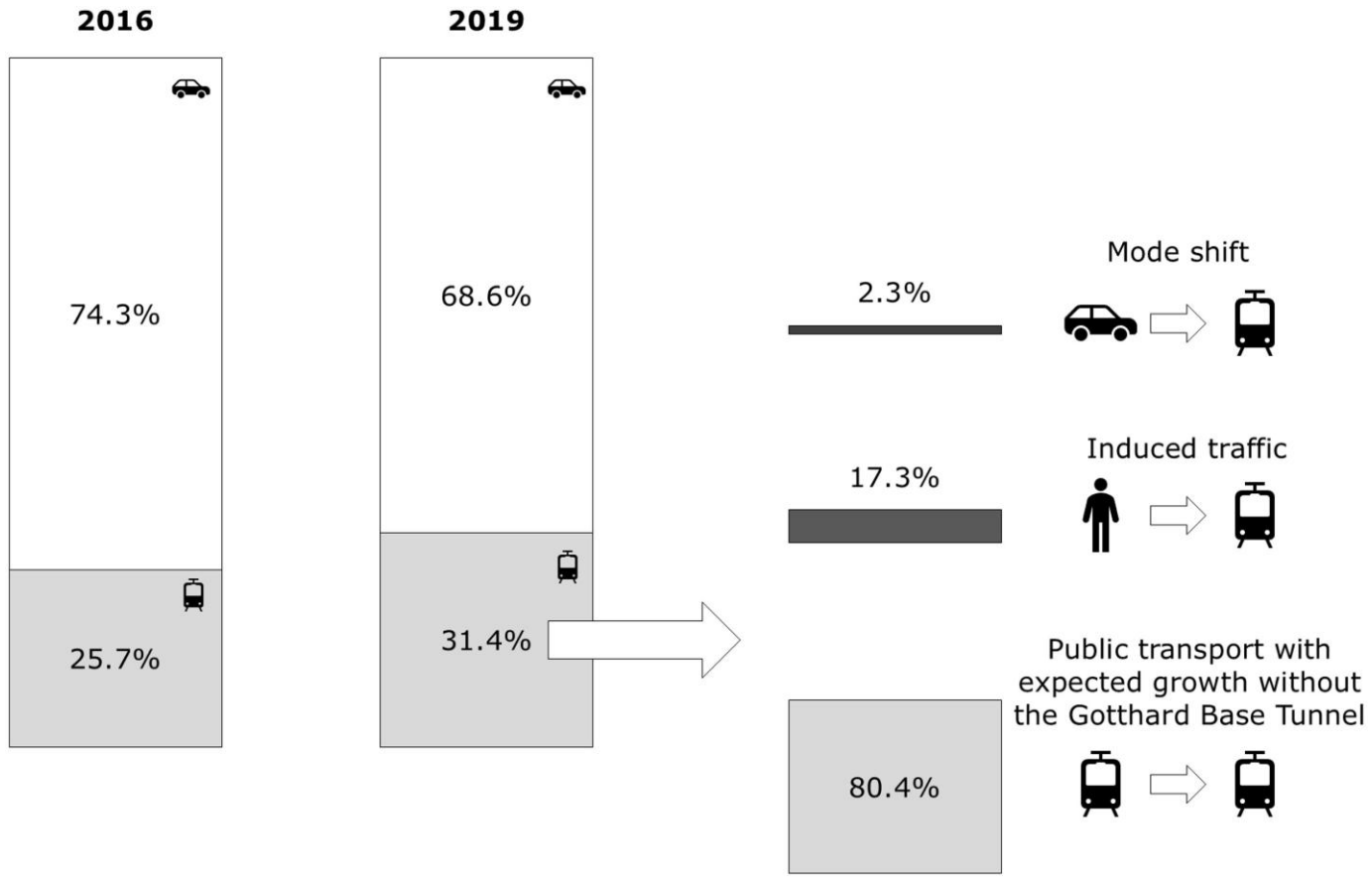


Fig. 7. Decomposition of the 2019 public transport share, in: Hannes Wallimann, Widar Von Arx, Ann Hesse, Rail infrastructure and road use: Causal evidence from the Gotthard base tunnel, Transportation Research Part A: Policy and Practice, Volume 206, 2026, ISSN 0965-8564, https://doi.org/10.1016/j.tra.2026.104922

Gotthard Corridor

shift from road to rail – passenger & freight

- reduction of approximately 544,000 lorries and semi-trailers from 2000 to 2019
- since 2021/2022 stagnation in freight rail traffic
- the reduction in journeys by domestic and foreign lorries and semi-trailers crossing the Swiss Alps in general led to less congestion
- this may have induced additional car trips



Transportation Research Part A

Rail infrastructure and road use: Causal evidence from the Gotthard base tunnel

Hannes Wallimann, Widar Von Arx, Ann Hesse

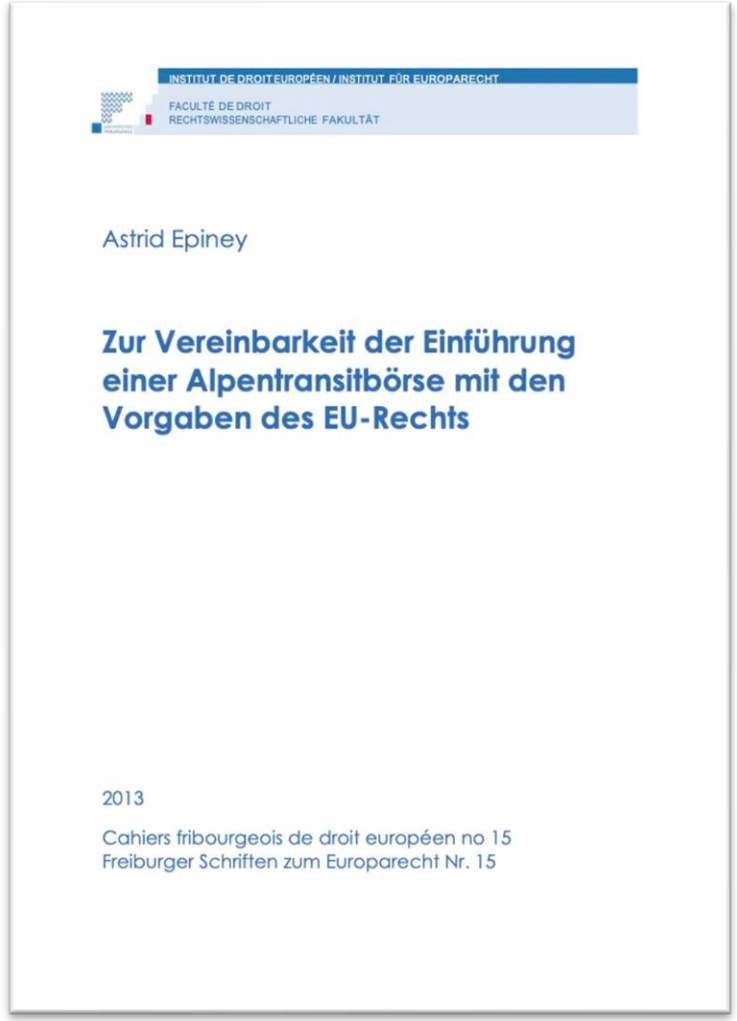
Gotthard Corridor

stagnation in freight transport trough base tunnel

- insufficient capacity on the **feeder lines** in Germany
- lack of **harmonization of regulations** in cross-border rail transport
- train **accident** resulting in a prolonged closure due to construction work

AlpTransit Exchange System

- „cap and trade“ principle
- enhanced version of the former ecopoints
- „legally feasible and very efficient “
  Astrid Epiney: Zur Vereinbarkeit der Einführung einer Alpentransitbörse mit den Vorgaben des EU-Rechts, Cahiers fribourgeois de droit européen no 15 / Freiburger Schriften zum Europarecht Nr. 15, 2013



Discussion

1. **lessons learned** from Gotthard base tunnel
   BBT - what additional measures have to be implemented ...
2. **decarbonisation** of vehicles
   significant reduction of air pollution...
3. **Capacity management** („AlpTransit Exchange System“)
   is there a chance it will be implemented politically?



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