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From hardware to software: a new transport policy for the Alps

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Transport is the "climate sinner": huge need for measures in the climate hotspot Alps
CO2 emissions in the transport sector continue to increase and their reduction represents a crucial challenge. Whereas the reductions efforts in the Alps might not make the decisive contribution to the reduction of global CO2 emissions, the measures take place in an area that is being highly affected by global warming at twice the rate of non-alpine Regions and furthermore in a highly symbolic part of the globe.

The Alps can be and have to be a laboratory for a sustainable transport policy
Environmental and transport policies need to include special rules for sensitive regions. Several innovative tools have been first implemented in Alpine countries (heavy goods vehicle charging, car free tourist destinations). The Alps are *the* ideal laboratory for a sustainable European transport policy and are already formally recognized as a sensitive region through the Alpine Convention and it's protocols.

"Less can be more": intelligent management of limited resources in the Alps
Technical progress, e.g. cleaner engines, biofuls, e-mobility, will not be sufficient to solve our transport problem. We are not only facing noise, air pollution and green house gases, but very "physical" capacity problems in certain regions. Traffic in mountain areas, cannot grow infinitely because there is no more space for additional motorways or new roads. We need to develop transport demand-management systems to manage this "scare recourse" with tool such as the Alpine Crossing Exchange for transalpine trucks traffic.

Software instead of hardware: Transports alternatives exists, and need to be used
Large infrastructure projects have been often approved by underestimating the costs, overestimating the revenue, underevaluating the environmental impacts and by overevaluating the economic development effects (see: Flyvbjerg et al: Megaprojects and risk). New investments in infrastructure needs therefore be based on transparent criteria and be accompanied by policy instruments for a modal shift to cleaner and safer means of transport. Mobility management, better timetables and coordination in public transport between Alpine valleys and countries have to become a reality.