

**Declaration of Regensburg
(11.05.2004)**

Follow-up Meeting of Ministers on 11 May 2004

Joint Declaration Concerning the Improvement of Road Safety, in Particular in Tunnels in the Alpine Region (30 November 2001)

In the presence of the Ministers of Transport or their deputies of the Federal Republic of Germany, the Republic of Austria, the French Republic, the Italian Republic, the Swiss Confederation and the representative of the Vice-President of the European Commission

This second meeting of the Ministers of Transport of the Alpine countries on 11 May 2004 within the framework of the Joint Declaration concerning the Improvement of Road Safety, in Particular in Tunnels in the Alpine Region (30 November 2001) was convened to receive information regarding the initial results of the process and to define further steps.

The Ministers of Transport and the representative of the European Commission approve the structures that have been put in place by the permanent body, acknowledge the work that has been started and give the Steering Committee a mandate to put into more concrete terms the goals laid down in the Joint Declaration of 30 November 2001.

After two years Switzerland will hand over the presidency to France in accordance with the agreed rotation principle.

The Ministers of Transport of the Alpine countries herewith adopt the following report in the form of conclusions pertaining to the continuation of the Joint Declaration Concerning the Improvement of Road Safety, in Particular in Tunnels in the Alpine Region:

Conclusions of the Transport Ministers of the Alpine Countries within the Framework of the Follow-up Process to the Declaration of Zurich

Regensberg (CH), 11 May 2004

1. Status of Work

In the presence of the representative of the Vice-President of the European Commission, the Ministers of Transport of the Federal Republic of Germany, the Republic of Austria, the French Republic, the Italian Republic, the Swiss Confederation

noting that

The process initiated by the Joint Declaration of Zurich concerning the Improvement of Road Safety, Particularly in Tunnels in the Alpine Region (30 November 2001) has been adequately continued and that cooperation between the Alpine countries is proceeding satisfactorily in accordance with the objectives of the Joint Declaration of Zurich

confirm

On the one hand the organisational structure that has been developed for the follow-up process for the Joint Declaration of Zurich with the Steering Committee "Traffic Safety and Mobility in the Alpine Region" with the three working groups "Traffic Safety in Tunnels", "Traffic Management and Transfer", "Mobility Study in the Alpine Region", and

On the other, the duties of the Steering Committee and the mandates of the working groups (Appendices 1 and 2), which they herewith supplement with the details pursuant to the Item 2 below

acknowledge the reports of the three working groups (Appendices 3-5) and

reaffirm

their joint will to continue their efforts to improve the safety of transalpine traffic, increase the share of rail freight transport and improve its quality.

2. Instructions for Forthcoming Work in 2004 and 2005

The Ministers of Transport of the Alpine countries call upon the Steering Committee within the framework of the working group Tunnel Safety to

emphasise the coordinated implementation of the specifications of Directive 2004/54/EC of the European Parliament and of the Council on Minimum Safety Requirements for Tunnels in the Trans-European Road Network specifically in the Alpine region as a priority task for the next two year period. Particular consideration should be given to the specific infrastructure in Alpine tunnels above and beyond the minimum requirements of the EC Directive.

consider how safety can be improved in single-bore Alpine road tunnels by means of infrastructural and operating measures as well as the financial impacts of such measures,

conduct a review of the studies on the safety of rail tunnels in consultation with rail experts and evaluate the specific need for action in the Alpine arc and propose specific measures;

Within the framework of the Working Group Traffic Management and Transfer

to systematically and as a matter of priority examine all traffic management measures proposed by national governments and assess their effectiveness and impacts on the entire Alpine region,

to evaluate the list of traffic management measures and assess their impacts in the individual countries and upon the transfer of road traffic to other axes

to appraise the various proposed road-side traffic management measures in the Alpine region, with the stipulation that market economy steering instruments such as volume-dependent user fees, slot systems or the Alpine Crossing Exchange must be examined,

to submit proposals to the next Conference of Ministers for joint traffic management measures in the Alpine arc, taking into account existing and appropriate instruments,

to draw up a concept to intensify checks on heavy goods traffic on trans-alpine routes with a view to improving safety in Alpine tunnels

Within the framework of the Working Group Mobility Study in the Alpine Region

to set up a highly homogenous database on the flows of trans-alpine freight traffic, by comparing the results of the CAFT survey (Cross Alpine Freight Transport) with other available sources, so that these can serve as a reference that provides improved support for infrastructure planning in each country,

to expand the collection of data to alternative traffic flows in transalpine traffic such as, for example, short-distance maritime traffic and all passenger transport,

to strengthen cooperation between the bodies which collect and process data and the companies which have received a mandate to develop large projects with a view to documenting and comparing the traffic outlooks and forecasts;

Within the framework of a strategic examination (by the Steering Committee or an extended working group)

With regard to road safety

- to submit an overview of the technical safety measures implemented on heavy goods vehicles and, where necessary, concerted proposals to ensure strict compliance with these measures tailored specifically to traffic in the Alpine region, and
- to compile a comparative overview of the working conditions of professional drivers with a view to improving safety in the Alpine region, and also to draft specific recommendations if necessary

With regard to transferring transit traffic in the Alpine region, especially freight traffic, to do more to examine alternatives (e.g. combined transport) to pure road traffic and where necessary to submit proposals to promote them; with regard to the coherency of general policies and policies concerning the Alpine region in particular:

- to prepare a statement regarding all national projects dealing with the management of transalpine road traffic. With a view to improving coordination the ministers undertake to task the Steering Committee as a matter of priority with this report
- to prepare a report on the work of the European Union or third parties which has either a direct or indirect impact on transport in the Alpine region;

To submit a further interim report on the progress of work by the end of 2005.

3. Approval of the Handover of the Presidency

The Transport Ministers of the Alpine countries authorise the handover of the presidency of the entire process and the Steering Committee, which will pass from Switzerland to France for the next two year period.

The Ministers request France to endeavour during its presidency to obtain Slovenia's agreement to participate on a regular basis in the work of the Steering Committee.

The Transport Ministers of the Alpine countries agree to meet again after two further years in order to evaluate the results that have been obtained and to define the further steps to be taken as part of this process.

Agreed in Regensberg (CH), 11 May 2004

Steering Committee Traffic Safety and Mobility in the Alpine Region

Goals and Function of the Steering Committee

(Status: July 2004, with modifications following the second Conference of Ministers on 11 May 2004)

Remit:

It is the task of the Steering Committee to:

Contribute to improving transport safety (road and rail) and to encourage the transfer of traffic from roads to other modes of transport in the Alpine region by means of analysis, discussion and the implementation of suitable measures pursuant to the Joint Declaration of Zurich concerning the Improvement of Road Safety, in Particular in Tunnels in the Alpine Region (30 November 2001). In terms of the coherence of general policies, and policies concerning the Alpine region in particular, to draw up a report on diverse issues which have a bearing on the Alpine region, in particular:

- On all national projects concerning the management of transalpine road traffic, as with a view to improving coordination the ministers have undertaken to task the Steering Committee as a matter of priority with this report;
- On work of the European Union and third parties having either a direct or indirect impact on traffic in the Alpine region.

Principle:

When conducting its work the Steering Committee will do its utmost to use completed and ongoing work and studies of other organisations and bodies, in particular institutions. Cooperation with these organisations and bodies or institutions is to be sought where necessary and appropriate. The aim is to avoid duplication as far as possible.

Structure:

The Steering Committee comprises representatives of the Alpine countries, the Federal Republic of Germany, the Republic of Austria, the French Republic, the Republic of Italy and the Swiss Confederation. The European Commission has a representative with observer status.

Working Structure:

To better structure its assignments the Steering Committee may set up working groups. These submit proposals to the Steering Committee. Decisions which have political implications must be approved by the responsible ministers. The Steering Committee may also award contracts to external consultants.

Functioning:

The delegation from one country assumes the presidency of the Steering

Committee and also serves as the Secretariat, usually for a two-year period. The main task of the Secretariat is to prepare, carry out and evaluate the meetings of the Steering Committee. The Secretariat may be entrusted with additional tasks by mutual consent.

Rotation Principle:

The presidency is organised in accordance with a rotation principle, with the order in which the presidency is held determined by mutual agreement; Switzerland held the first presidency.

Financing:

Each party shall finance its own expenditure arising in connection with its work in the Steering Committee. The party that holds the presidency shall cover the overhead costs of the Secretariat during the periods of its presidency. Expenditure for financing contracts awarded to third-parties shall be divided between the parties by mutual agreement. If resolutions are adopted by the ministers which have far-reaching financial implications, the question of financing shall be regulated in the form of administrative agreements if necessary.

Meeting Modalities:

The Steering Committee will meet at least once a year.