

- refrain from constructing new high-capacity roads for trans-Alpine traffic (motorways, freeways) (Article 11(1) TP);
- to construct new high-capacity roads for inner-Alpine traffic only in compliance with strict conditions concerning the environment- and transport-related (e.g. potential modal shifts) impacts (Article 11(2) TP);
- to reduce as far as possible the environmentally harmful consequences of air traffic (Article 12(1) TP);
- to limit or, if necessary, to forbid any setting down out of aircrafts outside airports (Article 12(1) TP);
- to limit the construction or significant enlargement of airports in the Alpine area (Article 12(2) TP);
- to assess the effects of new tourist attractions on transport and, if necessary, to take preventive or compensatory measures (Article 13(1) TP);
- to support low-traffic or car-free zones, as well as measures to improve car-free mobility for tourists in the Alpine region (Article 13(2) TP);
- to apply the polluter-pays principle by introducing stepwise a transport tariff system reflecting real costs (Article 14 TP).

### *Monitoring and Controlling*

Regarding monitoring and controlling, the contracting parties have agreed:

- to elaborate a reference document on the developments and improvements of high-capacity transport infrastructures which shall be updated periodically (Article 15 TP);
- to set environmental quality standards and environmental objectives and indicators based on the specific conditions of the Alpine region in order to follow the developments of environmental hazards and of health by traffic (Article 16 TP).

One may summarise that the Transport Protocol aims for a sustainable transport policy to be achieved by limiting the volume of traffic, by shifting the road traffic to more environmentally friendly modes of transport, and by increasing the efficiency as well as the coordination between the existing transport infrastructures (inter-modality). In this context, international cooperation is crucial.