

Management Plan

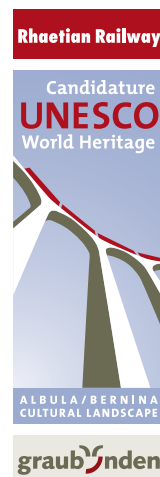
Candidature UNESCO World Heritage

Rhaetian Railway in the Albula/Bernina Cultural Landscape

Switzerland / Italy

21st December 2006

No. 1/14





Albula line > Glacier Express on the
Landwasser Viaduct near Filisur.
D. Enz/Rhaetian Railway

Table of contents

Summary	> 5
1. Introduction	> 9
2. Proposed Statement of Outstanding Universal Value	> 13
3. Management Mission Statement	> 19
4. Management Structure and Organisation	> 23
4.1 Trans-border cooperation	> 25
4.1.1 Memorandum of Understanding	> 26
4.2 Association for the World Heritage Site of the Rhaetian Railway in the Albula/Bernina Cultural Landscape	> 29
4.2.1 Articles of Association	> 30
4.2.2 Agencies	> 38
5. Funding	> 39
6. Activity planning	> 43
6.1 Sustainable development	> 46
6.1.1 Clarifying the concept of sustainability	> 46
6.1.2 Understanding and defining sustainability for the World Heritage Site	> 46
6.2 Aims, activity domains and measures	> 52
6.2.1 Activity Domain 1: the Railway	> 52
6.2.2 Activity Domain 2: Cultural Landscape	> 54
6.2.3 Activity Domain 3: Economy/Tourism	> 56
6.2.4 Activity Domain 4: Organisation	> 58
6.2.5 Activity Domain 5: Cooperation	> 60
7. Instruments and Fundamentals	> 61
7.1 Implementation of conservation and sustainable development measures	> 63
7.1.1 Statutory protection and planning	> 63
7.1.2 Guiding principles of the Cantonal Structure Plan	> 65
7.1.3 Areas of responsibility	> 67
7.2 Monitoring and Controlling	> 69
8. Signature on behalf of the State Parties	> 71
Annex	> 75
Most Important Principles (Legislation, Inventories, Planning)	> 77

Summary



Bernina line > The Rhaetian Railway's
Bernina Express runs past fruit orchards
below Campascio.
A. Badrutt/RhB

Summary

This Management Plan formally defines the international cooperation and organisational structure of the trans national candidature of the Rhaetian Railway in the Albula/Bernina Cultural Landscape. Specifically, it defines the mission statement and objectives for the future development of the site and sets out measures to assure its protection, preservation and sustained development.

Numerous administrative agencies in Switzerland and Italy currently implement the existing legal foundations and planning guidelines for the protection and development of the railway line and its associated cultural landscape. These are complex tasks, and the Convention Concerning the Protection of the World Cultural and Natural Heritage calls for special measures. At national level, the relevant Swiss and Italian authorities have concluded a “Memorandum of Understanding” about their future cooperation. A new body was founded for the specific work involved. It has the legal form of an Association whose activities and competences are defined in its binding articles. It can represent all those involved (administrative agencies of the government, communities, proprietors, non-governmental organisations and other interested parties). Several interdisciplinary panels of experts are formed to handle the various technical questions and to elaborate relevant measures on the basis of the required specialist knowledge and competences for their implementation.

At the time of the candidature, a charter was drawn up on the basis of the prepared mission statement: it represents a preamble to and forms part of the Articles of Association and is signed

by all those involved. Taking into account the concept of sustained development, objectives were formulated for various topic sectors: they represent the starting point for the activity domains and measures to be implemented.

This main part of the Management Plan and in particular the agreed measures are understood in the sense of planning activities that are continuously developed in the coordinating discussions between the Association and all those involved. In addition, the Association is responsible for supervising the quality of the site. Indicators permit monitoring and controlling.

The management of the site is financed by existing and assured public funds and by contributions from the Rhaetian Railway. The Association is financed by graduated membership subscriptions: this means that the local members, especially the communities, are also integrated financially in the management of their site.

Finally, the Management Plan refers to the legal foundations, the spatial planning tools and the existing administrative structures that are used to implement the respective measures.

1. Introduction



Bernina line > The views of the Morteratsch glacier from the “Montebello” open loop are fascinating.
A. Badrutt/Rhaetian Railway

1. Introduction

The Management Plan sets out how the exceptional universal value of the Rhaetian Railway in the Albula/Bernina Cultural Landscape site will be preserved on the basis of a participative structure.

As presented in Chapter 5 of the candidature dossier, legal and planning measures are now in place for the protection of the Site and are implemented or supervised by various administrative agencies. The federal structure of the Switzerland means that the relevant competences are delegated to institutions at various government levels. Local government agencies are responsible for the Italian part of the stretch (municipality of Tirano). The management tasks do not involve implementation of the existing legal protection in the narrower sense (as this is handled by the duly legitimised government agencies), but rather the coordination of all the activities carried out on the site that are oriented to the qualities of the World Heritage. In addition, the management assumes specific tasks in connection with the nomination that had not hitherto arisen or were given insufficient attention. These include broadcasting the values and objectives of the UNESCO World Heritage Project as broadly as possible to the local inhabitants themselves, but also to the public and to political bodies. Even in existing close-knit regulatory systems such as those of Switzerland and Italy, high public awareness of matters concerning the cultural and natural heritage – and thus strong public interest in its preservation – strengthens both the statutory and planning aspects of the protection measures.

The first part of this Management Plan describes the management structures. All those involved must cooperate and coordinate their tasks in order to manage the site. Administrative agencies, proprietors, users and independent organisations can jointly implement interdisciplinary projects. An association in which governmental agencies are also represented and which is in principle open to all interested parties is the most suitable legal form for the sponsorship of the site. The Association's procedures are laid down in binding Articles of Association. Membership obligates all those involved to cooperate and to respect the values of the World Heritage Project as laid down in a Charter (Preamble). The international framework of the joint management between Switzerland and Italy was set out at national level in a "Memorandum of Understanding". The membership of the municipality of Tirano in the Association – as well as the membership of all other communities within the perimeter of the World Heritage Site – assures concrete cooperation in local and regional projects.

The second part of the Management Plan should be understood as a planning schedule for the work of the Association and its members. The Plan defines what the sponsors of the site understand by the key term of «sustained development». This definition assumes that the Rhaetian Railway is a unique cultural monument in the "living cultural landscape" of the Albula/Bernina region. Accordingly, it cannot be preserved as a mere museum piece with no real function: the railway must operate on a daily basis as a form of public transport in a cultural landscape that is utilised and cared for.

The planning schedule shows the manner in which the World Heritage Site of the Rhaetian Railway in the Albula/Bernina Cultural Landscape should be preserved over the long term. The site will be secured firstly by existing protection measures as well as new ones still to be set up (see Chapter 5 in the “Dossier” File), and secondly by active and dynamic further development oriented to the fundamentals of sustainable development as previously defined. For a detailed description of the unique values in line with the UNESCO Guidelines for the World Cultural Heritage, reference is made to the comprehensive candidature dossier which was worked out in scientific detail. The Management Plan is oriented to the municipal, cantonal, national and international administrative agencies, to the population, the environmental and cultural associations, the economy, to the scientific community and in general to all groups that are involved and interested in the protection and utilisation of the World Cultural Site of the Rhaetian Railway in the Albula/Bernina Cultural Landscape. In particular, however, the Management Plan represents an obligation for the sponsors and acts as an implementation tool.

2. Proposed Statement of Outstanding Universal Value



Albula line > The railway reaches the Engadin at Bever.
Photo: A. Badrutt/Rhaetian Railway

2. Proposed Statement of Outstanding Universal Value

The “Rhaetian Railway in the Albula/Bernina Cultural Landscape” as proposed, comprises the railway line as a technical monument integrating – within precisely defined boundaries – the surrounding cultural landscape. The transnational perimeter of the site reflects all the mutually influential structural, cultural and natural factors of the phenomenon of railway in a broader context.

The outstanding universal value of the “Rhaetian Railway in the Albula/Bernina Cultural Landscape” can be substantiated with several arguments. The railway and its surrounding landscape constitute an inter-active “Gesamtkunstwerk”. The construction of the railway line was made possible by the extraordinarily creative exploitation of technical, economic and socio-cultural influences: on the political level, the cohesion of the culturally and linguistically disparate areas of Canton Graubünden was an important objective that could be promoted with the construction of the railway. The Albula line, although designed as a narrow-gauge line due to the topography, was nevertheless conceived and operated like a standard-gauge mainline railway. The objective was to provide easy access to the Engadin, both in summer and winter. So the railway contributed to the development of a new branch of the economy: winter sports tourism. Tourism as such would become the key industry in the region. The railway line was subtly embedded in the varied cultural landscape, and continues to enrich it even today. The construction of the Bernina line was linked with that of the power plant to generate energy for Milan, which was

then in progress following an Italian initiative, and benefited from the capital released by this project. Further, the demands of tourism were reflected in planning the alignment to enhance a special mountain experience for passengers travelling in the train. Consequently, a new technology was adopted for this section, building the mountain railway as an electric ‘surface railway’. The “Rhaetian Railway in the Albula/Bernina Cultural Landscape” is an outstanding example of a masterpiece, the creation by the diverse interaction between economics, politics, technology, culture and nature.

The complementary aspect – the combination of two different kinds of mountain railway, on the one hand with crest tunnels (and the equally technically demanding spiral tunnels) and on the other as a surface electric railway crossing a high altitude mountain pass in the open – the Albula/Bernina line is simultaneously unique and typical, an outstanding example of a railway in the mountains. Its major role in the history of railway construction and the quality of the achievement established the basis for the worldwide recognition it has enjoyed ever since it was first brought into service. It is essentially different from the mountain railways already figuring on the World Heritage List: the Albula line, as a masterpiece, constructed with lavish planning and excellent craftsmanship, represents the archetype of the mountain railway from the golden age of rail. With its many stone viaducts of varying heights and lengths, the complex, sometimes overlaid structures of the helical tunnels and the long crest tunnel, the meticulous and architecturally valuable

design of the elevated structures, and finally the actual operation itself, it displays all the characteristics of a mainline railway, even though it was constructed with a narrow gauge. The Bernina line, on the other hand, an electric surface railway at a great altitude and with the extreme gradient of 70‰, opened up new technical territory. The Albula/Bernina section represents a special type of “high-altitude mountain railway”: over a distance of some 130 km and with a maximum difference in altitude (1,550 to 1,700 m) it crosses a mountain range, from one side to the other. As a transnational line, it is a binding element in a separative topography: along its brief route, it crosses diverse landscape forms and several climatic zones, as well as three cultural regions, each with its own language and traditions.

Even at the time the railway was built, the outstanding quality of the landscape to be traversed was recognised and deemed worthy of preservation. Emphasis was put on harmonious integration of the railway infrastructure, while at the same time the alignment – particularly in the case of the Bernina line – was planned, as far as possible, to present the landscape to the traveller in all its magnificence as a landscape experience. The structurally created measures to enhance perception of the landscape during a rail journey together with the railway landscaping realised during construction are unique. Over a relatively short distance, the passenger can experience varied and spectacular natural phenomena and types of cultural landscape, each with its typical agricultural usage and very significant historic monuments. From the high alpine glaciers of the Bernina to the characteristically southern air of the Poschiavo and Veltlin, from the worldly tourist location of St. Moritz to the primal, alpine agrarian landscape of

Bergün/Bravuogn, past a dense concentration of characteristic sacred and secular buildings: thanks to modern technology the traveller can experience the wonderful diversity of the alpine region almost in ‘fast forward mode’. The “Rhaetian Railway in the Albula/Bernina Cultural Landscape” displays emblematically this synthesis of nature, culture and technology which has exerted a powerful influence on how the Alps have been perceived over the years: a vignette of cultural history.

At the same time – and closely linked with the aspect of landscape experience – the Heritage Site is an outstanding example for the development of a tourism-oriented Alpine cultural landscape. The extensive utilisation of the landscape for tourism, throughout the year, was only feasible with the advent of the railway. High-quality cultural landscape elements such as hiking and rambling paths, scenic vantage points with mechanical aids to reach them, such as on Muottas Muragl or the golf course in Samedan – the highest golf course in Europe when it was built (1,700 metres above sea level, founded in 1893) – and other exceptional structures, such as the impressive Grand Hotels, make this cultural landscape with its railway an exceptionally representative reflection of alpine tourism.

The characteristic elements of the Albula/Bernina cultural landscape are extremely well conserved. Even the entire infrastructure of the railway (alignment, engineering structures and buildings) is very well preserved in its original state. This is unique considering the railway is operating full time. Today, as a regular, scheduled railway, it transports both passengers and freight just as it did 100 years ago. It also has a unique fleet of historic rolling stock.

While the “Semmeringbahn” UNESCO World Heritage Site marks the beginning of accessing mountainous areas by rail, the Albula/Bernina line represents the golden age of mountain railway construction: it was only with the development of mechanical tunnelling machines in the second half of the 19th century that long tunnel constructions and special types of tunnel (such as spiral tunnels) could be erected within acceptable time and cost constraints. The construction of alpine mountain railways came to an end with the First World War. Since then, no new trans-alpine railways have been completed, while spiral tunnels no longer feature in contemporary rail construction.

3. Management Mission Statement



Bernina line > Bernina Express at
Alp Grüm The Palü Glacier in the
background.
A. Badrutt/Rhaetian Railway

3. Management Mission Statement

All activities and measures decided within the scope of the site management are based on a specific mission statement. It forms the foundation for the management of the nominated World Heritage Site and the various objectives, activity domains and concrete measures are derived from it.

Protection and preservation: Its designation as a UNESCO World Cultural Heritage Site implies the will to preserve – over the long term – the Rhaetian railway route in the Albula/Bernina Cultural Landscape, which is unique in the world. Careful use of this monument will allow the unique cultural historical characteristics of the railway and the Albula/Bernina Cultural Landscape to be preserved sustainably. Its protection and preservation presuppose its continued development as a World Cultural Heritage Site.

Sustainability: All actions affecting the World Heritage Site should be based on the principle of sustainability.

Use of the railway: As a mode of transport for occupational, leisure and tourist uses that preserves its environment, the railway is subject to changing natural, economic and social impacts. A high quality of further development adapted to these impacts should preserve the railway in accordance with its status as an exceptional cultural monument.

Use of the cultural landscape: The symbiotic interplay between the Cultural Landscape and the railway is a significant characteristic of the World Heritage Site. Suitably adapted cultivation and permanent settlement will create the conditions for preserving its unique historical features

characterised by their traditional utilisation in the Albula/Bernina Cultural Landscape into the future.

Identity and cultural diversity: The Albula/Bernina railway route links cultures, language regions and diverse landscape areas. The railway is a symbol of the cultural and natural diversity of the region and a former of identity as a part of the collective memory of the local inhabitants.

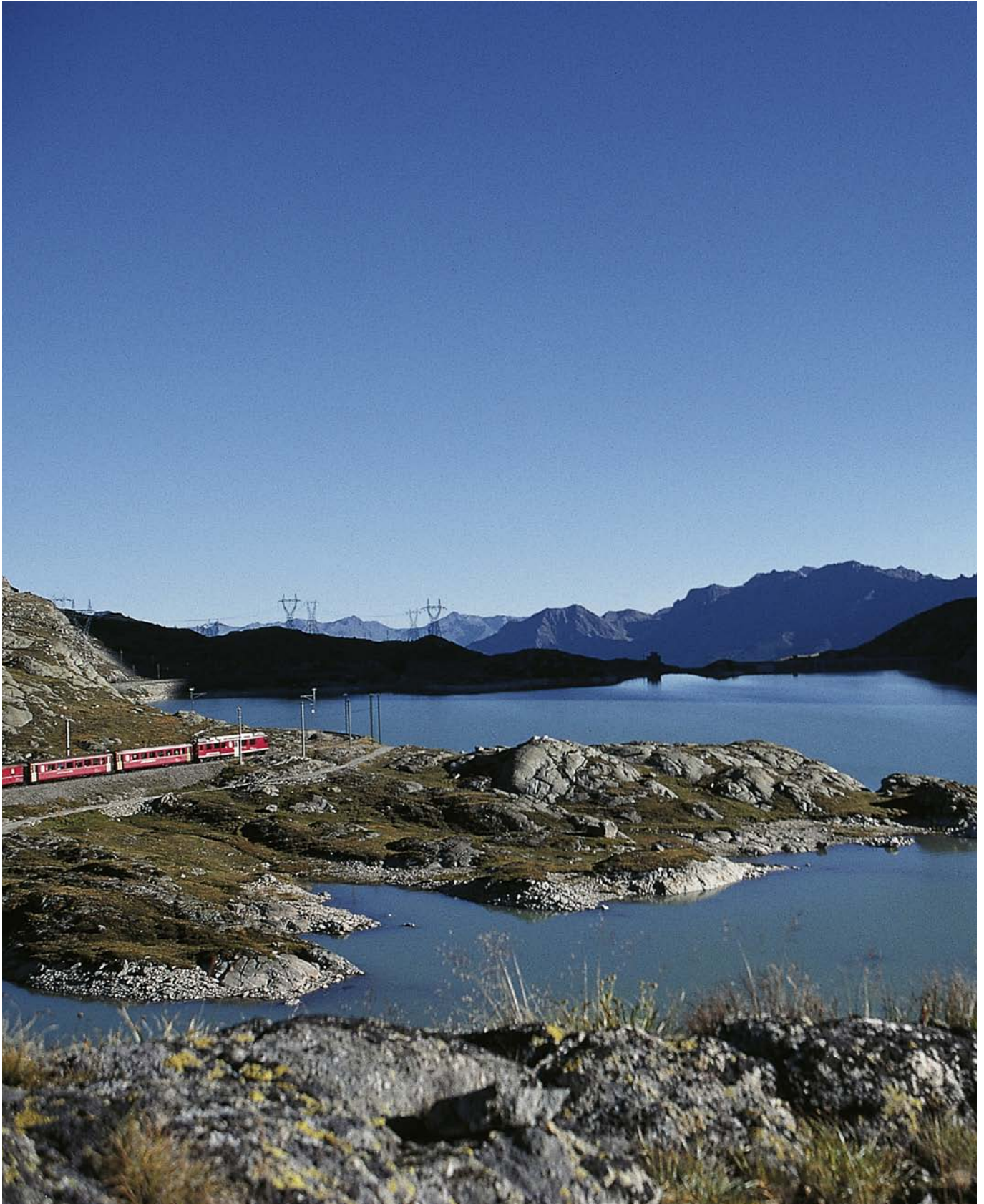
Awareness and information: The values and aims of the UNESCO World Heritage concept should be recognised and understood. The desired sustained development should be made authentically visible and accessible. Regional value added should be promoted and the local population as well as the broader public should simultaneously be made aware of the importance of preserving this cultural heritage.

International position and accessibility: The railway route in the Albula/Bernina Cultural Landscape is a unique internationally significant cultural asset with a high tourist reputation. These circumstances are communicated in a focussed way both internally and externally. The awareness of the cultural heritage among the regional population along the railway line and in the wider surroundings will be improved and the utilisation of the railway will be promoted. Relevant projects will be set up to allow the World Heritage Site to be more easily experienced and utilised for tourism.

4. Management Structure and Organisation

4. Management Structure and Organisation

4.1	Trans-border cooperation	> 25
4.1.1	Memorandum of Understanding	> 26
4.2	Association for the World Heritage Site of the Rhaetian Railway in the Albula/Bernina Cultural Landscape	> 29
4.2.1	Articles of Association	> 30
4.2.2	Agencies	> 38



Bernina line > Crossing the ridge of the Bernina alongside the Lago Bianco (white lake).
T. Keller/Rhaetian Railway

4. Management Structure and Organisation

4.1 Trans-border cooperation

The perimeter of the proposed World Heritage Site of the Rhaetian Railway in the Albula/Bernina Cultural Landscape extends from Thusis in Switzerland (start of the Albula line) to Tirano in Italy (end of the Bernina line). In the meaning of Art. 134 (b) of the “Operational Guidelines for the Implementation of the World Heritage Convention”, this is a proposal for a trans-national candidature. Consequently, Swiss and Italian institutions are jointly involved in the

management of the site. The relevant national authorities of the two countries have concluded a “Memorandum of Understanding” for this purpose. It sets out the cooperation between the two contractual states at national level within the scope of their internal governmental organisations and affirms their joint obligation to protect and preserve the site. The Memorandum of Understanding was signed by the competent authorities on September 25, 2006.

4.1.1 Memorandum of Understanding



Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
Confederaziun svizra



Ministero per i Beni e le Attività Culturali

Dipartimento federale dell'interno DFI
Ufficio federale della cultura UFC

Dipartimento Ricerca, Innovazione ed
Organizzazione DRIO

Memorandum of Understanding

between the competent authorities of Switzerland and Italy

Ufficio federale della cultura

and the

Ministero per i Beni e le Attività Culturali

concerning

the joint World Heritage transnational nomination
„Rhaetian railway in the Albula/Bernina cultural landscape“

The *Ufficio federale della cultura* and the *Ministero per i Beni e le Attività Culturali* thereafter mentioned in the present document as the Parties submit together the “transnational Nomination of the *Rhaetian Railway in the Albula/Bernina cultural landscape* for inscription of the World Heritage List.”

The Albula and Bernina railway lines are the central element of the World Heritage candidature. The Albula railway was completed in 1903, the Bernina Railway in 1910. The Albula line (Thusis to St. Moritz in Switzerland) was constructed as a classical mountain railway for operation with steam engines, the layout of the line and the engineering structures in local quarried stone mark the zenith of the classic railway building era. The Bernina railway (St. Moritz to Tirano in Italy) is an innovative adaptation of the electric interurban railway with an exceptionally clever layout integrated in a high alpine landscape. Today the Bernina railway is unique the world over: it is the highest altitude transalpine railway in Europe and one of the steepest adhesion railways in the world. The surrounding cultural landscape is proposed to be included in the World Heritage List in conjunction with the railway line being an integral part of the landscape. The cultural landscape's features of the past and the present interact with an alpine to high alpine natural landscape of spectacular beauty. Opening the Bernina line in 1910, the traditional historic routes between Italy and Switzerland – or between north and south – had been completed by a modern transport system. Ever since, the Rhaetian railway linked the two countries and became the emblematic sign of the strong common historic and cultural relations.

In 2004, the site was inscribed on the World Heritage Tentative List for Switzerland by the Swiss government. From the very beginning, the declared aim was to include the complete railway between Tirano in Italy and Thusis in Switzerland, thus to intend to collaborate between the Swiss and Italian authorities in order to prepare a joint nomination. In 2005, Italy inscribed its part on the Tentative List of Italy and in 2006, the nomination file had been completed by the collaborating responsible institutions in Switzerland and Italy and under the combined authority of the *Ufficio federale della cultura* in Switzerland and the *Ministero per i Beni e le Attività Culturali* in Italy.

According to the common procedures and guidelines based on the World Heritage Convention, each country is responsible to take care of the preservation and other management of the property within its territory. With their World Heritage candidature, the Rhaetian Railway and the *Cantone dei Grigioni* in Switzerland as well as the *Provincia di Sondrio* in Italy are expressing their commitment to the protection and preservation of the Albula and Bernina lines together with their cultural landscape. In section five of the Nomination Document are described the status and procedures of the national legislations, preservation and management. All this kind of activities are ruled and guided by each country itself, i. e. the basic responsibility for all kind of management and actions of individual properties must rest with the individual State Party and be carried out by each of them in accordance of their legislative and management systems.

However, there is a need for additional management collaboration. For this reason and according to the *Operational Guidelines for the implementation of the World Heritage List*, an Association is to be founded. The articles of association and its effective operational implementation are also described in the management plan. With this instrument, the commitment of the local communities both in Switzerland and Italy for a coherent management of the site is guaranteed and the same best practices and management rules for common issues concerning the World Heritage status are assured.

On the national level, the two Parties declare with this *Memorandum of Understanding* their common will to preserve the nominated transnational site following to the obligations of the World Heritage Convention.

The two Parties,

recognizing that the "Nomination of the Rhaetian Railway in the Albula/Bernina cultural landscape" is submitted together by Switzerland and Italy,

looking forward to continue the cooperation for the benefit and success of the nomination,

noting the Operational Guidelines for the Implementation of the World Heritage Convention,

recognizing the importance and the need of management collaboration in order to give the rules for joint management and to guide practical actions in both countries,

noting that all expenditures resulting of the actions foreseen in the management plan are to be borne by the management association or its members following the articles of association and that this agreement does not cause any direct financial contributions of the two signatories,

state to collaborate continuously after the successful nomination in order to protect and conserve this common heritage of outstanding and universal value,

aim at a sustainable development of the cultural landscape, preserving its high quality and authenticity,

strive to preserve the cultural landscape's cultural and natural diversity and to enhance the Rhaetian railway as a common element of collective memory and cultural identity,

aim at reinforcing awareness of the importance of cultural heritage issues in general and of the quality and unique character of this border crossing heritage site in particular.

SWITZERLAND
Ufficio federale della cultura



Johann Mürner
Capo Sezione
Patrimonio culturale e monumenti storici

25 / 09 / 2006

ITALY
Ministero per i Beni e le Attività Culturali

Giuseppe Proietti
Capo Dipartimento
Ricerca, Innovazione ed Organizzazione



4.2 Association for the World Heritage Site of the Rhaetian Railway in the Albula/Bernina Cultural Landscape

A railway line and the cultural landscape surrounding it represent a complex monument, especially from the viewpoint of legal protection. Numerous monument-preservation, regional-planning and additional legal regulations relating to railways and spatial utilisation must be implemented. Within their scope, public authorities at national, regional and local level as well as private organisations and companies with diverse competences carry out various tasks. A coordinating body that includes everyone concerned has consequently been founded in order to manage this site in the sense of the World Heritage Convention: the Association for the World Heritage Site of the Rhaetian Railway in the Albula/Bernina Cultural Landscape (Rhaetian Railway World Heritage Association).

The Association has the objective of promoting the preservation and sustainable utilisation of this World Heritage Site. It aims at the coordination of all institutions concerned with the preservation and further development of the site. Its members are the Swiss Federation, the Canton Graubünden, the Rhaetian Railway, the com-

munities within the perimeter of the Site (including the Italian municipality of Tirano) as well as organisations and persons having an interest in the Site, in particular also non-governmental organisations. The relevant Swiss national authority, namely the Federal Office of Culture (BAK), also represents the national Italian authority in this matter.

The Association is setting up a number of panels of experts in order to discuss specific technical questions and develop appropriate solutions. Three are initially planned: they will focus on the “Railway”, the “Cultural Landscape” and “Information and Use of Label”.

The legal form of the Association is laid down in Art. 60 ff of the Swiss Civil Code (ZGB; SR 210). Its organisation and activities are defined in binding Articles of Association. It is planned to attach the Association’s offices to the Rhaetian Railway. The Articles of Association also cover the financing of the Association: they stipulate that its activities will be funded principally from membership contributions.

4.2.1 Articles of Association

ARTICLES OF ASSOCIATION OF THE “UNESCO WORLD HERITAGE RHAETIAN RAILWAY IN THE ALBULA/BERNINA CULTURAL LANDSCAPE”

Draft: October 2006

CHARTER

The Rhaetian Railway in the Albula/Bernina Cultural Landscape, is a cultural asset of exceptional universal value. In assuming responsibility for it, members of the Association undertake to:

- > safeguard the internationally significant monument of the Rhaetian Railway in the Albula/Bernina Cultural Landscape with appropriate measures for the protection and maintenance of its appearance, character and substance and to further develop it in observance of and compliance with the defined provisions, values and objectives of UNESCO and the charter for the protection of the Natural and Cultural World Heritage;
- > coordinate and further develop the current protection and planning instruments for the railway and the cultural landscape;
- > appraise the condition of the asset continuously using appropriate monitoring and surveillance measures and take all necessary steps to improve management of the Site;
- > work together to this end, exchange information and resources and cooperate in order to achieve the common objective;
- > secure, enhance and promote the cultural diversity of the region by implementing appropriate measures;
- > recognise the identity-forming, conserving and protective qualities of the intangible values of the heritage and act accordingly;

- > promote and support economically efficient and sustainable utilisation of the railway as an ecological means of transport;
- > foster regional value-added with projects that underpin the precious cultural and historical attributes of the railway and the cultural landscape;
- > assure the future of the UNESCO World Heritage by protection, economic utilisation and consequent value-added;
- > attract the attention and increase the awareness of guests and inhabitants by providing high quality, authentic information and tourism services.

I. GENERAL PROVISIONS

Article 1

Name and Domicile of the Association

An association domiciled in Chur under the name Rhaetian Railway in the Albula/Bernina Cultural Landscape is constituted pursuant to the provisions of Art. 60ff. of the Swiss Civil Code ZGB.

Article 2 Purpose of the Association

The Association supports the “Rhaetian Railway in the Albula/Bernina Cultural Landscape” candidature for UNESCO World Heritage. In the event of inscription of the Site on the World Heritage List, it shall promote the conservation and sustainable utilisation of the World Heritage asset “Rhaetian Railway in the Albula/Bernina Cultural Landscape” and shall undertake the task entrusted to it by Canton Graubünden, the Federal Office of Culture and the Rhaetian Railway in the Management Plan.

Article 3 Financing of Activities

The requisite financial resources will be raised by:

- a) membership contributions;
- b) patron contributions;
- c) sponsor income;
- d) contributions from the public purse;
- e) dues in connection with use of the label;
- f) other yields and income.

Article 4 Use of Resources

¹ Association funds may only be used for the purposes stipulated in the Articles. Contributions paid will not be reimbursed in the event of resignation from or winding up of the Association.

² In the event of winding up and disbanding of the Association, or cessation of the previous purpose of the Association, the Assembly of Delegates shall decide on the utilisation of Association funds.

Article 5 Responsibility

The assets of the Association, and solely the assets, may be called on to meet the Association commitments. The Members are released from any personal financial obligation, in particular the obligation to replenish funds.

Article 6 Foundation of the Association

The Association shall be constituted by the acceptance of members on the occasion of a foundation meeting. This meeting shall approve the Articles of Association and the Organisation Regulations.

II. MEMBERSHIP**Article 7 Categories of Membership**

The Association comprises the following categories of membership:

- a) A-Members (with voting rights);
- b) B-Members (without voting rights);
- c) Honorary Members;
- d) Patrons.

Article 8 A-Members (with voting rights)

¹ A-Members of the Association with voting rights may be

- a) the Rhaetian Railway;
- b) communities within the perimeter of the UNESCO World Heritage (core zone);
- c) the Canton Graubünden;
- d) the Federation.

² The Rhaetian Railway and the Canton shall each hold 60 votes, the Federation 40 votes and the communities together a maximum of 75 votes at the Assembly of Delegates.

³ The distribution of the votes of the communities within the perimeter shall be determined in the Organisation Regulations taking into account specific interests and involvement (e.g. area within the core zone, tourism interests or number of inhabitants).

⁴ A-Members acquire membership status by resolution of the foundation meeting or the Assembly of Delegates. Application for membership shall be made in writing.

Article 9 B-Members (without voting rights)

¹ B-Members of the Association without voting rights may be

- a) organisations or institutions concerned by World Heritage;
- b) persons or organisations fulfilling the conditions for utilisation of the label.

² B-Members have no voting rights and acquire membership status by resolution of the Executive Committee. Application for membership shall be made in writing.

Article 10 Honorary Members

¹ Honorary Members are natural persons or organisations who have been of service to the World Heritage.

² Honorary Members are appointed by the Executive Committee and have no voting rights.

Article 11 Patrons

¹ The Association may appoint Patrons to perform its tasks. Patrons have no voting rights.

² The Executive Committee shall decide on the acceptance of Patrons. Acceptance may be refused without stating the grounds.

Article 12 Members' Obligations

Members are bound to further the interests of the Association to the best of their ability. They shall comply with the Articles of Association, the Organisation Regulations and the resolutions of the Association's corporate bodies.

Article 13 Membership Contributions

¹ A-Members (with voting rights) are required to pay the membership contributions set out in the Organisation Regulations. These Regulations must be approved by the Assembly of Delegates. The Federation is exempted from the obligation to pay an annual contribution, but it may make financial allocations at its discretion.

² The sum total of contributions by A-Members shall be maximum CHF 78,000 per year divided between the Rhaetian Railway, the Canton and the communities in proportion to the number of votes held. The membership contribution for a single community within the perimeter shall not be less than CHF 200 and not more than CHF 2,800 (minimum CHF 200 and maximum CHF 400).

³ Contributions by B-Members shall be at least CHF 100 and at most CHF 1,500, according to the specific interests and financial resources of each member.

⁴ Honorary Members do not have to pay a contribution.

⁵ The annual contribution for patrons shall be CHF 500 for organisations and CHF 100 for natural persons.

⁶ Membership contributions shall be payable at the beginning of the association year.

Article 14 Termination of Membership

¹ Membership shall lapse upon voluntary resignation, or exclusion from or winding up of the Association. Resignation is subject to a one-year term of notice per end of year. Notice of resignation shall be submitted to the Executive Committee in writing.

² The Executive Committee may exclude members who have breached the purpose of, or been detrimental to the Association, or have not paid their contributions. Such resolution shall be adopted by simple majority and the excluded member notified in writing.

³ Members who have resigned or been excluded shall not be entitled to any claim whatever against the Association. They shall lose all membership rights; nevertheless they shall be required to meet all commitments extant at the time of termination of membership. Membership contributions already paid in shall not be reimbursed.

III. ORGANISATION**Article 15 Corporate Bodies**

The corporate bodies of the Association are:

- a) the Assembly of Delegates;
- b) the Executive Committee;
- c) the Panels of Experts;
- d) the Office(s) and;
- e) the Auditors.

Article 16 Assembly of Delegates

¹ The Assembly of Delegates is the supreme governing body of the Association.

² The Assembly of Delegates shall comprise A-Member delegates.

³ A-Members shall be entitled to one delegate each. Their voting rights are set out in the Organisation Regulations.

⁴ B-Members, Patrons and Honorary Members may attend the Assembly of Delegates. They have no voting rights but may submit motions to the Assembly.

⁵ The Executive Committee shall hold an Ordinary Assembly of Delegates annually.

⁶ The Assembly of Delegates shall be held no later than six months after the accounts are closed. Every member shall be informed in writing of the items on the agenda 20 days before the scheduled date of such Assembly.

⁷ The Assembly of Delegates shall be chaired by the President; his/her deputy if the President is incapacitated.

⁸ All elections and resolutions approved by the Assembly of Delegates require a simple majority of votes of the members present. In the event of a parity result, the Chairman shall have the casting vote. In the event of a parity result at an election, the decision shall be taken by casting lots.

⁹ An Extraordinary Assembly of Delegates shall be convened by the Executive Committee or the Assembly of Delegates in response to a duly substantiated motion put forward by at least 1/5 of the members or upon request of the auditors within 30 days of such application.

Article 17 Duties of the Assembly of Delegates

The Assembly of Delegates has the following prerogatives:

- a) Approval of the minutes of the previous Assembly of Delegates;
- b) Acceptance and approval of the annual and activity reports;
- c) Acceptance and approval of the financial statements;
- d) Acceptance and approval of the auditors' report and grant of discharge to the auditors;
- e) Resolution on acceptance and exclusion of members;
- f) Election of the Executive Committee, the President, the Vice President and the auditors;
- g) Determination of the amount of membership contributions and budgets;
- h) formation of an Appeals Board to deal with refusals of candidates for membership and exclusion of members by the Executive Committee;

- i) Resolution on amendments to the Articles of Association and the Organisation Regulations;
- j) Resolution on the winding up of the Association;
- k) Resolution on motions;
- l) Approval of further panels of experts.

Article 18 Association Year

The Association year shall run from 1st January to 31st December.

Article 19 Motions

Resolutions of the Assembly of Delegates shall only be valid for items of business shown on the agenda. Motions to the Assembly of Delegates shall be submitted to the Executive Committee in writing before the close of the Association year.

Article 20 Executive Committee

¹ The Executive Committee shall comprise five persons and be chaired by the President. The various communities, the Canton and the Federation shall each be entitled to one seat and the Rhaetian Railway to two seats on the Executive Committee.

² Subject to the exceptions provided for in Art. 17 f, the Executive Committee shall constitute itself.

³ Members of the Executive Committee may also be delegates.

⁴ Term of office for the Executive Committee shall be four years. By-elections shall apply solely for the remaining term of office.

⁵ The Executive Committee shall be convened by the President or the Vice President if the President is incapacitated, stating the items on the agenda. The Executive Committee shall also be convened upon request of at least three of its members.

⁶ Resolutions of the Executive Committee shall only be valid for items of business entered on the agenda. Resolutions may only be adopted on items of business not duly entered if the Executive Committee has expressly resolved that such business may be handled. The Executive Committee shall pass its resolutions by a simple majority. In the event of a tie, the President shall have the casting vote.

⁷ The Assembly of Delegates may dismiss the entire Executive Committee or individual members from office at any time. Members of the Executive Committee may at any time give written notice to the President that they wish to step down; the resignation of the entire Executive Committee shall be tendered to the Assembly of Delegates. In the event of the President stepping down, the Association shall be chaired by the Vice President until the next Assembly of Delegates.

Artikel 21 Aufgaben des Vorstandes

¹ The President shall represent the Association, vis-à-vis authorities, organisations and third parties. He/she convenes sessions and meetings and presides over them.

² Operation of the Association is incumbent on the Executive Committee. It shall assume such duties as are not the prerogative of other constituent bodies of the Association pursuant either to the law or the Articles of Association. In particular, the competence of the Executive Committee shall be responsible for:

- a) Organisation of the business office(s) insofar as these are not provided by the Rhaetian Railway;
- b) Allocation of tasks to the office(s) and monitoring of work done by the office(s);
- c) Compilation and approval of the internal regulations for the business office;
- d) Acceptance and exclusion of B-Members, Honorary Members and Patrons;
- e) Motion for approval of the financial statements to the Assembly of Delegates;
- f) Motions on the budget and membership contributions to the Assembly of Delegates;
- g) Administration of Association assets;
- h) Performance of the duties set out in the Management Plan in conjunction with the partners concerned;
- i) Preparation of annual and activity reports for the Assembly of Delegates;
- j) Convocation, organisation and conduct of the Assembly of Delegates;
- k) Execution of resolutions adopted at the Assembly of Delegates;
- l) Regulation of the mode of authorised signature of the Association;
- m) Appointment of the panels of experts, issue of instructions to and surveillance of the same;
- n) Constitution of working groups.

Article 22 Panels of Experts

¹ The Executive Committee shall set up the following panels of experts:

- a) Panel of Experts – Railway (monitoring and controlling – railway);
- b) Panel of Experts – Cultural Landscape (monitoring and controlling – cultural landscape);
- c) Panel of Experts – Information and Use of Label.

² Further consultative panels may also be appointed. The Assembly of Delegates shall determine when a new panel should be formed.

³ Depending on their area of expertise, members of these panels are drawn from representatives of the Federation, the Canton, the Rhaetian Railway, the communities within the UNESCO World Heritage perimeter and Graubünden Ferien or from the ranks of other specialists. Persons who are not members of the Association may be members of the panels of experts.

⁴ The panels of experts promote and support the efforts of the Association and perform the tasks assigned to them by the Executive Committee to the best of their ability. They facilitate contacts with the regional, cantonal, national and international bodies in connection with the UNESCO World Heritage, channel information to the authorities at these levels and ensure that the objectives and activities of the Association comply with the federal and cantonal laws and strategies.

Article 23 Office(s)

¹ The Office is run by the Rhaetian Railway. If not organised by the Rhaetian Railway, the Executive Committee shall elect and appoint the central Office(s).

² The powers and responsibility of the Office(s) are set out in internal regulations.

Article 24 Statutory Auditors

¹ The Assembly of Delegates shall elect two statutory auditors and a substitute auditor none of whom may be members of the Executive Committee.

² The auditors are responsible for supervising the financial administration, monitoring cash-in-hand and auditing the closing of accounts. They report on their findings to the Assembly of Delegates.

³ The auditors' term of office shall be four years. The auditors may be re-appointed for a maximum of two further terms.

⁴ The provisions governing the exclusion and resignation of members of the Executive Committee apply analogously for auditors.

⁵ Instead of two auditors, an independent auditing company may be entrusted with these duties.

Article 25 Cooperation with Italy

The Federation shall regulate cooperation with Italy in a Cooperation Agreement and represent the interests of Italy on the constituent bodies of the Association.

IV. FINAL PROVISIONS

Article 26 Voluntary Dissolution of the Association

¹ The voluntary dissolution of the Association may be resolved by a 2/3 majority of the votes cast at an Extraordinary Assembly of Delegates convened for this purpose.

² The Assembly of Delegates shall decide on the distribution of the positive assets of the Association at the time of dissolution.

Article 27 Concluding Provisions

¹ Cases not regulated in the present Articles of Association shall be decided by the Executive Committee subject to the reserve of approval by the next Assembly of Delegates.

² Further, the relevant legal provisions pursuant to Art. 60 ff of the Swiss Civil Code (ZGB) shall apply.

Place:

The President:

The Recorder:

4.2.2 Agencies

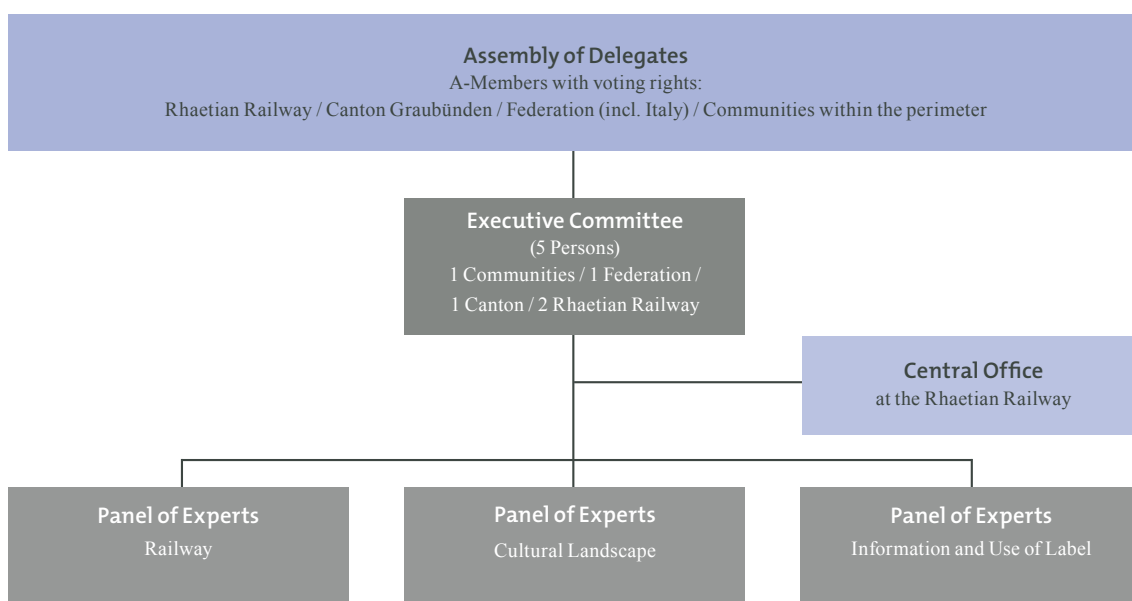
The following administrative offices, public-law institutions, associations and private companies are responsible for various aspects of the World Heritage Site:

- > Swiss Federal Office of Culture
- > Swiss Federal Office for the Environment
- > Swiss Federal Office for Spatial Development
- > Graubünden Office for Spatial Development
- > Graubünden Office for Nature and the Environment
- > Graubünden Office for Agriculture and Geo-Information
- > Graubünden Office for Culture, Cantonal Monument Preservation
- > Rhaetian Railway
- > Regional Associations within the perimeter of the World Heritage Site
- > Municipalities within the perimeter of the World Heritage Site
- > Environmental and Cultural Associations

The following partners are responsible for providing information and preparing initiatives:

- > Rhaetian Railway
- > Graubünden Ferien (Graubünden Tourist Office)
- > Tourist organisations within the perimeter
- > National organisations such as Swiss Tourism (IG Swiss Heritage)
- > Other participating funding agencies and tourism organisations

Structure and constituent bodies (Association “UNESCO World Heritage Rhaetian Railway in the Albula/Bernina Cultural Landscape”)



5. Funding



Albula line > Aerial view of Tiefencastel;
above left the Carolingian monastery church
of St. Peter, Mistail.
D. Enz/Rhaetian Railway

5. Funding

The Association for the UNESCO World Heritage Site of the Rhaetian Railway in the Albula/Bernina Cultural Landscape (Rhaetian Railway World Heritage Association) is funded by the contributions of its members. An annual budget of between CHF 50,000 and 100,000 is planned: most of this will be funded by the Canton Graubünden, the Rhaetian Railway and the communities. The remainder will be borne by the other members.

The measures for the preservation and sustained development of the railway and its cultural landscape will in principle be funded by the proprietors of the nominated World Heritage Site. These endeavours will also be supported by state funding. Thus the Rhaetian Railway receives significant public funding for its transport services as well as for the maintenance and overhaul of its railway infrastructure.

The Albula and Bernina route with all its fixed railway installations and the entire rolling stock is financed by the Rhaetian Railway. The latter's principal sources of income are the revenues from passenger and goods traffic as well as public funding: the Swiss Federation and the canton pay transport companies a regional traffic subsidy for unfunded costs arising from services in the transport or infrastructure sector (as stipulated in the Railway Law EBG; SR 742.101). Additional investments in the infrastructure sector that are not covered by this subsidy may be eligible to payments from a special infrastructure fund of the federation and canton. These sums are interest-free loans repayable under certain

conditions. In 2005 payments for traffic and infrastructure totalled CHF 116.2 million (Federation CHF 103.5 million and Canton Graubünden CHF 12.7 million). Public investments used for the renovation and extension projects of the Rhaetian Railway totalled CHF 78.4 million in 2005 (Federation CHF 66.4 million and Canton Graubünden CHF 12 million). Moreover, uninsured damages due to stormy weather that exceed the railway's financial resources can be underwritten by the federation. The federation also contributes financially to promoting combined traffic and the transport of accompanied motor vehicles by rail.

In addition to the Railway Law, public funding may be based on other legal foundations. Thus investments may also be made on the basis of the law for the equal treatment of disabled persons or on noise protection regulations. The various financial flows in public transportation are in principle component parts of the financial planning of the federation and canton. The funding of the railway infrastructure is currently being reorganised.

The framework conditions for assuring the authenticity and integrity of the cultural landscape over the long term are specified by the spatial planning guidelines. Ultimately, however, the proprietors themselves are responsible for maintaining the cultural landscape and developing it in line with sustainability criteria. Existing promotional tools and systems may be used to secure funding. Thus agricultural businesses receive direct payments based on land areas: they are linked to ecological conditions. Direct

payments to farming operations in the Albula/Bernina region currently amount to approximately CHF 16 million annually. In addition, annual contributions of CHF 4 million are paid to the agricultural sector (investments and transhumance). Payments are also made to the forestry sector. Regional policy instruments are available to promote mountain areas, rural areas and border regions. The costs for the advisory services for planning buildings and installations (cf. Chapters 6 and 7 as well as 5b of the candidature dossier) are as a rule passed on by the communities (building authorities) to the building contractors.

Subsidies are made available by the federation and/or the canton for the appropriate restoration of buildings in accordance with the guidelines for preserving monuments as stipulated in the relevant legislation.

All PR work, such as public information programmes, is carried out by the sponsors, the Rhaetian Railway and interested organisations. It is financed separately by those concerned. Additional specific projects such as visitor guidance or the development of tourist programmes are carried out by the partners involved.

6. Activity planning

6. Activity planning

6.1	Sustainable development	> 46
6.1.1	Clarifying the concept of sustainability	> 46
6.1.2	Understanding and defining sustainability for the World Heritage Site	> 46
6.2	Aims, activity domains and measures	> 52
6.2.1	Activity Domain 1: the Railway	> 52
6.2.2	Activity Domain 2: Cultural Landscape	> 54
6.2.3	Activity Domain 3: Economy/Tourism	> 56
6.2.4	Activity Domain 4: Organisation	> 58
6.2.5	Activity Domain 5: Cooperation	> 60



Bernina line > Bernina Railway on the Morteratsch plain. "Piz Palü" in the background.
A. Badrutt/Rhaetian Railway

6. Activity planning

All activities concerning the site are subject to the principle of sustainability. Because the term sustainable development tends to be very broadly defined, it must be modified to express the reality of the nominated site. What does sustainable development mean in this specific case? What principles are the sponsors obliged to observe? To answer these questions, the principle of sustainability is defined specifically for the Site and relevant actions are derived from it.

The management of the railway line and the cultural landscape surrounding it touches on various activity domains: the railway, the cultural landscape, economics and tourism, organisation, international and national cooperation. Objectives have been formulated for these domains and their various sectors, and specific measures have been derived from them. Responsibility for these measures devolves on the Association as the sponsor or the relevant technical committees and competent authorities represented in the Association. These assure their correct implementation.

Structure of the activity planning programme: activity domains, objectives, sectors and measures.

SUSTAINABLE DEVELOPMENT (activity maxims)					
Activity domains					
1	2	3	4	5	
Railway	Cultural landscape	Economy/Tourism	Organisation	Cooperation	
Objectives O	Railway O ₁	Cultural landscape O ₂	Economy/Tourism O ₃	Organisation O ₄	Cooperation O ₅
Sectors S	Railway S ₁	Cultural landscape S ₂	Economy/Tourism S ₃	Organisation S ₄	Cooperation S ₅
	S 1.1 Protection, maintenance and further development S 1.2 Documentation S 1.3 Safety S 1.4 Public transport S 1.5 Railway museum/information center	S 2.1 Protection and care, biodiversity, landscape aesthetics S 2.2 Forestry S 2.3 Agriculture S 2.4 Settlement and building consulting	S 3.1 Railway programmes S 3.2 Natural and cultural landscape programmes S 3.3 Agricultural and forestry programmes S 3.4 Tourist programmes S 3.5 Regional development S 3.6 Networking S 3.7 Logo use and brands	S 4.1 Quality management association S 4.2 Coordination with administrations S 4.3 Monitoring and controlling S 4.4 Finances S 4.5 Communications	S 5.1 Cooperation with Italy S 5.2 National and international cooperation projects
Measures M	Railway M ₁	Cultural landscape M ₂	Economy/Tourism M ₃	Organisation M ₄	Cooperation M ₅

6.1 Sustainable development

6.1.1 Clarifying the concept of sustainability

At the Earth Summit in Rio de Janeiro in 1992, 180 countries undertook to implement a plan of action for the 21st century. This action plan, also known as Local Agenda 21 or LA21, attempts to find a balance between economic, social and ecological demands in development questions.

By signing the Rio Declaration (1992) and Agenda 21, the Swiss Federation has committed itself to sustainable development and consolidated its intention by integrating this concept in its revised Federal Constitution (1999). In the year 2002, the Swiss Federal Council passed the “Strategy for Sustainable Development 2002”: the Management Plan takes this report into account.

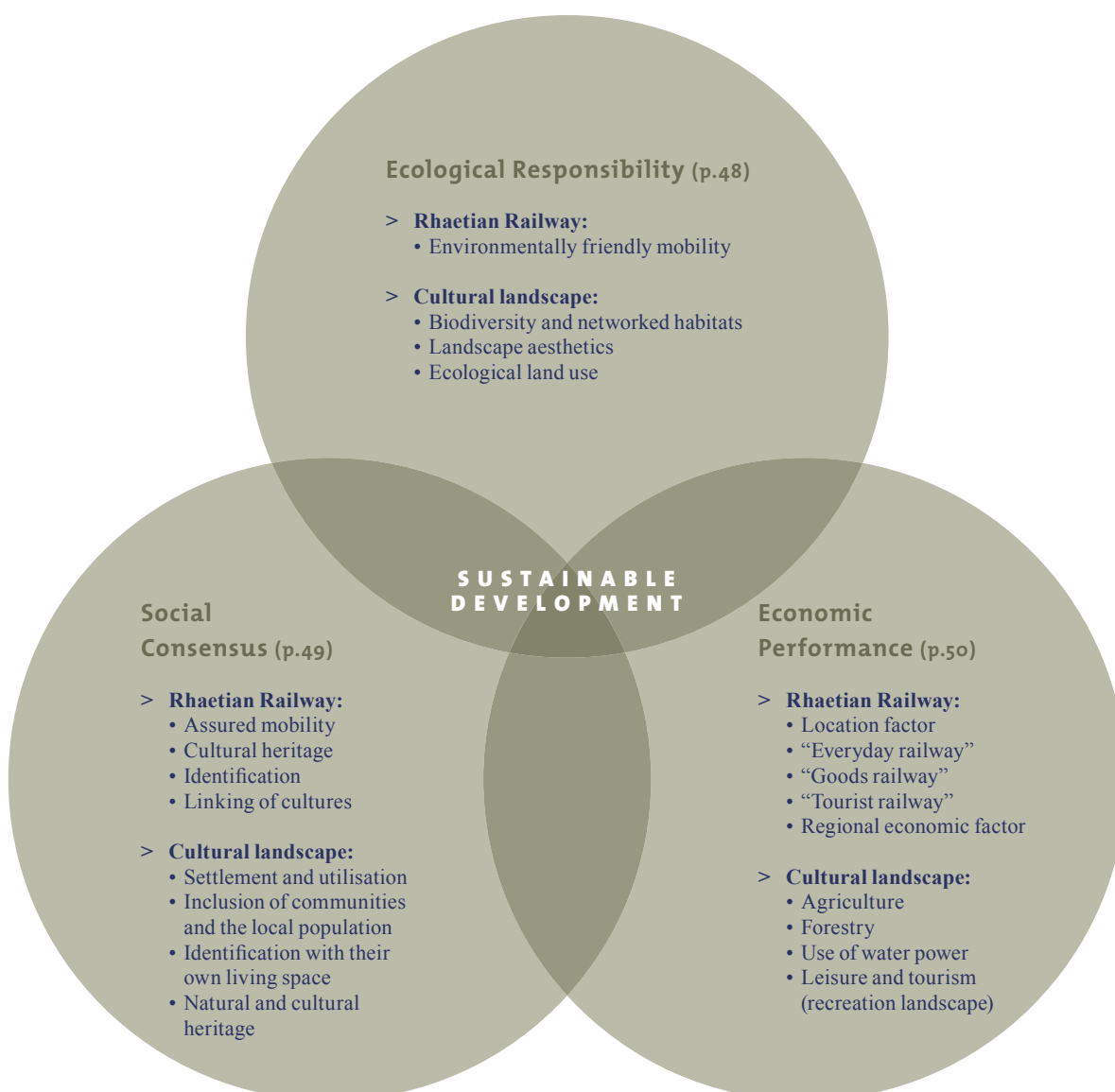
The definition of sustainable development that has acquired the greatest significance is the one stated in the Brundtland Report (World Commission on Environment and Development, 1987): “Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.” This anthropocentric definition of sustainability underscores the future aspect of sustainable development. This means that sustainability is inevitably liable to uncertainty. So there can be no final criteria and definitions of sustainability. The objectives of sustainability must be continuously examined and negotiated within the political process. In

particular, it is clearly essential to apply generally applicable statements and target formulations in the sector of sustainability to concrete conditions and specific contexts.

6.1.2 Understanding and defining sustainability for the World Heritage Site

Like those who drafted the Brundtland Report, the sponsors of the Rhaetian Railway World Heritage place the human being at the centre of the sustainability concept. Our ancestors created the cultural asset of the Rhaetian Railway over a century ago with a unique and pioneering engineering feat. The cultural landscape reflects the cultivation of the land by man over centuries and right up to our present time. The Rhaetian Railway has continued to mould the identity of the local population up to the present: it connects the trilingual Canton Graubünden with the Veltlin valley in Italy and thus promotes an understanding for cultural diversity. The intact cultural landscape and the imposing natural landscape form the economic basis for agriculture and tourism, the latter being the economic mainstay of the Canton Graubünden. The Rhaetian Railway continues to play an important role in the daily life of the population as well as for visitors and the economy as a system of public transport for passengers and goods.

The sponsors of the World Heritage Site see sustainable development – in reference to the cultural landscape and the Rhaetian Railway – as a balance of interests between economic performance, social consensus and ecological responsibility



Ecological responsibility

Rhaetian Railway:

- > ***Environmentally friendly mobility:*** From an ecological standpoint, increasing mobility has led to the greatest negative impacts. Individual motor traffic in particular gives rise to various environmental problems that also damage the associated living space in economic terms. The railway is a form of public transport that preserves the environment and offers a high level of performance.

Cultural landscape:

- > ***Biodiversity and networked habitats:*** Large parts of the cultural landscapes within the perimeter of the Rhaetian Railway World Heritage Site are characterised by closeness to nature and a high degree of biodiversity. Various methods of cultivation under diverse climatic conditions and among alternating geological formations have led to the emergence of unique forms of plant and animal life. The sustained utilisation of this landscape and the promotion of networked habitats contribute to the preservation of biodiversity in the region.
- > ***Landscape aesthetics:*** Small-scale and highly structured landscapes, such as terraced landscapes, bring out the natural beauty of the countryside. The nomination for a World Heritage Site enhances the awareness of the landscape and thus assures its protection.
- > ***Ecological cultivation:*** Swiss agricultural policy uses a system of direct subsidies and special incentives to support ecological cultivation of the farmed landscape. This corresponds to the objectives of the World Heritage, because biodiversity is supported, the landscape is cared for and its protection is assured. Local and ecologically grown produce is also becoming increasingly popular.

Social consensus

Rhaetian Railway:

- > **Assured mobility:** The Rhaetian Railway is an important and safe mode of transport. Access by public transport is also important for social reasons, especially in rural areas.
- > **Cultural heritage:** The Rhaetian Railway represents an outstanding cultural heritage. It was a major pioneering achievement that required a great deal of courage and skill when it was built over a hundred years ago. It is important to maintain awareness among the local population and the public for this historic cultural achievement.
- > **Identification:** The Rhaetian Railway is part of the collective memory of the population living along the railway line. On the one hand as an everyday mode of transport, on the other as an outstanding cultural heritage that attracts many visitors and whose reputation has spread around the world in numerous images.
- > **Linking of cultures:** The Rhaetian Railway connects areas of great cultural diversity extending beyond its national borders. The Albula/Bernina route traverses three language regions. It links localities and cultural landscapes that are worth preserving.

Cultural landscape:

- > **Settlement and utilisation:** A cultural landscape has been marked by human activity and is subject to cultural change. Without settlement and utilisation, it loses the character of a cultural landscape and its cultural values. So the settlement and utilisation of the landscape represent central preconditions for its continued existence as a cultural landscape.
- > **Inclusion of communities and local population:** Close cooperation with the affected communities already began during preparation of the candidature. The communities and interested groups will be included in the sponsorship and consensus-finding process with regard to questions of general development and specific subprojects resulting from the World Heritage label as well as for future interaction with the World Heritage Site.
- > **Identification with the living space:** Only by being aware of the background and the quality of their own living space can its inhabitants learn to appreciate it and use it in a responsible manner. Educational and experiential programmes enhance the awareness of both the local population and visitors to the region for the natural and cultural values of the cultural landscape.
- > **Natural and cultural heritage:** The natural and cultural heritage is preserved by carefully focused development. The cultural landscape continues and will continue to be managed and used.

Economic performance

Rhaetian Railway:

- > **Location factor:** The Rhaetian Railway in the Albula/Bernina Cultural Landscape encompasses the Albula, Upper Engadin, Poschiavo and Veltlin valleys. This makes it an important location factor for the regional economy. A region's accessibility plays a key role for its economic activity and population numbers.
- > **Everyday railway:** The Rhaetian Railway is an "everyday railway" for the local population. It is the everyday mode of transport for numerous commuters and thus enhances the attraction of the residential localities in the otherwise remote valleys. Additional initiatives and awareness programmes can increase the attractiveness of the Rhaetian Railway still further as a mode of public transport.
- > **Freight railway:** The Rhaetian Railway also opens up the Albula/Bernina regions as a "freight railway" and thus makes a significant contribution to a form of goods transport that minimises the impact on the environment.
- > **Tourist railway:** Tourism is the principal industry of the Canton Graubünden. The Rhaetian Railway allows visitors to arrive with minimum environmental impact and represents a local form of transport that offers them a rich variety of experience. If existing transport schedules can be optimised and extended, demand for the Rhaetian Railway as a "tourist railway" can be further enhanced.
- > **Regional economic factor:** The Rhaetian Railway is operated on the basis of sound business principles. It is a source of employment in the regions through which it passes.

Cultural landscape:

- > **Agriculture:** The cultural landscape is maintained and managed by agriculture. The mountain landscape is of great economic significance in the Albula/Bernina region. Agriculture produces food and other produce specific to the region. Together with government support for ecological farming, all sectors of agriculture offer an income to large parts of the population in the valleys.
- > **Forestry:** The forest plays a diverse role for nature and for people, principally as protective ground cover, as a recreation area and for timber production. The mountain forest has an irreplaceable protective function for settlements and transport installations. To allow the forest to fulfil its function, it must also be appropriately managed.
- > **Harnessing water power:** The importance of the Alps as “Europe’s reservoir” will become even greater in future: On the one hand as a source of drinking water, on the other for ecologically sustainable power generation with renewable resources. Hydroelectric power has traditionally been an important economic factor in the Albula/Bernina region and is a pronounced feature of the cultural landscape.
- > **Leisure and tourism (recreational landscape):** The region’s landscape with its wealth of natural and cultural attractions allows visitors to relax and recuperate. These qualities of the landscape should be preserved, it should be kept accessible and used with care.

6.2 Aims, activity domains and measures

The aims and activity domains as well as the concrete measures derived from them for the protection and development of the World Heritage Site will be defined in the following section. This represents the actual planning schedule – divided up into various activity domains – of the Rhaetian Railway World Heritage Association.

The Rhaetian Railway World Heritage Association was founded to enable clearly oriented cooperation between the responsible institutions. This cooperation is directed specifically to the preservation and development of the World Heritage Site. By coordinating the activities of all participating institutions, correct implementation of jointly formulated measures should be assured.

The plan of measures will be further processed in the implementation phase – following inclusion in the World Heritage List – by the relevant technical committees or in thematic participatory processes. The activity domains and measures listed below represent the initial steps of the actual implementation. Further measures will be coordinated and decided on in the newly formed Association. They will be implemented by the legally responsible administrative agencies represented in the Association.

6.2.1 Activity Domain 1: the Railway

Responsibility for Activity Domain 1

- > Rhaetian Railway
- > Panel of Experts - Railway and Rhaetian Railway World Heritage Association
- > Executive Committee Rhaetian Railway World Heritage Association
- > Responsible administration agencies

Aims

- > The unique structural and cultural heritage of the Rhaetian Railway in the Albula/Bernina region is to be preserved by maintenance and renovation measures appropriate to the care of historical monuments. In view of the historical significance of the railway, its technology should be continuously adapted to changing requirements without its infrastructure losing its original character.
- > Safety will be assured by suitable protective measures for the cultural monument and the users of the railway.
- > The cultural values of the railway will be authentically and competently implemented by improving existing services and developing new ones.
- > As a public and environmentally benign mode of transport, the railway will be promoted with attractive offers for visitors, the local population and users of the freight services.
- > The effective frequency of use of the railway as a mode of transport for tourists and commuters will be increased within the scope offered by the infrastructure. The volume of freight transported will be maintained. This will create the economic basis for the long-term preservation and sustainable development of the Albula and Bernina route.

■ Sector

1.1 Protection, maintenance and further development

■ Measures

M 1.1-1 The condition of all railway structures (bridges, tunnels, supporting walls, protective structures, above-ground structures, tracks, electrotechnical installations, catenaries) will be systematically recorded and evaluated.

M 1.1-2 The systematic recording of these conditions will be regularly reworked.

M 1.1-3 Necessary renovations and adaptations of the cultural structures will be carried out with modular modes of construction and concepts with the aid of external experts and/or the cantonal monument preservation service.

M 1.1-4 Design advice: External experts or the cantonal monument preservation service will be called in to design new above-ground structures and in the event of significant changes in the appearance of existing structures of this kind.

■ Sector

1.2 Documentation

■ Measures

M 1.2-1 Further processing and set-up of an archive and documentation centre for the World Heritage Site within the Rhaetian Railway company.

M 1.2-2 Identification of existing material (from the government, private sources, organisations and associations) and set up a documentation system.

M 1.2-3 Initiation and support of cooperation within the scope of research projects in connection with the cultural and natural heritage of the site.

■ Sector

1.3 Safety

■ Measures

M 1.3-1 Preparation of safety concepts in the sector of natural hazards in cooperation with experts.

M 1.3-2 Recording the condition of the railway infrastructure and periodically evaluating it.

■ Sector

1.4 Public transport

■ Measures

M 1.4-1 Developing offers and initiate awareness measures.

M 1.4-2 Checking mobility concept as an integral part of new offers and implementing it in the event of a positive result.

■ Sector

1.5 Railway museum/Information centre

■ Measures

M 1.5-1

Inclusion and coordination with the Bergün Railway Museum Project (Albula railway experience).

M 1.5-2 Setting up an information centre and an information platform.

6.2.2 Activity Domain 2: Cultural Landscape

Responsibility for Activity Domain 2

- > Technical agencies of the cantons
- > Panel of experts for the cultural landscape, Rhaetian Railway World Heritage Association
- > Executive Committee, Rhaetian Railway World Heritage Association

Aims

- > The valleys within the perimeter of the World Heritage Site should remain a populated and attractive living space whose future is assured: the cultural landscapes should be managed on the basis of ecological principles.
- > The settlements and landscape should be developed sustainably.
- > The local population and all interested parties should be made clearly aware of the unique character and beauty of the natural and cultural landscape.
- > Highlighting the natural and cultural qualities of the site should enhance the added value of the region.
- > The local population, structures and cultural landscape should be protected from natural hazards.
- > Agricultural and forestry utilisation should assure the maintenance of the cultural landscape and preserve the diversity of species over the long term.
- > Suitable tools and measures for spatial development should assure the high design quality of new and reconstructed structures and their harmonious integration in the landscape and localities.

Sector

2.1 Protection and maintenance, biodiversity, landscape aesthetics

Measures

M 2.1-1 Promoting coordination and improving results by early information and consultation when implementing the law for the protection of nature and the local heritage (especially caring for ecologically valuable areas by management agreements and promotion of biodiversity) with the communities, the sponsors Parc Ela and the cantonal office for nature and the environment (cf. also M 2.3-1).

M 2.1-2 Promoting coordination and improving results by early information and consultation when implementing the spatial planning law (especially guideline planning/local planning/building approval procedures) with the regional associations, communities and the cantonal office for spatial development.

Sector

2.2 Forest

Measures

M 2.2-1 Promoting coordination and improving results by early information and consultation when implementing the forestry law (especially as regards forest development plans (WEP), forestry management, protection from natural hazards, forest reserves, forest recreation) with the forestry agency and regional forestry offices

M 2.2-2 Developing a forest clearance concept along the railway with the aim of optimising particularly attractive views of the cultural landscape or its elements from the standpoint of railway passengers.

M 2.2-3 Developing and carrying out awareness measures in the regions and communities with the use of existing aids and specialists from the cantonal administration.

■ Sector

2.3 Agriculture

■ Measures

M 2.3-1 Promoting coordination and improving results by information and consultation in good time when implementing the agricultural law (especially eco-quality regulations, networking concepts) between the regional farmers' associations and the cantonal office for agriculture and geo-information.

M 2.3-2 Developing awareness projects for the high architectural quality of agricultural structures and installations (including access installations) for agriculture and local farmers (cf. M 2.4-2).

■ Sector

2.4 Settlement and building advice

■ Measures

M 2.4-1 Developing awareness projects and campaigns for the high architectural quality of new and renovated structures in the World Heritage Site. Present concepts in the communities for design measures and design planning for the integration of these structures in the locality and settlement pattern.

M 2.4-2 Carrying out awareness measures in the communities with the use of existing aids from Interreg Project IIIB 'Alpine Space' CULTURALP (www.siedlungsgestaltung.gr.ch). Coordination with the relevant specialists from the cantonal agencies for monument preservation and spatial development.

6.2.3 Activity Domain 3: Economy/Tourism

Responsibility for Activity Domain 3

- > Rhaetian Railway and Graubünden Holidays
- > Panel of experts for information and use of labels – Rhaetian Railway World Heritage Association
- > Executive Committee Rhaetian Railway World Heritage Association

Aims

- > The Rhaetian Railway should offer and create socially acceptable employment.
- > Ecological endeavours in landscape preservation and in the production of food should be promoted in accordance with Swiss agricultural policies.
- > Methods of production and preservation in agriculture should maintain the cultural landscape and be implemented on the basis of ecological criteria.
- > Typical regional products and traditional crafts should be promoted as significant factors for the income of the regional economy.
- > Businesses and tourist service providers should make joint efforts to communicate the values and aims of the UNESCO World Heritage Site with the support of its sponsors.
- > The generation of hydroelectric power within the perimeter of the World Heritage Site is of great economic importance for the region. Use of this renewable source of energy will continue to be assured within the site.
- > Broad-based communication initiatives should extend awareness of the World Heritage Site beyond its borders.

- > Tourist offers that promote the active involvement of visitors with the natural and cultural values of the World Heritage Site should be developed as authentic and high-quality tourist programmes highlighting the natural and cultural features of the region.
- > The tourist service providers shall set up visitor guidance measures as required for new outdoor activities and tourist offers in the natural and cultural landscape.

Sector

3.1 Railway programmes

Measures

- M 3.1-1 Support the creation of a Railway Museum in Bergün/Bravogn as an information centre for the World Heritage Site.
- M 3.1-2 Set up a permanent exhibition of the Rhaetian Railway in the Albula/Bernina Cultural Landscape within the Bergün/Bravogn Railway Museum.

Sector

3.2 Natural and cultural landscape programmes

Measures

- M 3.2-1 Identify hands-on and environmental awareness programmes and support them in line with the aims of the World Heritage Site.

Sector

3.3 Agricultural and forestry programmes

Measures

- M 3.3-1 Extend awareness of the aims and values of the World Heritage Site to existing platforms designed for developing, coordinating and selling relevant programmes.

■ Sector

3.4 Tourist programmes

■ Measures

M 3.4-1 Promote coordination of existing marketing channels (Rhaetian Railway, Graubünden Holidays, Graubünden brand, Engadin/St. Moritz, Valposchiavo) and optimise the procedures by early information and consultation.

■ Sector

3.5 Regional development

■ Measures

M 3.5-1 Ensure coordination and exchange of know-how with existing organisations (Parc Ela, regional associations, tourist organisations, foundations etc.) and service providers (companies).

M 3.5-2 Take visitor guidance measures for existing and new programmes if the number of visitors jeopardises the sustainability of the offer (e.g. information signs, periodic access prohibitions, quantity restrictions, structural measures etc.).

■ Sector

3.6 Networking

■ Measures

M 3.6-1 Continuous coordination with current development projects within the World Heritage Site.

■ Sector

3.7 Use of logos and brands

■ Measures

M 3.7-1 Use elements of the World Heritage

Site whose logos and brands are protected in accordance with UNESCO guidelines and Swiss federal regulations.

M 3.7-2 Set up a system for monitoring the legitimate use of logos and names.

6.2.4 Activity Domain 4: Organisation

Responsibility for Activity Domain 4

- > Executive Committee and central office of the Rhaetian Railway World Heritage Association
- > Rhaetian Railway

Aims

- > The sponsoring organisation should be lean and efficient and be based on existing organisational units and responsibilities as far as possible.
- > The sponsors shall cooperate with the administration agencies at community, cantonal, national and international levels.
- > The sponsors shall monitor and control the applicable protection status for the cultural values of the Rhaetian Railway and for the cultural landscape with the aid of the responsible government agencies.
- > The sponsors shall, on behalf of the Swiss Federation and on the basis of the guidelines of the UNESCO World Heritage Committee, monitor the communications of the regional producers, tourist service providers and local businesses who wish to support and promote the aims of the World Heritage Site with relevant offers.
- > The sponsors shall develop their own projects or support interested groups in their development of projects that support the broadcasting of the values and aims of UNESCO.
- > The sponsors shall coordinate the funding of the organisational tasks and shall participate in implementing the various measures.

- > Both the local population and visitors should be informed about the unique features as well as the cultural and natural diversity of their region on the basis of a communication concept. They should also be made aware of the cultural and historical importance of the railway installations and of the natural and cultural values of the World Heritage Site landscape.

Sector

4.1 Quality management for the Association

Measures

- M 4.1-1 Preparation of organisational rules for the Association.

Sector

4.2 Coordination with the administration

Measures

- M 4.2-1 Assure the division of tasks within the organisation and coordination with the administration (in the sense of the internal communication concept M 4.5).

Sector

4.3 Monitoring and controlling

Measures

- M 4.3-1 Select practical data for the monitoring concept of the Rhaetian Railway in the Albula/Bernina Cultural Landscape from basic data systems (Condition reports of the Rhaetian Railway, cantonal spatial observation system, MONET, Italian data).

M 4.3-2 Design standardised data sheets and select their periodicity.

M 4.3-3 Carry out pilot monitoring and evaluate qualified statements.

M 4.3-4 Implement a monitoring and controlling system.

■ **Sector**

4.4 Finances

■ **Measures**

M 4.4-1 Setting up financial planning for the Rhaetian Railway World Heritage Association over several years.

M 4.4-2 Checking possibilities for obtaining third party funding.

■ **Sector**

4.5 Communication

■ **Measures**

M 4.5-1 Preparation of a communication concept.

M 4.5-2 Coordinating existing communication channels and check their contents and aims (Rhaetian Railway, Graubünden Ferien, Graubünden brand, Engadin/St. Moritz, Valposchiavo).

6.2.5 Activity Domain 5: Cooperation

Responsibility for Activity Domain 5

- > Executive Committee and Central Office of the Rhaetian Railway World Heritage Association
- > Swiss Federal Office of Culture (BAK)
- > Canton Graubünden
- > Rhaetian Railway

Aims

- > The sponsors of the Rhaetian Railway World Heritage Site in the Albula/Bernina Cultural Landscape shall develop trans-national projects in cooperation with the Swiss Federation and the canton as well as the responsible Italian partners.
- > The sponsors of the Rhaetian Railway World Heritage Site in the Albula/Bernina Cultural Landscape shall promote international and national cooperation and exchange, knowledge transfer (Best Practice) in the sector of the World Heritage Site, especially with other World Heritage Sites from the railway sector, the World Heritage Monastery of Müstair and with other national and international projects aiming to preserve the cultural heritage.

Sector

5.1 Cooperation with Italy

Measures

- M 5.1-1 Development of concepts in cooperation with the Swiss Federal Office of Culture and the Ministero per i Beni e le Attività culturali for trans-national projects in connection with promoting the World Heritage Site of the Rhaetian Railway in the Albula/Bernina cultural landscape.

Sector

5.2 National and international cooperation

Measures

- M 5.2-1 Definition of cooperation with national UNESCO World Heritage Sites (e.g. exchange of know-how, knowledge transfer or joint awareness campaigns).
- M 5.2-2 Proposal for an expert meeting on urgent questions in connection with the topic of the Railway/World Heritage Site in cooperation with UNESCO/ICOMOS.

7. Instruments and Fundamentals

7. Instruments and Fundamentals

7.1	Implementation of conservation and sustainable development measures	> 63
7.1.1	Statutory protection and planning	> 63
7.1.2	Guiding principles of the Cantonal Structure Plan	> 65
7.1.3	Areas of responsibility	> 67
7.2	Monitoring and Controlling	> 69



Albula line > Glacier Express at Samedan.
A. Badrutt/Rhaetian Railway

7. Instruments and Fundamentals

7.1 Implementation of conservation and sustainable development measures

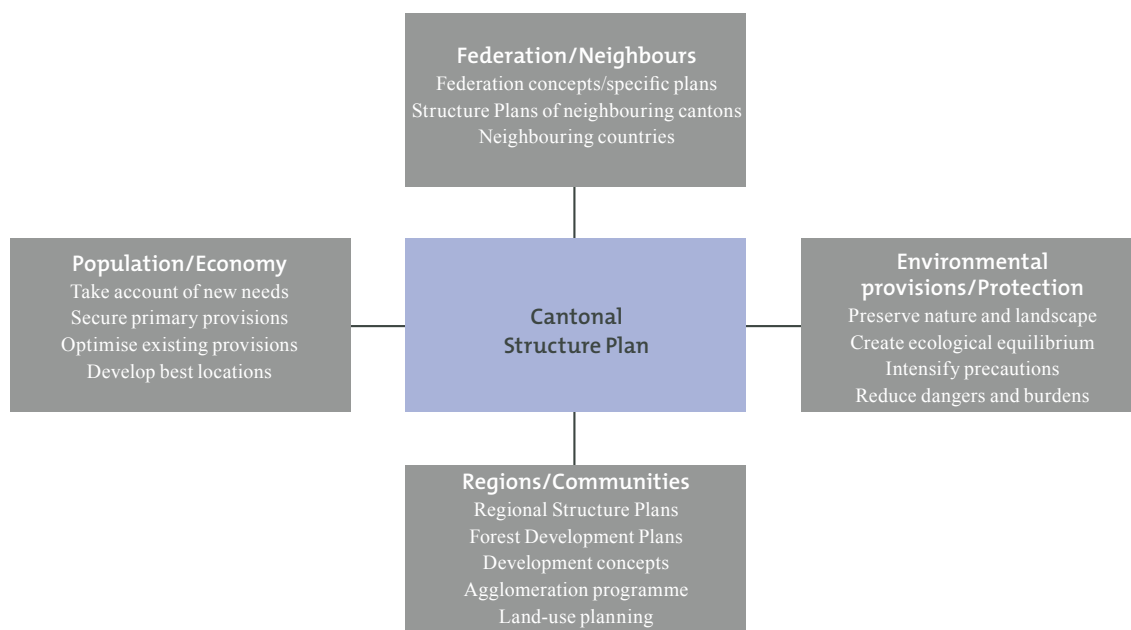
7.1.1 Statutory protection and planning

The “Rhaetian Railway in the Cultural Landscape Albula/Bernina” is protected by several legislative measures. In the first instance, the railway facilities (structures and civil engineering) are subject to the legislation for preservation of the natural heritage and conservation monuments. The Rhaetian Railway also commits itself, in regard to the nominated route, to comply with more extensive protective measures. Additionally, various laws require that the cultural landscape be protected, utilised in a sustainable manner and further developed. Planning measures and the legislation for spatial planning also place qualitative demands on buildings and facilities to ensure that these blend harmoniously with the townscape and/or landscape. Consequently, as the nominated asset is documented in the Cantonal Structure Plan, the special protection and sustainable development of the proposed World

Heritage Site in its entirety is assured.

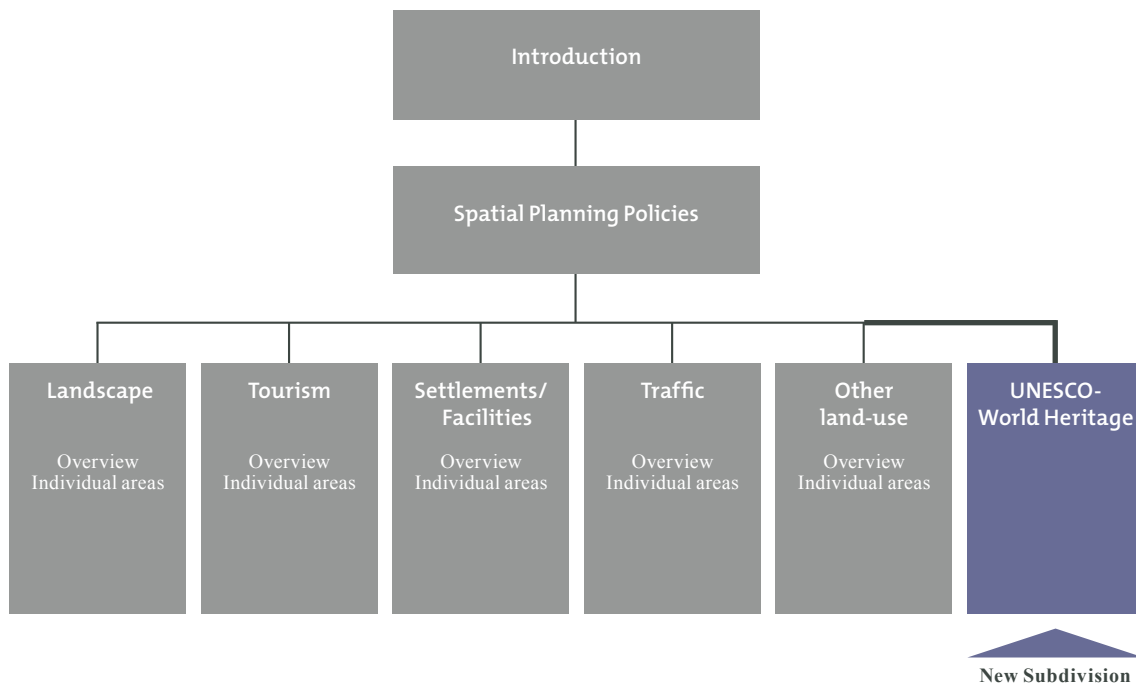
The Cantonal Structure Plan is the central instrument for the regulation of spatial development in Switzerland and thus also for the protection of the countryside; inscription of the “Rhaetian Railway in the Cultural Landscape Albula/Bernina” on the UNESCO World Heritage List would be integrated in this plan.

The objective and function of the Cantonal Structure Plan is to balance the various demands on habitat or living-space, especially those made from the disparate protection and utilisation interests, with a view to sustainable spatial development. The Cantonal Structure Plan is binding for the authorities at federal, cantonal and community levels and primarily comprises a text and the appended maps. It is continuously amended to incorporate the latest facts and is revised in its entirety at least every ten years.



The Canton Graubünden Structure Plan is broken down into five subdivisions: Landscape – Tourism – Settlements – Traffic – Other land-use. Each of these subdivisions is clearly summarised in the introduction and further divided into three to ten sub-chapters. Each theme has binding guiding principles and objectives which the authorities must comply with when planning, granting authorisations and concessions, and the like.

In the event of acceptance of the nominated property on the UNESCO World Heritage List, the creation of a new subdivision is planned as well as the formulation of specific protection provisions. With the integration of the World Heritage Site in the Cantonal Structure Plan, the regulations for both the protection and the sustainable development of the site will also be defined.



During the preparation of the candidature dossier, the new subsector of the Structure Plan “UNESCO World Heritage – Rhaetian Railway Albula/Bernina in the Cultural Landscape” was drafted. This draft draws on the core and buffer zones of the nominated property. It was presented to the communities and regions involved and both discussed and further developed together with them. At this juncture the guiding principles from the draft can be quoted as follows:

7.1.2 Guiding principles of the Cantonal Structure Plan

OBJECTIVE

In compliance with the protective provisions of a World Heritage site, the Albula / Bernina line of the Rhaetian Railway and the cultural landscape around it shall be used and further developed, in such a way that the particularities and specific qualities pursuant to the UNESCO Convention shall be preserved in the long-term.

PRINCIPLES

Railway infrastructure in the UNESCO core zone

In the event of new buildings, conversions and renovations of the railway infrastructure (buildings, underground engineering, engineering structures) along the Albula and Bernina line, special attention will be paid to the preservation of character and appearance as well as their integration into the architectural tradition and the landscape. This is guaranteed by professional technical counselling. In the case of renovation of the engineering structures, modular building

procedures will be developed, in cooperation with construction experts, to preserve the character and appearance of the railway while complying with the requirements of running a modern railway system. These principles, are imperative to the extent that they do not have a detrimental effect on the operation of the railway in the long-term.

Settlement areas and open cultural landscape in the UNESCO core zone

In the case of new buildings, conversions and renovations of buildings and installations, heightened awareness and sensitivity is called for in matters of execution and design, to ensure harmonious integration into the architectural heritage and landscape. In terms of their position, type and design, new buildings and installations shall respect the particular landscape and cultural values. They shall be executed to such a high quality standard that the intrinsic value of the region's cultural landscape will be enhanced, or at least not impaired. A strong focus on urban development consultancy or similar measures is key to ensuring compliance with these principles.

The cultural landscape in the UNESCO buffer zone close to the railway

Urban development consultancy is recommended for interventions in the UNESCO buffer zone, in particular for zoning or upgrading zones (higher land use density or an increase in the number of storeys in existing building zones). The decision on whether to follow this recommendation rests with the communities.

Keep the horizon as free of intrusive buildings and installations as possible

The scenic horizon is an important element of the mountain railway character and the perception of the landscape. Basically, the horizon shall be kept

free of new structures and installations. If these are necessary, careful placing of the structural elements is essential in order not to disrupt the continuous line of the horizon.

Forest stewardship along the Rhaetian Railway's Albula/Bernina line

In the area close to the Albula/Bernina line, the forest will be managed in such a way that passengers' appreciation of the landscape and cultural values is impaired as little as possible by afforestation. This means ensuring an obstructed view of parts of the landscape and special structural elements of the cultural landscape. As part of this landscape, the forest, is managed according to the sustainability principle set out in the regional forest development plans. Where the forest has a protective function, this may not be impaired by any measures whatever.

Integrate special features as part of the tourist offer

Particular elements such as the Rhaetian Railway engineering structures, historic routes, particularly valuable architectural monuments, historic settlement nuclei, building complexes, individual buildings and installations and also natural monuments are deemed part of the tourist offer. As far as possible, access to them will be via the existing network of paths and roads. These paths must be kept safe and passable and provide suitable places for rest and refreshment that blend into the landscape unobtrusively.

Utilisation of the cultural landscape and technological change support the objective

Various utilisations (e.g. farming, harnessing water power, tourism etc.) have left their stamp on the cultural landscape in the World Heritage perimeter. The resulting value added contributes

directly and indirectly to the care and conservation of the cultural landscape. The spatially effective activities are judged by weighing up the various interests. The use of modern technology by the railway and in handling the cultural landscape encourage efficient and respectful treatment and therefore long-term conservation of value.

UNESCO World Cultural Heritage sponsoring association and Management Plan

The sponsoring association for the UNESCO World Heritage promotes the preservation and sustainable utilisation of the World Heritage and is responsible for the coordination of monitoring. A UNESCO World Heritage management plan as required by the UNESCO directives is extant. Its objective is to create a binding framework for the activities of the association.

7.1.3 Areas of responsibility

The objectives and the guiding principles are realised by following the relevant procedures and by the authorities responsible for them. The corresponding areas of responsibility are defined in the Structure Plan. Responsible for and in charge of these are the Federation, canton and the communities. For all matters regarding structures and facilities for the railways the Rhaetian Railway must obtain permission from the Federation. All these authorities are also represented in the sponsor Association.

- > On the Albula and Bernina lines, planning, development and, as required, the execution of new constructions, conversions and the rehabilitation of railway facilities (structures and civil engineering) are subject to consultation with specialists brought in by the Rhaetian Railway with the aim of preserving the character and appearance of the railway.

In charge: Rhaetian Railway

- > For plan approval procedures pursuant to railway law or cable car law, as well as specialist planning and provisions of the Federation under Art. 13 RPG, the unique circumstances of the UNESCO World Heritage “Rhaetian Railway in the Cultural Landscape Albula/Bernina” are to be taken into account. The relevant assessment is made by the Federal Office for Culture – as specialist instance of the Federation for the care of historical monuments, archaeology and protection of local architectural heritage – and handed over to the approval authority.

In charge: Federal Office of Transport

- > The character and appearance in residential areas in the UNESCO core zone is safeguarded primarily through specialist consultation in the design sector. Should this not be possible, equivalent measures must be sought, for example through appropriate building legislation or design guidelines. Switching the UNESCO core and buffer zones into local planning is not expedient.

In charge: Communities and BAB Authorities (BAB = Structures outside the building zone) (Office of Spatial Development)

- > Design consulting is backed up by specialised information and technical aids for community planning. This supportive work is realised in coordination and in cooperation with the involved specialist services.

In charge: Office of Spatial Development

- > Aid to agricultural structures in the UNESCO core zone is only granted if they blend well with the architectural heritage and the landscape. Any additional costs will be handled analogously to special claims under the Conservation of the National Heritage (Art. 19 Fed. Structure Improvement Ordinance).

In charge: Office for Agriculture and Geo-Information

- > The special requirements of forest development planning and forest management will be taken into account. The particular views to be kept free of woodlands, as well as the special vistas from the railway will be defined in the forest development plans after consultation with the UNESCO World Heritage Association and subject to consideration of the forest function (protective forest).

In charge: Office for Forestry

- > A sponsorship Association comprising the canton, communities, Rhaetian Railway and the Federation will be founded to realise the objectives of the UNESCO World Heritage. This Association will be responsible for the maintenance and promotion of the sustainable utilisation of the World Heritage “Rhaetian Railway in the Cultural Landscape Albula/Bernina” in general, and in particular for the monitoring of the railway and cultural landscape, as well as for information and use of label issues.
In charge: Sponsorship Association

In accordance with the statutes of the “World Heritage Rhaetian Railway Association” and the corresponding charter, the authorities constituting the Association engage to treat the World Heritage Site with respect and consideration for its heritage value. This is an additional commitment defining the interface between Association activity and authorities activity and ensures implementation in the spirit of the World Heritage Convention. Chapters 5.b to 5.d of the candidature dossier set out the details for realisation of the conservation and sustainable development in the spirit of the UNESCO World Heritage, the means and mechanisms for this conservation, as well as the planning fundamentals. The most important bases in this context (legislation, inventory, planning) are listed in the annex to the Management Plan.

7.2 Monitoring and Controlling

The monitoring indicators are defined on the basis of the condition status of the World Heritage property and the factors influencing it in as detailed in chapter 4 of the candidacy dossier.

The following table lists these indicators for railway and cultural landscape; this list may be adapted and expanded as a result of experiences acquired.

Table of Indicators

Theme/Target Value	Indicator	Source	Periodicity
Railway			
Protection and preservation of the civil engineering structures	Timely renovation of the - Bridges - Tunnels - Protective structures - Supporting walls	Rhaetian Railway, status reports	Every 10 years
Protection and preservation of the superstructures	Timely renovation of the - Stations	Rhaetian Railway, status reports	Every 10 years
Protection and preservation of the route infrastructure	Timely renovation of the - Railroad - Electro-technical facilities - Telegraph wires	Rhaetian Railway, status reports	Every 10 years
Passenger frequencies	Number of passengers transported on the Albula and Bernina route	Rhaetian Railway, Surveys at regular intervals	Annually
Freight	Freight transported in tonnes on the Albula and Bernina route	Rhaetian Railway, Freight traffic statistics	Annually
Spatial development			
Population in the World Heritage area	Number of inhabitants per community (core and buffer zones)	- Federal Office of Statistics, Population Census ESPOP - Centro per l'impiego di Tirano	Annually
Number employed in the 2nd and 3rd sectors within the World Heritage area	Number employed per community	- Federal Office of Statistics, Business Census - Centro per l'impiego di Tirano	Every 4 years
Commuter situation	Incoming commuter communities Outgoing commuter communities Number of incoming/outgoing commuters as a % of the workforce	- Population Census - Centro per l'impiego di Tirano	Every 10 years
Ratio of residents, jobs and tourism per community	Inhabitant reference value (inhabitants + employed + 1/2 hotel beds + 2/3 beds in self-catering)	- Federal Office of Statistics, Business Census - Ufficio informazioni turistiche di Tirano	Every 4 years
Settlements			
Size of building zone	Changes in size of building zones according to categories and communities	- Office for Spatial Development - Comune di Tirano	As required
Number of homes	New builds/homes	- Federal Office of Statistics, Building statistics - Comune di Tirano	Annually
Ratio 1st homes / 2nd homes	Proportion of second homes by community	- Federal Office of Statistics, Homes statistics - Comune di Tirano	Every 10 years

Theme/Target Value	Indicator	Source	Periodicity
Building activity			
Investments in building	Investments in buildings and public works by community	- Federal Office of Statistics, Building statistics - Comune di Tirano	Annually
Building inside the building zone	Number of building permits issued by community	- Federal Office of Statistics, Communities - Comune di Tirano	Annually
Building outside the building zone	Number of building permits issued by community	- Office of Spatial Development - Comune di Tirano	As required
Agriculture			
Area under agriculture	Agricultural area as a % of total area (without Alpine meadows)	- Federal Office of Statistics, Area Statistics - Provincia di Sondrio	Every 12 years
Management of cultural landscape	Number of farm units Number employed in agriculture	- Federal Office of Statistics, Agricultural unit Census - Provincia di Sondrio	Every 4 years
Melioration projects, structural improvement measures	Total expenditure	- Office for Agriculture and Geo-information - Provincia di Sondrio	As required
Creating favourable conditions	Number of relocations Sum of contributions to building animal sheds	- Office for Agriculture and Geo-information - Provincia di Sondrio	As required
Ecological aspects of the cultural landscape	Communities with ecological networking concepts	- Office for Nature and the Environment/ Office for Agriculture and Geo-information - Provincia di Sondrio	As required
Forestry			
Forested area	Forested area as a % of total area	- Federal Office of Statistics, Area Statistics - Provincia di Sondrio	Every 12 years
Timber utilisation	Volume of timber felled	- Federal Office of Statistics, Forestry Statistics - Provincia di Sondrio	Annually
Protective measures			
Area in the protected landscape zone, in core and buffer zones in the Structure and Land-Use Plans	Protected landscape area as a % of the core and buffer zones	- Office of Spatial Development - Provincia di Sondrio	As required
Number and area of nature reserves in the core and buffer zones in the Structure and Land-Use Plans	Nature reserves as a % of the core and buffer zones	- Office of Spatial Development - Provincia di Sondrio	As required
Protection of cultural assets	Number of protected cultural assets in the community planning	- Office of Spatial Development - Provincia di Sondrio	As required
Protection of local character	Type and cost of protective measure	- Office of Culture, Care of Historic Monuments Section - Provincia di Sondrio	As required
Natural risks			
Natural risks, frequency	Number and type of occurrences in the core and buffer zone	- Office for Forestry, Damage Cadastre - Provincia di Sondrio	As required
Natural risks, costs for safety measures	Type and costs of protective measures to ensure safety of the World Heritage area	- Office for Forestry/Rhaetian Railway - Provincia di Sondrio	As required
Natural risks, damages caused	Cost of damages within the perimeter of the core and buffer zones	- Property Insurance Institute/ Rhaetian Railway - Provincia di Sondrio	As required

8. Signature on behalf of the State Parties

Signature on behalf of the Swiss State Party

Ernst Iten

Ambassador

Permanent Delegate of Switzerland to UNESCO



Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
Confederaziun svizra

Signature on behalf of the Italian State Party

Giuseppe Moscato

Ambassador

Permanent Delegate of Italy to UNESCO



Annex



Bernina line > Aerial of the circular viaduct at Brusio.
D. Enz/Rhaetian Railway

Most Important Principles (Legislation, Inventories, Planning)

The following table presents the most important principles, listed according to political level (appended to the candidature documentation [“Annex” File] in electronic form). All federal

laws can be found in the systematic collection at www.admin.ch/ch/d/sr/sr.html in the national languages of German, French and Italian. The cantonal legislation is available at www.gr.ch.

Level	Most important legal provisions	Bases, inventories	Specific plans and concepts (Federation) structure planning (canton and region), land-use plans (communities)
Federation	<ul style="list-style-type: none"> -Agreement of 23 November 1972 on the protection of the world cultural and natural heritage (SR 0.451.41) -Haag Convention of 14 May 1954 for the protection of cultural assets in the event of armed conflict (SR 0.520.3) -Federal law of 1 July 1966 on the protection of nature and the environment (NHG; SR 451). -Decree of 16 January 1991 on the protection of nature and the national heritage (NHV; SR 451.1) -Decree of 10 August 1977 on the federal inventory of landscapes and natural monuments (VBLN; SR 451.11) -Decree of 9 September 1981 on the federal inventory of Swiss Heritage Sites (VISOS; SR 451.12) -Decree of 28 October 1982 on the protection of riverside wetlands of national importance (Wetlands decree; SR 451.31) -Decree of 21 January 1991 on the protection of raised and transition bog lands of national importance (Raised bogs decree; SR 451.32) -Decree of 7 September 1994 on the protection of flat bogs of national importance (Flat bogs decree; SR 451.33) -Decree of 15 June 2001 on the protection of amphibian spawning grounds of national importance (Amphibian spawning grounds decree; ALGV; SR 451.34) -Decree of 1 May 1996 on the protection of moor landscapes of outstanding beauty and national importance (Moor and wetland landscapes decree; SR 451.35) -Federal law of 22 June 1979 on spatial planning (RPG; SR 700) -Spatial planning decree of 28 June 2000 (RPV; SR 700.1) 	<ul style="list-style-type: none"> -Federal inventory of landscapes and natural monuments of national importance (BLN) -Federal inventory of cultural assets of national and regional importance -Federal inventory of Swiss Heritage Sites -Federal inventory of historic routes (IVS) -Federal inventory of the riverside wetlands of national importance -Federal inventory of raised and transitional bog lands of national importance -Federal inventory of the flat bogs of national importance -Federal inventory of the amphibian spawning grounds of national importance -Federal inventory of the moor landscapes of outstanding beauty and national importance -Federal inventory of glacier aprons and alluvial plains -Inventory of the federal no-hunting zones -National forestry inventory -Production cadastre for agriculture (extended transition zone, pre-alpine hill zone, mountain zones I-IV, summer grazing area) 	<ul style="list-style-type: none"> -Swiss agricultural concept; (LKS), issued by the federal council by decision of 19 December 1997 -Specific crop rotation area plan; (FFF), issued by the federal council by decision of 8 April 1992 -Specific plan for transmission cables (SüL), issued by the federal council by decision of 27 June 2001 and updated continuously -Specific traffic plan, part programme, issued by the federal council by decision of 26 April 2006 -Specific military plan, issued by the federal council by decision of 28 February 2001 -Specific traffic plan, part programme, issued by the federal council by decision of 26 April 2006 -Specific aviation infrastructure plan (SIL), part i - IIIB, issued by the federal council by decision of 18 October 2000 with continuous updating of part IIIC, 1. – 6. Series -National sports grounds concept (NASAK), issued by the federal council by decision of 23rd October 1996 -Specific plan – AlpTransit, New Alpine Rail Axis (NEAT) issued by the federal council by decision of 15th March 1999

Level	Most important legal provisions	Bases, inventories	Specific plans and concepts (Federation) structure planning (canton and region), land-use plans (communities)
	<ul style="list-style-type: none"> -Federal law of 21 June 1991 on the melioration of water courses (SR 721.100) -Railway law of 20 December 1957 (EBG; SR 742.101) -Federal law of 24 June 1902 on electrical light and heavy power installations (EleG; SR 734.0) -Decree of 8 November 1978 on licensing of cableways (Cableway licence decree, LKV; SR 743.11) -Federal law of 7 October 1983 on the protection of the environment (USG; SR 814.01) -Decree of 19 October 1988 on the environment compatibility test (UVPV; SR 814.011) -Federal law of 24 January 1991 on protection of waters (Waters protection law, GSchG, SR 814.20) -Federal law of 29 April 1998 on agriculture (LWG; 910.1) -Decree of 29 March 2000 on summer alp grazing contributions (SöBV; SR 910.13) -Decree of 4 April 2001 on the regional promotion of quality and the network of ecological compensation surfaces in agriculture (Eco-quality promotion, ÖQV, SR 910.14) -Decree of 7 December 1998 on structural improvement in agriculture (Structural improvement decree, SVV; SR 913.1) -Federal law of 4 October 1991 on forestry (WaG; SR 921.0) -Federal law on hunting and the protection of mammals and birds in the wild (Hunting law, JSG; SR 922.0) 		

Level	Most important legal provisions	Bases, inventories	Specific plans and concepts (Federation) structure planning (canton and region), land-use plans (communities)
Canton	<ul style="list-style-type: none"> - Law of 24 October 1965 on the promotion of the protection of nature and national heritage in Canton Graubünden (BR 496.00) - Decree of 27 November 1946 on the protection of nature and the national heritage (BR 496.100) - Decree of 2 June 1972 on the protection of the Upper Engadin lake landscape (BR 496.150) - Spatial planning law of 6 December 2004 for Canton Graubünden (KRG, BR 801.100) - Spatial planning law of 24 May 2005 for Canton Graubünden (KRVO, BR 801.110) - Decree of 21 November 2000 on the repurposing of farmsteads and buildings and installations worthy of protection outside building zones (repurposing decree, UVO, BR 801.150) - Directives of 6 May 1997 on risk zone planning (BR 801.500) - Introductory law of 2 December 2001 in relation to the protection of the environment law (BR 820.100) - Cantonal protection of the environment decree of 13 August 2002 (BR 820.110) - Cantonal decree of 30 April 1991 on the environment compatibility test (KVUVP, BR 820.150) - Law of 25 September 1994 on the conservation and promotion of agriculture (BR 910.000) - Agricultural decree of 28 March 2000 (BR 910.050) - Canton Graubünden melioration law of 5 April 1981 (BR 915.100) - Cantonal forestry law of 25 June 1995 (KWaG, BR 920.100) - Cantonal forestry decree of 2 December 1994 (KWaV, BR 920.110) - Export provisions of 19 December 1995 pursuant to the cantonal forestry law (AbzKWaG, BR 920.120) 	<ul style="list-style-type: none"> - Cantonal nature and landscape inventory - Cantonal inventory of monuments 	<ul style="list-style-type: none"> - Canton Graubünden Structure Plan, issued by the government 19 November 2002, approved by the federal council 19 September 2003 (www.richtplan.gr.ch) - Forest development plans (cf. 5.d)

Level	Most important legal provisions	Bases, inventories	Specific plans and concepts (Federation) structure planning (canton and region), land-use plans (communities)
Region			- Regional structure plans (see list in Chapter 5.d)
Communities		<ul style="list-style-type: none"> - Detailed settlement inventories - Complementary inventories on biotopes and landscapes 	Land-use planning comprising <ul style="list-style-type: none"> - Building law - Zoning plan - General urban organisation plan (or organisation directives) - General development plan (see list in Chapter 5.d)

Name and contact information of official local institution/agency

Candidature UNESCO World Heritage
Rhaetian Railway in the Albula/Bernina Cultural Landscape
c/o Rhätische Bahn
Bahnhofstrasse 25
CH-7002 Chur
Tel: +41 (0)81 288 63 66
E-mail: unesco@rhb.ch
<http://www.rhb-unesco.ch>