



KNOWLEDGE THAT INNOVATES

Development of sustainable passenger mobility in the EUSALP area

Economic, political and social aspects

Key note speech

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Introduction

The EUSALP region is located at the heart of one of the most developed areas of the Planet. The well-being of the people living in this Region was gained through the implementation of various political initiatives after the Second World War. The construction of a **European Single Market**, with the aim of guaranteeing the free movement of goods, capital, services, and labour among the Countries of the European Union was achieved through various instruments. Among

them we'd like to point out:

- the activation of the **EU Customs Union**, which dates back in 1968 (the abolition of the internal customs controls dates 1993).
- The signature of the **Schengen Agreement** in 1985 and its incorporation inside the legal framework of the European Union in 1999.

In this context the economic and social relations between the European Union and **Switzerland** are regulated by a

Free Trade Agreement of 1972 and by more than 100 bilateral agreements, including the inclusions of Switzerland in the Schengen Area. The abolition of the internal borders, as well as the implementation of various measures to ensure the free movement of persons, goods, capitals and labour has ensured peace, prosperity and well-being for many decades.

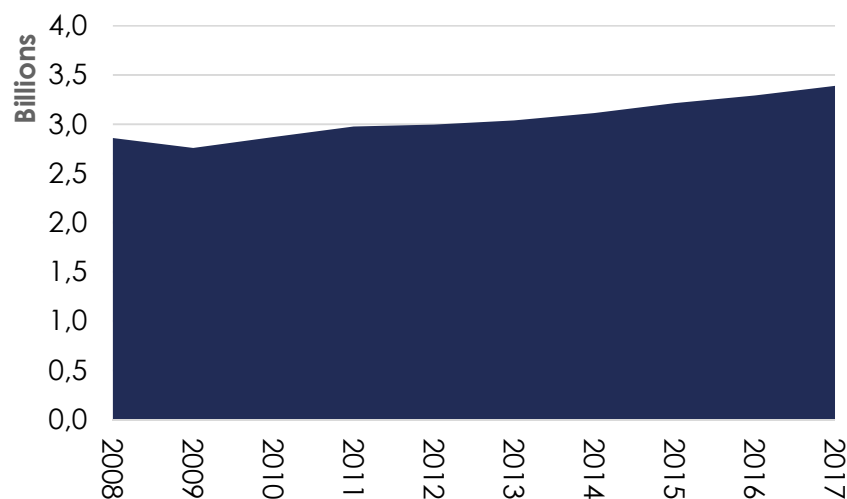


The economic and social relevance of the EUSALP region

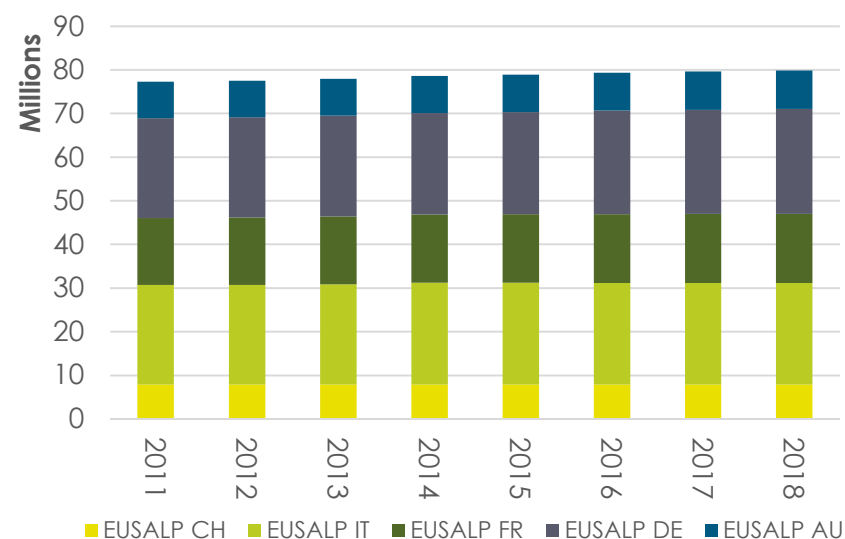
EUSALP is one of the most important economic region of the European Union. Its Gross Domestic Product accounts for **3,39 billions Euro** and its relevance has progressively grown during the last decade, demonstrating the dynamism of this ecosystem (+19% between 2008 and 2017).

The dynamics of the population are positive, with a growth from 77 millions of inhabitants in 2011 up to **79.8 millions in 2017**. The most populated regions are the Bayern (12 Mio inhabitants), the Baden-Württemberg (11 Mio) and the Lombardy (10 Mio).

**GDP at current market prices
EUSALP Regions**



**Population growth
EUSALP Regions**



The importance of the transport network for the accessibility to the EUSALP region

The human life and the economic dimension of the EUSALP Regions are strongly influenced by the presence of the Alps. The demography of the EUSALP region is characterised by **great level of dispersions**. There are few major urban poles with a population of more than 1 million of inhabitants (Wien, Munich, Milan). These poles together with their hinterlands represent attractive nodes for the services and opportunities they offer. This creates needs in terms of **accessibility and connectivity** with the peripheral areas of the EUSALP region.

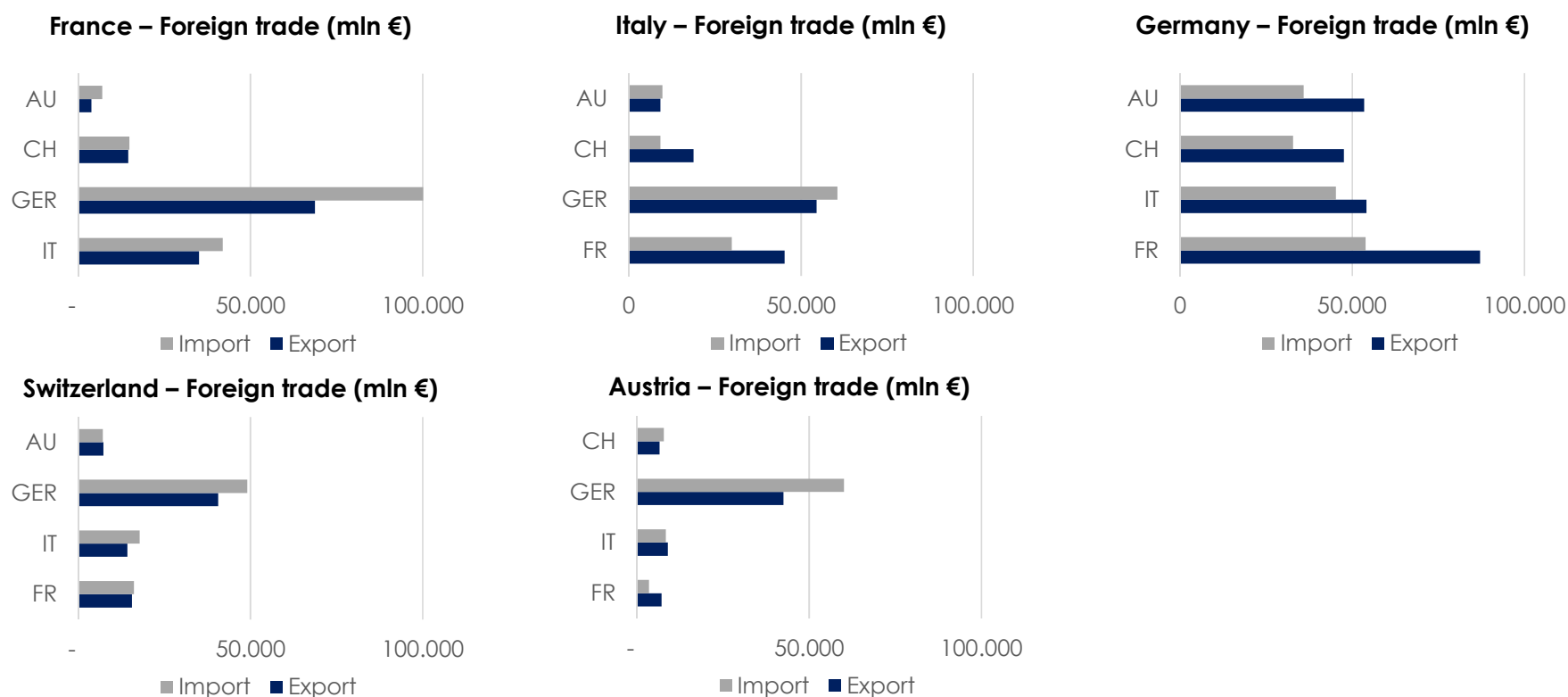
| Number of inhabitants 2017 - regional capitals | | | | | |
|--|-----------|--------------|-----------|--------------|---------|
| Eisenstadt | 14.339 | Bolzano | 106.951 | Basel | 171.017 |
| Klagenfurt | 99.790 | Trieste | 204.234 | Fribourg | 38.829 |
| Sankt Pölten | 154.045 | Genova | 583.601 | Geneva | 198.979 |
| Linz | 203.012 | Milano | 1.378.689 | Glarus | 5.892 |
| Salzburg | 152.367 | Torino | 886.837 | Coira | 32.957 |
| Graz | 434.969 | Trento | 117.417 | Delémont | 12.593 |
| Innsbruck | 308.290 | Aosta | 34.361 | Luzern | 403.397 |
| Bregenz | 29.574 | Venezia | 261.905 | Neuchâtel | 32.819 |
| Wien | 1.915.338 | Liechtestein | 37.810 | Stans | 7.789 |
| Lyon | 513.275 | Aarau | 20.043 | Sarnen | 9.822 |
| Dijon | 155.114 | Herisau | 15.744 | Schaffhausen | 34.630 |
| Marseilles | 861.635 | Appenzell | 16.105 | Schwyz | 14.183 |
| Stuttgart | 628.032 | Berne | 133.115 | Solothurn | 16.163 |
| Munchen | 1.464.301 | Liestal | 13.572 | Sankt Gallen | 75.481 |

Europe at night (NASA 2015)



The economic relations between these countries are extremely important

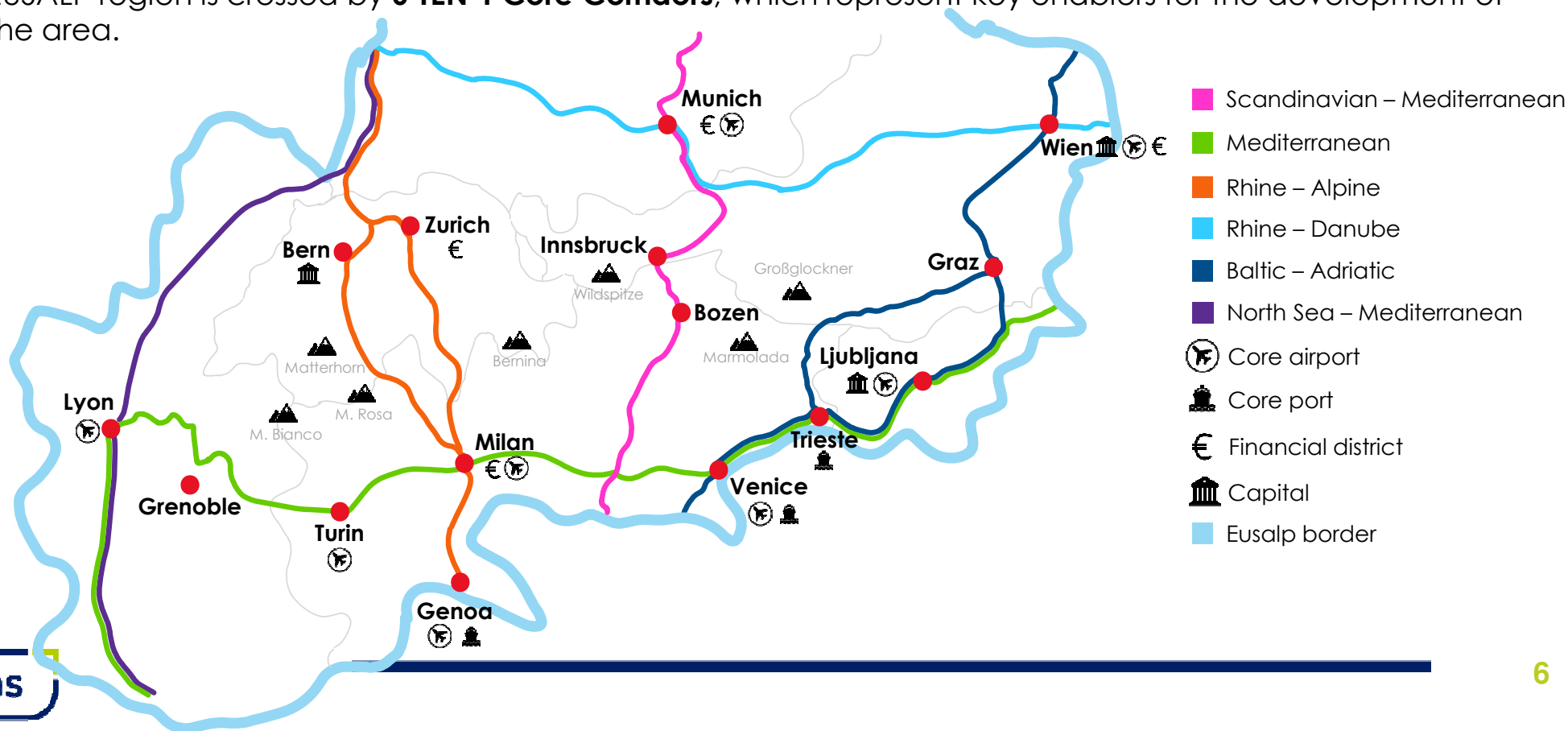
The EUSALP region is extremely relevant considering the commercial relations that exist among the EUSALP States. The vitality and prosperity of such relations is ensured by the freedom of movement of people and cargoes, also throughout the EUSALP Region and the Alpine space.



Source: Eurostat, "Trade by partner country and NACE Rev. 2 activity", Liechtenstein data are out of scale

The importance of the infrastructures and of the European policies in this field

The EUSALP region is crossed by several infrastructural axes which supports the movement of people and goods between cities and business centers, overcoming the natural barrier represented by the Alps. The EUSALP region is crossed by **6 TEN-T Core Corridors**, which represent key enablers for the development of the area.



The role of passengers transport in the Eusalp area

Regional and local policy makers should consider the different needs coming from three different typologies of demand of mobility:

- **Intra-regional**
- **Interregional and cross-border**
- **Transit**

The three categories require different solutions, that have to consider the peculiarities of the specific context. Some possibilities are:

Digital Solutions

Harmonizing Standards

New types of relationship between the stakeholders that ensure a long-term partnership

New solutions that facilitate a seamless exchange between modes

Innovative services that could be used to encourage tourism and stimulate the economy in rural areas

Persecute synergies and complementarities among policies is the best way to get better results

The potential role of sustainable mobility solutions in the Eusalp area for intra-regional mobility

Specific policy main goals:

- Preserving the **quality of life** and the **attractiveness of the territory**
- **Reduce transport costs** in an area where orography and climate could create mobility barriers or extra-costs
- Travel time savings
- **Mitigate** local **transport externalities** (noise, congestion, local pollutants)
- Encourage new types of innovative and outdoor tourism
- Capillarity of long distance service



Self-driving shuttle service integrated in existing traffic like the feeder system that runs between the Zug railway station and Technology Cluster Zug



Geneva case of creation of a web platform to search carpooling options in the cross-border region (France – Switzerland)

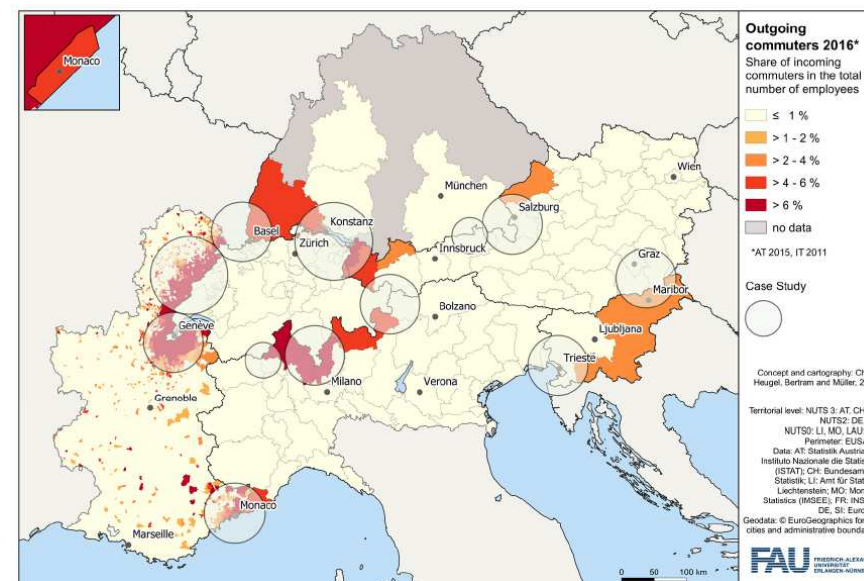


Berlin case of on demand mobility services at cheaper rates than local taxi rides due to pooling rides of their customers to increase utilization

The potential role of sustainable mobility solutions in the Eusalp area for inter-regional and cross-border mobility

Specific policy main goals:

- Intensify socio-economic cooperation among areas and **reduce the cost of cross-border commuting**
- Improve service/information access
- **Increase ridership/reduce barriers** to entry for interregional and cross-border public transport
- Improve modal shift and multimodal journeys



FAIRTIQ

Digital services or solutions that act as a connector between the user and the transportation service provider, like FAIRTIQ

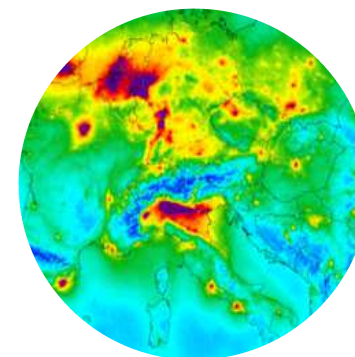


Founding a legal entity that is co-owned by two or more stakeholders on both sides of the border, like TILO (Ticino-Lombardia regional railway company) or Leminis operating Léman Express

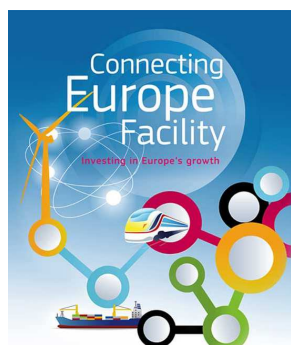
The potential role of sustainable mobility solutions in the Eusalp area for transit mobility

Specific policy main goals:

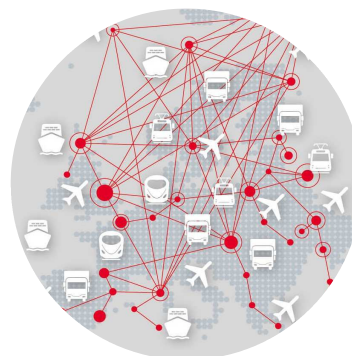
- **Reduce local transport externalities** (noise, congestion, local pollutants)
- Improve **modal shift** and **multimodal** journeys
- Produces **quality/seamless cross-border offer** and avoid local bottlenecks
- Increase the role of existing **airports as a gate** for international and intercontinental destinations for all the EUSALP regions through a better capillarity of intermodal service to and from airport



Nitrogen dioxide intensity over Europe (ESA 2018-2019)



Coordination with Connecting Europe Facility Programme



Seamless cross-border



Multimodality



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