



# BOOSTING CROSS-BORDER REGIONS THROUGH BETTER TRANSPORT

14 NOVEMBER 2019 | BRUSSELS, BELGIUM



#EUBorderRegions

Regional and  
Urban Policy

# MATTEO BERZI

Optimising cross-border regions impact of the  
TEN-T corridors

[matteo.berzi@ineco.com](mailto:matteo.berzi@ineco.com)



- The Cross-Border view of the Med Corridor Office in Spain
- The Eastern French-Spanish Border Region: Geographical and Infrastructural Framework
- Main obstacles
- Future scenario: towards a cross-sectorial and cross-border approach



▶ August 2018



Coordinator:  
Prof. Josep Vicent Boira



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Valencia  
Barcelona  
Zaragoza



Coordinate and push for the development of the Med Corridor.  
Follow and assess the current and future works



Promote the MED Corridor in press and media



Listen to the stakeholders and report their instances to the decision-makers



# Our Cross-Border Approach



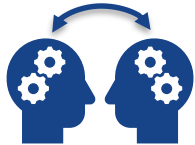
Map Cross-Border Stakeholders



Develop Cross-Border GIS



Detect Cross-Border Dynamics in transport sector (CBC & Conflicts)



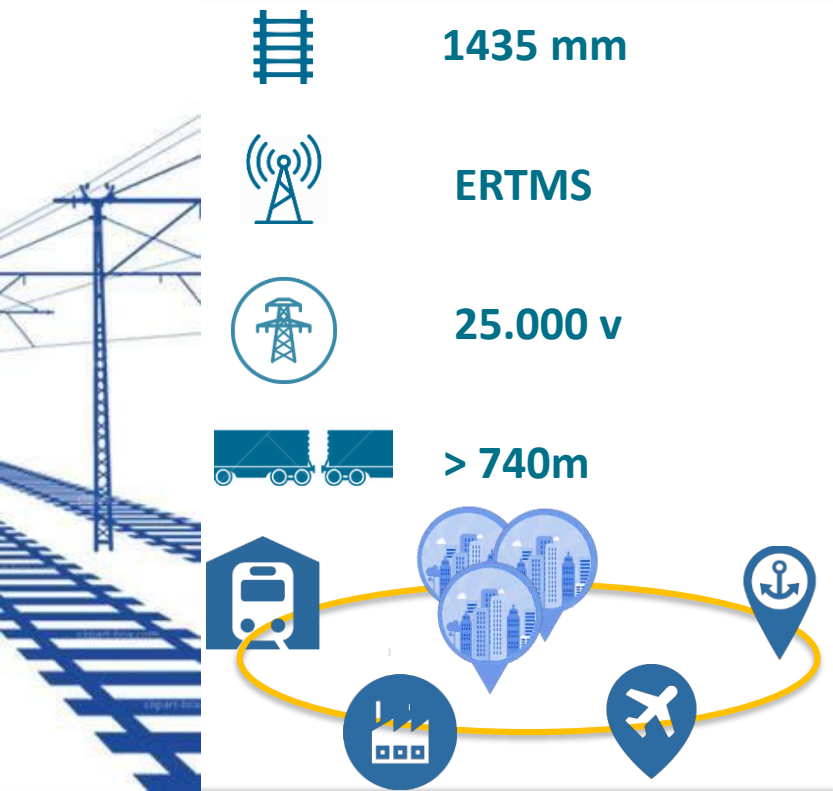
Transfer of CBC knowledge (empirical, funding & legal aspects)



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# The Med Corridor: 6 countries – 6 borders



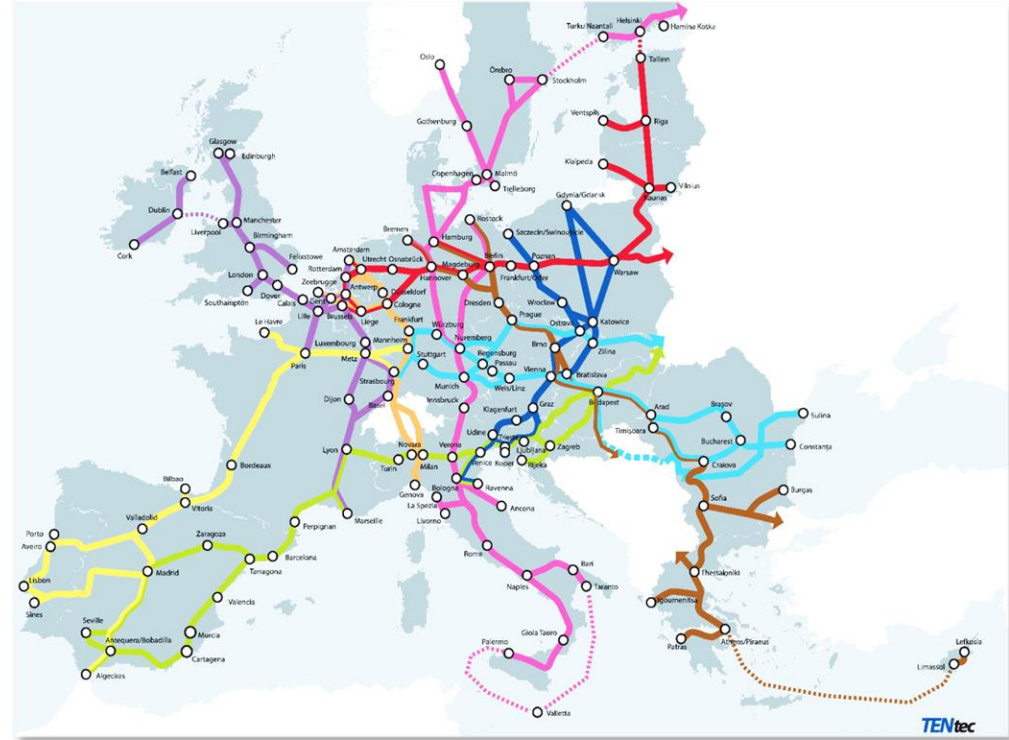
1435 mm

ERTMS

25.000 v

> 740m

The infographic features a vertical stack of icons on the left: a track gauge, a radio tower, a power line tower, and a train. To the right, the text '1435 mm', 'ERTMS', '25.000 v', and '> 740m' is displayed. Below the text, a yellow line connects several circular icons: a train, a city skyline, a factory, an airplane, and a location pin.



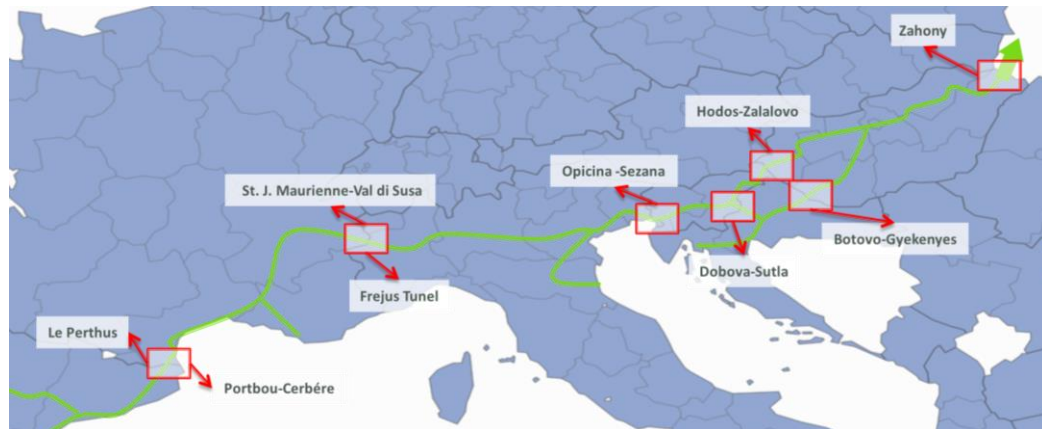
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# The Med Corridor: a closer focus on its Borderlands

## 7 Cross Border Sectors which differs in

- Territorial Structure (Rural/Urban)
- Geographical setting (mountains, river, plain)
- Infrastructure Characteristics
- New Vs Old connections
- Internal VS External Borders
- Multiplicity of stakeholders: passengers, cargo, logistics, etc.



■ Corridors & Borderlands → Flows & Places

Generating conflicts and CBC dynamics

Val di Susa protests (FR-IT)

Construction of the Perhus Tunnel (ES-FR)

Geopolitical Dimension

New Silk Road (China)

Ukrainian Crisis





# THE CURRENT SITUATION – GEO-INFRASTRUCTURAL FRAMEWORK

## Border Section: Figueres – Perpignan



- 2 Railway Lines:
  - Conventional Line Portbou-Cerbère (1875)
  - High-Speed Line (2013)
- Three main Urban areas (tot. > 500.000 inhab.)
- Low degree of cross-border commuting (2009)  
Lack of studies!

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# THE CURRENT SITUATION – GEO-INFRASTRUCTURAL FRAMEWORK



## Border Section: Figueres – Perpignan

- High density of Railway terminals (freight)
- Important socioeconomic activity in the cross-border area in different sectors

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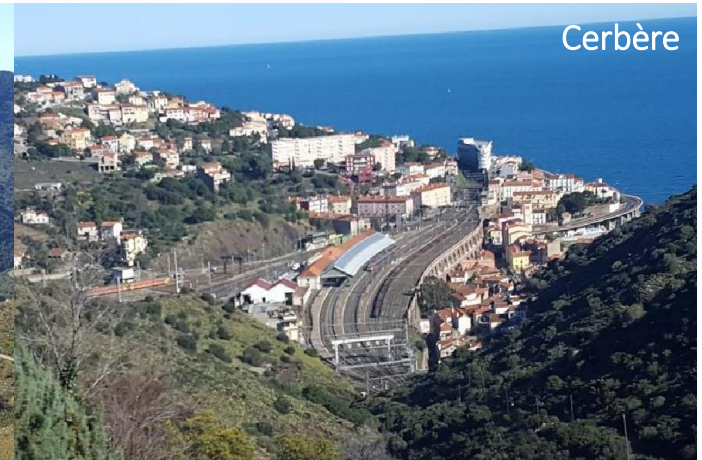
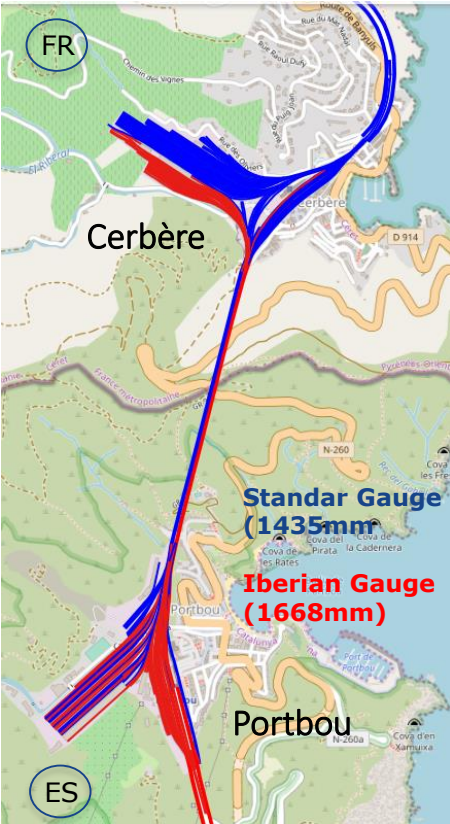


# Eastern French-Spanish Cross-border Connections Are Operational. But...



# MAIN OBSTACLES TO IMPROVE CROSS-BORDER MOBILITY

- Technical / Legal → Lack of interoperability  
Conventional Line: infrastructural interruption



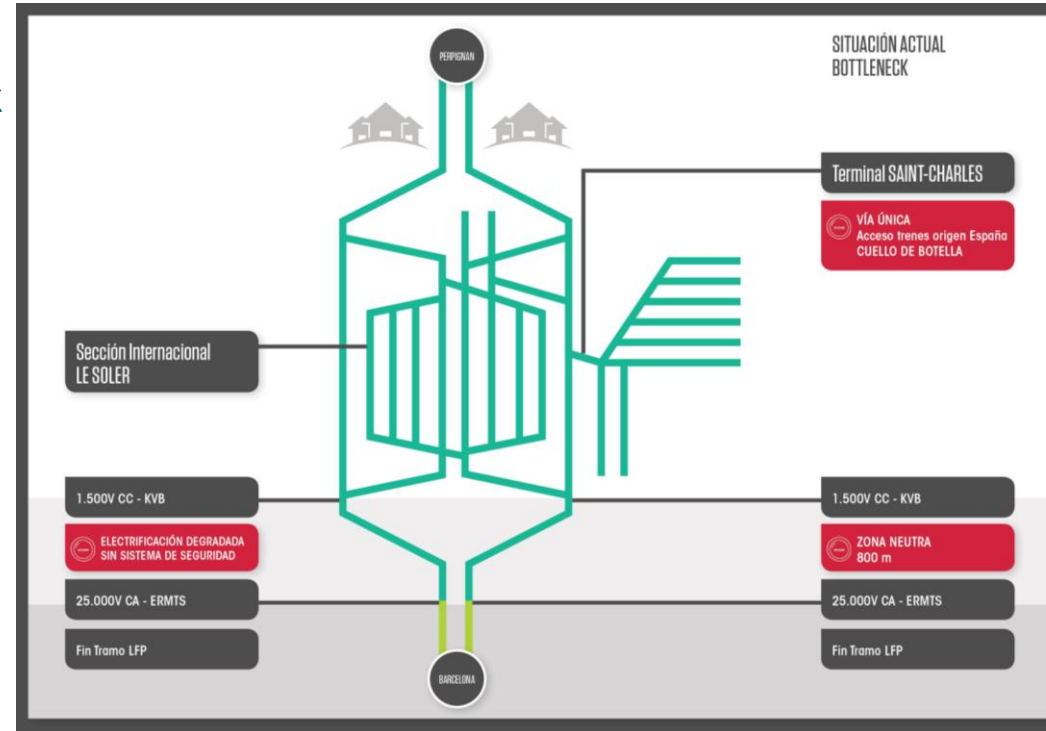
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# MAIN OBSTACLES TO IMPROVE CROSS-BORDER MOBILITY

## Lack of interoperability

### High-Speed Line: 'Le Soler' Bottleneck

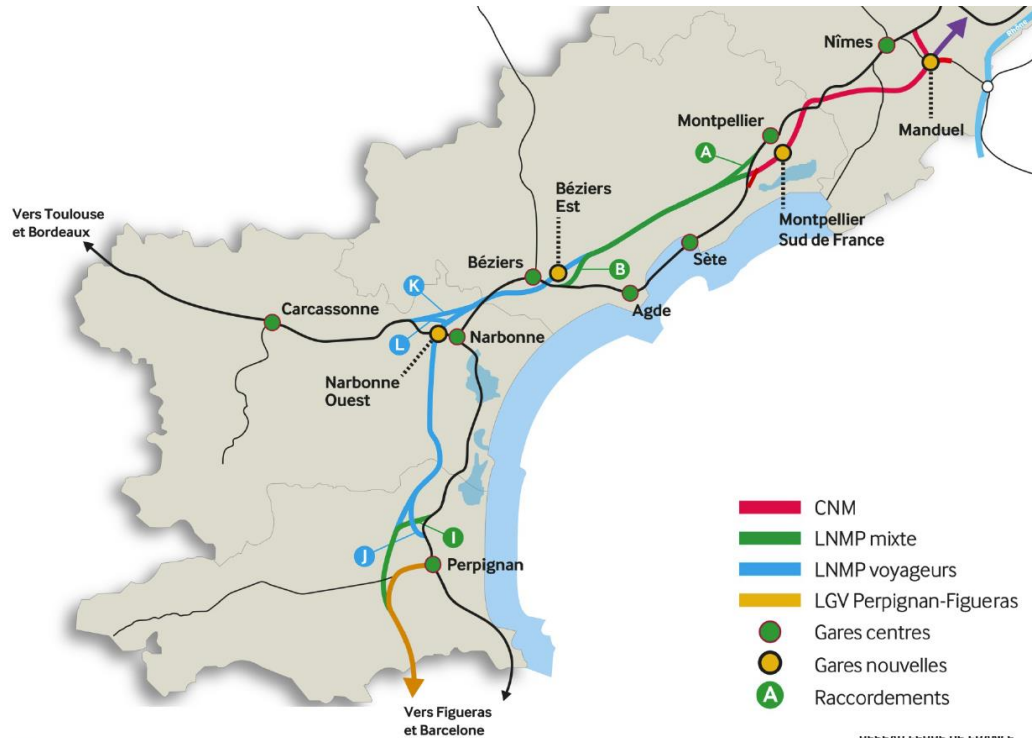


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# MAIN OBSTACLES TO IMPROVE CROSS-BORDER MOBILITY

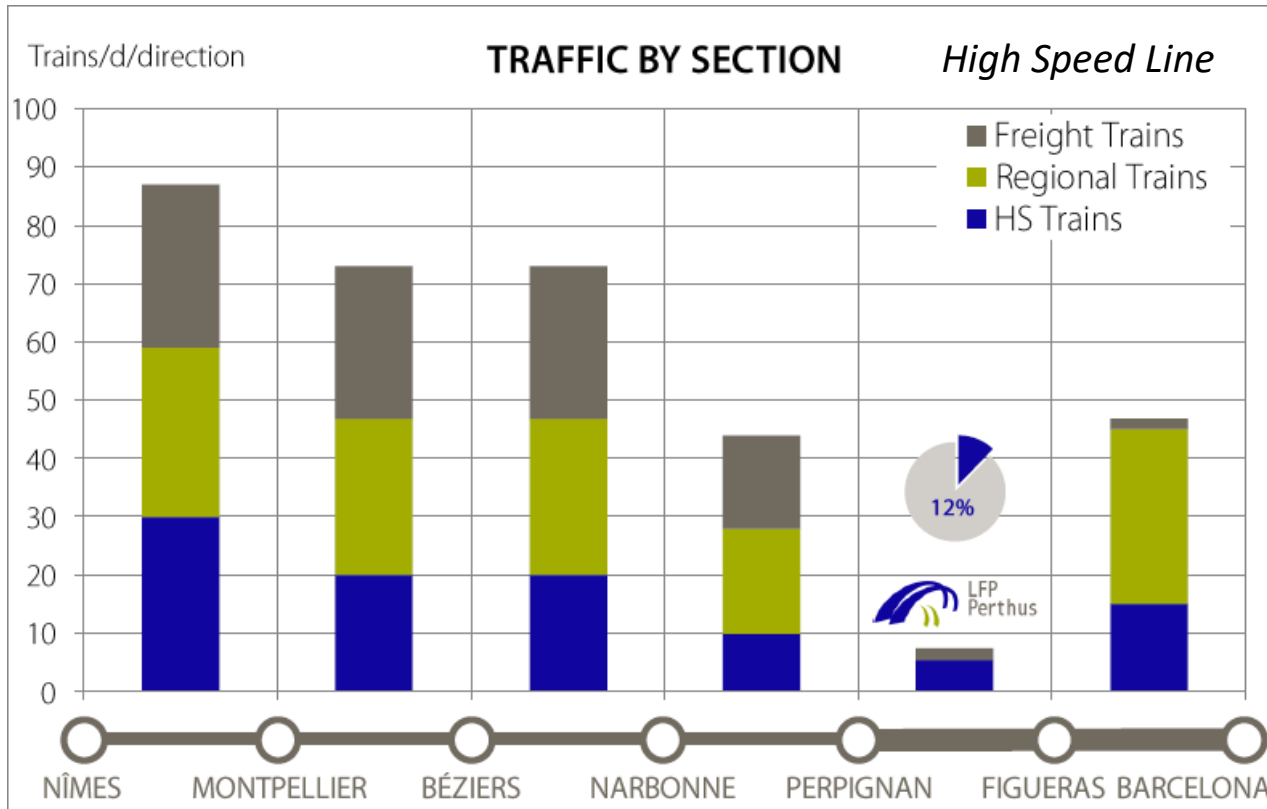
- **Uncertain Long Term Planning** → New Line Montpellier-Perpignan (2035-2038?!)



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# MAIN OBSTACLES TO IMPROVE CROSS-BORDER MOBILITY



## PLANNING

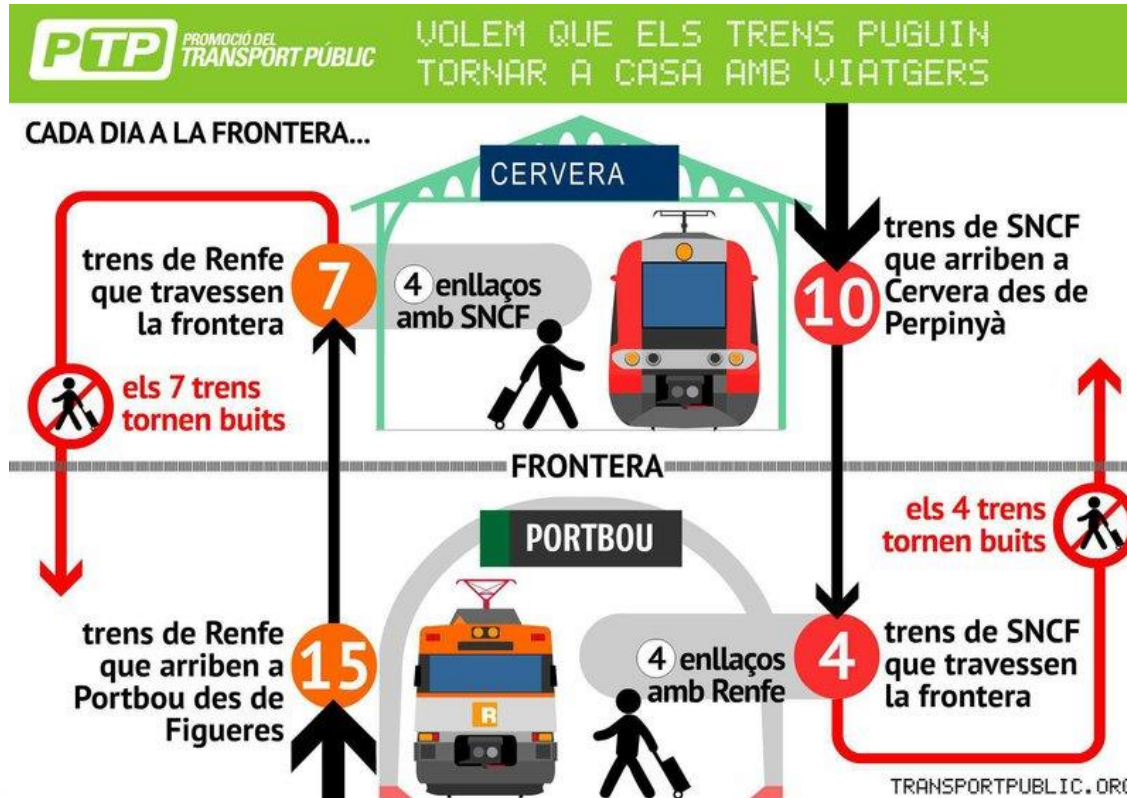
Low degree of CB permeability

Inadequate time schedule for cross-border labor mobility (both for CL and HSP)

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# MAIN OBSTACLES TO IMPROVE CROSS-BORDER MOBILITY



- **PLANNING (& Legal)**

Low degree of permeability

Inadequate time schedule for cross-border labor mobility (both for CL and HSP)

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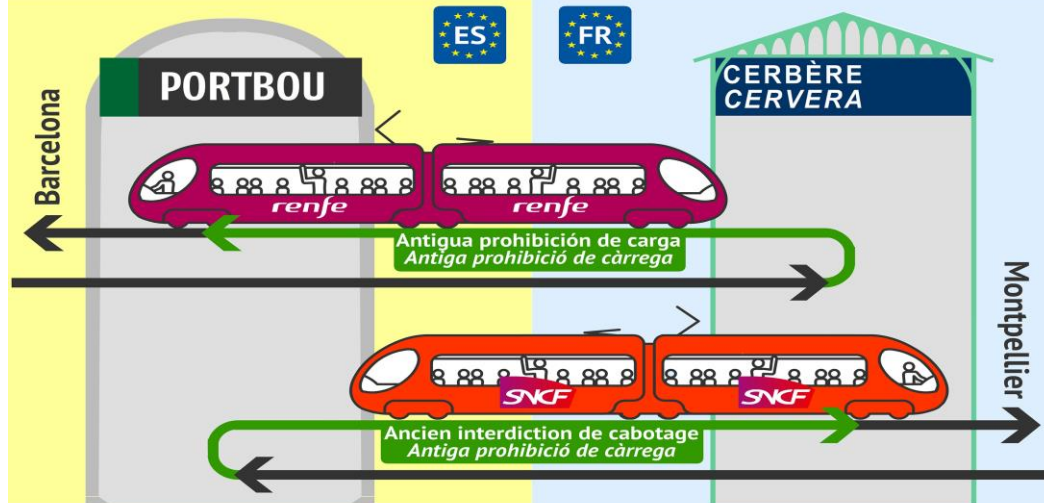




# MAIN OBSTACLES TO IMPROVE CROSS-BORDER MOBILITY

11-02-2019

Fi de la prohibició de càrrega a les fronteres!  
¡Fin de la prohibición de carga en las fronteras!  
Fin de l'interdiction de cabotage aux frontières!



## ■ PLANNING (& Legal)

Low degree of permeability

Inadequate time schedule for cross-border labor mobility (both for CL and HSP)

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# MAIN OBSTACLES TO IMPROVE CROSS-BORDER MOBILITY

- GOVERNANCE: limits of current local and regional CBC

Proactive local agents need → needs stronger political backing

CBC structures not engaged in improving CB railway accessibility and mobility (members or funds issues).

Interreg-funded projects are not linked to the Med Corridor development.

OCCITANIE - CATALUNYA  
OCCITÀNIA - CATALUNYA  
Novembre 2018



**Guide transfrontalier  
des transports  
en commun**



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# MAIN OBSTACLES TO IMPROVE CROSS-BORDER MOBILITY

- **GOVERNANCE:** limits of current local and regional CBC

Proactive local agents (public, associations)

**CBC structures not engaged in improving CI accessibility and mobility (members or functions)**

**Interreg-funded projects are not linked to the Med Corridor development.**



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# Future scenario

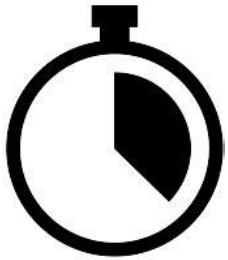


Med Corridor as an Added Value,  
contributing to a more accessible and  
more integrated cross-border region



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- Med Corridor is an opportunity for main urban nodes and core logistic activities.  
(Girona, Figueres, Perpignan, Narbonne, etc.)



## Connectivity & interoperability improved

- Positive impact to small & medium logistic activities at the border
- Enhancing Territorial Capital for local socioeconomic development
- More efficient CBC in transport sector



## Good news

- **Legal:** New framework agreement ADIF – SNCF Reseau (homologation rolling stock, emergency coordination in CB sections, etc.) to be signed.
- **CBC:** The Med Corridor is considered in the Pyrenean Strategy (2018-2024) developed by the Working Community of the Pyrenees (CTP)
- **Planning:** Catalan-Occitanie joint study to promote CB Fast Regional Trains (HSL)



ESTRATEGIA PIRENAICA  
Comunidad de Trabajo de los Pirineos  
2018 - 2024



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## Some ideas

✓ Joint Centralized Traffic Control Portbou-Cerbère (**ECBM?**)

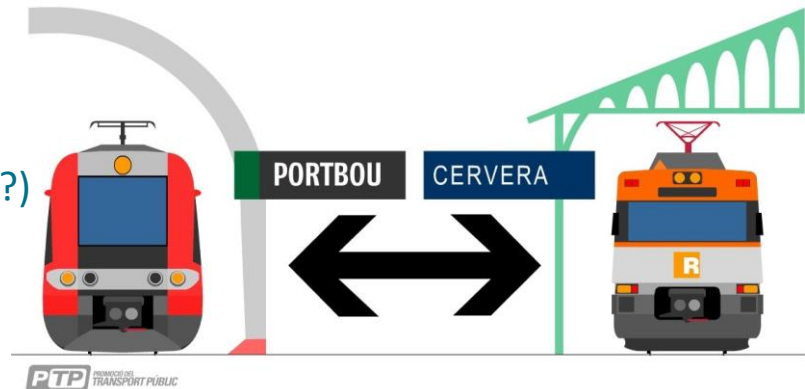
✓ Studying the implementation of standard gauge in Figueres-Portbou section

✓ Wider and coordinated train time schedule:

Via Perthus → High speed, IC/EC, Fast Regional trains.

Via CL → Special fare Figueres-Perpignan (**ECBM?**)

✓ Reconversion of railway facilities:  
Joint training centre (**EGTC?**), Slow tourism, museums)



Interreg 

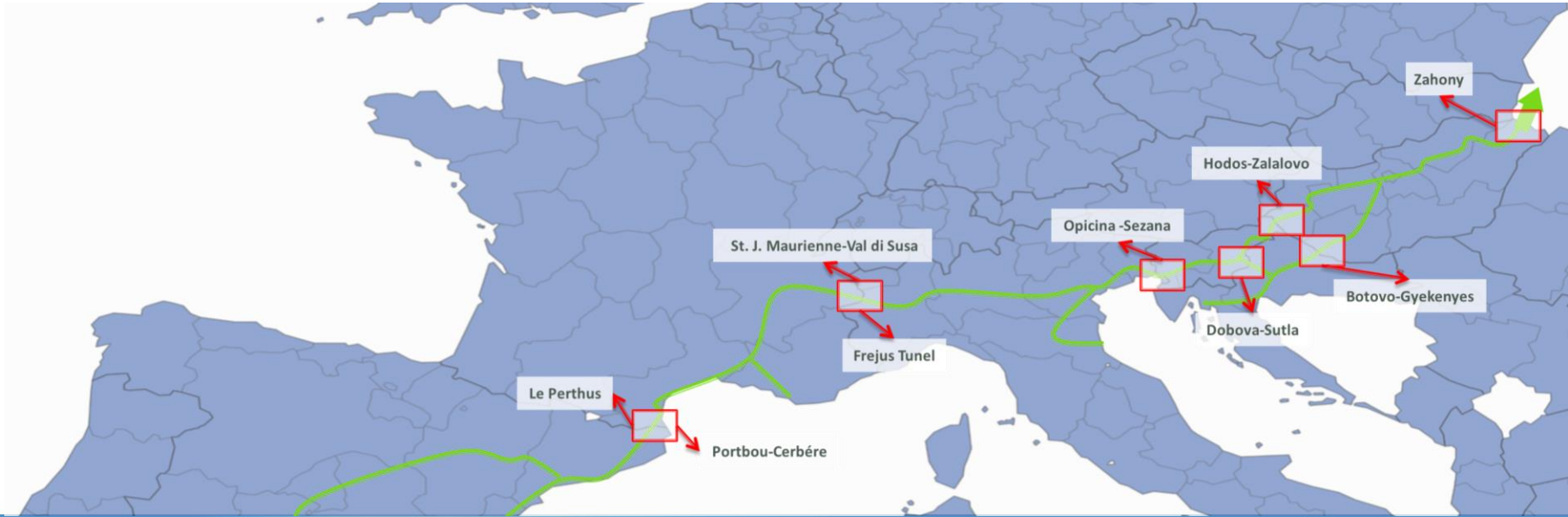


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# The Med Corridor: as a 'Framework'

- To improve cross-border permeability in all its cross-border sections.
- To reduce territorial conflicts and to untap the socioeconomic potential of border regions



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# THANK YOU FOR YOUR ATTENTION

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[matteo.berzi@ineco.com](mailto:matteo.berzi@ineco.com)

