



BOOSTING CROSS-BORDER REGIONS THROUGH BETTER TRANSPORT

14 NOVEMBER 2019 | BRUSSELS, BELGIUM



#EUBorderRegions

Regional and
Urban Policy

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TRANSFERMUGA – Fostering cross-border mobility in EGTC Nouvelle Aquitaine-Euskadi-Navarra Euroregion

@Euroregion_naen



TRANSFERMUGA – Geographical scope



8.755.629 citizens



101.678 km²



GDP 28.400 €/inh.



3.541.000 jobs



486.176 companies



But still a bottleneck on the
French-Spanish border

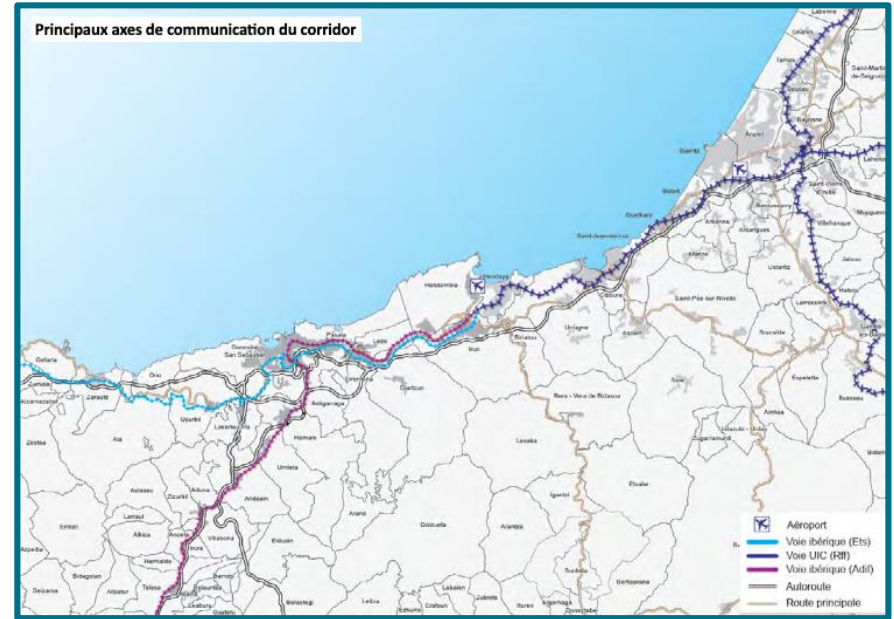
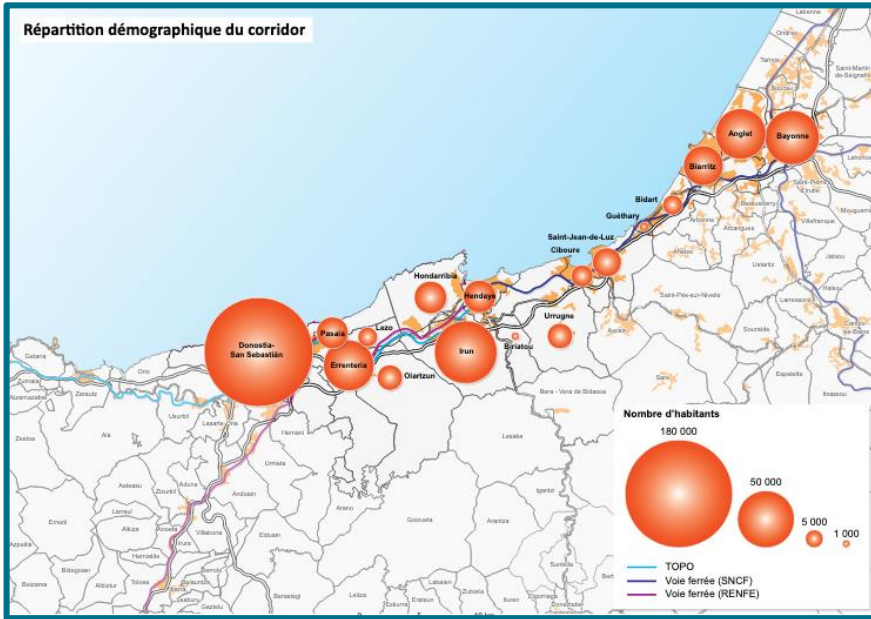
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TRANSFERMUGA – A short history

A cross-border area with nearly 600.000 inhabitants...

... but suffering from an intense “border effect” regarding transports



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TRANSFERMUGA I – Cross-border mobility study

Conclusions

- Mainly local (70% in Irun-Hendaye area)
- Dilutes with distance
- Not related to work
- Mainly done by car (90%)
- Globally symmetric



Recommendations

- **Urban mobility:** Develop a cross-border urban bus network in the border area (Irun-Hendaye area)
- **Interurban mobility:** Extend French interurban bus network to Irun (Spain)
- **Rail transport:** Ensure a better connection between SNCF network and Euskotren and RENFE networks
- **Smart mobility:** Foster passenger information



TRANSFERMUGA II – Implementing actions

1) Development of the www.transfermuga.eu passenger information Website including:

- Information on all transport offer (public transport, stations, prices, tickets,...) in 4 languages and with a multimodal perspective
- A cross-border trip mobility planner managed by the EGTC
- An interactive cartography
- All studies related to cross-border mobility developed by the EGTC
- An open data philosophy



Impact: 700.000 visits since 2015



TRANSFERMUGA II – Implementing actions

Example: Transfermuga route planner proposal

TRANSFERMUGA your cross-border mobility planner | ITINERARY OFFERS PLACES TOLLS OPEN INNOVATION LANGUAGE

Itinerary Times In the local area

Your journey [Modify](#)

Aireportua/Aeropuerto/Aéroport de Biarritz (Anglet) → Donostia/San Sebastián (20001-20018)

The Thursday 14 November 2019 - Leave after 13h15

Itinerary 1 Duration **1 h 55 min** including 15 min

13h31 15h27

01 min > 03 min > 05 min > 02 min > 04 min

Itinerary 2 Duration **1 h 59 min** including 14 min

13h28 15h27

04 min > 05 min > 02 min > 04 min

The screenshot displays a map of the coastal region between France and Spain, with a route highlighted in black and green. Key locations like Biarritz, Hondarribia, Irun, and Donostia are visible. The interface includes navigation controls on the map and a list of transport modes (walking, bus, train, tram, car) for each itinerary.



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TRANSFERMUGA II – Implementing actions

2) Promotion of cross-border public transport offer

- Working with local public transport authorities in order to expand local and interurban bus networks to the other side of the border
- Developing cross-border tickets
- Promoting free parkings in spaces near the border allowing multimodal transport



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TRANSFERMUGA II – Implementing actions

3) Preparing for future direct railway connexions:

- Some technical barriers expected to disappear in the following years thanks to the new High-Speed rail network known as “Y Vasca” (expected for 2024)
- Two studies related to technical and legal barriers for cross-border rail services and demand perspective for the new “Y Vasca” within the Euroregion context



TRANSFERMUGA-RREKIN – New project for 2019-2022

1) Improvement of Transfermuga Website

- New structure and information (tourism, routes, chatbot,...)
- Purchase of cross-border tickets (?)

2) New studies to prepare future direct cross-border rail connexions on:

- Cross-border transport governance structure
- Cross-border multimodal offer

3) Development of a new intermodal station in Hendaye

- New Euskotren station & new connexion with SNCF station
- New pedestrian public space integrating bikes, car parking, taxis and bus stops



TRANSFERMUGA-RREKIN – New project for 2019-2022

HENDAYE SNCF STATION



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TRANSFORMUGA-RREKIN – New project for 2019-2022

HENDAYE EUSKOTREN STATION



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Main challenges

1) Overcoming technical and legal barriers

- In our case, important differences between French and Spanish rail networks → Work on future cross-border services through studies
- Legal barriers: it's essential to look for alternatives or arrangements that can overcome these obstacles (example of HEGOBUS network)

2) Building trust between different transport authorities

- Highlight the importance of the cross-border dimension
- Organize meetings between TA so that they can share their points of view and concerns
- Take into account different competences and priorities and try to find common ground



Conclusions & learned lessons

1) Build on the existing offer and taking into account the context

- Focus on **concrete and small scale improvements** before proposing completely new services or infrastructures that require high investments and a lot of time
- Look for **alternatives** when needed (in our case, go beyond rail-based transport offer)

2) Focus on activities where an EGTC can create an added-value

- We are not a transport authority and don't want to replace them but complement their approach
- In our case, **passenger information** has been a key element as we identified a specific need in this field

3) Create confidence with and between transport authorities on the long-term

- A **gradual approach** can be helpful to develop more sophisticated projects
- **Trust-building** and **sensibilization to the cross-border dimension** are essential on the long-term





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