



BOOSTING CROSS-BORDER REGIONS THROUGH BETTER TRANSPORT

14 NOVEMBER 2019 | BRUSSELS, BELGIUM



#EUBorderRegions

Regional and
Urban Policy

ARTUR PERCHEL

Public transport services in cross-border regions:
trends – challenges – opportunities

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UITP – ADVANCING PUBLIC TRANSPORT WORLDWIDE

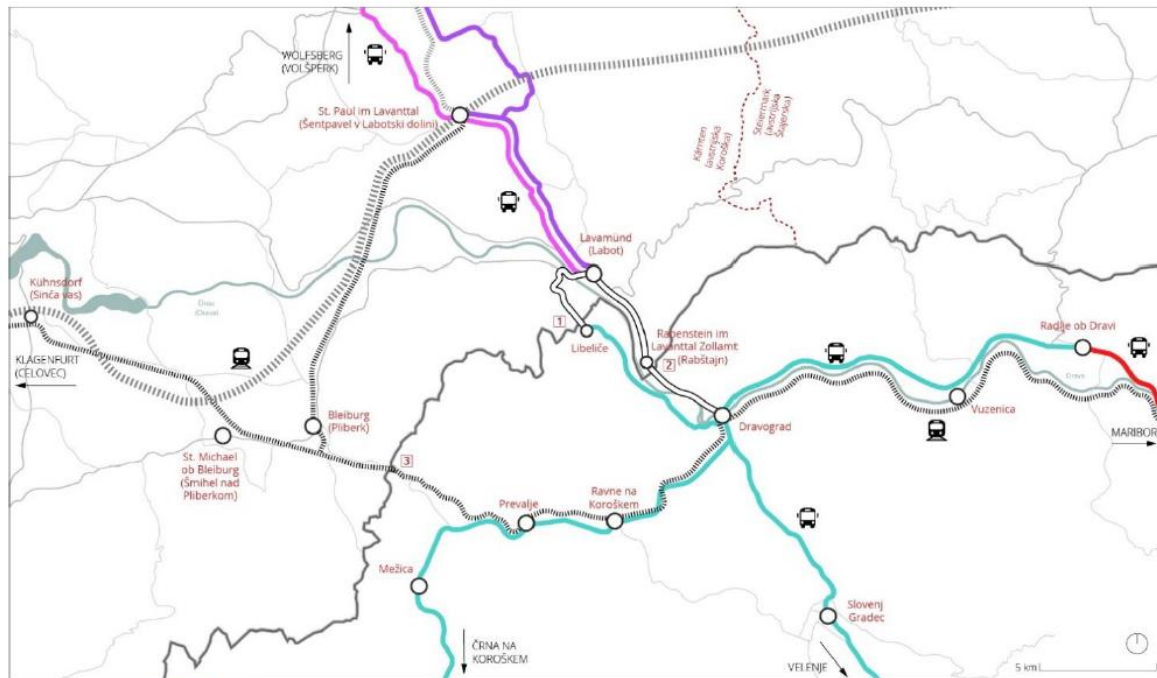
The only worldwide network bringing together
all public transport **stakeholders** and all sustainable transport **modes**



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Cross-border commuting: southern Carinthia (AT) - Koroška (SI) regions



Interreg
CENTRAL EUROPE
TRANSBORDER
ČEZMEJNI POTNIŠKI PROMET
OBSTOJEČE STANJE
CROSS-BORDER PUBLIC TRANSPORT
EXISTING CONDITION

LEGENDA / LEGEND

— državna meja / national border SLO AUT

○ kraj / town

— manjkajoča avtobusna povezava / missing bus connection

— cesta / road

□ Meddržavni mejni prehod /

International border crossing

1 Libelče 2 Vič 3 Holmec



Avtobus / Bus (SLO) - Noriago

Avtobus / Bus (SLO) - Arriva (obstoječa linija / existing line)

Avtobus / Bus (AUT) - ÖBB Postbus (obstoječa linija / existing line)

Avtobus / Bus (AUT) - ÖBB Postbus (obstoječa linija / existing line)



Železnica / railway

predvidena hitra železnica /

planned high speed rail

RIA Koroška i.d.o.o.
2018 (Ael Rupnik)

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CARINTHIA (AT) – KOROŠKA (SI)

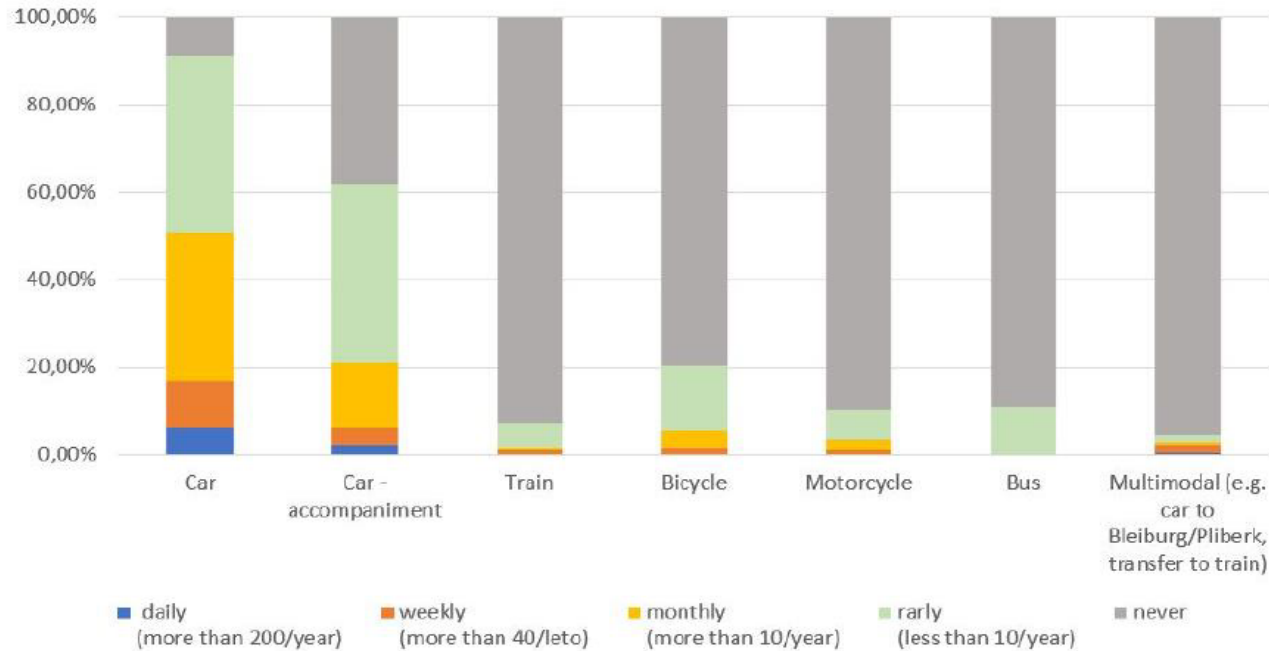
COMMUTING

Railway station	Total	Walking distance (to 1,5 km)	Distance with bike (1,5 to 3 km)	Distance with E-bike (3 to 5 km)	P+R distance (5 to 10 km)
Prevalje	129	63	9	7	50
Ravne na Koroškem	95	55	33	5	2
Podklanec	21	1	2	5	13
Dravograd	69	25	16	3	25
Vuzenica	39	5	18	10	6
SKUPAJ	353	149	78	30	96



CARINTHIA (AT) – KOROŠKA (SI)

MODAL SPLIT



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CARINTHIA (AT) – KOROŠKA (SI)

PARTNERSHIPS

BUS SERVICE

- Transport Association Carinthia
- Office of the Carinthian Government
- Ministry of Infrastructure
- Nomago (PTO/bus concessioner SI)
- ÖBB-Postbus (PTO/bus concessioner AT)
- RRA Koroška (RDA)
- ZRC SAZU (academics)
- Municipality of Lavamünd
- Municipality of Dravograd

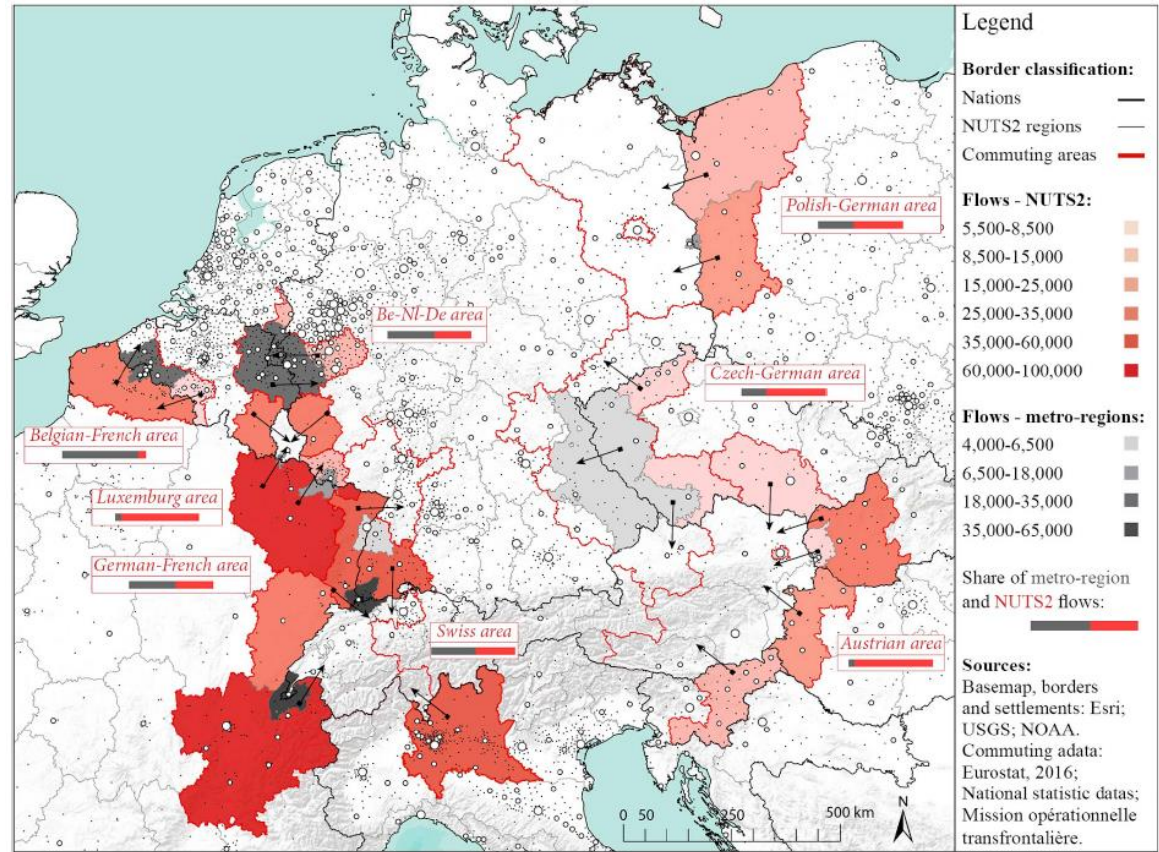
RAIL SERVICE

- Austrian railways ÖBB
- Transport Association Carinthia
- Office of the Carinthian Government
- Slovenian Railways
- Slovenian Infrastructure Agency
- RRA Koroška
- ZRC SAZU



Cross-border commuting between major areas

F. Cavallaro and A. Dianin
Transport Policy 78 (2019) 86–104



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THE WHY OF CROSS-BORDER

- Social interconnectivity, inclusion, accessibility – rural & peripheral areas
 - Labour mobility – potential for over 1m new jobs
 - Boost market growth & touristic potential – regions 8% richer if current barriers removed
 - Environmental impacts
 - Land (re)development – case of Strasbourg tramline D extension (2017)
 - Promote European integration – territorial and social cohesion
-
- Achieve PT-oriented modal split
 - Connect CB areas with main transport corridors – crucial in corridor development
 - Provide alternative connections in case of disruptions
 - Boost potential of various multimodal hubs



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THE HOW OF CROSS-BORDER TRANSIT

- **South Moravia (CZ-AT)** – cross-border working groups
 - + Improving PT & cycling services
 - + Harnessing new digital solutions for information and ticketing
 - + Equipping new train lines with bicycles storage facilities
- **Gera (DE) – Cheb (CZ)** – a bilingual marketing campaign
 - + Increasing modal split
 - + Introducing new sign posting
 - + Digital facilities for PT accessibility and attractiveness
- **Balassagyarmat (HU-SK)** – permanent yearly consultations
 - + Involving municipalities and public transport providers
 - + Easing tariffs and timetables harmonisation

INTERREG EUROPE – Peripheral Access



CROSS-BORDER TICKETING 1

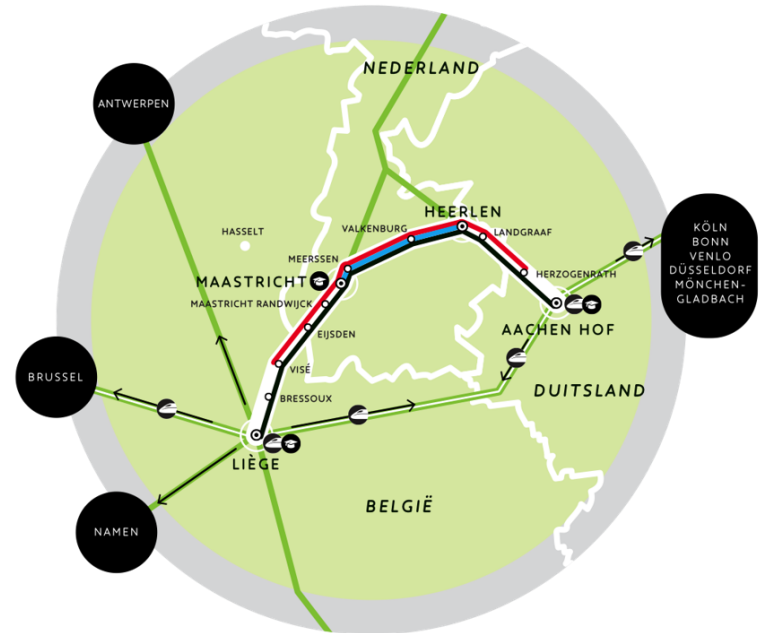
- **LÉMAN PASS** (FR-CH): a new tarif offer with 10 French and Swiss PTOs – one journey/day/month passes, on all modes, incl. Geneva PT system
- **BASEL–SINGEN** (CH-DE): revised fares are soon to be introduced and integrated with both Swiss and German ticketing arrangements
- **STRASBOURG–KEHL** (FR-DE): a common zonal tariff for cross-border transit only
- **TALLINN–HELSINKI** (EE-FI): planned harmonisation of PT networks + creation of a common ticketing system & app (spring 2020); Tallinn PTA as the driving force (€2.5m budget)



CROSS-BORDER TICKETING 2

Euregiobiljet (BE-NL-DE) + Drielandentrein

- One day PT pass (one person weekdays; 2nd class; €19)
- Luik, Limburg, Aken en Maastricht
 - **Belgium:** NMBS, De Lijn, TEC Luik and TEC Verviers
 - **Germany:** DB, Aachener Verkehrsverbund and district Euskirchen
 - **Netherlands:** NS and Arriva
- Journey planners: belgiantrain.be / mobility-euregio.com
- JAN 2019 – launch of Maastricht-Aachen (OV-chipkaart)
- ETCS/ERTMS security homologation issues – Arriva vs Belgium
- Stadler Flirt 3C treinsets – 3 different electric current systems and security regimes (ATB, Indusi, TBL1+) with planned ETCS equipment
- ERA as the solution?



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CROSS-BORDER INTEROPERABILITY

Esztergom–Štúrovo (HU-SK)

The first/the only cross-border bicycle-sharing system in Europe

- November 2017 - February 2019
- Budget €0.92m (€0.78m ERDF co-financing)
- Facilitated through Maria Valeria Bridge (2001)
- Frontier workers, students, pupils, tourists
- Bicycle sharing stations in both towns near key facilities
- Conventional and electric bikes



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CROSS-BORDER TRANSIT CHALLENGES

SYSTEMS

- Patchwork of national networks that are not connected across borders
- The focus on high-speed trains is misguided (5% total)
- Railways remain a very national-based transport mode – EU role critical
- Financing: €19bn Cohesion Policy rail investments 2014-2020

PROCESSES

- Lack of strong and independent regulatory bodies
- Technical standardisation possible to a limited extent
- Language issues
- Different labour conditions, salary levels, employment conditions
- Major data challenge – data availability, openness, harmonisation
- Cross-border governance structures
- Not enough simplified public procurement procedures
- Authorisation of trains and safety certification – ERA/4RP role critical
- Speed issues (CB 45.8 km/h vs domestic 59.4 km/h)
- Lack of tailor-made products



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CROSS-BORDER TRANSIT TAKEAWAYS

- Local cross-border services are “local” and not “international”
- Ticketing & fares: promote NeTEx, create fare exchange protocols, etc.
- Information is critical
- Subsidies: CB services will never 'hit the markets' + internalise external costs!
- Overcome technical & legal barriers (various signaling systems, various power systems, various vehicle types, technical documentations, ...)



QUESTIONS?
COMMENTS?

THANK YOU!

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UITP International Association of Public Transport

