



**Cross-border mobility
in the Alpine Region**
Co-financed by the European Parliament through the
Alpine Region Preparatory Action Fund (ARPAF)

Cross-border mobility in the Alpine Region

Sustainable mobility solutions for the local level



Picture: Heinz Heiss, Zeiteinspiegel





A common project of AG4 + 5

Pillar 1: Economic growth and innovation

Objective: Fair access to job opportunities, building on the high competitiveness of the Region

AG1: To develop an effective research and innovation ecosystem

AG2: To increase the economic potential of strategic sectors

AG3: To improve the adequacy of labour market, education and training in strategic sectors

Pillar 2: Mobility and connectivity

Objective: Sustainable internal and external accessibility to all

AG4: To promote inter-modality and interoperability in passenger and freight transport

AG5: To connect people electronically and promote accessibility to public services

Pillar 3: Environment and energy

Objective: A more inclusive environmental framework for all and renewable and reliable energy solutions for the future

AG6: To preserve and valorise natural resources, including water and cultural resources

AG7: To develop ecological connectivity in the whole EUSALP territory

AG8: To improve risk management and to better manage climate change, including major natural risks prevention

AG9: To make the territory a model region for energy efficiency and renewable energy

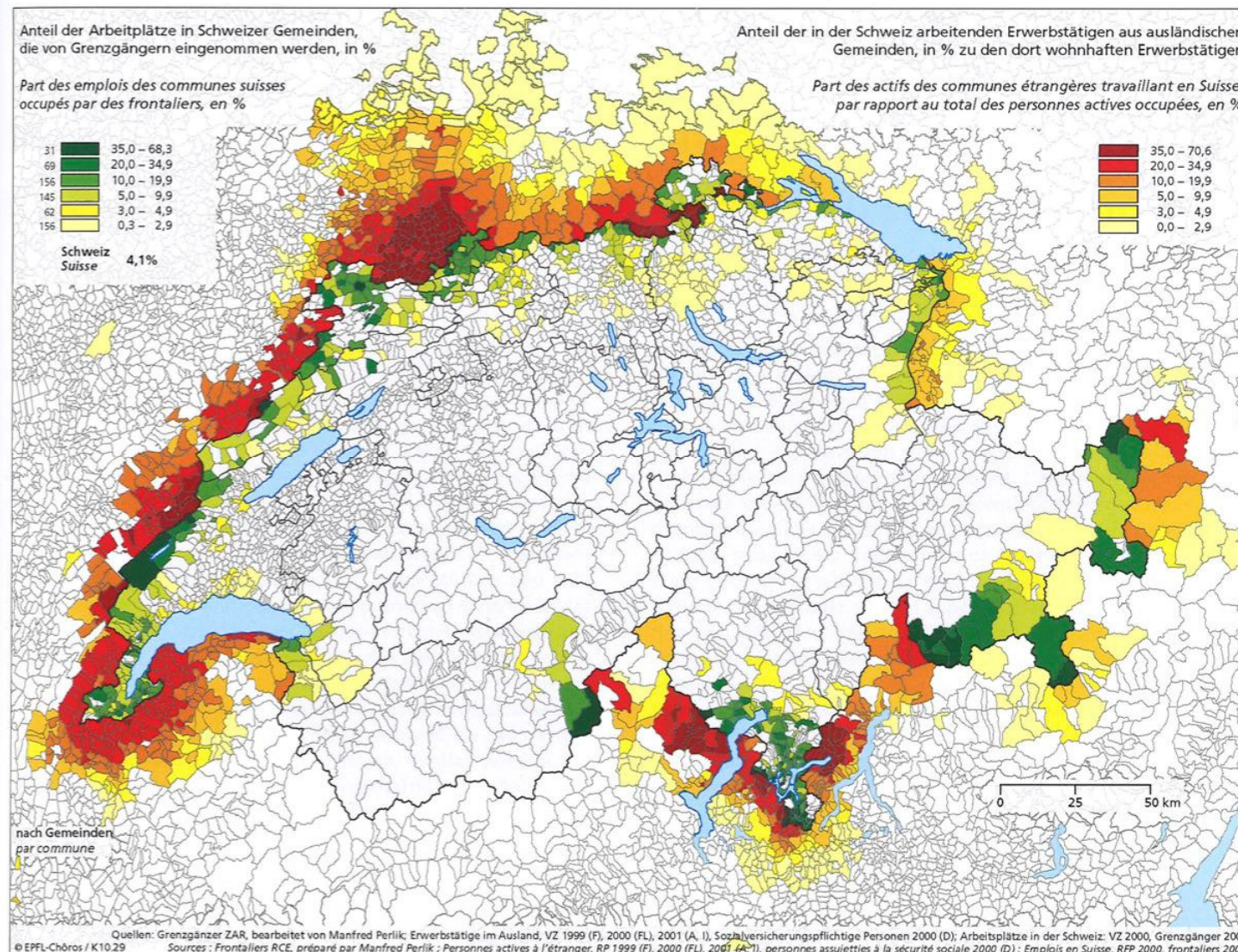
CROSS-CUTTING POLICY AREA: GOVERNANCE, INCLUDING INSTITUTIONAL CAPACITY

Objective: A sound macro-regional governance model for the Region (to improve cooperation and the coordination of action)

An underestimated phenomenon

Grenzgänger: Wohn- und Arbeitsgemeinden, 2000

Frontaliers : communes de domicile et de travail, en 2000

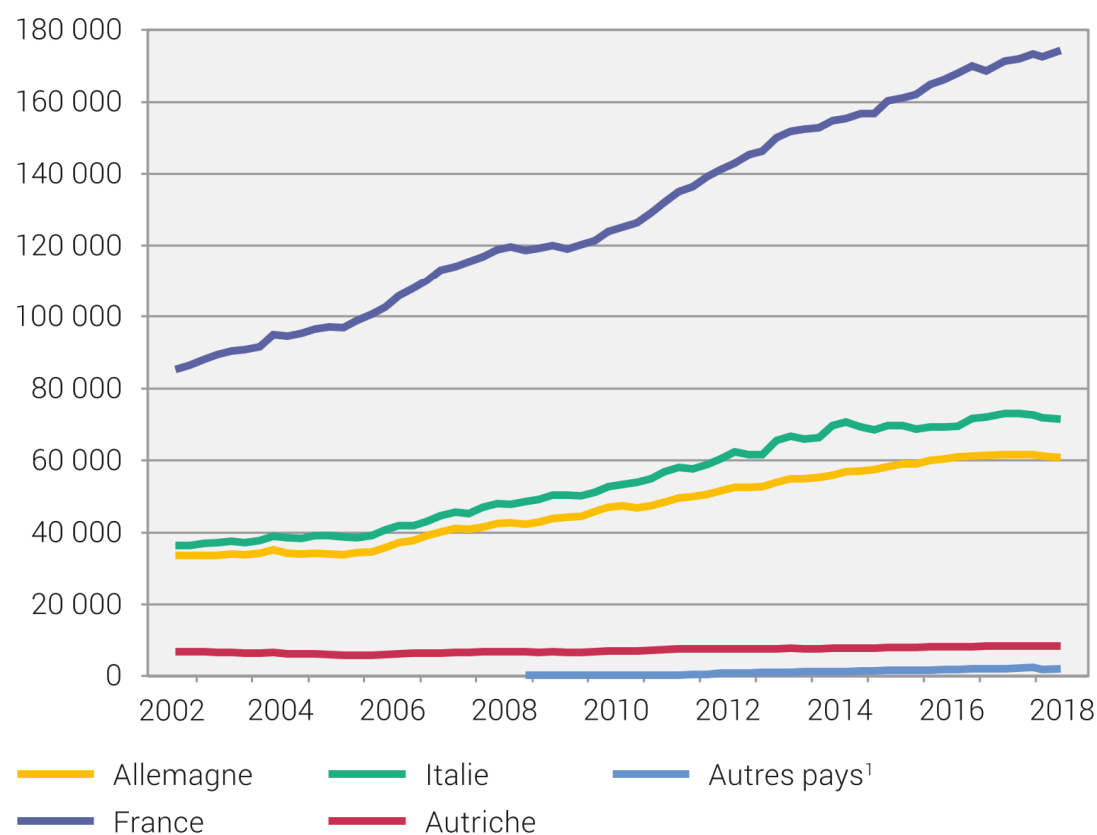


Picture: Modis 2002



Ever increasing?

Frontaliers étrangers selon le pays de résidence



¹ y compris la Principauté du Liechtenstein: 441 personnes au 2^e trimestre 2018



**Cross-border mobility
in the Alpine Region**
Co-financed by the European Parliament through the
Alpine Region Preparatory Action Fund (ARPAF)

LEADING QUESTION

What is needed for a successful modal shift in trans-national commuter mobility to reduce negative ecologic and economic effects?





**Cross-border mobility
in the Alpine Region**
Co-financed by the European Parliament through the
Alpine Region Preparatory Action Fund (ARPAF)

What it's about?

With a focus on cross-border commuter mobility the projects helps to...

- remove infrastructure bottlenecks
- bridge missing links
- coordinate planning and timetables of public transport
- modernising infrastructure
- enhance co-operation
- connect people with digital accessibility and reduce passenger flows





**Cross-border mobility
in the Alpine Region**
Co-financed by the European Parliament through the
Alpine Region Preparatory Action Fund (ARPAF)

WHY?

- Transport networks have been planned for decades in a purely national context;
- This holds particularly true for public transport systems;
- Most of cross-border commuter flows are by cars;
- Consequence are congested roads with negative impacts on economy, society, environment;





BUT

- Cross-border commuter traffic is sparsely on the political agenda, overlooked by road freight traffic and tourism/leisure mobility;
- Commuter mobility offers a great chance to
 - contribute to reduction emissions (air+noise)
 - contribute to COP21
 - increase quality of life at regional level



HOW

- Step 1: Elaboration of Alpine wide overview and analysis of existing cross-border mobility networks for commuter mobility
- Step 2: Collection of existing cooperation models (Good/Bad Practices)
- Step 3: Identification of gaps in cross-border mobility (infrastructure, soft factors, etc.)



HOW

- Step 4: Identification of solutions to facilitate cross-border passenger flows
- Step 5: Formulation of recommendations for further actions
- Step 6: Workshops in Hot-Spot areas for elaboration of Action-Plans



WHAT'S THE BENEFIT?

- Overview on commuter passenger flows in the Alpine Space (modal split, transport width, passover volume, etc.)
- Increased alpine-wide awareness of cross-border commuting problems (homemade problems)
- Collection of existing cross-border solutions to learn from good and bad practices
- Target group tailored solution approaches for commuters, enterprises, transport providers, public authorities;
- Action plans in “Hot Spot” areas towards modal shift



Cross-border mobility
in the Alpine Region
Co-financed by the European Parliament through the
Alpine Region Preparatory Action Fund (ARPAF)

FURTHER INFORMATION

Swiss Center for Mountain Regions SAB

Thomas.egger@sab.ch; peter.niederer@sab.ch

Office of the Tyrolian Government, Department of Transport
Planning

Ewald.moser@tirol.gv.at; patrick.skonieczki@tirol.gv.at

CIPRA International

Wolfgang.pfefferkorn@cipra.org; jakob.dietachmair@cipra.org





Program of the Workshop

- Analysis of existing cross-border mobility networks
Prof. Dr. Tobias Chilla, University of Erlangen
- Cross-border cooperation models in the Alpine Region
CIPRA International
- A practical experience: Youth Alpine Interrail
Magdalena Chrsitandl, CIPRA Youth Council
- Panel discussion
 - Carlo Alberto Carnevale Maffé, Bocconi School of Management
 - Tobias Chilla
 - Marion Ebster, CIPRA International



Cross-border mobility
in the Alpine Region
Co-financed by the European Parliament through the
Alpine Region Preparatory Action Fund (ARPAF)

Aims of the Workshop

- To present the intermediate results of the project
- To discuss solutions
- To connect with past and ongoing projects
- To raise political and public awareness
- To stress the relevance of the work of EUSALP
- To underline the potential for cooperation among AG's
- To involve the youth

ARPAF Project CrossBorder WP 2: Analysis of existing cross-border mobility networks

Tobias Chilla – University of Erlangen

EUSALP Annual Forum 2018

Workshop 8: Cross-border mobility in the Alpine Region

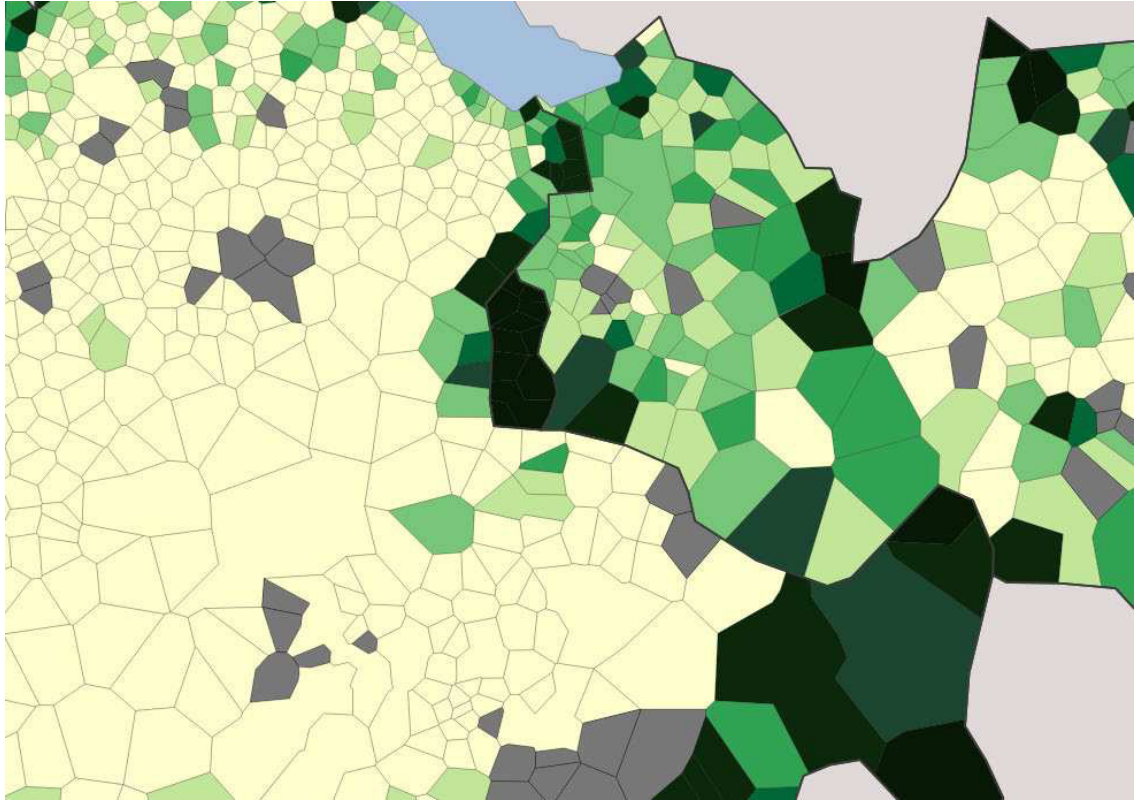
21th November 2018

Innsbruck





Swiss Info

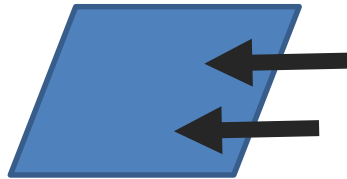


Commuting

Outgoing



Incoming



Infrastructure Quality

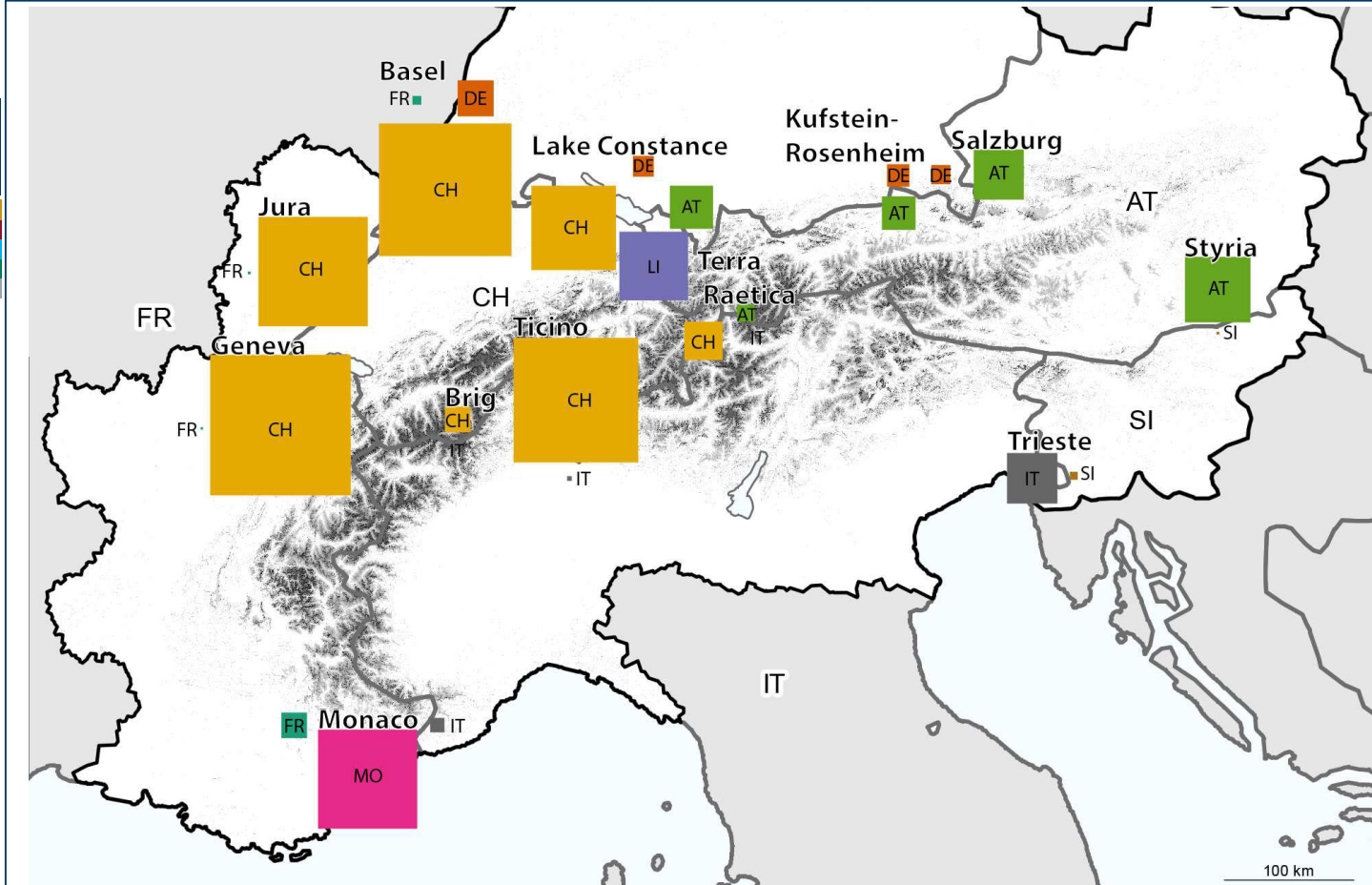
Road



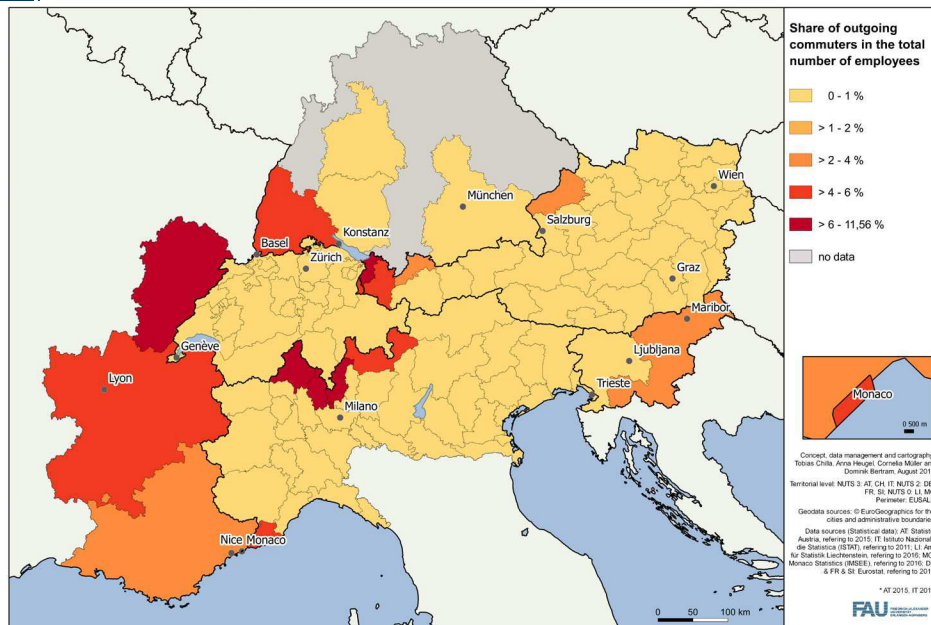
Rail



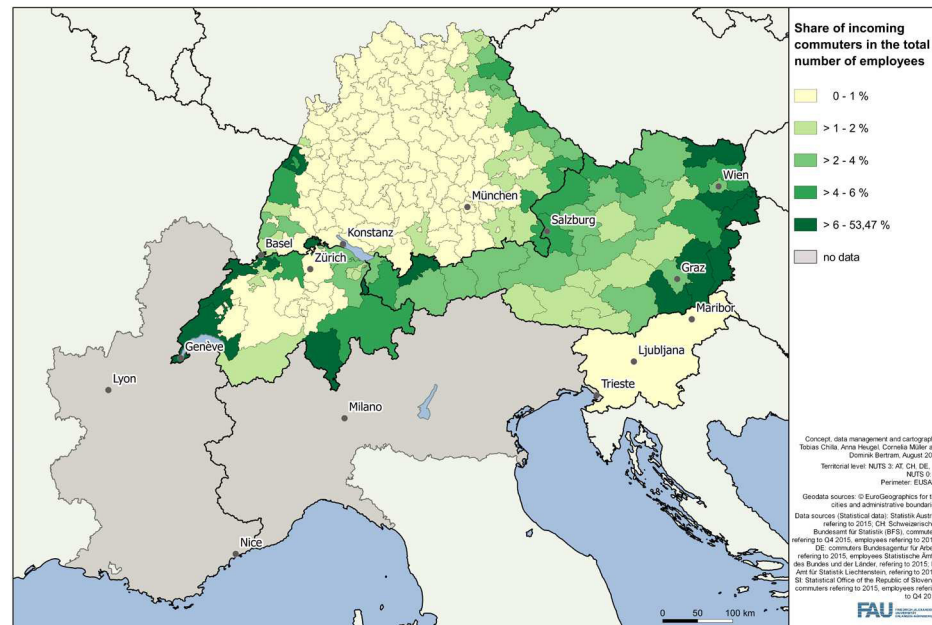
Incoming commuters



Outgoing commuters



Incoming commuters

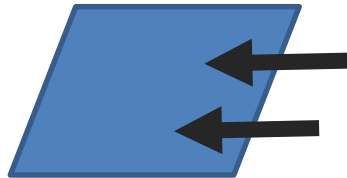


Commuting

Outgoing



Incoming



Infrastructure Quality

Road



Rail



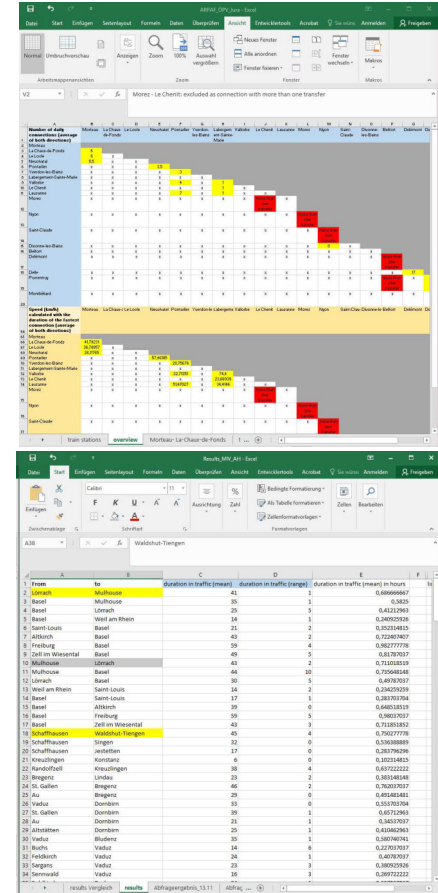
Accessibility analyses of

a) Rail

- fastest train connection between central stations
- number of connections per day
- Reference: 14th November 2018 (4 a.m. until closing hour)
- Source: online travel service site
- only connections with max. one change
- line width = number of connections; colour of the lines = speed of the fastest connection

b) Road

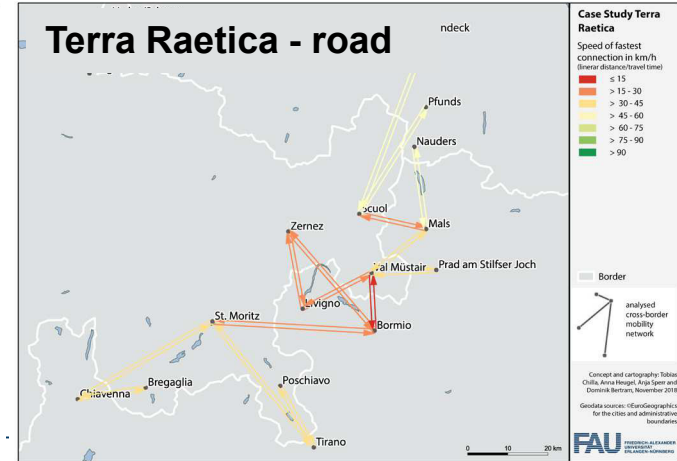
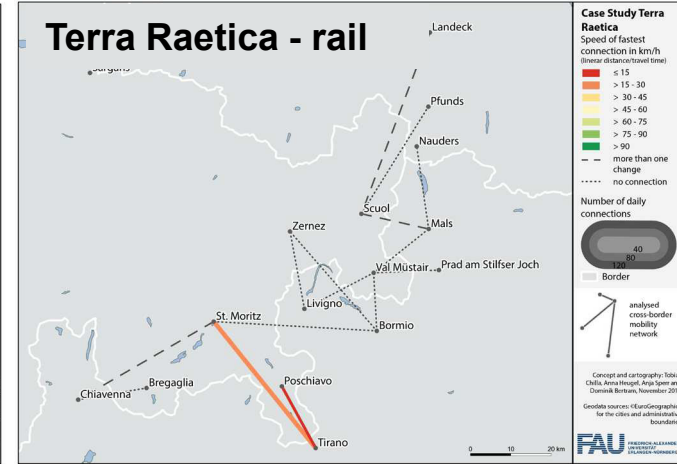
- calculated real-time travel time of the route in GoogleMaps
- requests at 8 a.m. on a typical TUE, WED, THU in Nov 18 for both directions between central stations
- colour of the lines = speed of the fastest connection



Exemplary comparison

Differences between

- polycentric and monocentric structures
- Rural / metropolitan contexts
- Road and rail



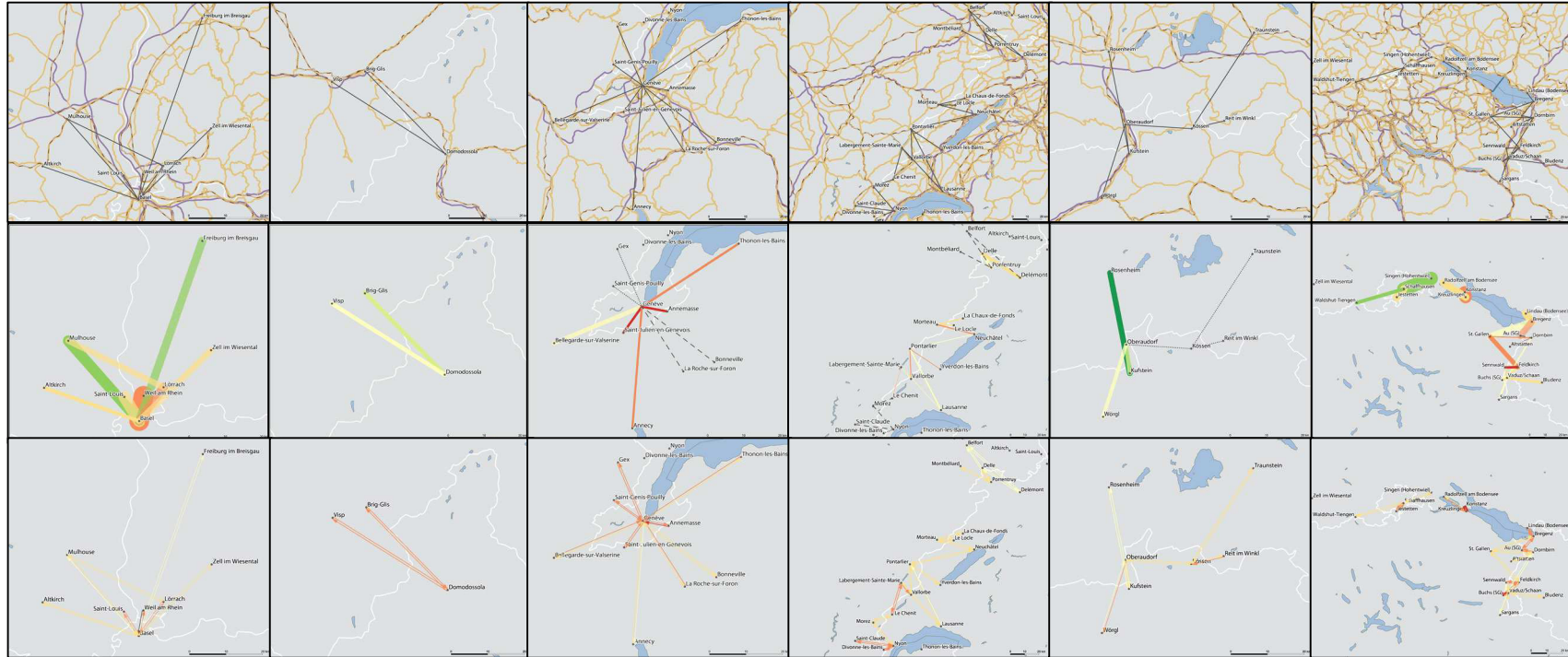
Exemplary comparison

Basel — Domodossola — Geneva — Jura — Kufstein/
Rosenheim — Lake
Constance

Infra-
structure

rail

road



Exemplary comparison

Monaco – Salzburg – Styria – Terra Raetica – Ticino – Trieste

Infra-
structure

rail

road



PEMO



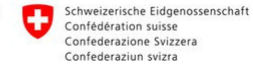
Nachhaltige Pendlermobilität Sustainable Commuter Mobility


quadripoint

Germany-Austria-Switzerland-Liechtenstein

2016 - 2018

What's it about?



 What does it take for commuters to travel to work by bike, train, bus or carpool?

Project period: 01.01.2016 – 31.12.2018

Gesamtbudget: € 587.636

Interreg-Förderung: EU € 118.540,- / CH € 66.429,-



LIECHTENSTEIN



Landkreis
Lindau
BODENSEE



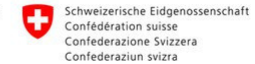
CIPRA
LEBEN IN
DEN ALPEN



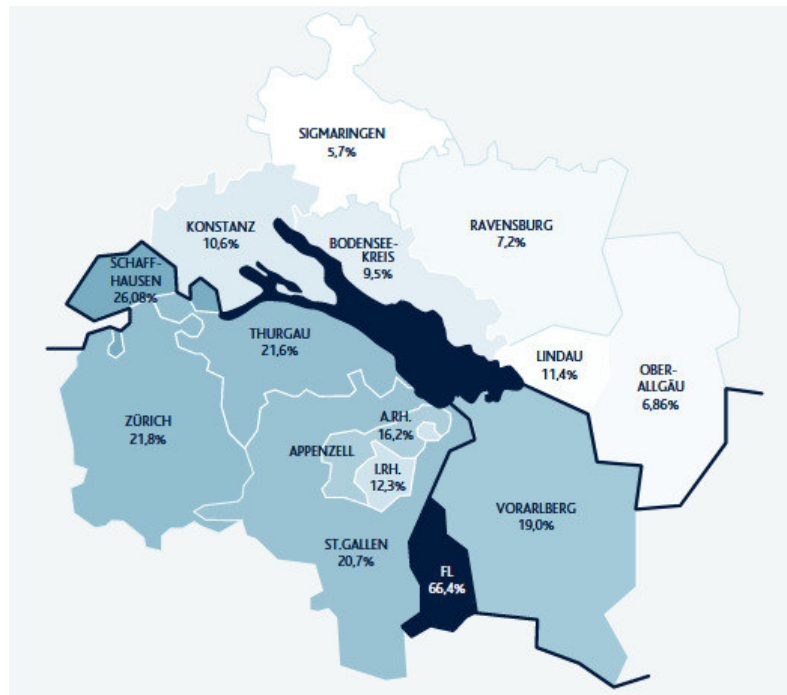
Why? Commuters in the lake

Constance region in 2005

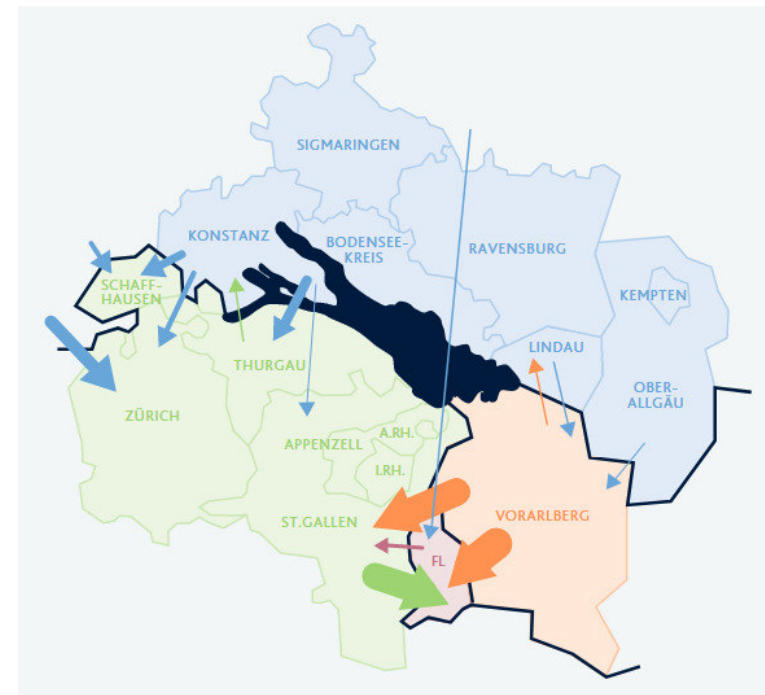
Source: Bodensee Statistik



Percentage of foreign employees at all employees



main cross-border flows



LIECHTENSTEIN



Landkreis
Lindau



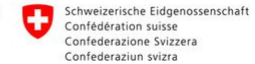
CIPRA
LEBEN IN
DEN ALPEN



Why? Commuters in the lake

Constance region in 2016

Source: Bodensee Statistik

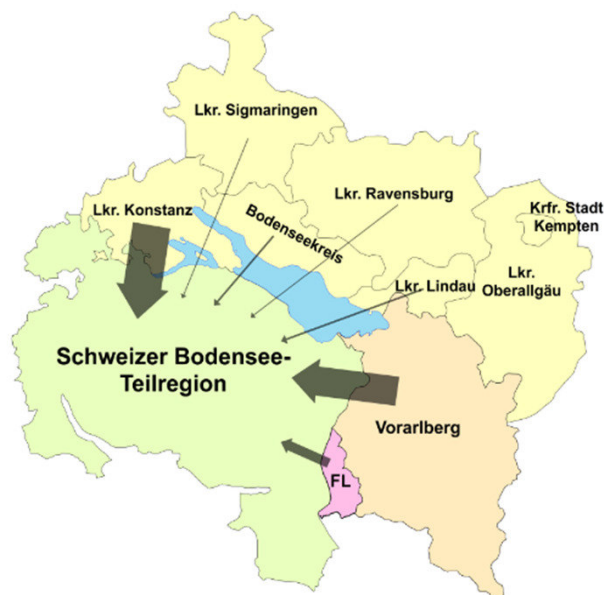


Regions of origin of commuters
from the Lake Constance region to
Liechtenstein



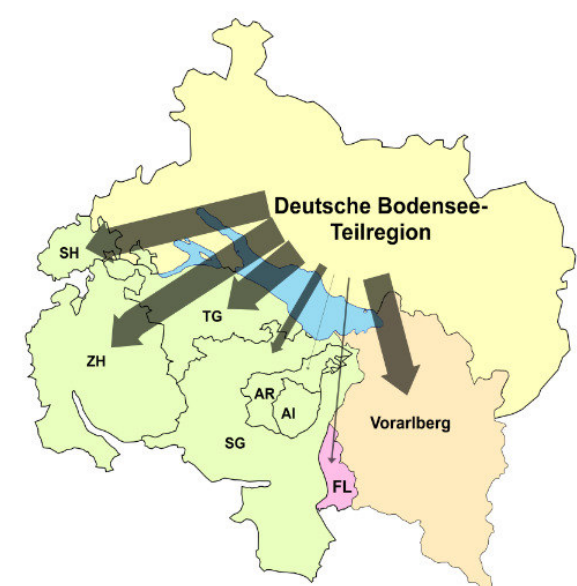
Incoming: 18 114
Outgoing: 1 611

Regions of origin of commuters
from the Lake Constance region to
the Swiss Lake Constance region



Incoming: 19 404
Outgoing: 10 152

Target regions of commuters from
the German Lake Constance region



Incoming: 1 430
Outgoing: 14 495



LIECHTENSTEIN



Vorarlberg
unser Land



Landkreis
Lindau
BODENSEE

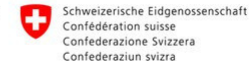


CIPRA
LEBEN IN
DEN ALPEN



Energieinstitut Vorarlberg

Aim of PEMO:



- Reduction of individual car traffic and its consequences such as air and noise pollution
- Change in transport volume towards sustainable forms of mobility such as rail, bus, car pooling or cycling
- Increasing the quality of life for people and nature in the region and beyond



LIECHTENSTEIN



Vorarlberg
unser Land



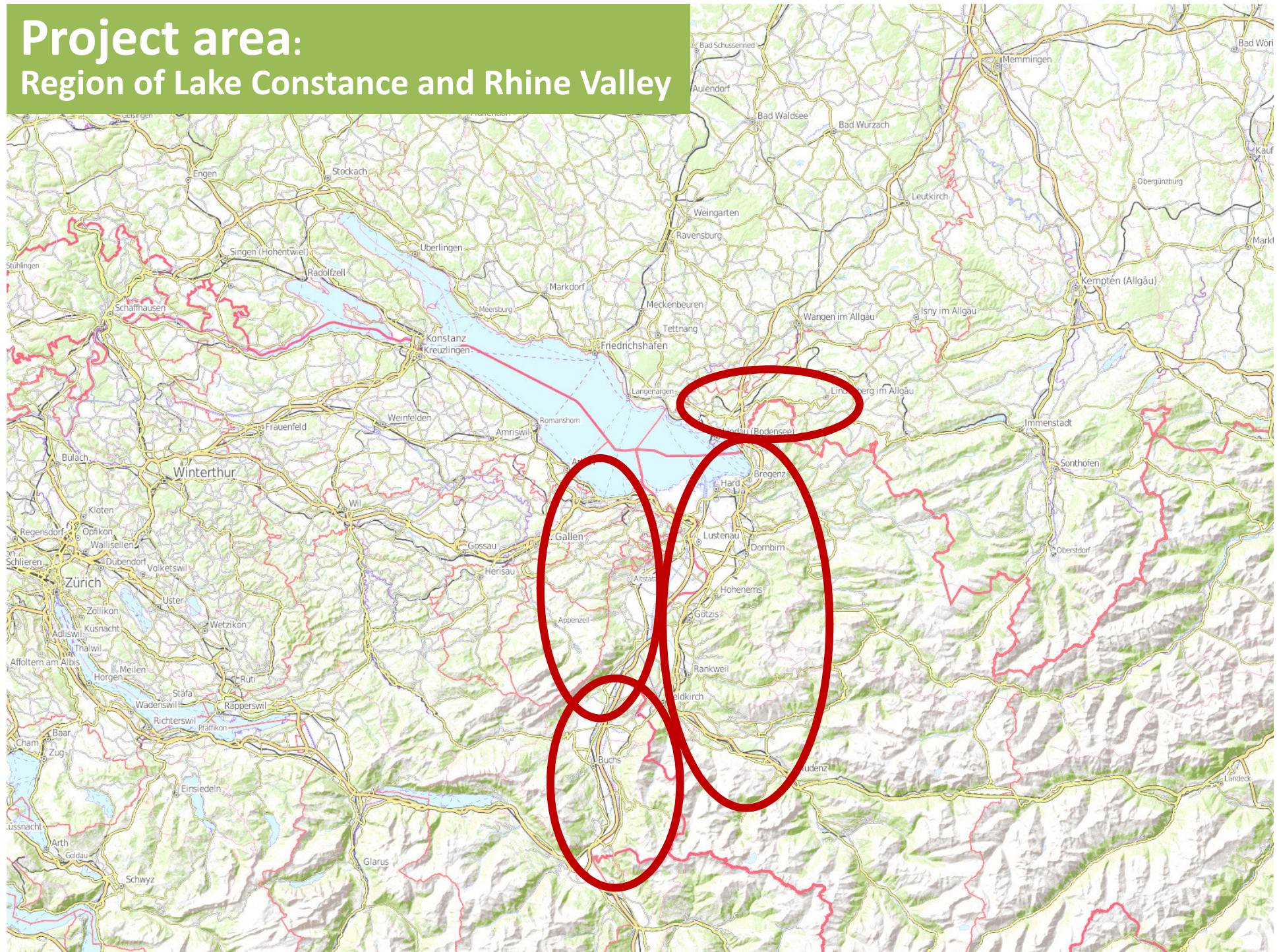
Landkreis
Lindau
BODENSEE



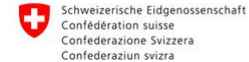
CIPRA
LEBEN IN
DEN ALPEN



Project area: Region of Lake Constance and Rhine Valley



Project Partners:



LIECHTENSTEIN



Vorarlberg
unser Land



Landkreis
Lindau
BODENSEE



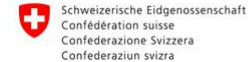
CIPRA
LEBEN IN
DEN ALPEN



Project Partners and Associated Partners:



EUROPAISCHE UNION
Europäischer Fonds für
regionale Entwicklung



Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
Confederaziun svizra



LIECHTENSTEIN



Landkreis
Lindau



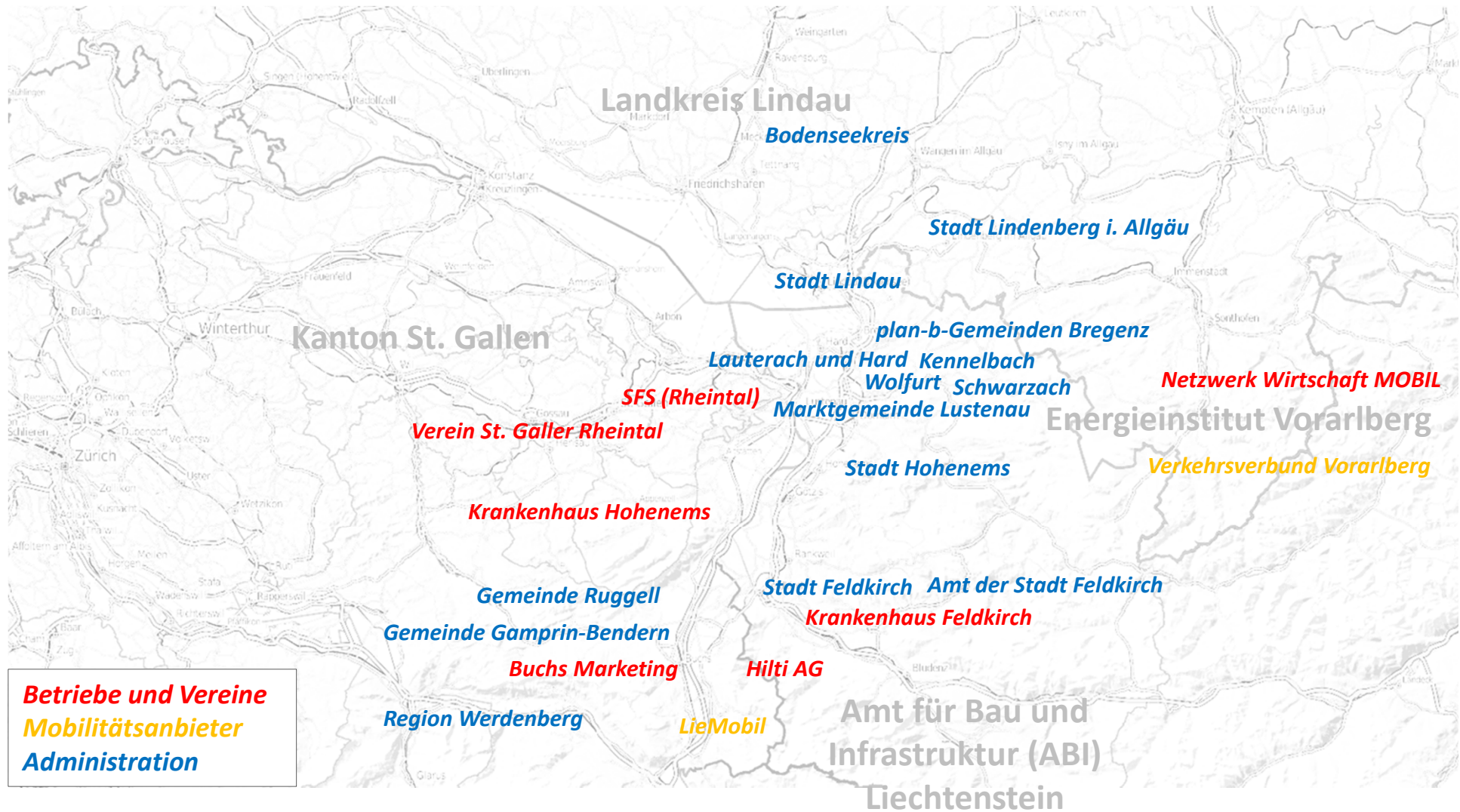
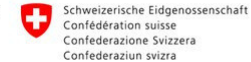
CIPRA
LEBEN IN
DEN ALPEN



Project Partners and Associated Partners:



EUROPAISCHE UNION
Europäischer Fonds für
regionale Entwicklung



LIECHTENSTEIN



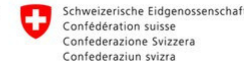
Landkreis
Lindau



CIPRA
LEBEN IN
DEN ALPEN



How?



- ◆ **Raising the awareness of commuters** towards changing their mobility behaviour ("cultural change") with the help of companies and training providers, public transport operators and local authorities.
- **Infrastructure measures** in the residential and local communities and among mobility providers to promote rail, bus and bicycle travel, car pooling, e-mobility and teleworking
- **Coordination of organizational and financial measures** (also between the different public transport operators)
- ◆ cross-sector and **cross-border coordination** of the interfaces between the various system players



LIECHTENSTEIN



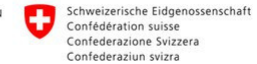
Landkreis
Lindau
BODENSEE



LEBEN IN
DEN ALPEN



How?



Modul 1: Analysis



Modul 2: Planning and development



Modul 3: Implementation and exchange of experience



Modul 4: Evaluation and monitoring



LIECHTENSTEIN



Vorarlberg
unser Land



Landkreis
Lindau
BODENSEE



LEBEN IN
DEN ALPEN



How?

Modul 1: Analysis



The pilot regions

- Gather data on the respective **location factors**
- Gather data on the current **mobility behavior** and
- **Identify** together with the user groups
- **problem areas** and **potential for improvement**

Modul 2: Planning and development



Based on the results of the analysis, we **concrete implementation measures** together with

- the pilot enterprises
- public transport operators
- and site communities.

If required, **new measures and methods** were developed, otherwise a **toolkit** was taken into consideration.

Modul 3: Implementation and exchange of experience



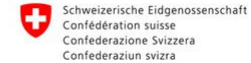
The **pilot areas were involved** in the implementation of the developed measures. At the same time, regional and supra-regional level coordination and **exchange of experience** between companies, municipalities and regions and organized specialist events.

Modul 4: Evaluation and monitoring



Accompanying the analysis and implementation measures, **data and key figures** were **collected** in order to ensure the **success of the taken measures** and to **obtain information** about the **effectiveness** of the **concepts and strategies**.

How?



Modul 1: Analysis



The pilot regions

- Gather data on the respective **location factors**
- Gather data on the current **mobility behavior** and
- **Identify** together with the user groups
- **problem areas** and **potential for improvement**

Modul 2: Planning and development



Based on the results of the analysis, we **concrete implementation measures** together with

- the pilot enterprises
- public transport operators
- and site communities.

If required, **new measures and methods** were developed, otherwise a **toolkit** was taken into consideration.

Modul 3: Implementation and exchange of experience



The **pilot areas** were involved in the implementation of the developed measures. At the same time, regional and supra-regional level coordination and **exchange of experience** between companies, municipalities and regions and organized specialist events.

Modul 4: Evaluation and monitoring



Accompanying the analysis and implementation measures, **data and key figures** were collected in order to ensure the **success of the taken measures** and to **obtain information** about the **effectiveness** of the **concepts and strategies**.



LIECHTENSTEIN



Vorarlberg
unser Land



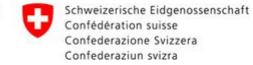
Landkreis
Lindau
BODENSEE



CIPRA
LEBEN IN
DEN ALPEN



How?



Modul 1: Analysis



The pilot regions

- Gather data on the respective **location factors**
- Gather data on the current **mobility behavior** and
- **Identify** together with the user groups
- **problem areas** and **potential for improvement**

Modul 2: Planning and development



Based on the results of the analysis, we **concrete implementation measures** together with

- the pilot enterprises
- public transport operators
- and site communities.

If required, **new measures and methods** were developed, otherwise a **toolkit** was taken into consideration.

Modul 3: Implementation and exchange of experience



The **pilot areas were involved** in the implementation of the developed measures. At the same time, regional and supra-regional level coordination and **exchange of experience** between companies, municipalities and regions and organized specialist events.

Modul 4: Evaluation and monitoring



Accompanying the analysis and implementation measures, **data and key figures** were **collected** in order to ensure the **success of the taken measures** and to **obtain information** about the **effectiveness** of the **concepts and strategies**.



LIECHTENSTEIN



Vorarlberg
unser Land



Landkreis
Lindau
BODENSEE



CIPRA
LEBEN IN
DEN ALPEN

energieagentur
st. gallen



Energieinstitut Vorarlberg

How?

Modul 1: Analysis



The pilot regions

- Gather data on the respective **location factors**
- Gather data on the current **mobility behavior** and
- **Identify** together with the user groups
- **problem areas** and **potential for improvement**

Modul 2: Planning and development



Based on the results of the analysis, we **concrete implementation measures** together with

- the pilot enterprises
- public transport operators
- and site communities.

If required, **new measures and methods** were developed, otherwise a **toolkit** was taken into consideration.

Modul 3: Implementation and exchange of experience



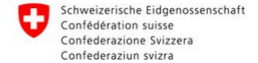
The **pilot areas were involved** in the implementation of the developed measures. At the same time, regional and supra-regional level coordination and **exchange of experience** between companies, municipalities and regions and organized specialist events.

Modul 4: Evaluation and monitoring



Accompanying the analysis and implementation measures, **data and key figures were collected** in order to ensure the **success of the taken measures** and to **obtain information** about the **effectiveness of the concepts and strategies**.

Fachtagungen



LIECHTENSTEIN



Vorarlberg
unser Land



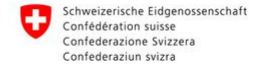
Landkreis
Lindau
BODENSEE



CIPRA
LEBEN IN
DEN ALPEN



PEMO Toolkit



Analysen & Schaffung von Grundlagen

Status Quo & Analysen



› Durchführung von Ist-Analysen

Erarbeitung von Benchmarks mit vergleichbaren Betrieben: Fahrzeugzählungen, Fahrgastzählungen, Mitarbeitenden-Befragungen, Fokusgruppen, Mobil-Check I+II.

Kosten
● ○ ○

Arbeitsaufwand
● ○ ○

Nutzen für das Unternehmen

Erhebung des Mobilitätsverhaltens als Grundlage für die Erarbeitung passender Maßnahmen im BMM sowie für die Erfolgskontrolle; Sensibilisierung der Mitarbeitenden;

Nutzen für Mitarbeitende

Maßgeschneidertes Mobilitätsmanagement, je nach Maßnahme unterschiedlicher Nutzen; Anliegen können eingebracht werden;



„Peter Mayer, Mobilitätsmanager: Durch die Mitarbeitenden-Befragung mit dem Mobil-Check-Tool haben wir wertvolle Erkenntnisse über Handlungspotenziale und Anliegen unserer Mitarbeitenden gewonnen. Dadurch konnten wir Maßnahmen definieren und umsetzen, die speziell auf die Situation von SFS abgestimmt sind.“

SFS/CH

Implementierung

1. Auswählen

Methode der Datenerhebung(en) und Bearbeitungstiefe in Beratungsgespräch festlegen

2. Vorbereiten

Analysemethoden (mit externer Unterstützung) vorbereiten

3. Durchführen

Analysen durchführen

4. Analysieren

Ableitungen aus Ergebnissen (mit externer Unterstützung) ausarbeiten

Organisatorische Maßnahmen und Anreizsysteme

Anreiz- und Belohnungssystem

„Eco-Points“



› Einführung eines Anreiz- und Belohnungssystems (z.B. Ecopoints)

Mitarbeitende werden täglich motiviert Arbeitswege aktiv und umweltfreundlich zurückzulegen. Vorteile: Aktuelles Bild über Mobilitätsverhalten im Unternehmen, praktische Umsetzung durch Kopplung mit der Zeiterfassung.

Kosten
● ○ ○

Arbeitsaufwand
● ○ ○

Nutzen für das Unternehmen

Vermeidung MIV - Geringerer Parkplatzdruck, weniger Staukosten und Konflikte mit Anrainern oder der Standortgemeinde; Steigerung der Gesundheit der Mitarbeitenden und der Identifikation mit dem Unternehmen

Nutzen für Mitarbeitende

Belohnung durch Preise, Gemeinschaftsgefühl, Steigerung der Gesundheit (z.B. Fahrrad, zu Fuß) und Kosteneinsparung gegenüber Auto



„Gerhard Berlinger, Mobilitätsmanager: Durch die Koppelung mit der Zeiterfassung werden die Mitarbeitenden jeden Tag für nachhaltige Mobilität sensibilisiert.“

Haberkorn/AT

Implementierung

1. Prüfen

Implementierung der ECO-Points-Touchscreens mit Verantwortlichen prüfen (Geschäftsführung, Personalabteilung, Haustechnik)

2. Einholen

Angebot von ECO-Points-Betreibern einholen und Beauftragung

3. Einführen

Installierung, Information und Anleitung für Mitarbeitende

4. Evaluieren

Regelmäßige Kontrolle durch EDV-Auswertung



LIECHTENSTEIN



Vorarlberg
unser Land



Landkreis
Lindau
BODENSEE



CIPRA
LEBEN IN
DEN ALPEN

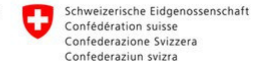


energieagentur
st. gallen



Energieinstitut Vorarlberg

PEMO Toolkit



› Installation eines Abfahrtsmonitors

Bildschirm im Eingangsbereich des Betriebs zeigt Abfahrtszeiten von Bus und Bahn in Echtzeit an.

Kosten
● ○ ○

Arbeitsaufwand
● ○ ○

Nutzen für das Unternehmen

Dienstleistung und Sensibilisierung für Mitarbeitende und Gäste für ÖPNV

Nutzen für Mitarbeitende

Abfahrtszeiten von Bus und Bahn in Echtzeit



„Daniel Oehry, Mobilitätsmanager: Mit einer Rundmail haben wir die Mitarbeitenden über den Abfahrtsmonitor informiert, was zu mehr Aufmerksamkeit geführt hat. Zudem haben wir die Echtzeit-Anzeige auch noch in unserem Intranet verlinkt.“

Firma Hilti AG/LI

Implementierung

1. **Analysieren**
Haltestellen in Nähe des Betriebs erfassen
2. **Montieren**
Monitor anschaffen und Gerät anschließen, Echtzeit-Fahrplan aufschalten
3. **Informieren**
Mitarbeitende informieren (z.B. Intranet)
4. **Evaluiieren**
Evaluiieren durch z.B. Fahrgastzahlungen



› Organisation von individuellen Mobilitätsberatungsangeboten

für Mitarbeitende durch externe Partner (z.B. Verkehrsverbünde) oder interne Expertise (geeignete Radrouten, Fahrgemeinschaften etc.).

Kosten
● ○ ○

Arbeitsaufwand
● ○ ○

Nutzen für das Unternehmen

Vermeidung MIV - Geringerer Parkplatzdruck, weniger Staukosten und Konflikte mit Anrainern oder der Standortgemeinde; Förderung Radverkehr, Steigerung Gesundheit der Mitarbeitenden

Nutzen für Mitarbeitende

Veränderung des Mobilitätsverhaltens durch individuelle Beratung: Detaillierte Tarif- und Streckeninformation, persönliche Fahrplangestaltung, Kosteneinsparung gegenüber Auto



„Sandra Lackner, Mobilitätsmanagerin: Beim Autokauf wird man intensiv beraten, beim öffentlichen Verkehr fast nie. Diese Dienstleistung schließt die Lücke gut und effizient.“

VKW/AT

Implementierung

1. **Abstimmen**
Termin intern und extern (ÖPNV-Betreiber, Verkehrsclubs, etc.) abstimmen
2. **Informieren**
Mitarbeitende über Beratungsveranstaltung oder permanentes Beratungsangebot informieren
3. **Organisieren**
Veranstaltung im Detail organisieren (Ort, kleine Give-Aways, etc.)
4. **Durchführen**
Veranstaltung durchführen und Feedback der Mitarbeitenden einholen



LIECHTENSTEIN



Vorarlberg
unser Land



Landkreis
Lindau
BODENSEE



CIPRA
LEBEN IN
DEN ALPEN

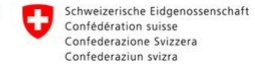


energieagentur
st. gallen



Energieinstitut Vorarlberg

Further Information



Short movie

www.youtube.com/nachhaltigmobil

Contact

Energieinstitut Vorarlberg

Martin Reis: martin.reis@energieinstitut.at

Landkreis Lindau

Steffen Riedel: steffen.riedel@landkreis-lindau.de

Kanton St. Gallen

Markus Zimmermann: markus.zimmermann@sg.ch

Julie Buschbaum: j.buschbaum@energieagentur-sg.ch

Land Liechtenstein

Henrik Caduff: henrik.caduff@llv.li

Rene Kaufmann: rene.kaufmann@llv.li



LIECHTENSTEIN



Landkreis
Lindau BODENSEE





*Thank you for
your attention!*

Wolfgang Pfefferkorn

CIPRA International

wolfgang.pfefferkorn@cipra.org



#youth
alpine
interrail

YOUTH ALPINE INTERRAIL



CIPRA



Magdalena Christandl, CIPRA Youth Council
21.11.2018 Innsbruck



«We want to make sustainable lifestyles and particularly climate-friendly travel mainstream, only in this way can we preserve the nature and beauty of the Alps also in the future» -CYC

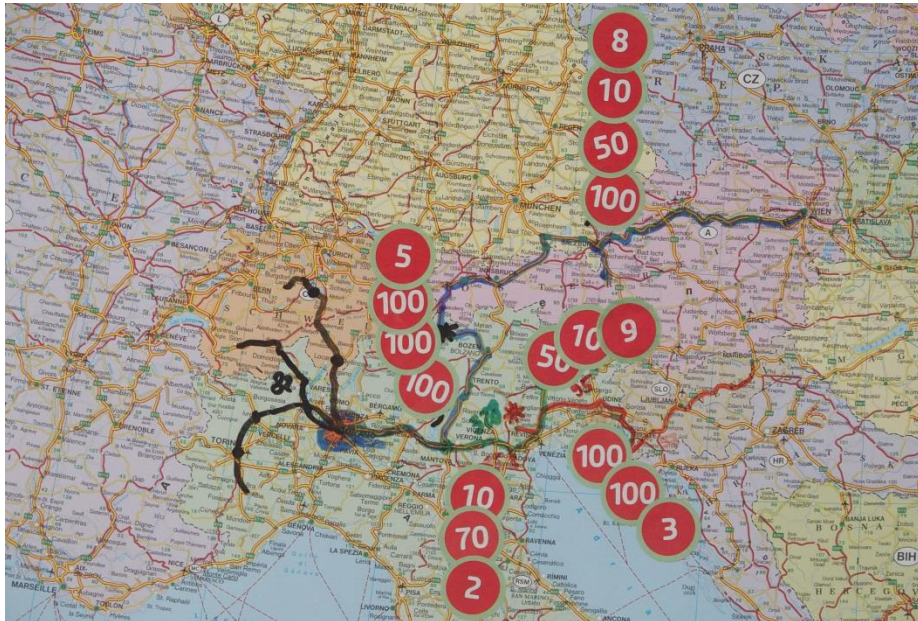
- 13 young people from all alpine countries
- Engaging for sustainable topics in the Alps, in their spare time
- They are the «owner» of the idea and accompany the project

THE STORY



THE STORY

- Project «Youth Alpine Express» : experiences with public transports & carbon footprint



Conclusion:

- Travelling with trains for a sustainable CO₂ footprint
- But tickets are expensive & complicated ticketing

THE IDEA



CIPRA Youth Council developed the idea of «Alpine Ticket»



CIPRA Youth Council with Federal Councillor Doris Leuthard in Milano
© Michele Silvestro

- Holidays nearby
- Exploring the Alps
- sustainable lifestyles, and in particular mobility to become mainstream
- Strengthen alpine identity



MILESTONES

- 2015: Idea
- 2016: Alpweek Grassau
- 2017: CYC presented the idea to Alpine Convention; Meetings SBB, STA etc.
- Disillusion



MILESTONES

- 2018: With the support of CIPRA International and by the Alpine Convention signatory states the collaboration with Eurail started
- Pilot project with 100 Passes
- Summer specials
- Contest
- Closing Ceremony in Berne



CHALLENGES

- Our Resources
- Number of transport associations
- Expense/Output
- Motivation
- Ticketing
- Invoice

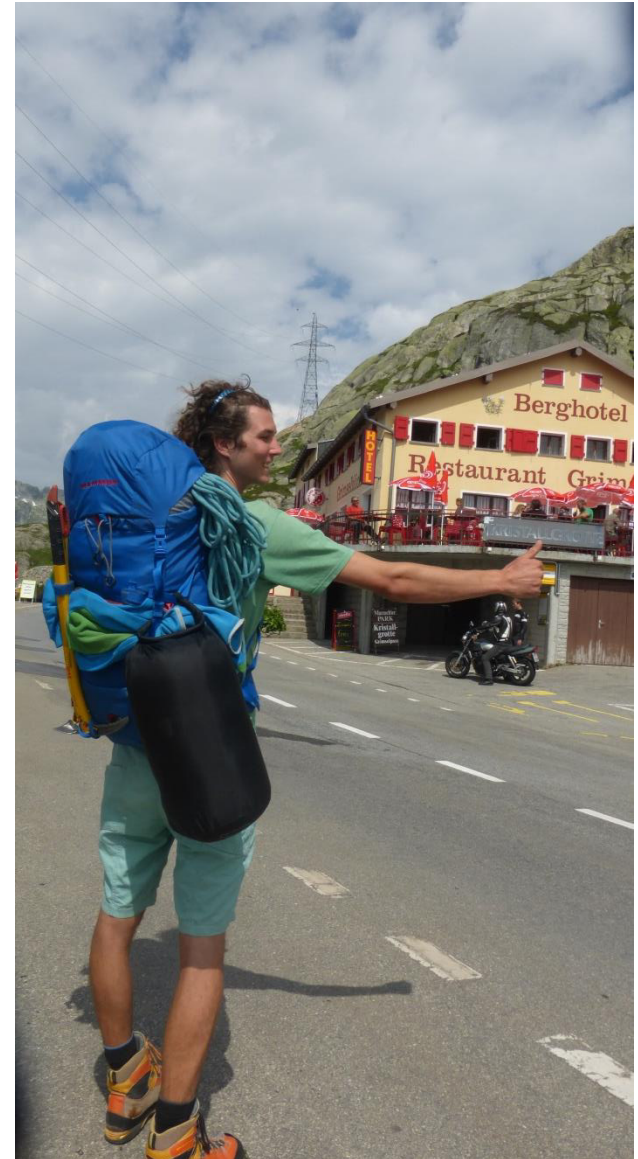


THE PILOT PROJECT



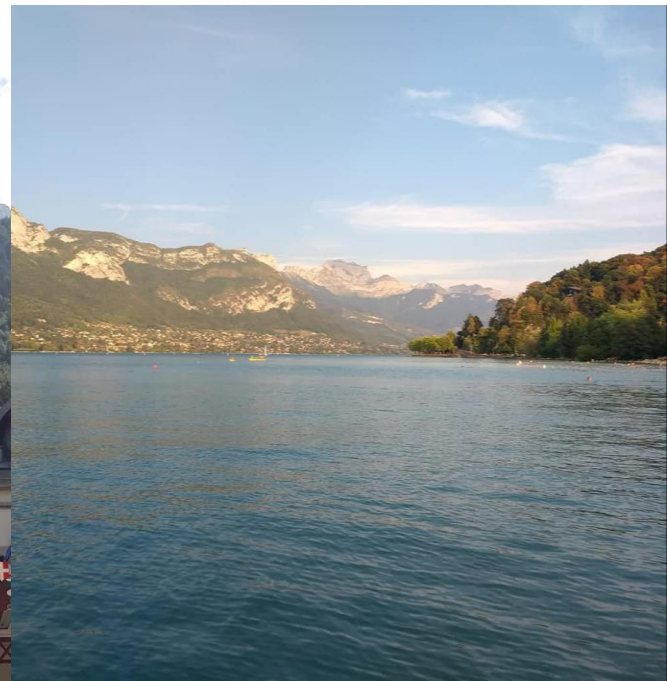
- 100 selected young people (16-27 years) to travel sustainably across the Alps for 50 €
- Goal: show the comfort, the practicality and the fun of holidays by train and the beauty of the alpine countries & to strengthen the alpine identity
- Summer specials
- Travellers share their stories on social media

Alpine Journey



Alpine Journey

- Offline App Interrail
- Information in the train/railway station
- Flexibility as an opportunity



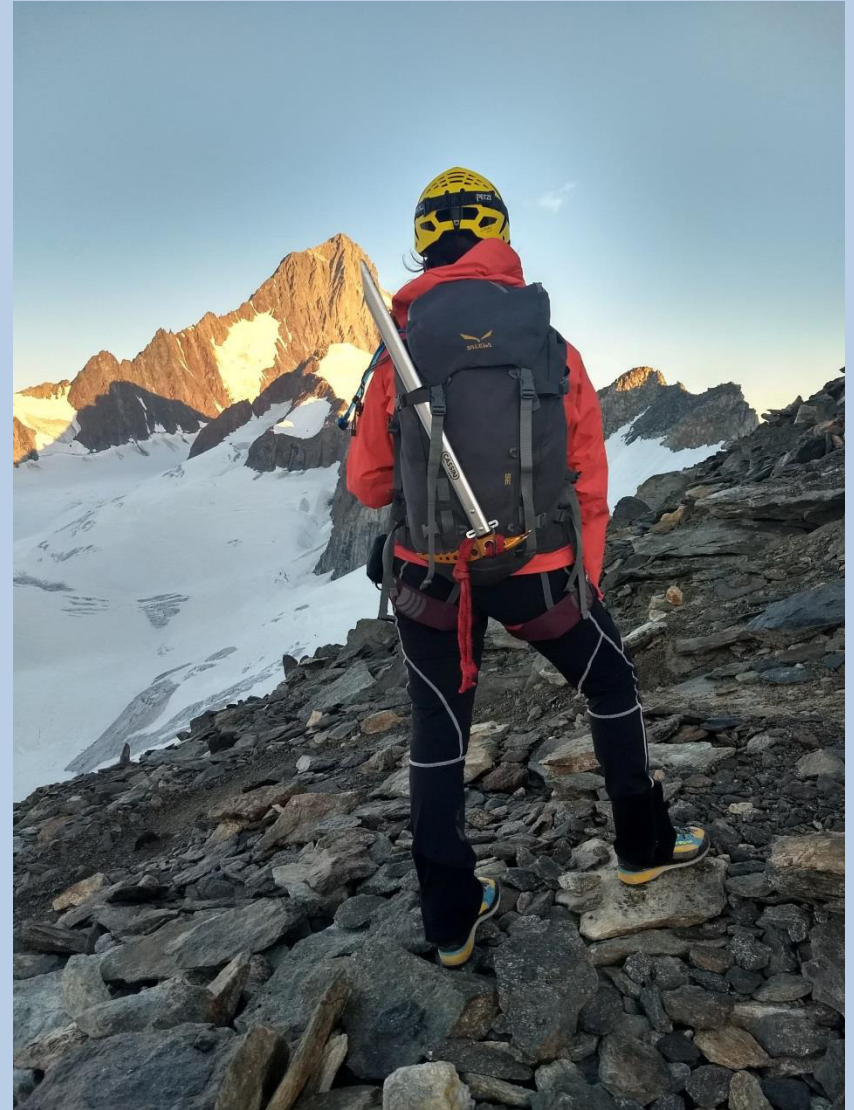
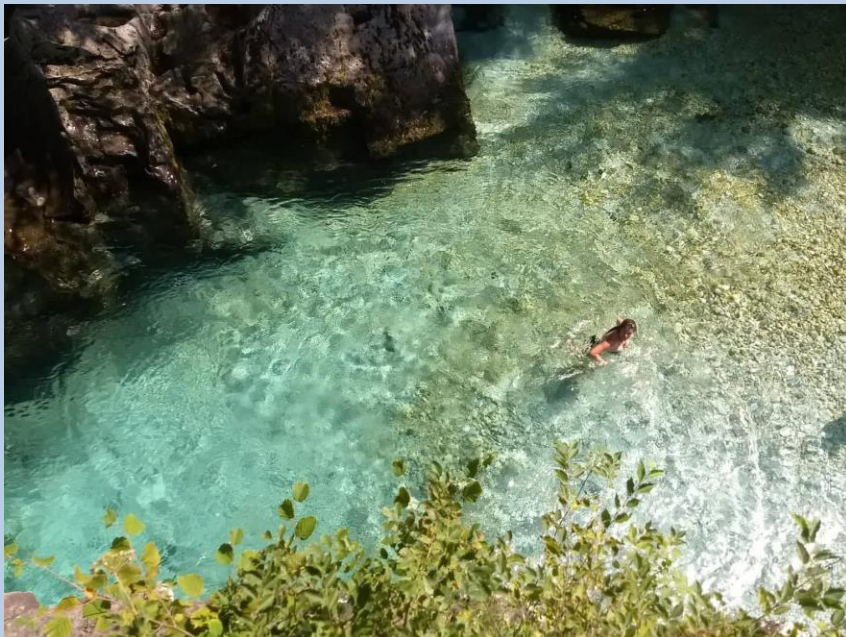












SOCIAL MEDIA



Facebook page for Youth Alpine Interrail.

Search bar: Youth Alpine Interrail

Navigation: Seite, Postfach, Benachrichtigungen, Insights, Beitragsoptionen, Promotions

Profile picture: #youthalpineinterrail

Startseite

- Info
- Fotos
- Videos
- Veranstaltungen
- Beiträge
- Services
- Shop
- Gruppen
- Notizen
- Angebote
- Jobs
- Community

Hervorheben

Promotions verwalten

Post: Youth Alpine Interrail

Gepostet von Mäggi Christandi · 13. Mai um 16:05

Have you ever seen the sunset at Wörthersee in Carinthia/Austria? The «Youth Alpine Interrail» enables 100 young people to travel sustainably across the Alps by means of public transport for 50 euros for one month in the summer of 2018.

Find out more on the website : www.yoalin.org

#yoalin #youthalpineinterrail #createyourownstory #interrail #ciprayouthcouncil #sustainability #sustainabletravel #summer #adventure #carinthia #mobility #youngpeople #adventure

Image: A person standing on a wooden pier looking out at a sunset over a lake.

Bewerben deines Beitrags fertigstellen

Wenn du diesen Beitrag für 2 \$ bewirbst, werden ihn bis zu 650 Personen im News Feed sehen und er kann mehr „Gefällt mir“-Angaben, Kommentare erhalten und öfter geteilt werden.

454 Personen erreicht

Beitrag bewerben

Instagram profile for youthalpineinterrail.

Search bar: Suchen

Profile picture: #youthalpineinterrail

Profil bearbeiten

6 Beiträge 56 Abonnenten 45 abonniert

Youth Alpine Interrail enables 100 young people to travel sustainably across the Alps by train on 7 days in 1 month #yoalin #youthalpineinterrail #createyourownstory yoalin.org

BEITRÄGE GESPEICHERT

Grid of images:

- Person on a pier at sunset.
- Person on a mountain trail.
- Person in a blue jacket.
- Person in a grey shirt.
- #youthalpineinterrail logo.
- Person on a mountain trail.

#createyourownstory #youthalpineinterrail #interrail #yoalin



HOME

ABOUT ▾

STORIES & PICTURES ▾

CONTEST

PRESS ▾

CONTACT

YOUTH ALPINE INTERRAIL

Highlights of the project



- Feedback in Bern
- Evaluations
- Negotiations



- « But only by saying, that we must change something, nothing happens »
- « I believe that sustainability is part of human evolution »
- « Cars are a thing of the past, inefficient, dangerous and slow. »



Thank you for your attention

www.yoalin.org