

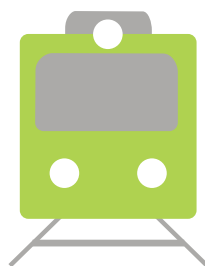


CROSS-BORDER MOBILITY IN THE ALPINE REGION

Co-financed by the European Union through the
Alpine Region Preparatory Action Fund (ARPAF)

PROJECT COMPENDIUM

Summarizing the insights and results gathered within the project CrossBorder



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1 THE CHALLENGE: CROSS-BORDER COMMUTING IN ALPINE BORDER REGIONS

Every day, around two million people cross a national border in Europe to reach their place of work; of these, roughly 600,000 do so within the EUSALP perimeter (Figure 1). **The Alpine Region is therefore a cross-border commuting hotspot.** Nevertheless, transport policy and public debate in the Alpine Region have focused mainly on transalpine freight transport so far. Accordingly, inneralpine traffic flows and cross-border passenger transport have been widely **neglected on the international level**, although they are of special relevance for the authorities, service providers and the population concerned. The [CrossBorder project](#) is the first to ever produce a [statistical and cartographic overview](#) of the phenomenon of cross-border commuting in the region. Furthermore, the project has [collected existing solutions](#) and searched for new, [innovative approaches](#) to cross-border commuting. The solutions have been **discussed with relevant stakeholders in several hotspots** of cross-border commuting in the Alpine Region.

The results of the [CrossBorder project](#) have already been **published in different reports**, which are all available on the [project website](#). The objective of this document, however, is to present to **national, regional and local public authorities; public transport service providers and operators; as well as commuters and local enterprises a synthesis of the most important results in a single compact form**, while referencing the sources where more detailed information can be found.

The CrossBorder Project

Since the launch of the [EU Strategy for the Alpine Region \(EUSALP\)](#), a number of topics that need further investigation and preparatory action in order to **achieve the set goals** were identified. To support this, the [Alpine Region Preparatory Action Fund \(ARPAF\)](#) was developed, within which the project “[Cross-border mobility in the Alpine Region](#)” (CrossBorder) was among the successful applicants in 2018. The Office of the Tyrolean Government, representing the EGTC European Region Tyrol-South Tyrol-Trentino, as leader of the [EUSALP Action Group 4 Mobility \(AG4\)](#) and [CIPRA International](#) therefore joined the Swiss Center for Mountain Regions (SAB), the co-leader of Action Group 5 Connectivity (AG5), in the project CrossBorder.

2 ANALYSING CROSS-BORDER MOBILITY NETWORKS IN THE ALPINE REGION¹



Figure 1: The EUSALP perimeter.

2.1 The Hotspots: Case Study Regions for Cross-Border Mobility Networks

The EUSALP spans the Alpine regions of France, Germany, and Italy as well as the Alpine countries Austria, Liechtenstein, Slovenia, and Switzerland; thus, it is comprised of 48 regions in seven states. [Figure 2](#) shows those twelve border regions in the EUSALP that were selected as cross-border commuting case studies: Basel, Brig, Geneva, Jura, Kufstein-Rosenheim, Lake Constance, Monaco, Salzburg, Styria, Terra Raetica, Ticino and Trieste. They comprise those regions that show the highest commuting intensity (in particular along the Swiss border and Monaco) and also take into account selected smaller commuting areas (such as Kufstein-Rosenheim). This selection represents the **diversity of commuting patterns throughout the EUSALP region** and is based on discussions with the [project's](#) stakeholders.

¹ This section is based on the CrossBorder project result "Analysis of existing cross-border mobility networks".

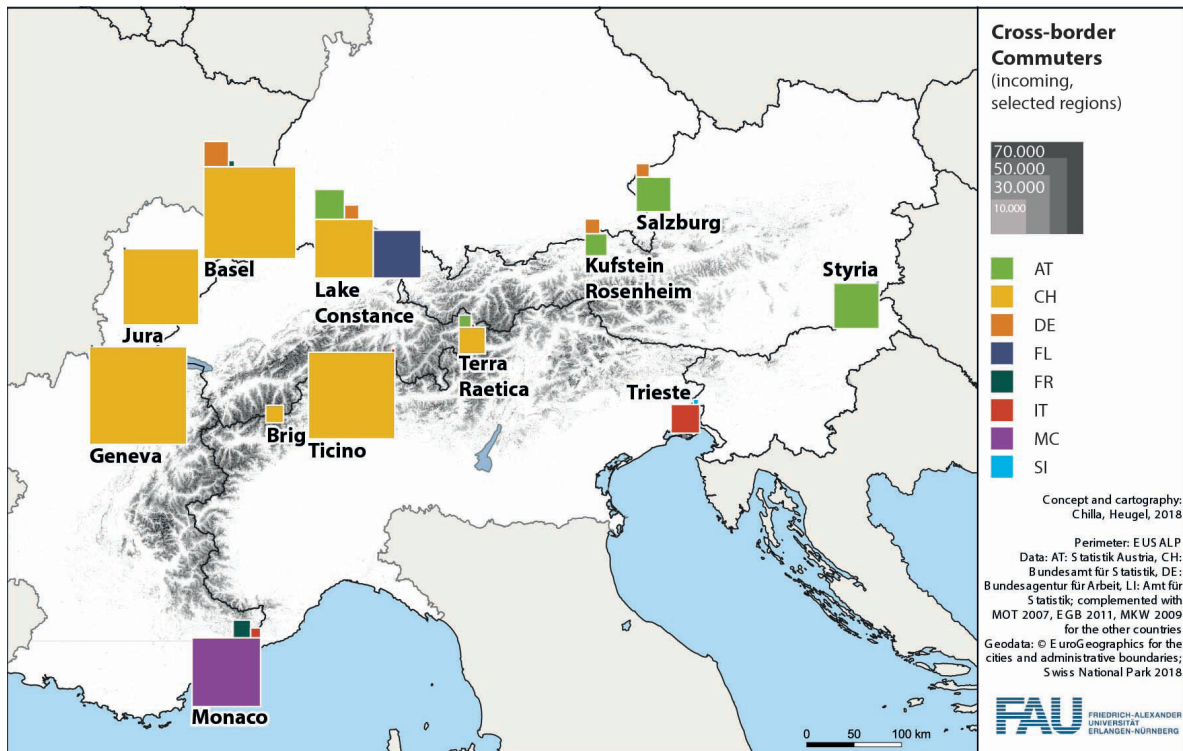


Figure 2: Incoming cross-border commuting in the case study regions.

Figure 2 presents a clear picture: the border regions with the highest numbers of commuters lie along the Swiss border, in particular Basel and Geneva with over 75,000 cross-border commuters per day. Also, the regions of Jura, Ticino and Lake Constance all have more than 47,000 cross-border commuters. The only other region with comparably high numbers is Monaco with around 46,000 commuters.

2.2 Cross-Border Commuting in the Alpine Region in Numbers

2.2.1 The EU in Comparison

Cross-border commuting is becoming more and more important because national **borders continue to become blurred** in society, politics and the economy. Moreover, the share of employees who are **cross-border commuters** is almost twice as much in the Alpine Region as compared to the European average.

2.2.2 Outgoing Commuters

Figure 3 illustrates the situation regarding outgoing commuters: the shade of red is darker where the share of cross-border commuters is higher, and lighter where the share is lower. In particular, Figure 3 shows:

- that in Switzerland, there are the most commuters (over 6%) from the surrounding countries.
- that **cross-border labour market regions**, which have high numbers of commuters, are often oriented towards a metropolitan centre (Geneva, Basel, Monaco). Ticino and Jura, however, can be regarded as exceptions.
- that **data collection** on cross-border mobility needs to be improved and harmonized.
- that cross-border commuting is intense in all the case study regions and, thus, that the selection of hotspots is valid.

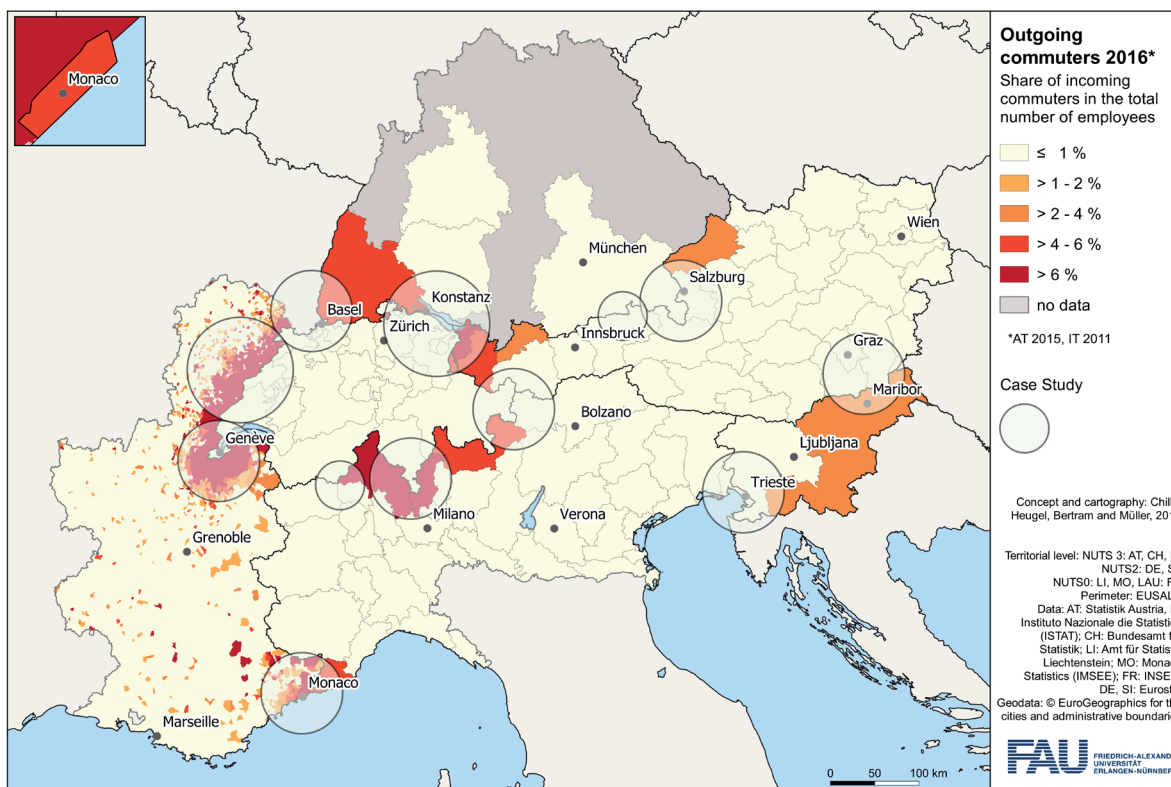


Figure 3: Relative numbers of outgoing commuters in the EUSALP.

2.2.3 Incoming Commuters

Figure 4 shows the situation of incoming commuters. Again, the shade of green is darker where the share of cross-border commuters is higher, and lighter where the share is lower. Therefore, Figure 4:

- confirms many of the already mentioned patterns, such as the attraction of the Swiss and Liechtenstein **labour markets and of metropolitan areas** across the border.
- illustrates that cross-border commuting remains a **locally limited** phenomenon as it is most important near the border.
- demonstrates **problems with data availability**, particularly in France and Italy, as there is no data available at all, as well as with national differences in methods for collecting data.

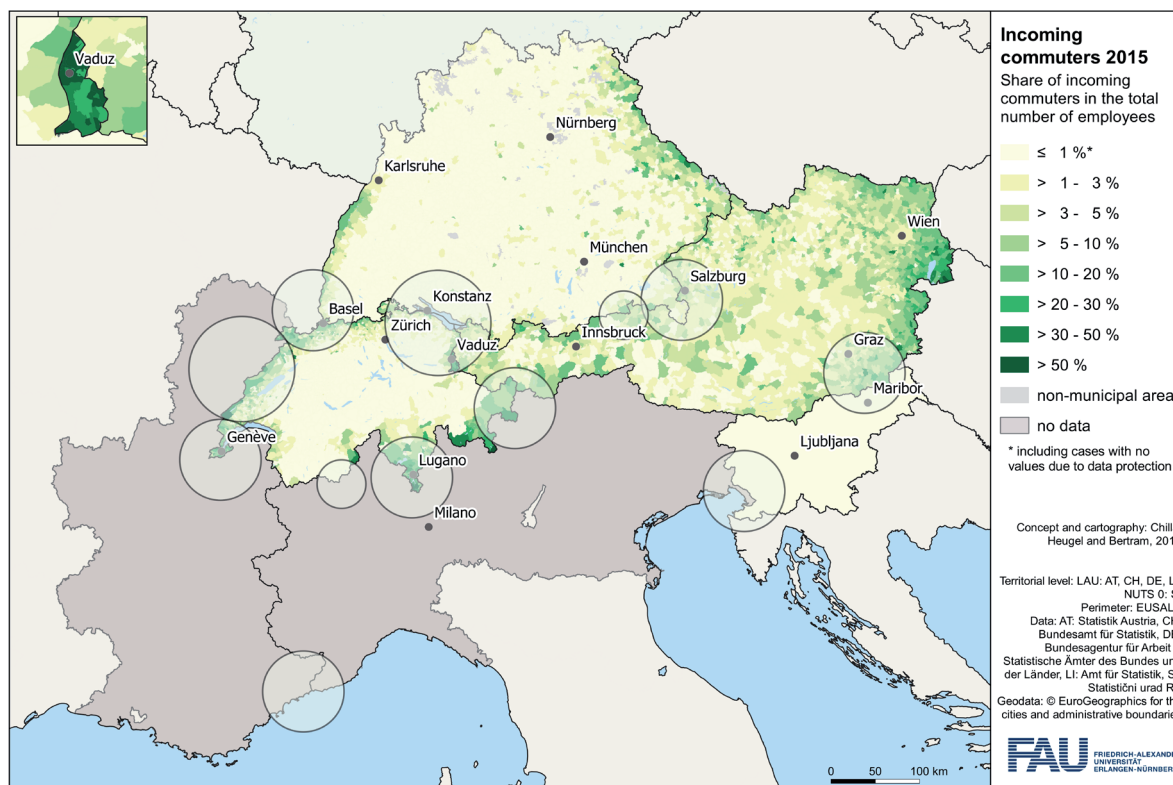


Figure 4: Relative numbers of incoming commuters in the EUSALP.

2.3 The Quality of Cross-Border Infrastructure Networks

To evaluate the **road infrastructure** for cross-border commuting, the average travel time for a commute was examined. For the **rail infrastructure**, the fastest train connection and the number of daily connections were assessed. As an example, the results for the cross-border mobility network in the case study region Basel are depicted in Figure 5, with thicker lines representing more rail connections and colours representing the speed of the road and rail connections.

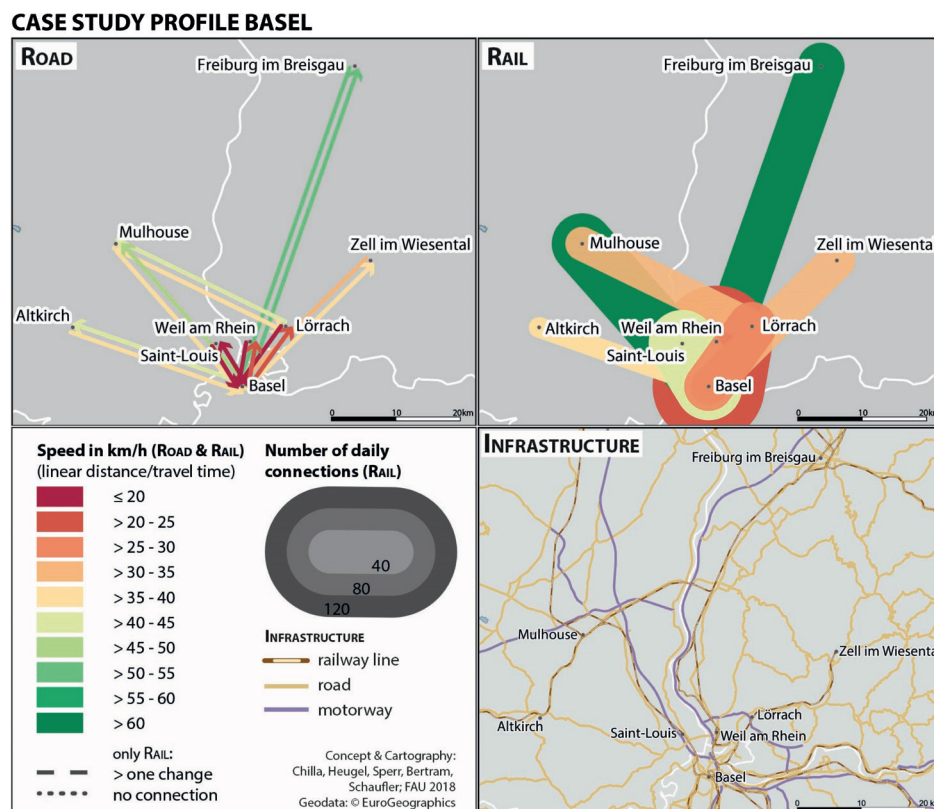


Figure 5: The cross-border mobility network in the case study region Basel.

The **detailed figures for the cross-border mobility networks in all the case study regions** can be reviewed in the comprehensive “Analysis of existing cross-border mobility networks” and can be categorized as displayed in the matrix in Figure 6.

Settlement System	Commuting Structure	Countries Involved
Metropolitan	Monocentric	Bilateral
Urban	Linear	Trilateral
Rural	Polycentric	Multilateral

Figure 6: Characteristics of cross-border mobility networks.

2.4 The Need for Cooperation to Improve Mobility across Alpine Borders

The analyses of cross-border mobility networks in the case study regions clearly highlight the **importance of cross-border commuting within the EUSALP perimeter**, where the share of cross-border commuting is higher as compared to the European average, particularly in Switzerland, Liechtenstein and Monaco due to these regions' vibrant labour markets. Nevertheless, the analyses also show that the **patterns of cross-border commuting in the Alpine Region are very diverse** as labour markets range from very metropolitan to rather rural structures, and the absolute numbers of cross-border commuters vary widely across the different case study regions. Furthermore, the situation regarding **infrastructure is even more complex**. Generally, cross-border mobility is influenced by **structural as well as political factors**. Many structural factors, such as landscape and degree of urbanization, influence cross-border infrastructure networks – especially rail infrastructure. To complete the picture, incorporating an assessment of cross-border connections via bus would be useful. Political factors including decisions, priorities and path dependencies are also crucial, as they also strongly influence cross-border mobility networks. Therefore, it becomes clear that addressing common Alpine challenges by macro-regional cooperation **necessarily means to include the improvement of cross-border mobility networks in the Alpine Region**.

3 COLLECTING MODELS FOR COOPERATION IN CROSS-BORDER MOBILITY²

To proceed towards improving cross-border mobility through macro-regional cooperation, eleven high-potential models **for cooperation in cross-border mobility** were collected. These models represent the high **diversity and heterogeneity** of existing cooperation models regarding location (urban or rural), organization (project, loose network, train connection, etc.), involved actors, mode of transportation (pedestrian, cycle traffic, public transport, etc.) and purpose (network and exchange, infrastructure measures, etc.). Nevertheless, to generally assess how cross-border cooperation works in practice, **success factors, potential obstacles and lessons regarding the management and governance structures** were identified in qualitative interviews with the key stakeholders from within these cross-border cooperation models. This knowledge of influencing factors is critical for success in **transferring a cooperation model to another region**. These factors include structural, legal and political aspects as well as interpersonal, functional and substantive issues.

² This section is based on the CrossBorder project result "Collection of existing cooperation models for cross-border mobility".

3.1 Success through Clarity and Compromise

- **Structures, responsibilities and decision making** must be unambiguous, transparent and communicated clearly to ensure effective cooperation.
- Furthermore, stakeholders' **legal statuses** influence the performance of a cooperation: for project implementation, private actors or the outsourcing of services are well suited; for other aspects, public institutions with their full competences are needed, for example in infrastructure projects.
- Moreover, ideally **politics** should financially and substantively support cross-border cooperation. However, when elections are near, decisions tend to be postponed, which interrupts ongoing processes and leaves stakeholders in a state of uncertainty.
- **Personal relationships** should not be underestimated as a success factor; likewise, **common objectives** and approaches are just as important for cooperation.
- In fact, participants should always be aware of these common objectives. Especially when a conflict arises, the stakeholders' **willingness to compromise** is essential.
- Last but not least, adhering to the principle of **subsidiarity** helps to make decisions fast and uncomplicated, preserve independence and strengthen ownership.

3.2 Challenging Differences

- Especially when it comes to infrastructure construction across borders, national differences in **legal aspects** can become major obstacles to cross-border collaboration.
- Since cooperation is based on relationships between institutions and people, **intercultural, institutional and personal differences** can lead to misunderstandings and frustration.
- Moreover, the cooperating partners differ significantly as they come from diverse **political systems** and institutions with different standard procedures and competences.
- Lastly, the biggest challenges in cross-border collaboration often concern content. Private interests can also stand in the way of public interests. Therefore, the willingness to compromise remains central.

To summarize: while there are a number of challenging obstacles to **overcome in cooperation in cross-border mobility**, there are **several success factors** that enable **effective cross-border collaboration** and help to make such models **transferable across regions**. To use the words of one cross-border stakeholder interviewed in this study: "In fact, everyone who is involved benefits, because in cross-border co-operation it is always the case to a certain extent that bridges are built to create more solidarity."

4 Innovative Solutions to Improve Cross-Border Mobility and Passenger Flows³

4.1 Innovative Projects to Solve Challenges in Cross-Border Commuting

Expanding on the above, this section presents various good and best practice examples of innovative mobility solutions from the Alpine Region and beyond, as well as their potential to improve cross-border mobility and passenger flows. As a starting point, the example projects can be differentiated in terms of the following characteristics:

- **Project aims** and **user benefits**
- Metropolitan, urban or rural **settlement characteristics**
- Monocentric, linear or polycentric **commuting structure**
- **Modes of transport**
- **Number of countries** involved
- Involved **stakeholders**
- Financial, technological or political **success factors**
- EU, public or private **funding/investment sources**
- **Intensity of cooperation**

As a result, the projects can be categorized into **classic projects, innovative projects and new players in mobility**.

A closer look at the different types of **public and private stakeholders**, their **goals, needs and motivations** as well as their differing levels of **interest and influence** reveals the following:

- **EU funding:** a majority of projects heavily relies on this funding and it generally helps to facilitate cooperation between public actors.
- **Private actors** tend to be active in multiple locations and secure global funding.
- Often, potentials for significant user benefits are independent of public funding or intense cooperation with the public sector, as is the case with solutions involving **open data, mobile ticketing or the coordination of time tables**.
- **New players in mobility** emerge where user benefits can be directly monetized; here, public regulation is necessary to ensure sustainable service provision.
- When innovative products or services demonstrate their success, they attract significant **private investments for replication** elsewhere.
- Close cooperation requires strong **political support and economic appeal** and remains rare.
- As they lack short-term results, research or **infrastructure projects** depend largely on public funding.

In the annex [Project Factsheets](#), **comprehensive summaries can be found for the examination's results for all projects**.

³ This section is based on the CrossBorder project result "Improvement of cross-border mobility and passenger flows – Innovative solutions for public authorities and transport operators".

4.2 Cooperation Archetypes and their Potentials

Considering all the above results of examining innovative mobility solutions, several project archetypes were deduced to define **cooperation potentials for public authorities and transport providers:**

- **Physical Link+:** adding a digital attribute or branding to an existing link
- **Cross-border cooperation of transport authorities or operators:** coordination of time tables or tariffs
- **Shared mobility in urban areas:** usually provided by private companies for profit
- **Shared mobility in rural areas:** usually in low-density areas to provide mobility where the public offering is weak or nonexistent; it requires public subsidies and can encourage tourism and stimulate the economy
- **Digital solutions:** platforms connecting the user and service provider; there is usually no need for infrastructure investments here
- **Harmonizing standards:** to enable seamless access to infrastructure or data networks across borders
- **Multimodal hubs:** facilitate a seamless shift between modes, often including shared mobility services, with the potential extension to micrologistics
- **Joint ventures:** founding a legal entity across borders to formalize and perpetuate relationships

Subsequently, **SWOT analyses** were carried out for these project archetypes aiming at the improvement of cross-border mobility and passenger flows, which can be reviewed in the annex [Archetype Factsheets](#).

Finally, to **launch cross-border cooperation in dealing with commuter traffic**, the findings of this study laid the foundation for the eventual implementation and discussion of these potential solutions with public authorities and service providers in the hotspots of cross-border commuting in the Alpine Region.

4.3 Compact on Behaviour Change



Traffic congestion, CO2 emissions, and noise: individual transport pollutes the environment, affects our health and safety, and challenges cities, communities and businesses. Although there are often suitable connections with public transport or cycle paths, there is often a lack of awareness and tools for the actors involved to implement sustainable mobility.

Why do we travel by car? Why is it so difficult to change habits? How can we succeed in switching to sustainable alternatives? In order for commuters to rethink and change their mobility behaviour, psychological factors such as norms, values and incentives play a role alongside the necessary infrastructure. Psychological insights help to understand our mobility behaviour and offer strategies for intervention and behavioural change. The Compact provides an insight into the topic of behavioural change and offers inspiration for more sustainable mobility.

Goals

The main aim of the publication is to give an insight into the topic of behavioural change and to present basic psychological concepts, especially in the field of sustainable (commuter) mobility. It contains concepts and examples of how behavioural change can be facilitated with a focus on sustainable mobility.

Target groups:

NGOs, regional development, companies, political administrations and transport companies, especially commuters, but also interested parties

Format:

A booklet in A5 landscape format, 28 pages

Content

1. Mobility-specific attitudes (autonomy, status, experience, privacy)
2. Habits (What are habits? Why is it difficult to change them?)
3. Social norms (What role do social norms play in our behaviour?)
4. Control (To what extent am I able to carry out the behaviour?)
5. Problem awareness and responsibility
6. Psychological distance (Climate change is far away and abstract.)
7. Dissonance (conflict between attitude and behaviour)
8. Costs (behavioural costs: convenience, time and money)
9. Rebound effect (Efficiency gains lead to more consumption.)
10. Goal setting (How can goals be set for behaviour change?)

5 IMPLEMENTING SOLUTIONS FOR CROSS-BORDER MOBILITY IN HOTSPOT WORKSHOPS

CrossBorder went to the hotspots to **bring together the relevant stakeholders** including commuters, service providers, enterprises and public authorities.

- **The Hotspot Kufstein–Rosenheim**

CASE STUDY PROFILE KUFSTEIN-ROSENHEIM

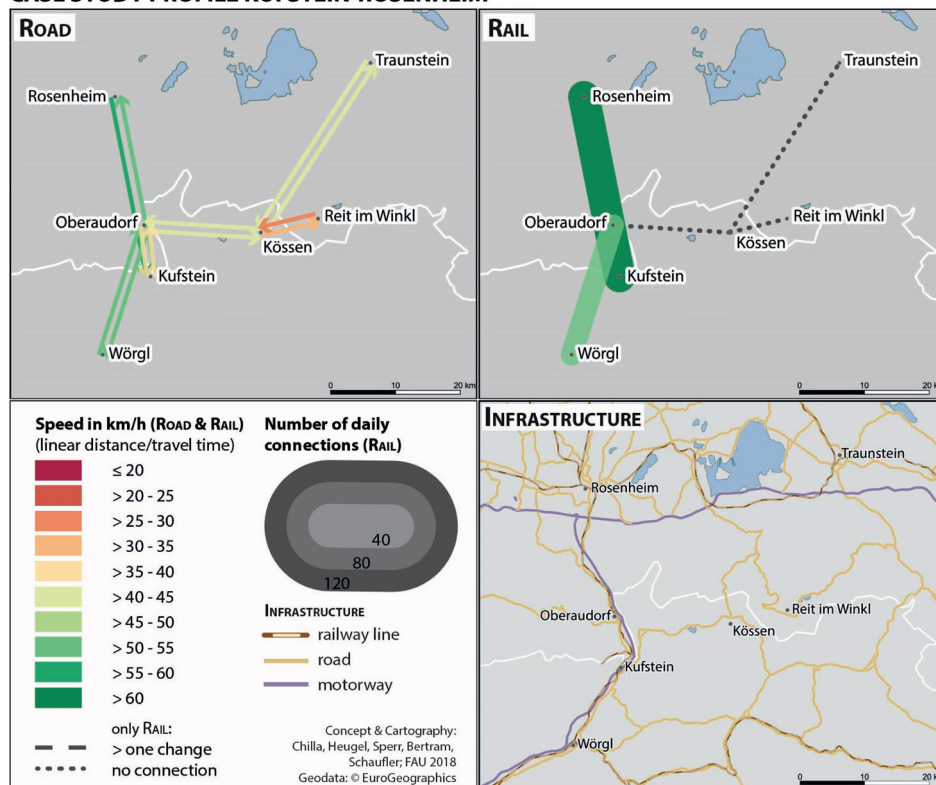


Figure 8: The cross-border mobility network in the hotspot Kufstein–Rosenheim.

In the hotspot Kufstein-Rosenheim, a vibrant labour market with numerous major employers causes much cross-border mobility. Therefore, this hotspot is confronted with **excessive cross-border traffic volumes that congest roads on a daily basis**. Also, the public transport system needs significant improvements in order to facilitate smooth cross-border travel. To tackle these challenges, CrossBorder workshops were held in both Kufstein and Rosenheim. The importance of these challenges and the urgency for action were shown not least by the high number of participants

The major challenges to cross-border mobility in the Kufstein-Rosenheim hotspot are the transport offering and structural differences between the neighbouring regions. The transport in cross-border bus connections is weak and the existing lines often do not offer enough connections. Challenging structural differences between Tyrol and Bavaria exist in the organization of transport associations. In Austria, the [Verkehrsverbund Tirol \(VVT\)](#) ensures organization and financing, while buses on the Bavarian side of the border are mostly operated without subsidies. Therefore, even though there seem to be personal ties between some of the relevant stakeholders, institutional cooperation between the transport authorities in the cross-border region needs to be improved.

To improve the situation, various strategies may be considered. Among these are the improvement of the infrastructure at the stations and the introduction of an easily understandable cross-border tariff. Good practice examples to inspire future prospects for the Kufstein-Rosenheim hotspot include [Tiregio](#) – a virtual trinational transport association operating in France, Germany and Switzerland – and the [EGTC Euro-distrikt Strasbourg-Ortenau](#), where one Eurodistrikt bus and a cross-border tram line were installed in recent years. These offer valuable insights into challenges and solutions in cross-border cooperation in public passenger transport.

Consequently, to alleviate the transport pressures in the Kufstein-Rosenheim hotspot, **a cross-border tariff system, an expanded offering in bus connections** and – most importantly – the **political will** to act and improve the situation are necessary. Thus, the [Euregio Inntal](#), an association with the aim of strengthening cooperation in this cross-border region, concluded the hotspot workshops with the commitment to continue to work towards developing a sustainable cross-border mobility system. Installing an EGTC ([European Grouping of Territorial Cooperation](#)) might be one way to install the appropriate framework for such long-term institutional activities.

- The Hotspot Rhaetian Triangle

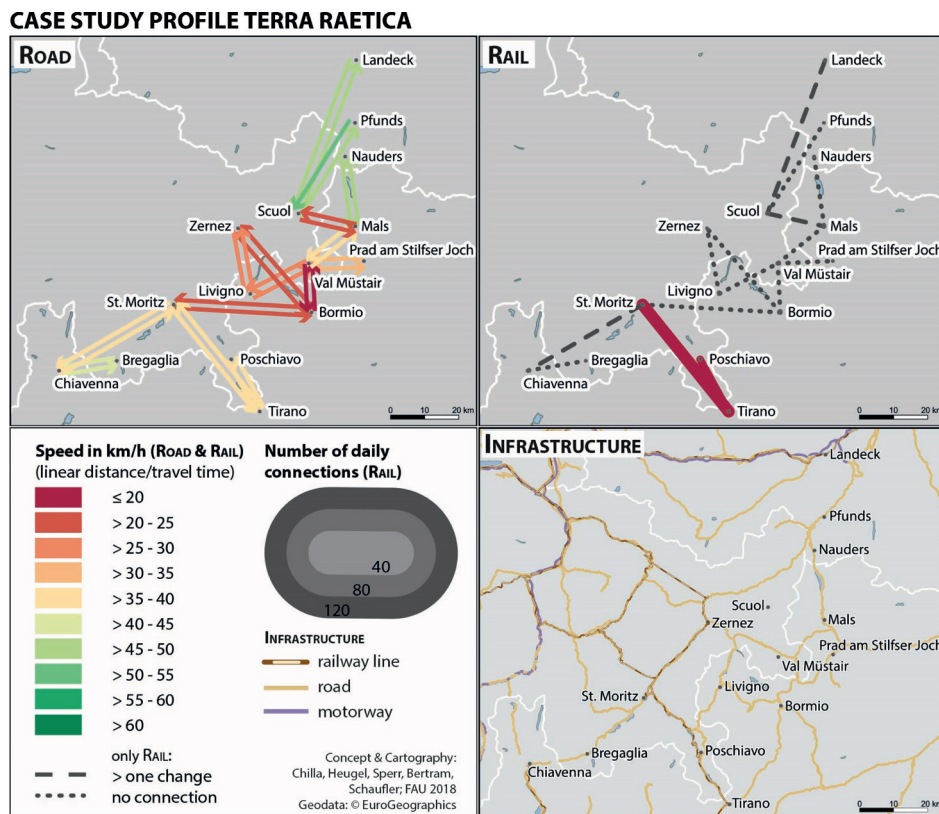


Figure 9: The cross-border mobility network in the hotspot Rhaetian Triangle.

In the Rhaetian Triangle, collaboration between the public bodies responsible for transport from Austria (Tyrol), Italy (South Tyrol) and Switzerland (Grisons) is already well-established. At the annual Schlanders Talks, they meet together with regional mobility, tourism and economy stakeholders as well as politicians to discuss the latest developments in cross-border public transport. Clearly, the CrossBorder project wanted to capitalize on this pre-existing collaboration and help move it forward, while bringing in experience of cooperation from other cross-border regions such as [Tireregio](#). In the Rhaetian Triangle, **expansions of bus traffic schedules** in the regional traffic operation is planned. Moreover, Tyrol and South Tyrol have made significant improvements towards **digital passenger information and ticketing solutions**. Their cross-order collaboration on a **door-to-door travel planner** will be extended across the Alpine Space in the [Interreg ASP](#) project LinkingAlps. Extending the current tariff zone of VVT, the Tyrolean public transport authority, to bus stops on the Swiss and Italian side of the border is also in the pipeline.

- The Hotspot Jurassic Arc

CASE STUDY PROFILE JURA

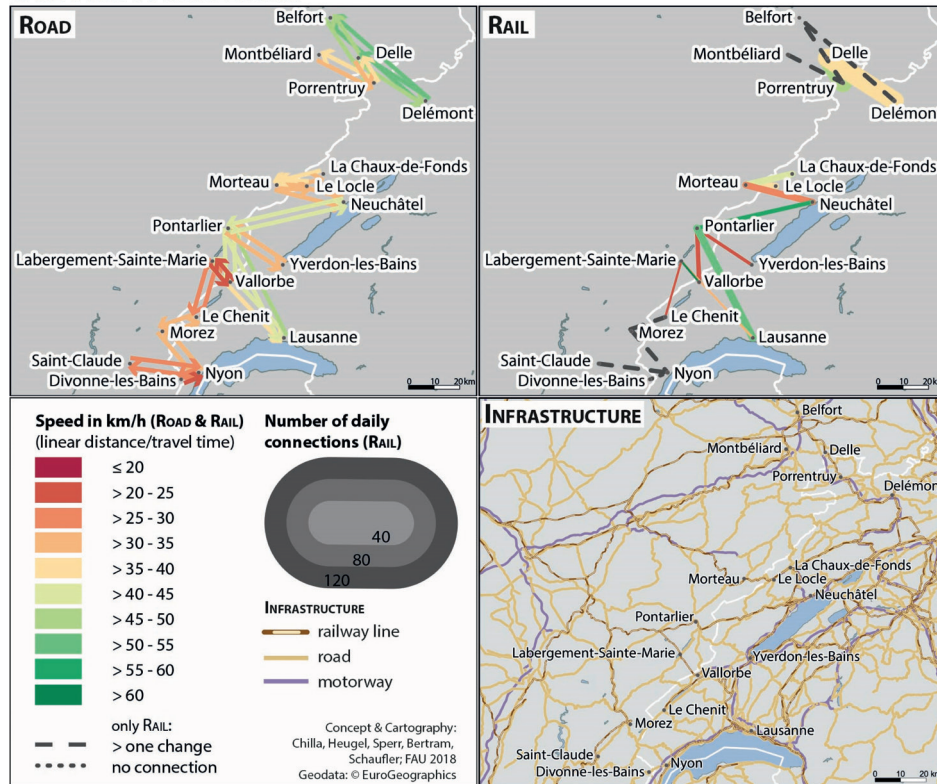



Figure 10: The cross-border mobility network in the hotspot Jurassic Arc.

Digital **mobility solutions** already implemented as well as ones potentially to be implemented in the future were **discussed** in this hotspot workshop. To further promote mobility solutions, it is **necessary to go beyond conventional measures** (extending train/bus connections, and commuter car parks). Rather, the **potentials of digitalization** should be harnessed. For example, the publicly financed **carpooling project** *Covoiturage de l'Arc jurassien* could possibly reach more users via a **digital platform**. Furthermore, tickets for the *Belfort–Delle–Bienne railway* are not adapted to cross-border travel and might deter potential users. A **digital ticketing platform** could therefore help public transport to attract additional users.

Nevertheless, due to locally specific features, not all innovative solutions are fit to solve problems connected to excessive car use. Shared mobility is inadequate in a less densely populated area such as the Jurassic Arc. Moreover, the mountainous landscape and severe winters are further factors to take into consideration.



Innovative mobility solutions in the Jurassic Arc region may provide a good means for rendering existing offers more efficient, but they are not likely to solve mobility-related problems when they remain unaccompanied by other conventional solutions.

On the basis of the results of the first workshop, the regional partners decided to lay a focus on the improvement of cross-border bus connections. A second workshop in November 2019 gathered the authorities of the canton of Neuchâtel, neighbouring France, the service providers in charge as well as the Conference Transjurassienne (CTJ) at a round table on cross-border public transport by bus. Various measures were discussed and the recommendations will be integrated into the public transport strategy of the CTJ.

- **The Hotspot Basel**

Representatives from the public administration as well as from private companies came together to discuss how **company mobility management (CMM)** can contribute to **reducing passenger flows**, since severe traffic congestion in individual as well as public transport during rush hours ranks among the major problems in this hotspot. For this reason, innovative mobility solutions for company mobility management, such as [Deutsche Bahn mobility budget](#), [VEOMO](#), [Commutify](#), [Liftshare](#), [By-Cycling](#), [Covoiturage Léman](#) and the program “[Company-friendly mobility management in Basel](#)”, initiated by the Basel Chamber of Commerce, are vitally important. From the workshop participants’ perspective, best practice examples for company mobility management of cross-border transport include job tickets, carpooling, parking management, bicycle parking spaces and mobility lump sums for employees.

However, many – even environmentally conscious – companies still do not consider mobility management their responsibility and do not act unless the burden of commuting puts their employees’ commitment to the job at risk. After all, mobility management entails extra expenses for the company and many would rather see the amounts invested elsewhere. Consequently, companies tend to pass the responsibility to the municipalities. Furthermore, a number of obstacles, including missing public transport links, unfavourable taxation of home office work and deficiencies in spatial planning, complicate any attempts at reducing individual commuter traffic by car.

Therefore, innovative and digital mobility solutions, such as company mobility budgets, mobility information and company-supported carpooling and bicycle schemes are still necessary to further progress towards improving cross-border mobility.

- **The Hotspot Lake Constance**

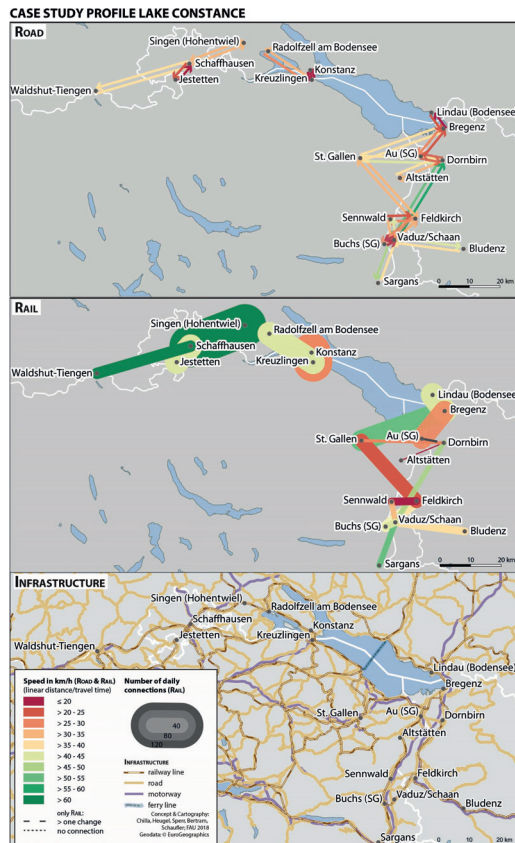


Figure 11: The cross-border mobility network in the hotspot Lake Constance.

The four-country region of the Alpine Rhine valley with Germany, Switzerland, Austria, and Liechtenstein counts more than 50,000 cross-border commuters every day. Most of them commute from Austria and Germany to Switzerland and Liechtenstein. This is because of the wage differential between EU and non-EU countries. Public transport, cross-border bicycle lanes and affordable tickets for public transport exist; nonetheless, most people commute by car. Analyses show that 70 percent of employees live no more than 15 kilometres from their workplace, but only 5 to 15 percent of these distances are regularly travelled by bicycle, e-bike or on foot.

Therefore, the workshop focused on managing behaviour change in enterprises. External experts from the fields of psychology, behaviour change and public health management, together with the workshop participants, devised management plans for enterprises on how to encourage people to commute by sustainable modes of transport. One of the core levers is the personal health argument. Behaviour change should therefore be merged with the personal physical health of employees, with the claim “Your way to work - your gym”.

The elaborated management plans will now be tested in enterprises in the Alpine Rhine valley.

- The Hotspot Ticino

CASE STUDY PROFILE TICINO

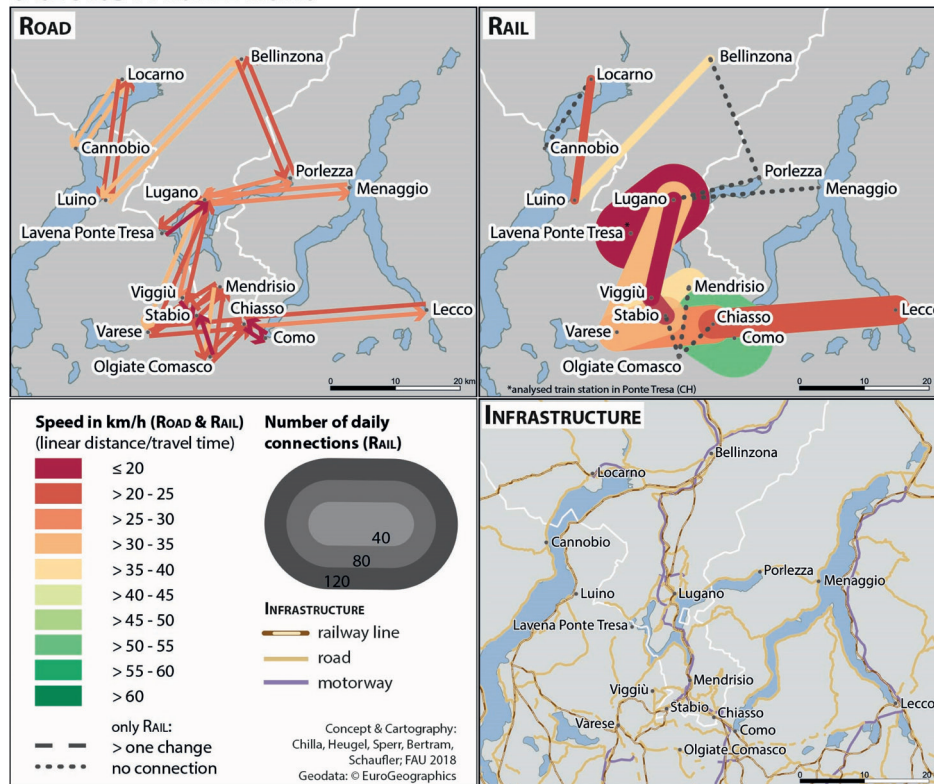


Figure 12: The cross-border mobility network in the hotspot Ticino.

The Malcantone region lies in the north of Lago di Lugano in the Swiss canton Ticino and borders the Italian provinces of Lombardia and Piemonte. Through the main entry border stations such as Ponte Tresa, Gandria and Ponte Cremenaga, around 15,000 cross-border commuters cross into the Swiss territory every. The regional development agency (Ente Regionale per lo Sviluppo del Luganese ERSL), the department for spatial planning (Dipartimento del territorio), and the umbrella organization of the municipalities in Malcantone (Conferenza dei Sindaci del Malcantone) expressed the wish to launch new activities in the field of company mobility management in the Malcantone region in order to mitigate the cross-border traffic flow and organize a workshop in the framework of the CrossBorder project on this subject. The workshop to take place at the beginning of December 2019 will pursue the following objectives:

- Show good practices of company mobility management
- Determine together with the members of the Conferenza dei Sindaci del Malcantone and the Ente Regionale per lo Sviluppo del Luganese the current situation regarding mobility management in the Malcantone Region
- Elaborate together with the members of the Conferenza dei Sindaci del Malcantone and the Ente Regionale per lo Sviluppo del Luganese first measures to be taken to facilitate new initiatives in the field of company mobility management

6 POLITICAL RECOMMENDATIONS TO IMPROVE CROSS-BORDER MOBILITY

Several recommendations have emerged on the basis of the project. They are addressed at all the relevant stakeholders confronted with the phenomenon of cross-border commuting in the Alpine Region: public authorities, administrations and planners at all institutional levels, ranging from the municipal to EU level; companies and commuters; transport operators; transport authorities; and NGOs.

- **R1: Create a homogenous, Alpine-wide statistical database on cross-border commuting**

The current statistical data about cross-border commuting in the Alpine Region is **not comparable because it is very heterogeneous**. Most countries have data on incoming and outgoing commuters, but France, Italy and Monaco only have data on outgoing commuters. Some data is collected on the municipal level, while other data is surveyed on the national level. Moreover, statistical definitions of labour vary largely, for example with regard to civil servants or part-time work. **It is impossible for policymakers to develop an Alpine-wide policy on the basis of such poor statistical data.** The seven countries in the Alpine Region should therefore agree on a common statistical database (or develop a coordinated traffic census) with an annual update at least. This would also allow the **monitoring of missing transport links**, since the situation on cross-border transport connections is **constantly changing**.

Implementation: Harmonized data collection **by Eurostat**; data aggregation **by EUSALP AG4** via [iMONITRAF!](#) and publication on the [Alpine Platform of Knowledge for Mobility and Transport](#).

- **R2: Install an institutional Alpine political dialogue on cross-border commuting**

Since all EUSALP countries and regions are in continuous exchange on general Alpine topics, the EUSALP is the **ideal place to discuss cross-border mobility**. Finding solutions requires political commitment; an institutional dialogue should thus be established. **It should provide a platform for discussion and enable the search for common solutions** – ranging from infrastructural and organizational activities to regulatory measures as well as behavioural aspects.

Implementation: AG4 activity **to establish and pursue Alpine dialogue**

- **R3: Improve cross-border infrastructure networks**

In the past, **infrastructure networks were designed and built from a purely national perspective**. As cross-border commuting was largely neglected up to now, plans for infrastructure development do not sufficiently take it into account. The authorities concerned should **give higher priority to missing links and the search for joint financing mechanisms**, while keeping in mind all modes of transport.

More budget in the EU's new multiannual financial framework, in particular in cross-border cooperation programmes such as Interreg A and B, should be dedicated to cross-border small-scale projects with macro-regional added value.

Implementation: According to the EUSALP AGs' **input for a better alignment of European financial mechanisms with the needs of EUSALP**

- **R4: Improve services in existing cross-border networks**

As the transport offering is sometimes very poor, service provision must be analysed carefully and further developed according to users' needs. Balanced cross-border agreements on financing must therefore be reached. It is vital that authorities and service providers cooperate not only to ensure sufficient interoperability and willingness to physically and contractually enable the use of rolling stock in neighbouring countries, but also to mitigate the current problem, which is that **competences to order and subsidize public transport end at national borders.**

The experiences from the CrossBorder project underline the high importance of **Interreg A and B** for the development of cross-border projects. As a consequence, this tool should be leveraged for funding and coordinating projects as well as for mobilizing stakeholders.

The European Commission has already installed TENT Core Network Corridor Coordinators. An equally beneficial measure would be the nomination of a **coordinator for small cross-border projects** and the establishment of a **Border Focal Point** that would have a close eye on **missing links and support more efficient cross-border public transport services.**

Implementation: AG4 and AG5 **will use the** AlpGov 2 project (the Alpine Space Programme project that serves to enable the activities of the EUSALP Action Groups) to raise awareness among all relevant stakeholders in concerned border areas on the necessity to act and on possible solutions.

- **R5: Abolish negative regulatory frameworks or at least try to search for special arrangements**

A huge barrier to joint infrastructure and services are diverse regulatory frameworks. These can be different regulatory prescriptions for public tendering, training bus-drivers, as well as electricity and automatic warning devices on trains etc. These **regulatory frameworks represent one of the main barriers.** But sometimes they may also be a pretext not to act. As far as these regulatory frameworks are prescribed by EU law, an option should be to search for derogations in cross-border passenger transport (with the non-EU countries Switzerland and Liechtenstein). This requires the political will of the national and regional authorities to reduce these barriers and to negotiate with the relevant EU institutions. It could be **one of the first tasks of the proposed new Alpine dialogue on passenger transport** to identify these negative regulatory barriers and to initiate common political action. Furthermore, national differences in procurement procedures, standards of Environmental Impact Assessments (EIA) and other processes relevant for the implementation of infrastructure projects are hampering the development of cross-border projects; **streamlining these procedures is critical.**

Implementation: A new activity is to be taken up by AG4 (see R2) to handle this topic.

- **R6: Encourage cross-border spatial and mobility planning as well as management**

Spatial planning and mobility planning tend to end at borders (be they national, regional or municipal). But **mobility is not a question of borders**. People move where they go to work, go shopping or spend their free time. The responsible authorities should therefore establish **spatial plans across borders, taking into account the manifold interlinkages across the borders** as also shown, for example, in the [ESPON report ALPS2050](#). Spatial plans are a strong tool for harmonizing strategies and actions across all sectors. Furthermore, mobility plans can be elaborated in the sense of sectoral plans, contributing to the aforementioned spatial plans. Mobility plans can lay the basis for setting up **cross-border mobility management**. Some have already been installed, but a lot more can be done. Mobility managers can provide many services to raise awareness and inform political authorities, service providers, enterprises and commuters. **Mobility managers** thus have a leverage effect and the exchange of experiences among mobility managers in the Alpine area and even beyond should be encouraged.

Implementation: Spatial planning across borders would be a strong tool to implement the basic EUSALP idea and should therefore be one of the priority crosssectoral topics to be dealt with in AlpGov 2.

- **R7: Use the potentials of digitalization to reduce physical cross-border mobility**

Digitalization offers great potentials to reduce physical commuting. Mainly in the service sector, more and more work can be done from home or from coworking spaces. In this way, **traffic volumes can be reduced**. But even in this respect, regulatory frameworks are sometimes a hindrance. These **negative regulatory frameworks** include labour law, which does not recognize work from home as official work. Or, if a commuter employed in Switzerland works from home in France for just one day of the week, they will automatically fall under French labour law. This creates huge administrative problems for both the enterprises and employees. The potential of digitalization can also be better exploited to promote sharing platforms like car **sharing**.

The potentials of digitalization should be used in particular to introduce **an Alpine-wide ticketing system and better coordinate travel information for passengers**. The existing (national and regional) platforms need to be integrated in order to be able to buy single tickets in the Alpine Region on each platform. The creation of a new single Alpine platform for ticketing, on the other hand, seems less promising as it would require a huge effort to make this new platform operational and known to users.

An obligation for all stakeholders to sell single tickets for cross-border railway connections in the Alpine Region should be inserted in the [EU regulation on rail passengers' rights and obligations](#).

Implementation: AG4 and AG5 are carrying out an additional study on the potentials of digitalization and will use the results for their further activities within EUSALP.

- **R8: Raise awareness among enterprises and commuters towards more sustainable ways of commuting and establish an exchange of experiences**

Many **enterprises hiring people from abroad** are aware of the **special situation of cross-border commuters**. Numerous actions have already been put into place. But not all actions are working well. Other enterprises may not even be aware of the needs of their employees and the possible solutions. Therefore, an **enquiry into consumers' needs in a given functional area** might be a first step, which can be carried out by enterprise networks, such as chambers of commerce or public authorities. In the [CrossBorder project](#), a [commuter toolbox for enterprises](#) was produced in all Alpine languages. Workshops with stakeholders took place in several hotspots. These workshops helped to raise awareness among stakeholders and show existing and potential new solutions. This exchange of experiences was highly welcome and should be further encouraged in the upcoming years. When discussing the exchange of experiences, it is important to bear in mind that the situation is very different from one cross-border area to another. In the Alpine Region, there are very densely populated cross-border areas, like Basel and Geneva, with a relatively conducive topography for the use of bicycles, for example. But there are other areas that have completely different conditions, such as the Jura mountains or the Terra Raetica region between Grisons (Switzerland), Tyrol (Austria) and South Tyrol (Italy) with a typically mountainous topography.

Implementation: AG4 and AG5 will **use the AlpGov 2 project** to raise awareness especially among the enterprises in affected border areas on the necessity to act and on possible solutions.

- **R9: Support behaviour change**

The CrossBorder project has shown that some border areas lack infrastructure and public transport. But there are also regions like the Basel area or the Alpine Rhine valley, where sustainable transport solutions for commuters are already well developed. Nonetheless, most commuters there use a private car. Therefore, the development of psychological concepts on how to successfully support a behaviour change towards sustainable mobility among commuters is needed. These concepts should be financed by regional authorities in the commuter communities (the home town of commuters and the place of work) and receive the support of national and international funding programmes. It is key that these concepts are developed with a cocreation approach between entrepreneurs, municipalities, transport operators and the commuters themselves.

Implementation: AG4 and AG5 will **use the AlpGov 2 project** to raise awareness among cross-border commuters on possible solutions and will push for more actions on concerned border areas via possible Interreg projects.

7 THE WAY AHEAD

The work of the project on cross-border mobility and the recommendations are intended to **lay the foundations for further activities within EUSALP and by the various stakeholders**. The ARPAP project is therefore a starting point for a longer process. The possibility to realize this project by combining **the work of two action groups, facilitated by ARPAP funding, was a crucial trigger**. AG4 will analyse the option to install **a subgroup in order to establish and pursue the Alpine dialogue on passenger transport** that shall provide a platform for discussion and enable the search for common solutions – ranging from infrastructural and organizational activities to regulatory measures as well as behavioural aspects.

The outcomes of this project should finally **lead to an improvement of the situation in the border regions, including the living and working conditions as well as the environmental situation on all sides of the borders**.

The final results and recommendations of this project will be presented to the EUSALP community (encompassing all seven countries and all 48 regions) and the wider public at the **EUSALP Annual Forum in Milan in November 2019**. The leaders of AG4 and AG5 will further advance the topic by spreading the results **within their Action Groups and sharing them with the other EUSALP AGs**. The next period of EUSALP with a potential AlpGov 2 project shall serve **to capitalize on the findings and spread the results to other Alpine territories** not yet actively involved, and start **developing an Alpine dialogue on cross-border commuting**.

If the recommendations are put into practice, the work of EUSALP would produce a **clear and tangible benefit for the Alpine population**. The EUSALP can only be communicated through such concrete activities. EUSALP in its multilevel governance structure is the ideal platform to tackle these issues.





CROSS-BORDER MOBILITY IN THE ALPINE REGION

Co-financed by the European Union through the
Alpine Region Preparatory Action Fund (ARPAF)



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