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THE MOT GUIDES

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challenges of
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mobility



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Christian Dupessey
President of the MOT
Mayor of Annemasse,
President of the Pôle
métropolitain du Genevois
français

Editorial

The number of people regularly crossing a border to work in a neighbouring country is growing. In the European Union, no less than 2 million workers are concerned, including almost 500,000 from France alone.

Faced with today's European and global challenges (post-Covid society, climate and energy crises, economic sovereignty, etc.), cross-border mobility is a major issue for our national and European policies.

Both citizens and public authorities are mobilising to accelerate ecological transition. Transport is at the heart of this issue, confronted with contradictory demands: facilitate mobility for all to bring people together, strengthen our interdependence and avoid isolation, all while reducing the harmful effects of insufficiently controlled mobility for a large number of territories. It is important to note that 40% of European territories are cross-border.

In the uncertain environment that characterises our world today, the search for a balance between the development of cross-border territories, economic sustainability and eco-consciousness is a priority at all levels: local, national and European. It shapes the viability of our cross-border mobility.

The health crisis led to the closure of borders in Europe in an unprecedented manner. Today we must mobilise to ensure that they remain open. Let us continue to work for the deployment of open, social, fair and more than ever «sustainable» cross-border mobility!





Mobility is at the heart of cross-border exchanges. Whether for freight or passengers, the routes linking countries play a vital role in the economic and social development of territories, as well as in the support of free movement in Europe. These links are essential to the daily life of hundreds of thousands of cross-border workers and the residents of the living areas located on the borders.

The rise in the number of cross-border commuters increases the pressure on transport systems and on tax and employment regulations, which remain a mainly national responsibility.

Since the signing of the Schengen agreements, the health crisis has seen an unprecedented reintroduction of borders in Europe.

“Solo-driving» has developed to the detriment of public transport and the environment. “Demobility» practices have grown at an unprecedented rate. Habits adopted during the pandemic persist and shape today’s world. At the borders, the development of telework requires new bilateral and European agreements.

At the same time, citizens are mobilising to push governments to accelerate the ecological transition. At the European level, transport accounts for almost a third of total greenhouse gas emissions on the continent. Rail will have to play an increasingly important role in EU policies, both for passengers and for freight. Pollution and road congestion create an urgent need for reliable public transport networks and interconnected infrastructures for the benefit not only of passengers, but also of our planet.

While the health crisis has had a devastating impact on travel, public transport and in particular on cross-border connections, mobility, whether chosen or forced, must be rethought, and the economic models of cross-border lines reinvented.

The urgency of the climate crisis is not the only factor driving the accelerated development of public transport. In everyday life, the rise in petrol prices as a result of the current geopolitical situation is making car use less sustainable and thus creating a growing need for alternative modes of transport.

Cross-border mobility brings together ecological, social, political and economic issues. It is not only a question of improving existing means of transport, but also of extending them to the most isolated territories and inhabitants, an objective which requires crossing borders in the literal sense but also in the figurative sense as governments must find agreements and means to support the necessary projects. **For successful cooperation, it is essential to be able to anticipate flows and plan cross-border mobility properly, all while taking into account the need to open up territories, the ecological transition and economic development.**

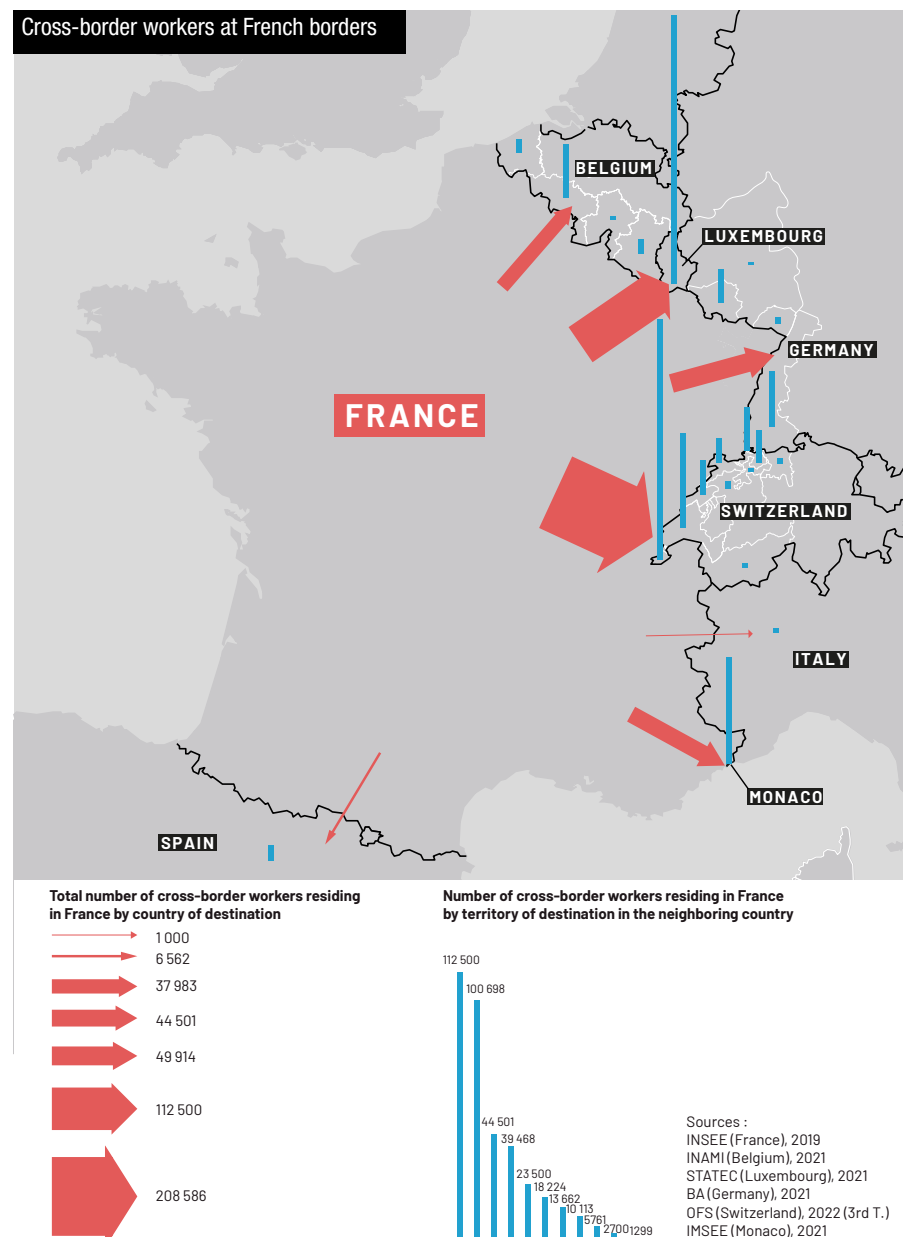
The development of public transport, whether by sea or land, and whether covering long or short distances, remains a priority in today’s world. But developing them on a cross-border scale requires a coordinated effort at local, national and European levels, which is central to activism today!

This 11th MOT thematic guide gives an overview of the experiences and policies conducted in the field of cross-border mobility in various European territories. It highlights a wide variety of projects, but also obstacles, issues and major challenges for the years to come.

Knowing flows and needs in order to take better action in the long term

For several years, cross-border territories have been facing a continuous increase in daily commuting flows. This phenomenon requires solid infrastructures that go beyond the border. To be effective, cross-border mobility policy must be based on reliable data, which is sometimes difficult to collect and coordinate on a cross-border scale.

Cross-border workers at French borders



Cross-border flows can be of various types, ranging from local travel flows (for health, school, leisure, trade, etc.) to long-distance services (transit, international goods transport, etc.), but the most emblematic flows are those of border workers.

Today, it is estimated that more than 462,000 people cross the French border every day to work in a neighbouring country. This shapes the economic, social and political landscape of each territory, but also presents challenges in regard to employment and transport. As the country of residence of an increasing number of employees differs from their country of employment, states and local authorities must be able to anticipate border flows in order to adapt their policies and services.

It is essential to know the nature and form of cross-border flows to enable public authorities in border areas to respond effectively by acting over the long term.

JOINT INTERVIEW

Multimodal models of the Greater Region and Greater Geneva°

The aim of this interview is to compare the approaches of two leading cross-border projects in terms of flow modelling: the MMT (Multimodal Cross-Border Model) of Greater Geneva and the MMUST (Multimodal Model and Scenarios for Cross-Border Mobility) project deployed in Greater Luxembourg.

We interviewed Ludovic Antoine, Head of Mobility at the French Genevan Metropolitan Cluster, Stéphane Godefroy, Mobility and Territorial Strategies Officer at Agape, and Mathieu Jacquot, Modelling and Travel Expert Officer at Cerema Grand Est (positions held at the time of the interview).

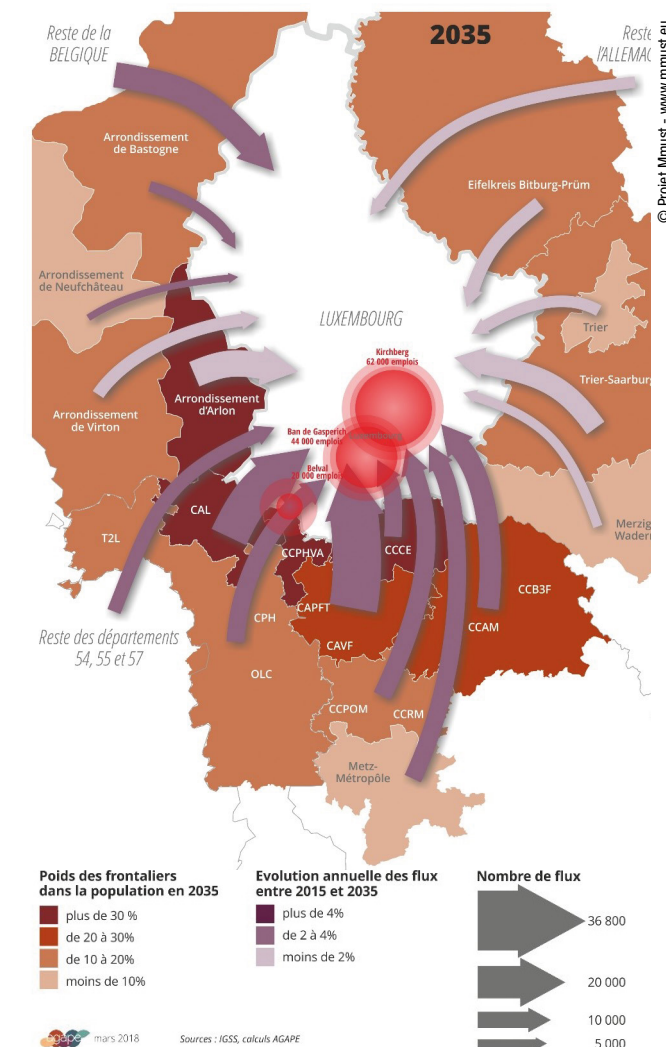
How did these two initiatives come about? What needs and territorial contexts did they meet? What type of financial arrangements did they benefit from?

Ludovic Antoine: Mandated by the LGCC of Greater Geneva, the MMT of Greater Geneva was designed to strengthen knowledge and provide an overview of travel forecasts and demographic projections for the entire Franco-Vaud-Geneva basin. With approximately one million inhabitants, this territory is characterised by a significant development of road and public transport mobility. A file was therefore put together, within the framework of the INTERREG IIIA

programme, with MMT's historical and institutional partners to help implement the project. MMT assisted in decision-making, based on the projected impacts of future socio-economic data. Today, many studies rely on MMT. Projects such as the Léman Express (see page 20), for example, have made great use of it. It is an important tool, but one that must be treated with caution, as it concerns prospective scenarios. In this respect, the year 2020 has foiled all the forecasts made beforehand.

Stéphane Godefroy: Led by Agape and now bringing together 27 French, Luxembourg and Belgian partners, the MMUST project is also part of an INTERREG funding scheme. It meets the specific needs of the Greater Region. Indeed, this territory has no less than 250,000 cross-border workers (50% of whom are French), which puts considerable pressure on the transport system. In addition, there is a significant amount of freight traffic. Although Luxembourg is already making great efforts to improve the mobility network, with the doubling of the railway lines for example, the development of infrastructures is slowed down on the French and Belgian sides due to the lower financial resources available. These are all factors that have worsened access to Luxembourg over the years,

along with the 6,000 additional commuters (75% of whom are French) each year. However, before the MMUST project, we did not have the benefit of any multimodal model on the border. Nor was there any cooperation between the managers of the various French, Luxembourg and Belgian models.

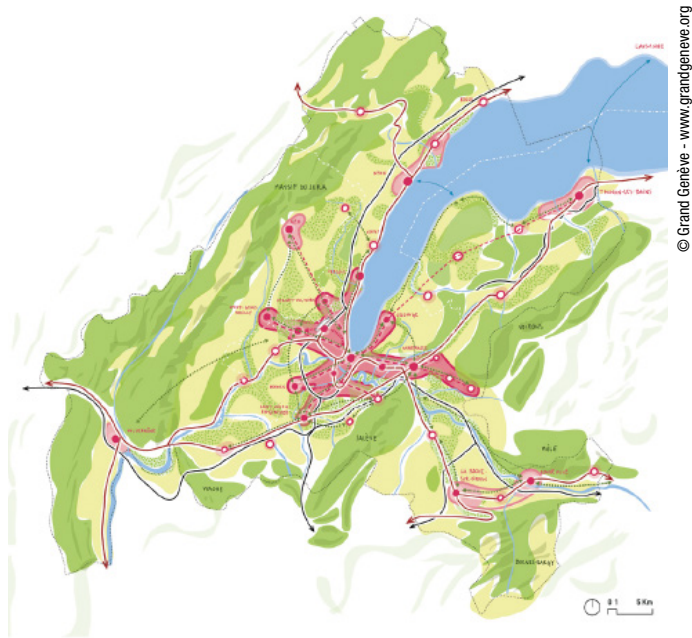




Have there been exchanges of practices between the two approaches, including within CEREMA?

Stéphane Godefroy: The MMT of Greater Geneva was of course a model for MMUST. We had exchanges with Greater Geneva to identify the pitfalls to avoid and the points on which we had to be particularly vigilant. Since the beginning, Agape has been able to count on the support of Cerema Grand Est, which is also the case for MMT of Greater Geneva.

Mathieu Jacquot: Indeed, the MMT of Greater Geneva has always been a reference modelling tool and it is one of the only ones to have lasted so long. We follow it closely within Cerema, and exchanges are made internally to discuss the methodology of these tools. We have also exchanged a lot with the Auvergne-Rhône-Alpes Region, which has also implemented a powerful modelling tool at the regional level, which has been a source of inspiration for MMUST.



An overall vision for Greater Geneva in 2040: a green, multipolar, compact, local and cross-border metropolis

What are the differences between the two tools in terms of methodological approaches? What data is used by each of the two models?

Ludovic Antoine: The input data for MMT is fed by the Swiss micro-census mobility and transport (MRMT) data from 2015, by complementary surveys from 2018-2019, and by mobile phone data. Finally, the new version of the model is to integrate 2015-2016 INSEE data. In the context of action plans for traffic fluidity at small customs offices, we also use GPS data (Tom-tom), since the current geographical breakdown of MMT is not detailed enough to give us satisfactory results. As it stands, MMT is above all a tool that we use for macro data, particularly in the context of our reflections on the planning and development of transport for the 2030-2040 horizon.

Mathieu Jacquot: Contrary to Greater Geneva, the practices commonly used in France in the context of travel surveys could not be transposed to the Greater Region; these practices do not exist in

Luxembourg or in Belgium. Because of this methodological obstacle, we have initiated cooperation with our partners on the use of navigation system data (floating car data), sold by service providers.

What are the results in terms of knowledge of mobility practices in the territories and of local specificities? What were the repercussions of the projections on local public policies in terms of investments and new infrastructures?

Ludovic Antoine: MMT has largely helped the implementation of the Léman Express, which has, to date, almost reached its objectives (60,000 daily users), despite the Covid-19 crisis, the social movements and the technical constraints it has faced. In addition to the Léman Express, several other projects have been based on MMT, in particular the cross-border tramways of Annemasse and St-Julien-en-Genevois. For each of these projects, the model was used to size the infrastructure in relation to future ridership. It has also been used for motorway projects, in particular the Geneva motorway ring road, which is highly debated politically, and for which MMT's figures have sometimes been used by the supporters or detractors of this infrastructure.

Stéphane Godefroy: As for the MMUST project, it is still underway, but we are already seeing progress. We were lucky enough to be in a very vast territory that was almost entirely covered by mobility surveys, which were very different from one another. Thus, a significant amount of work had to be done to harmonise the data. This work was published in September 2021. Before, we used to fight over the figures with our partners; today, we speak the same language.

Mathieu Jacquot: In addition, a survey on the parameters that influence modal choices is underway in the Greater Region. The first results show a strong appetite among the territory's inhabitants for a renewed and denser transport offer.



What are the main results in terms of prospective development scenarios? What are the future developments for the two territories?

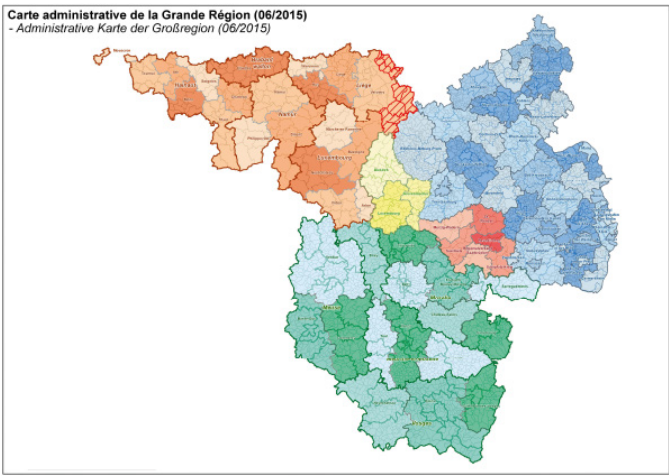
Ludovic Antoine: MMT's projections are, to date, based on 2030 and 2040 time frames. In the context of future management, we are going to open the model to a 2050 scenario. This scenario, which we hope will be ambitious, will serve as the basis for future cross-border territorial planning, which will have the objective of carbon neutrality.

Stéphane Godefroy: For MMUST, we have also set ourselves two horizons: 2030 and 2040. We are in the process of developing three scenarios with very different philosophies: a trend scenario with the extension of current trends, a planned scenario taking into account the objectives and guidelines currently included in the strategic documents of the Greater Region, and finally a breakthrough scenario, even more proactive in terms of ecological transition and sustainable development.

What are the main obstacles facing the two models? What are the difficulties linked to the cross-border nature of the approach?

Ludovic Antoine: The «black box» aspect of MMT has often been criticised. The projections are not scientific and are based on input data that can be contested. Some criticise the model for being a technical tool without a political dimension and for not considering cross-border governance. These are points for improving the model.

Stéphane Godefroy: The greatest difficulty for MMUST was the work of harmonising the surveys, carried out by LISER, due to the mass of information to be processed and the very broad scope of the project. We did not have the same level of data accuracy on either side of the border. Furthermore, we decided not to involve the German side for the time being, for technical and financial reasons. This would have resulted in significant costs for interpreting at the work meetings, for the surveys and



for the additional data coding time required. Let's work on this model, see if it works and try to extend it in a second phase. We still have regular exchanges with the Germans.

Mathieu Jacquot: Integrating the German part also means extending the French part to the SaarMoselle Eurodistrict. In addition to data harmonisation issues, we have different survey protocols with our neighbours. In France, we are used to conducting telephone surveys and face-to-face interviews; in Luxembourg, surveys are mainly conducted online. This also raises the issue of data interpretation.

What are the prospects for developing the approach and what is the impact of the health crisis on the prospective scenarios? How can we integrate, for example, new working and de-mobility practices?

Ludovic Antoine: The LGCC is currently working on the implementation of version 3.0 of the MMT, adapted to the 2030-2040 forecasts. The health crisis has precipitated the recalibration of the model. We are looking at how to integrate data on carpooling, active mobility and, more broadly, changes in commuter behaviour. There are also other points for improvement such as parking constraints and the question of pricing. Overall, attention is being paid to multimodality, which has not been sufficiently taken into account to date in the MMT projections.

Stéphane Godefroy: The MMUST project was scheduled to run until 2021, but we have asked for a one-year extension, due to administrative delays as well as the effects of the health crisis on our working habits. As far as MMUST forecasts is concerned, it is still difficult to speculate on the sustainability of behavioural changes, such as the increased use of cycling, or the practice of teleworking. In terms of perspectives, we are currently entering a new phase and trying to project ourselves into the post-INTERREG era. We are preparing the future governance and looking for future funding, in order to perpetuate the tool and thus continue this cross-border cooperation.

LEMAN COUNCIL

Mapping mobility practices on the scale of the Lake Geneva



Lake Geneva basin

The Lake Geneva basin is shared by more than 3 million inhabitants, with many functional interconnections. The Lake Geneva Council has published an analysis of the mobility practices of the inhabitants during work days to highlight the influence of the organisation of the territory on mobility.

For the first time at the Franco-Swiss level, this analysis provides a harmonised picture of the cross-border reality, making it possible to identify the issues in terms of employment, demography and mobility. It shows that the dynamism and cohesion of the Lake Geneva basin are partly based on a set of economic mobility networks linked mainly to home-work flows.

The cartographic study highlights the interdependence between the French and Swiss territories, with, on the one hand, centres providing activities and jobs and, on the other hand, predominantly residential centres.

This approach has made it possible to develop an updateable observation tool as well as a method that can be used by any institutional player according to their needs.

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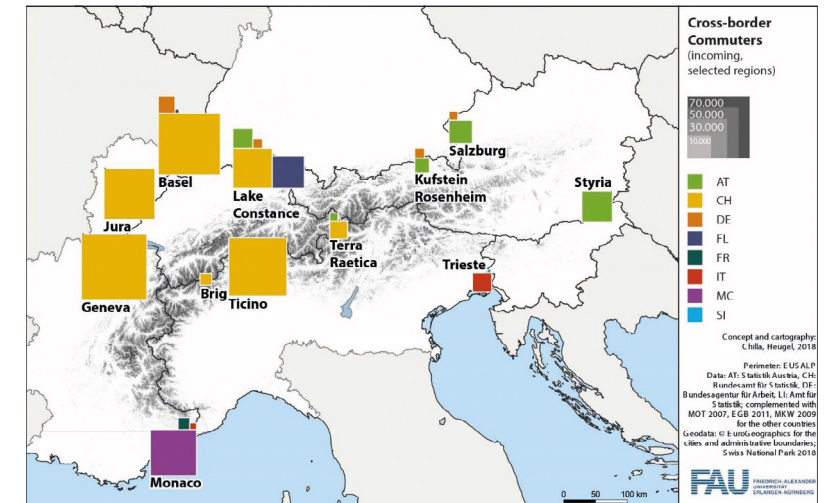
ALPINE REGION

An analysis of cross-border travel at the macro-regional level

The Alpine macro-region (EUSALP) is a privileged space for the study of cross-border travel.

If we compare the share of commuters to all employees, it is much higher (about 1.5 %) than in the EU as a whole (0.9 %). Indeed, the Alpine region is a «contact zone» between several states, where many regional economies have developed very dynamically in recent years, creating very attractive employment areas, especially around the Swiss borders.

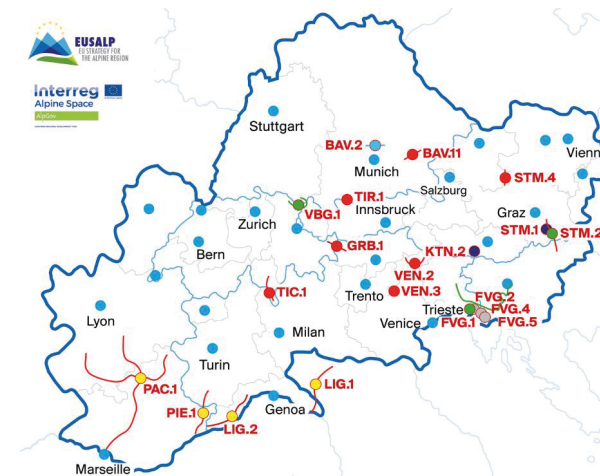
New challenges have arisen, in particular the need for comparable data bases, the strengthening of interregional exchanges and a coordinated cross-border transport policy. To meet these needs, the «CROSSBORDER» project was carried out from 2017 to 2019 in the framework of EUSALP.



Case studies of the ARPAP cross-border project

The analytical part of the project was based on a selection of case studies. As shown on the map, the highest number of cross-border commuters is found in the regions on the Swiss borders. Thus, the regions of Geneva and Basel have the highest number of cross-border commuters (both over 75,000), followed by the Jura Arc, Ticino and the Lake Constance region, which also includes the Rhine Valley and Liechtenstein (both over 47,000). Similarly high numbers of cross-border commuters can also be observed in Monaco, which as a micro-state like

Liechtenstein, has a specific political context. The examples of Salzburg, Trieste or Graz in Styria show the importance of urban or metropolitan contexts as flow generating poles. However, the number of cross-border trips can also be high in more rural regions, such as the Jura Arc or the Rhine Triangle.



Overview of EUSALP AG4 labelled projects

Since 2019, the results of the EUSALP project have been presented at international, national and regional conferences and in various publications. The project has thus contributed to raising the awareness of decision-makers on this important topic and has laid the groundwork for developing new actions.

Thanks to a specific project evaluation methodology, EUSALP Action Group 4 «Mobility» now identifies sustainable mobility solutions in the Alpine region from a macro-regional perspective. After two evaluation rounds, 20 projects have been identified in six different categories. They underline the urgent need to promote and finance cross-border mobility solutions, which are often neglected in national transport plans.

More info: www.alpine-region.eu/projects/arpap-crossborder

TEXT SIGNED BY:

Tobias Chilla (University of Erlangen-Nuremberg), Thomas Egger (Swiss Association for Mountain Regions), Patrick Skonieczki (Tyrolean Regional Government Office, Transport Planning Department).

EUROPEAN STUDY FROM THE DG REGIO

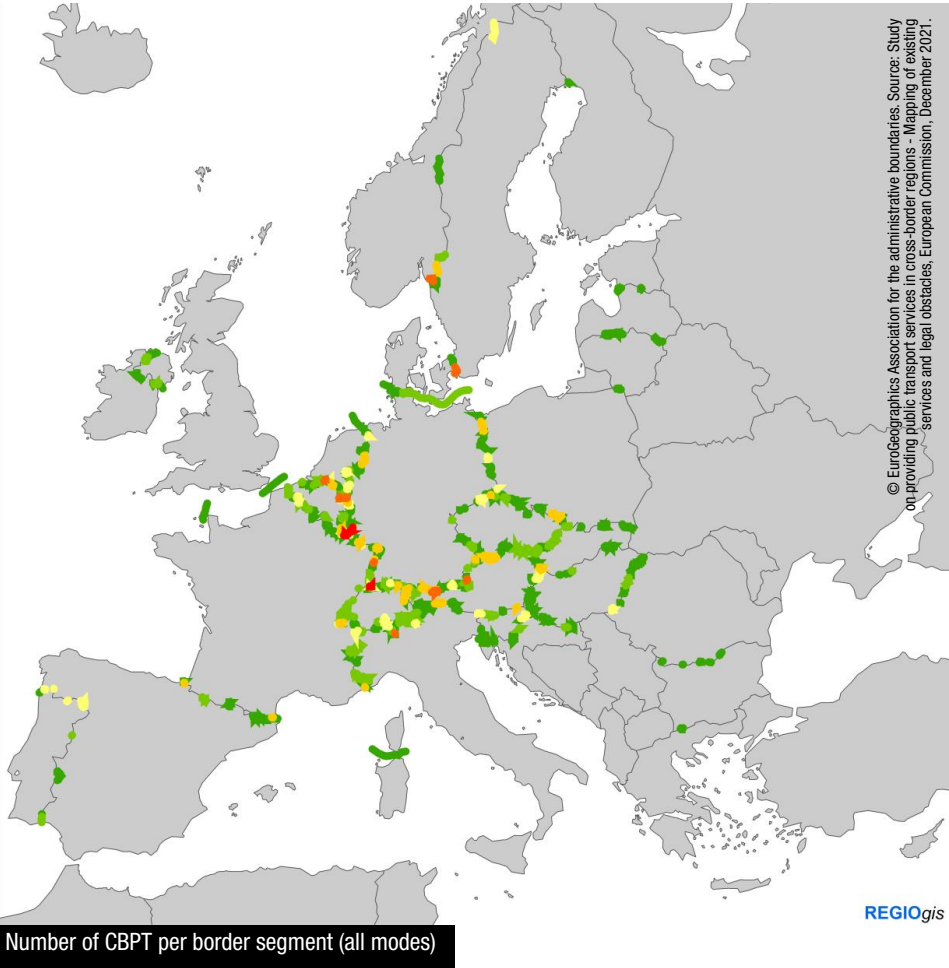
Cross-border public transport services in Europe

Accessibility of European border regions by public transport plays an essential role in opening up and better connecting these areas. Based on this observation, the European Commission launched a comprehensive study in 2020 to identify all existing services at European borders.

Since December 2021, an online visualization platform has provided information on nearly 7,000 cross-border public transport services (CBPT) along the EU's internal borders, as well as the borders with Liechtenstein, Norway, Switzerland and the United Kingdom. This platform provides comprehensive information: details on the origin and destination of each service, name of the

line, operator, location of stops, frequency of service. Additional data provides a comprehensive overview of cross-border public transport: the results of the permeability analysis indicate the relationship between CBPT services and latent demand in a border area; categorised information on the number of CBPT services per border area; information on the total number of CBPT services per country.

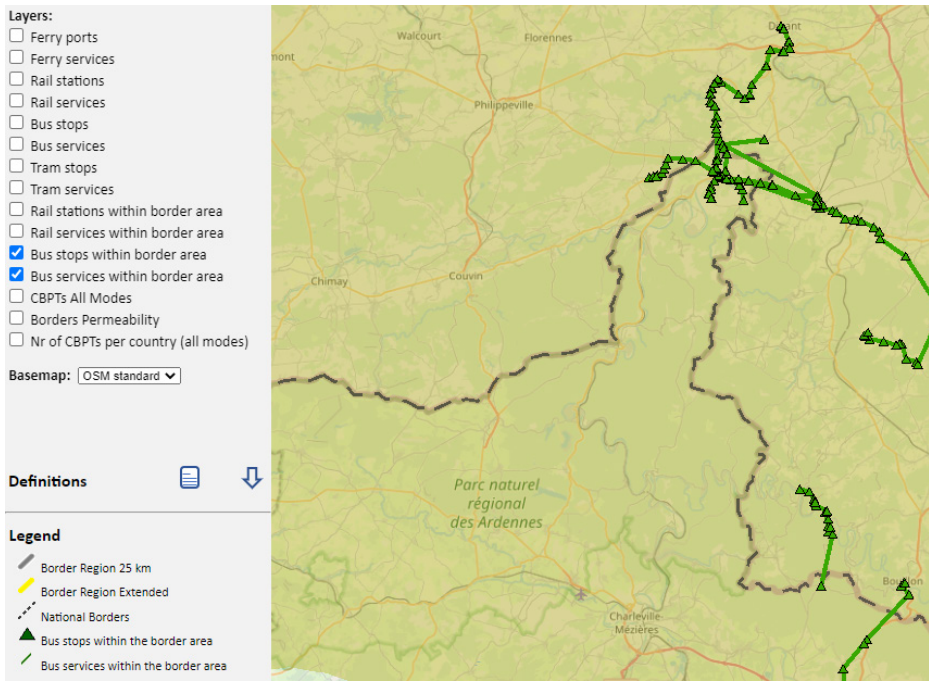
The study has made it possible to calculate a permeability index of border areas for the first time by relating the supply of services (the number of CBPT) to the demand, in order to identify parts of the border with high needs. For example, the study concludes that despite the high permeability between the Benelux countries, France and Germany, and Germany and Switzerland, there are sections that would benefit from an increase in transport supply.



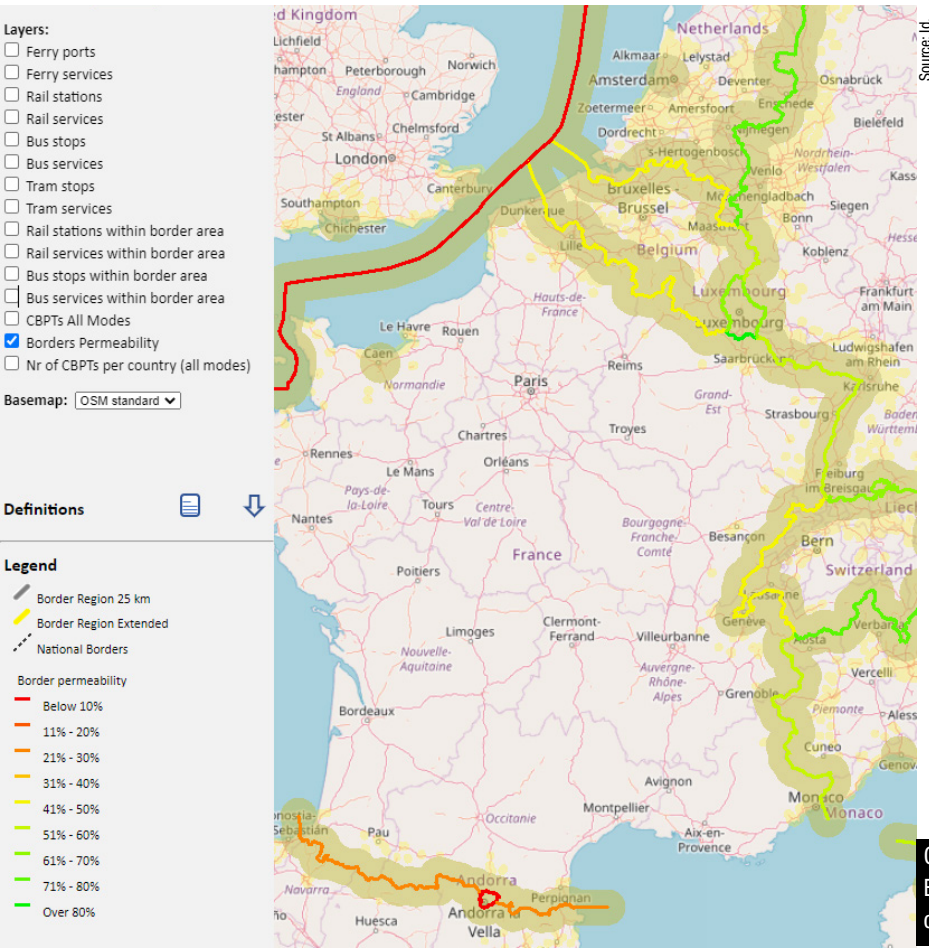
- No CBPT
- 1 - 10
- 11 - 25
- 26 - 50
- 51 - 100
- 101 - 150
- 151 - 213

Permeability is generally low for long border areas in Scandinavia, the Baltic States, Eastern European countries, the Pyrenees and the Spanish-Portuguese border. Nevertheless, some of these non-permeable border areas do not present a specific demand for CBPT, as the absence of services often coincides with an absence of demand.

The study also identifies the main obstacles to the development of CBPT: lack of coordination in ticketing, inadequate passenger information, inconsistent timetables, etc. It details, with the help of 31 case studies, the most common and efficient management methods in order to draw up recommendations for future CBPTs.



Cross-border public transport (CBPT) services in EU - Franco-Belgian border



With this initiative, DG REGIO reaffirms its borderless mindset and its commitment to making cross-border regions genuine «360° functional areas», enabling these territories to overcome the «geographical discrimination» linked to the presence of a national border.

European study from the DG REGIO:
https://ec.europa.eu/regional_policy/en/newsroom/news/2022/01/13-01-2022-new-study-providing-public-transport-in-cross-border-regions-mapping-of-existing-services-and-legal-obstacles

CBPT Platform:
<http://www.crossbordertransport.eu/>

SOURCE:

This article draws from the conclusions of the European Commission study (DG REGIO) published in December 2021: «Providing public transport in cross-border regions - mapping of existing services and legal obstacles».

Cross-border public transport (CBPT) services in EU - Focus on French borders and neighbouring countries

Organising cross-border mobility: an overview

Cross-border links play a major role in the development of the territories they connect. The map below provides an overview of 18 experiments or projects which shape mobility on numerous borders. They are further explored in the following pages of this section.



- **Flanders (FR) - West Vlaanderen (BE):** TRANSMOBIL, a network of mobility hubs
- **SaarMoselle (FR-DE):** a cross-border bus line with interoperable ticketing
- **Upper Rhine (FR-DE-CH):** sharing data on cross-border mobility
- **Basque country (FR-ES):** the emergence of an integrated public transport network
- **Catalan cross-border area (FR-ES):** CONNECT, new inter-city bus lines to erase the border effect
- **Greater Geneva (FR-CH):** Léman Express, the largest cross-border regional rail network in Europe
- **Grand Est (FR) - Germany:** cross-border rail lines open to competition
- **PAMINA (FR-DE):** the Rastatt - Haguenau rail link: a promising missing link
- **France-Belgium (FR-BE):** Givet-Dinant
- **Hungary-Austria:** GYSEV: resilience of cross-border rail links in times of pandemic
- **Pyrenees-Mediterranean (FR-ES):** with TRAILS, Occitania and Catalonia develop cross-border rail freight
- **Lille-Kortrijk-Tournai Eurometropolis (FR-BE):** the challenges of a living area with very different mobility practices
- **Italy-Slovenia (IT-SI):** EGTC GO, a cross-border bike-sharing project
- **Jura Arc (FR-CH):** carpooling: an alternative and cross-border solution to driving independently
- **Finistère (FR) - United Kingdom:** the challenge of accessibility in light of Brexit
- **Sweden-Finland (SE-FI):** The Aurora Botnia ferry, the result of long-term cross-border cooperation
- **Modane (FR-IT):** the local impact of major bilateral Franco-Italian challenges
- **Terres Monviso (FR-IT)**

GOOD PRACTICES

Putting the user at the heart of cross-border public transport services

Cross-border accessibility has a major impact on the daily lives of residents living on the border. The issue of mobility is central to free movement in Europe. Initiatives allow various networks to emerge and expand to better connect European territories.

FLANDERS-WEST VLAANDEREN

TRANSMOBIL, a network of mobility hubs in a rural and cross-border context

Launched in 2018 for a period of four years, the Interreg V Transmobil project aims to improve the overall mobility offer for the inhabitants of the rural cross-border territory of French-Belgian Flanders, where there are few or no alternatives to driving a car.

sides of the border. The aim is to bring together technicians and elected representatives to pool knowledge, exchange experiences, dialogue, evaluation and a common approach to mobility issues.

– The creation of a mobility centre, to make the existing transport offer known to the general public, via the creation of a website.

SETTING UP A CROSS-BORDER NETWORK OF HUBS

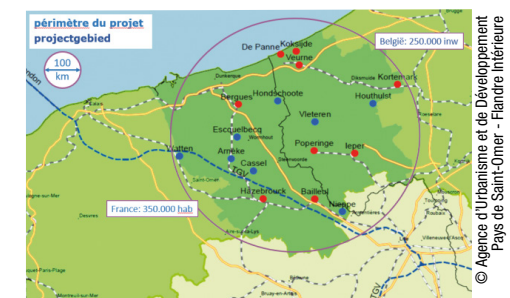
21 project partners have worked on the establishment of a network of hubs, i.e. central points in towns and villages, which are both multi-modal platforms (public transport, bicycle hire, car sharing) and multi-service. Indeed, these hubs can also function as a space for social gatherings or as commercial hubs, with the development of a local grocery shop or a coworking space for example.

THE CREATION OF A CROSS-BORDER MOBILITY CENTRE

This new centre has made it possible to improve knowledge of mobility policies, practices, services and needs on both

Several activities are organised within this centre:

- Cross-border analysis, to better understand practices and identify needs. After an inventory of available data sources, a diagnosis was carried out and enhanced by the production of cross-border sheets on mobility.
- Updating of the cross-border public transport map, to improve user information by giving an overview of cross-border bus and train links.
- Cross-border connections, to improve knowledge between French and Belgian technicians and encourage the pooling of their expertise and resources; to develop concrete solutions for improving mobility services for the population.



More info:
<https://www.transmobil.be>

SAARMOSELLE

Launching a cross-border bus line with interoperable ticketing

The Moselle-Saar (MS) cross-border bus service was initially co-financed by the European Interreg programme. After the end of the European funding, the cross-border bus link between the capital Saarbrücken in Saarland and Hombourg-Haut in Moselle (initially departing from St-Avold) could be maintained by mobilising the partners of the SaarMoselle Eurodistrict. Thanks to the improvement of the service (frequency, stops, journey times, etc.), more and more passengers are now using the line to go to work, do their shopping, go to school or for leisure activities.

Despite the discontinuation of the MS bus line in the first half of 2020 due to the Covid-19 pandemic, an increase in ridership had already been noted in the

year 2019-2020. The SaarMoselle Eurodistrict was responsible for the marketing and communication of the line. In 2020, the partners renewed the co-financing agreement for seven years.

TICKETING SAAR MOSELLE

The «Ticketing Saar Moselle» project aims to achieve cross-border interoperability between the French and German ticketing systems. The Interreg VA Großregion programme co-financed the project, enabling the development and testing of a ticketing solution and a mobile application simplifying public transport journeys for passengers in the Saar-Moselle cross-border region. This project was carried out by the new Moselle Saar cross-border bus line.

It required the full involvement and expertise of the funding partners: Grand Est region, Saarland, Forbach Porte de France urban community and Saar-Moselle Eurodistrict.

The solution was acquired through a consortium, and a multi-partner agreement was necessary to facilitate the online purchase of tickets by customers on a zone comprising 54 lines.



© Eurodistrict SaarMoselle

The differences in culture and customs on both sides of the border required specific functions in the customer application and adapted rules in the management system. The chosen solution allows travellers to easily move around with a single ticket, regardless of the scope of the journey (geography, country, modes of transport) and also encourages the use of more ecological means of transport.

Video presentation of the project:
<https://www.youtube.com/watch?v=RcEaLFGiNRg&t=6s>



TRINATIONAL METROPOLITAN UPPER RHINE REGION

Sharing data on cross-border mobility in the Upper Rhine Valley

The Trinational Metropolitan Upper Rhine Region is an ideal experimental area for rethinking cross-border mobility, as a living area where numerous economic, social and scientific collaborations are developed. Cross-border commuting and tourism are part of daily life for many citizens.

However, due to the lack of alternatives, car travel remains the predominant form of cross-border mobility. In its desire to be at the forefront of climate protection, Baden-Württemberg wishes to increase the share of public transport in travel within the Land and across borders. Mobility does not stop at borders, but information and ticketing systems still largely do.

At present, mobility is mainly based on physical infrastructure built over the last two centuries, and is struggling to meet the growing demand of users. This is all the more evident in peripheral regions such as the Upper Rhine Valley, where transport links are reduced to a few entry or exit points such as bridges or other crossing points.

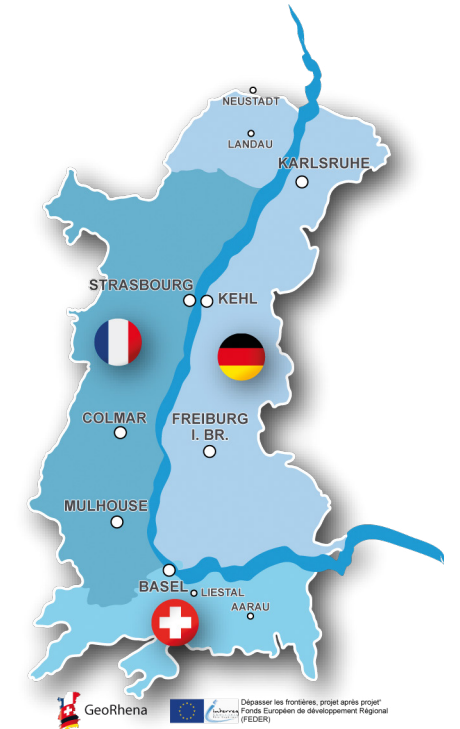
Promising initiatives are now emerging in the Upper Rhine Valley, such as the construction of new bike paths. On both sides of the Rhine and at local, regional and national levels, there are strategies to support seamless and comfortable travel options, including new cross-border bus routes and more direct connections with regional trains.

In order to promote the share of public transport in cross-border mobility, it is crucial to address the lack of real-time and fare information on

cross-border travel. It is also a question of simplifying access to information for the user. This is why Baden-Württemberg wishes to introduce policies for opening up and sharing data, which are essential for the development of multimodal cross-border mobility systems.

The principle of Mobility-as-a-service (MaaS) is an appropriate solution in this respect, as it allows different mobility options to be booked using a single application and with appropriate tariffs. This becomes particularly clear when looking at regions close to the border, where local MaaS applications already include different regional operators, but are often not able to easily integrate existing mobility solutions on the other side of the border.

The Baden-Württemberg Ministry of Transport has set up a state-wide mobility data platform called «MobiData BW». It brings together data from a wide range of partners (public sector authorities, municipalities and mobility service providers). MobiData BW is a central and neutral hub for digital mobility and data



services in Baden-Württemberg.

As a next step, the connection of these data hubs between France and Germany will promote the formation of an ecosystem in the region that will ultimately allow for better interregional mobility. Joint management and better use of mobility data will help to improve the daily lives of the approximately 100,000 cross-border commuters in the Upper Rhine.



© Baden-Württemberg

BASQUE COUNTRY

Promoting the emergence of an integrated public transport network

The E-Mobask project aims to stimulate the use of urban public transport services in the Bayonne and San Sebastian conurbation, and to publicise the offer, both for cross-border citizens and for the many tourists visiting the area. Co-funded by the Interreg POCTEFA programme, it responds to the needs of sustainable mobility in the territory of Gipuzkoa and the Northern Basque Country by facilitating its use.

This project facilitates access to transport networks by integrating ticketing systems, and improves the information available through a cross-border mobility guide, enabling users to view all the transport offers in the territory. More generally, it aims to make multilingual passenger information more accessible, in French, Basque and Spanish.

The implementation of the interoperable cross-border ticketing system is a major innovation, offering users the possibility of paying and validating their journeys with their usual public transport card on the other side of the border.

Passengers have the possibility of paying for their journey with a contactless bank card directly on the validators in the buses, as if it were a transport card.

E-MOBASK is a response to the increased need for mobility in the area, which is accompanied by the need to reduce the pollution caused by car use.

Driving remains the preferred means of transport for the majority of the population, whether it is to get to work or for other journeys. An increase in the use of public transport is beneficial in many ways, as it reduces air pollution, noise and traffic congestion.

By facilitating access to the cross-border offer, the project stimulates the use of public transport or other sustainable means of travel such as self-service bicycles, thus reducing CO2 emissions.

The project promotes the energy transition and the reduction of GHG emissions through the introduction of 100% electric buses in the public transport networks of the North Basque Country (Trambus in particular) and San Sebastian.

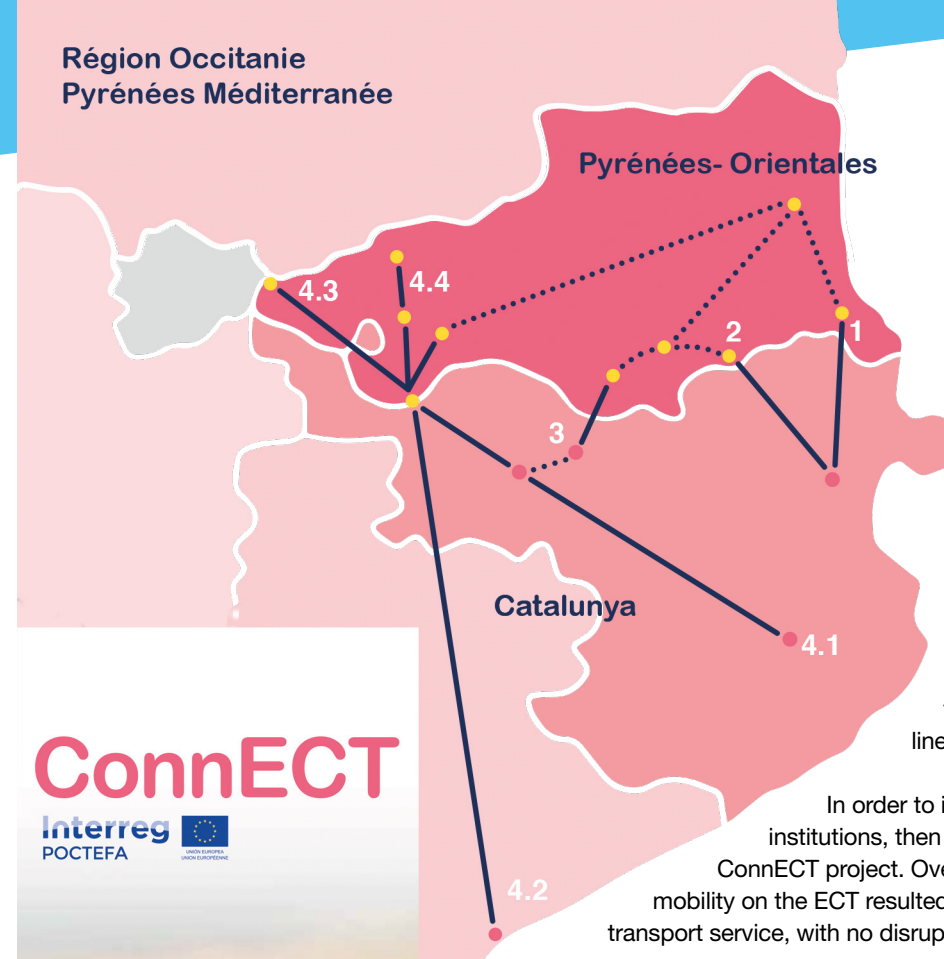
E-MOBASK is complementary to other POCTEFA projects, more specifically SMARTMOB and TRANSFERMUGARREKIN. The former aims to develop sustainable and intelligent mobility solutions in the Bidasoa-South Basque Country cross-border territory. The latter aims to consolidate the cross-border intermodal transport offer on the territory of the New Aquitaine-Euskadi-Navarre Euroregion.

In the long term, the objective will be to capitalise on the project in order to continue the development of cross-border ticketing interoperability for wider and more accessible deployment. The development of a competitive cross-border public transport offer, a real alternative to the driving in the North Basque Country / Gipuzkoa territory, is the major challenge for the years to come.

More info: <https://emobask.eu>



Région Occitanie Pyrénées Méditerranée



CATALAN CROSS-BORDER AREA

New inter-city bus lines to erase the border effect

As part of their bilateral cooperation, the Generalitat de Catalunya and the Pyrénées-Orientales department have long pointed out the need to improve the cross-border public transport offer in order to facilitate the emergence of a genuine living area in the Catalan cross-border area, also referred to as the Espace Catalan Transfrontalier (ECT).

In 2014, this prioritisation resulted in the signing of a thematic agreement within the framework of the Cooperation Agreement linking these two authorities, with the aim of creating a cross-border offer of interurban bus lines. Today, this goal has become a reality.

In order to implement the actions defined by the agreement, the two institutions, then organising authorities for transport, have worked on the ConnECT project. Over four years (2018-2022), this true experiment in cross-border mobility on the ECT resulted in the establishment of an efficient and fitting public transport service, with no disruption of public service or border-related constraints.

Submitted as part of the Interreg POCTEFA 2014-2020 programme, this project aims to promote sustainable mobility for the inhabitants of the ECT and to eliminate the border effect, on the one hand by improving the cross-border transport offer, and on the other hand by promoting the reduction of carbon emissions into the atmosphere.

In application of the French NOTRe law conferring competence for public transport on the Regions, the partnership initially envisaged has been extended to the Occitanie Region - competent authority for interurban transport. In concrete terms, this partnership has resulted in the creation of five new cross-border bus lines, labelled «ConnECT».

KEYS TO THE SUCCESS OF THE PROJECT

- An initial exhaustive analysis of existing routes, timetables and stops between the members.
- A major update and translation of the data files of the Occitanie Region and the Generalitat de Catalunya, which made it possible to extend the scope of the «Mou-te» journey planner (used by the Generalitat de Catalunya) to the entire ECT territory.
- The designing and publishing of the information leaflets (FR and CAT) used on the 5 ConnECT lines.
- The development of a common signposting system for bus stops and buses, in order to improve visibility for users.
- The realisation of a study on the realities and needs of the populations of the ECT in terms of cross-border public transport.

ACROSS BORDERS, THROUGH THE CRISIS

The experimental phase was launched in 2020, for a period of two years. Due to the pandemic, the implementation of the ConnECT project actions was greatly impacted and delayed, given the exceptional restrictions on mobility at border crossings, leading to the closure of borders between the States for almost 6 months, during which time the lines remained operational but were unable to cross the border. Despite the delay, the partnership adapted resiliently to the external health and social circumstances to minimise the effects of the pandemic and continue to reaching the project's goals. To date, ConnECT's cross-border transport services have been fully restored and are operating normally, according to planned frequencies and schedules, providing an optimal cross-border service to citizens.

GOOD PRACTICES

Rail as a 360° territorial development tool^{oo}

Making mobility more environmentally friendly is at the heart of the development of cross-border rail networks. It is a question of better serving border towns to minimize road congestion, reducing emissions from cars and encouraging integration by linking European transport corridors. In the face of the climate and health crises, measuring the progress of these projects is not always easy.

GREATER GENEVA

Léman Express, the largest cross-border regional rail network in Europe



The Léman Express was born of a major problem in Greater Geneva: the daily travel of more than 100,000 border workers and inhabitants of the Franco-Genevan living area. In 2015, of the 550,000 daily cross-border journeys, only 16% were made by public transport, due to the lack of an efficient and coherent

service on both sides of the border. The use of cars by the majority of cross-border workers has until now caused severe congestion on the road network at peak times. Inaugurated in December 2019, the Léman Express is a rail link between Geneva, the Ain and the north of

Haute-Savoie. The network is managed by the operator Lemanis, a joint subsidiary of the SNCF and the CFF, and currently covers 230 km of track, serving 45 stations. With almost 60,000 passengers per day, the Léman Express now meets the mobility needs of the canton and the cross-border region, while providing a sustainable and efficient alternative for many commuters.

KEYS TO THE PROJECT'S SUCCESS

- A project based on long-term work on multimodal modelling of flows on a cross-border scale.
- A unified and zonal fare system built with 8 organising authorities and 10 transport operators in the framework of an extended fare community.
- The 1 journey = 1 ticket rule, simplifying comprehensibility for users.

UNEQUAL DEVELOPMENT BETWEEN FRANCE AND SWITZERLAND

Disparities in the development of the network persist, however, as the lack of funding does not allow the network to be modernised as quickly on the French side as on the Swiss side. Modernisation work on line 1 between Annemasse and Evian is underway. The frequency of trains also varies on both sides of the border: the average time between two trains is 7 to 10 minutes on the Swiss side, compared to 30 minutes on the French side. A recent survey conducted by the HES-SO Geneva reveals that the problem of transport remains a major issue for the population of Greater Geneva, particularly for the inhabitants of the Ain department, which is less well served by this new service.

«The Léman express perfectly illustrates the main challenge of Greater Geneva: to irrigate a dynamic conurbation of nearly one million inhabitants, at the heart of a much larger cross-border region, from Mont Blanc to Lake Geneva and the Jura. It illustrates the problems and solutions: what kind of governance is necessary for the urban project and the transport network? How can it be financed across national borders? Finally, it illustrates possible improvements: how to increase the modal shift, involve a population of cross-border citizens, not just users?»

Christian Dupessey, Mayor of Annemasse, President of the Pôle métropolitain du Genevois français, President of the Mission Opérationnelle Transfrontalière

Source: HES-SO Geneva survey
<https://arodes.hes-so.ch/record/7937/files/Published%20version.pdf>

More info:
<http://www.grand-geneve.org/leman-express>

FRANCE-GERMANY

Cross-border rail lines open to competition: a first in France

The Grand Est region opened up cross-border rail lines to competition. A total of seven routes are concerned, from Metz, Strasbourg and Mulhouse to the German cities of Trier, Saarbrücken, Neustadt, Karlsruhe, Offenburg and Müllheim.

According to the Regional Council, these lines currently represent an under-utilised development potential for the SNCF (France's national state-owned railway company). Thanks to the opening, the transport offer should be doubled or even quadrupled in certain parts.

At the end of December 2021, together with the Länder of Rhineland-Palatinate, Saarland and Baden-Württemberg, the Conseil régional du Grand Est published a call for tenders. The contract is open to any

operator - French, German or other - for a period of fifteen years. The Grand Est Region plans to start operations at the end of 2024.

The President of the Grand Est Region, Jean Rottner, emphasised the innovative nature of this initiative, since it is a «first in France for cross-border services»: an important step towards the creation of a European metropolitan express network between the Grand Est and its cross-border neighbours.



TGV from France to Frankfurt in Germany

PAMINA

The Rastatt - Haguenau rail link: a promising missing link

Built in 1895, the Rastatt-Haguenau line has been largely unused since the post-war period, apart from a short section dedicated to freight traffic. The rest of the line has been neutralised, but not decommissioned, so that the track is still maintained.

In view of the potential of this «missing link», confirmed by the European Commission's 2018 study on «missing railway links», the PAMINA¹ Eurodistrict is actively supporting a project to reactivate a 58-kilometre long section between Haguenau and Obermodern.

A LEVER FOR SOCIO-ECONOMIC AND SUSTAINABLE DEVELOPMENT

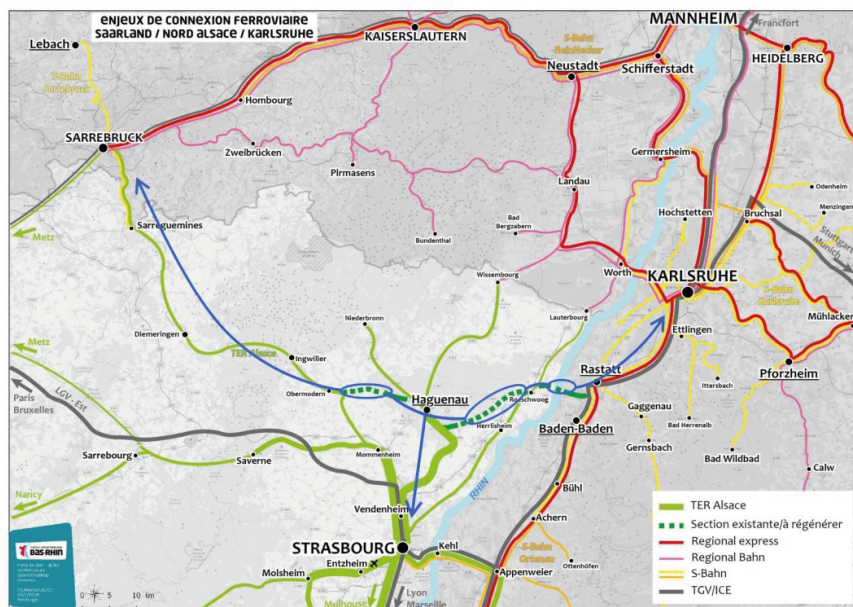
This section would contribute to the sustainable development of the region by allowing more people to access public transport. It would also help to reduce car traffic on the bridges over the Rhine in Rastatt and Karlsruhe, as well as the CO2 emissions caused by road transport. The link would also strengthen the economic competitiveness of the PAMINA labour market region, increasing its attractiveness and boosting cross-border employment. It could also become a factor in reducing the rural exodus of young people and in developing tourism.

This project is intended to improve the quality of life of the inhabitants by ensuring better access to health services, administrations and shops.

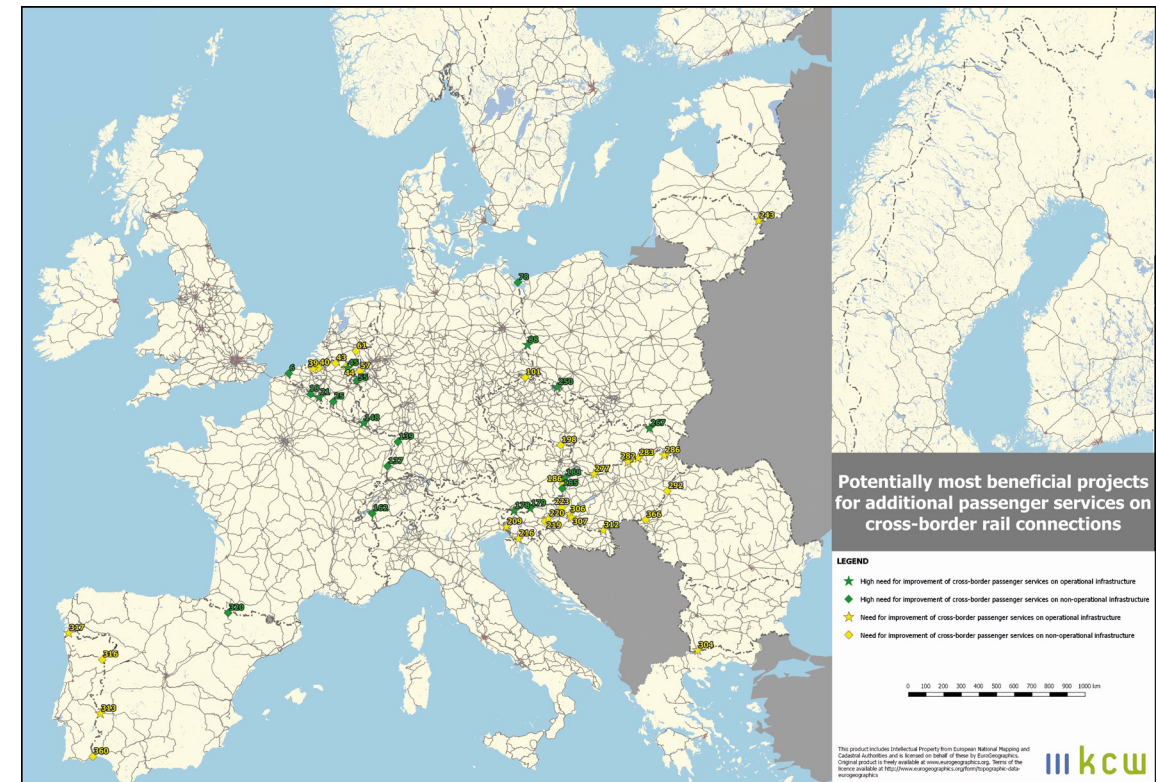
On a wider scale, this railway line would also strengthen European integration, as it would connect four transport corridors (Atlantic, Rhine-Danube, North Sea-Mediterranean, Rhine-Alps).

The inclusion of the Karlsruhe-Rastatt-Haguenau-Saarbrücken line in the TEN-T network would also accelerate its reactivation thanks to financing from European funds (Connecting Europe Facility, CEF). However, the line is not included in the TEN-T revision proposal adopted by the European Commission in December 2021.

¹ Southern Palatinate, Mittlerer Oberrhein and Northern Alsace.



Railway connection issues Saarland / North Alsace / Karlsruhe



MULTIMODAL MOBILITY PROJECT

The reactivation of the missing link is part of a wider multimodal and sustainable mobility project, on the scale of the cross-border territory. In this context, the PAMINA Eurodistrict EGTC is the initiator of the MobiPAMINA project, the purpose of which is to draw up a feasibility study, launched in spring 2021 and supported with over €300,000 under the INTERREG V Upper Rhine programme. In addition to the conditions for reactivating the missing link, this study examines more generally the various ways in which cross-border mobility can be improved and respond to the climate challenge at the level of the PAMINA Eurodistrict.

DIFFICULTIES ENCOUNTERED

A mobility project on a cross-border scale is a fundamentally complex project. To meet the demand for a multimodal concept, it is inevitable to consider and

include all modes of transport. This requires time and strong foundations.

Furthermore, due to its broad scope, this project involves many partners from different political levels (federal, regional and municipal). Not only must mutual understanding be ensured, but the legal situation must also be clarified.

The legal issues do not only arise at cross-border level. It is also a question of who owns the various sections of the route and whether or not they have been downgraded.

These difficulties complicate the implementation of the project. It appears that legal issues in particular are very time-consuming and can delay the successful completion of the study.

More info:

<https://www.eurodistrict-pamina.eu/fr/reactivation-de-la-ligne-ferroviaire.html>

FRANCE-BELGIUM

GIVET-DINANT

On 9 December 2021, Jean-Baptiste Djebbari, Minister Delegate in charge of Transport, and Georges Gilkinet, his Belgian counterpart, ratified two declarations of intent concerning the projects to reactivate the Givet-Dinant and Valenciennes-Mons rail links. The Charleville-Givet-Dinant line is also included in the proposed revision of the Trans-European Transport Network (TEN-T), voted by the European Commission on December 14th 2021.

HUNGARY-AUSTRIA

GYSEV: resilience of cross-border rail links in times of pandemic

The Hungarian regional rail operator GySEV operates on 535 kilometres of tracks around the Hungarian cities of Győr and Sopron, and linking to the Austrian city of Ebenfurth. In 2019, 7.8 million people used this service, with 210-422 passenger trains and 40-58 freight trains per day.

BORDER RESTRICTIONS CHALLENGING THE SERVICE

The health crisis had a significant impact on passenger transport. Due to traffic restrictions, the number of passengers decreased significantly. As elsewhere, the network also faced difficulties with border controls, as well as fears of passengers and staff, some of whom preferred cars to trains.

Unlike other lines that were severely impacted during the first wave of Covid (Öresund, Ticino-Lombardia...), the cross-border rail service remained operational throughout the pandemic. It was an efficient solution for some border commuters, who avoided the traffic jams at the borders, where the controls sometimes led to very long waiting times.



The pandemic had less of an impact on freight. While there was a decrease in traffic at the beginning of the crisis, traffic quickly recovered thereafter. Disruptions were minor and the continued flow of goods ensured that the region was supplied.

RESILIENCE AS A COURSE FOR THE POST-PANDEMIC

In order to strengthen rail mobility between Hungary and Austria, and to anticipate future crises, the rail operator has set several objectives:

- To make rail a priority transport choice and ensure that regular users return after the pandemic.
- To transport goods on a larger scale by exploiting the advantages of international rail freight corridors.
- Continue to be part of a sustainable development logic by mobilising the various European funds available: reconstruction of infrastructure, electrification, electric traction, improvement of services.

More info:
<https://www2.gysev.hu/en>

PYRENEES-MEDITERRANEAN

With TRAILS, Occitania and Catalonia develop cross-border rail freight

TRAILS (TRAnsnational Intermodal Links towards Sustainability) aims to promote the use of rail transport and intermodality in cross-border freight transport between France and Spain, on the Mediterranean side. Co-funded under the POCTEFA programme, it has brought together for four years, despite the complexity of the health crisis, ten private and public partners, representative of the transport and logistics sector of the Occitania and Catalonia regions.

A CROSS-BORDER ECOSYSTEM FAVOURABLE TO MODAL SHIFT

Crossing the French-Spanish border via the Mediterranean coast represents 52% of North-South logistics flows in Europe, and only 2% of these exchanges use rail.

Every day 13,000 heavy goods vehicles cross the border, i.e. one truck every six seconds. A train that can load up to 42

containers or semi-trailers consumes six times less CO₂ than a truck. Multimodality is an essential key in the fight against climate change and the decarbonisation of freight transport.

TRAILS has focused on the optimisation of existing tools and the linking of actors in the logistics chain and presents concrete results:

- **A common and detailed interactive mapping** of the multimodal rail facilities and services available on the territory. This innovative and sustainable tool makes it possible to contact operators directly.
- **Joint collaborative decision-making tools for the future:** market studies and strategic analysis of the cross-border transport and logistics sector.
- **Creation of three rail freight lines** and two additional services currently under construction.

© Trails project



- **Actions for innovation** in multimodal transport and training, trade fairs.

TOWARDS A «CROSS-BORDER ONE-STOP SHOP

The health crisis has shown the strategic importance of freight transport and the organisation of the logistics chain. It has also revealed certain weaknesses and fragilities. At the same time, the climate crisis has inserted itself into the management of the post-Covid era. This context is favourable to the development of multimodal transport but requires sustained support measures over the long term.

The TRAILS project has shown that it is possible to improve the situation of rail freight in a cross-border territory, which is considered to be more difficult, by sharing good practices between private and public actors.

One of the extensions of the project could be to create a «cross-border one-stop shop» to facilitate shippers' access to rail freight services.

More info:
<http://www.trails-project.com>

GOOD PRACTICES

Alternative cross-border mobility for decarbonisation

Rail networks are not the only way to reduce the carbon footprint of travel. Cooperation between neighbouring regions extends, for example, to car-sharing projects or bike routes. With these less polluting solutions, it becomes possible to cross the border in an «alternative» way.

LILLE-KORTRIJK-TOURNAI EUROMETROPOLIS

The challenges of a living area with very different mobility practices

The Lille-Kortrijk-Tournai Eurometropolis has more than 2 million inhabitants in a Franco-Belgian territory where population densities vary greatly (from 253 to 1785 inhabitants/km²), which has an impact on the organisation of transport and practices,

particularly where there are significant urban continuums along the border.

WHY DO PEOPLE CROSS THE BORDER?

The main reasons for cross-border travel are shopping and consumption of

services, work and study. For example, more than 90% of the students at the Institut tounaisien Saint Luc (Art and Architecture) come from France, while Belgian residents appreciate the access to the TGV network from Lille.

HOW DO PEOPLE CROSS THIS BORDER?

Although there are three cross-border links, two by train and one by bus, only 5% of cross-border journeys are made by public transport within the Eurometropolis. According to the latest «Ménages Déplacements» survey, which includes a cross-border section, significant differences in mobility practices emerge: the car remains the most widely used mode (72% in Wallonia, 63% in Flanders, 57% in the MEL); public transport accounts (before Covid) for more than 10% of journeys in the MEL, but only for less than 2% in the less densely populated Belgian territories. Active modes (walking and cycling) represent a growing but still too low share: almost 30% of daily walkers in the MEL, 19% in Wallonia and 15% in Flanders, where the share of cyclists is particularly high (16.5%), unlike in the MEL and Wallonia, where the modal share of cycling stops at 1.5%.

The Carré Bleu - 90 km Franco-Belgian cross-border cycle route.



MORE CROSS-BORDER BIKE PATHS?

The Carré Bleu, inaugurated in 2021 by the Eurometropole, is a fully signposted 90 km cross-border bike route. Although it is primarily intended for tourism, the Carré Bleu is also an infrastructure used for everyday travel. The Eurometropolis is working to improve cycling and pedestrian connections between neighbouring municipalities to facilitate both recreational and everyday use (work, shopping, services, etc.).

TOWARDS A GLOBAL VISION OF SUSTAINABLE MOBILITY

In addition to the progressive organisation of cross-border governance in favour of sustainable cross-border mobility, there are structural public transport projects that go beyond the border: an extension of the tramway line, a metropolitan express service (like the RER), cross-border bike connections, etc.

Although the health crisis has reduced the use of public transport, the need to improve traffic flow, air quality and the health of inhabitants by promoting active modes of transport remain the main cross-border leitmotifs and challenges.

More info:
<https://www.espacebleu.eu/carrebleu>

ITALY-SLOVENIA

EGTC GO, a cross-border bike-sharing project

TOWARDS CROSS-BORDER PUBLIC URBAN MOBILITY

Located on the border between Italy and Slovenia, the Gorizia-Nova Gorica EGTC (EGTC GO) brings together since 2011 the municipalities of Gorizia, Nova Gorica and Šempeter-Vrtojba, in order to respond to common challenges, especially in terms of cross-border services.

The «Cross-border Public Urban Mobility Plan» (CB PUMP) of the EGTC GO, a project selected after the first call for «B-solutions» projects launched in 2018, aims at removing obstacles to the integration of urban transport networks operating within the EGTC. These obstacles are of an administrative and legal nature and relate to cross-border cabotage restrictions, the plurality of fare systems and the lack of information provided by transport operators on either side of the border, as well as the use of different languages.

This draft agreement between the Friuli Venezia Giulia region and the Slovenian Ministry of Infrastructure proposes that transport operators set up new

cross-border bus lines and, more broadly, design the area shared by the three cities as a single urban system.

AN INTEGRATED BIKE-SHARING SYSTEM

In 2021, the EGTC GO has submitted a project aiming at the integration of the existing bike-sharing systems between the border cities of Gorizia and Nova Gorica (GO2GO Cross-border Bike Sharing). The objective is to set up an integrated bike-sharing system, managed by the EGTC. Also selected in the framework of the «B-solutions» initiative to address the legal and administrative differences between Italy and Slovenia, it aims to explore the possibility for the EGTC GO to be the managing authority of a single cross-border bike-sharing system. This sustainable project should be operational by 2025, when the two cities will jointly be European Capital of Culture. In this context, a cross-border park project is underway to preserve the natural and cultural heritage of the area along the

Isonzo river and to increase its tourism and recreational potential. The EGTC GO has drawn up an action plan to enhance the future park and to develop mobility and bike tourism in the region. The cross-border urban bike-sharing project is part of this broader project.



European Grouping of Territorial Cooperation
Gruppo europeo di cooperazione territoriale
Evropsko združenje za teritorialno sodelovanje



More info:
<https://euro-go.eu/en/>

Carpooling in the Jura Arc: an alternative and cross-border solution to driving independently

The number of cross-border workers in the Jura Arc is constantly increasing. According to a study conducted by the Statistical Observatory of the Jura Arc, they have increased by almost 70% in ten years, from 19,000 to over 32,000 in 2016. By 2022 this latter figure surpassed 40,000. However, almost all of the journeys between home and work (97%) are made by car. Every day, the Swiss towns of Le Locle and La Chaux-de-Fonds receive half of the working people residing in Morteau and Villers-le-Lac, so that certain stretches, such as the Col des Roches, are subject to very heavy commuting traffic. This situation leads to road traffic congestion at the borders, parking difficulties and major environmental nuisances. With this in mind, the local authorities are encouraging the development of alternative transport solutions.

THE PROJECT

Launched in 2011 as part of the Interreg programme, the project promotes a shared mode of transport and aims to compensate for the poor public transport service in this mid-mountain region. It brings together 18 Swiss and French partners. 180 companies, representing 42,000 employees, take part in the scheme. In order to perpetuate and extend the scheme, a number of functions have been put in place: a website, a dedicated telephone exchange and an application dedicated to the companies' human resources to guide employees. Awareness-raising and promotional activities are also organised within companies to reach potential users as closely as possible. In addition, carpooling areas have been set up in a concerted manner on both sides of the border. Another major advantage is that the system provides an overview of the number of cross-border carpoolers and its impact on traffic and pollution.



© Arc Jurassien

systematic control of vehicles has considerably increased the travel times of commuters who could not work remotely. The restrictions and the context within companies put a brake on the actions of the project. The annual inter-company «challenge», a flagship action to mobilise and perpetuate the approach, was cancelled in 2020 and 2021. Although some motorists have been able to return to their independent driving habits, more recent events such as the rise in petrol prices and the climate crisis have had the opposite effect. This trend is highlighted by the 24% increase in participation in the 2022 edition of the annual challenge. Today, while there are fewer crisis-related restrictions, inherent changes remain: carpooling is still discouraged in some companies, teleworking, which is still widely practiced, is expected to continue, and pressure on parking has decreased. In this context, the project aims to reshape the current dynamic, in particular through actions within partner companies and by targeting home-work carpooling of border workers, but also by providing a multimodal dimension in the tools made available. It also ensures that it adapts to the needs of local authorities, companies and carpoolers in order to propose relevant actions in response to new practices.

A SUSTAINABLE ALTERNATIVE

This initiative is part of the common desire to move towards balanced, mutually supportive, competitive and sustainable development on both sides of the border. Of 42,000 employees, an average of 25% carpool regularly, which has significantly reduced the carbon footprint of daily journeys. The estimated saving in greenhouse gas emissions is 1.1 tonnes of CO2 per year per carpooler.

IMPACTS OF COVID-19

Since March 2020, however, commuters have been affected by the health crisis. The restriction measures have significantly reduced cross-border traffic, while the

GOOD PRACTICES

Maritime and mountain transport: an opportunity to open up?



Maritime border between Finistère and the UK.

Including the most isolated areas is a prime objective in all areas of public policy. The issue of accessibility - an opportunity to open up - is all the greater for territories divided by a mountain or maritime border.

FRANCE-UNITED KINGDOM

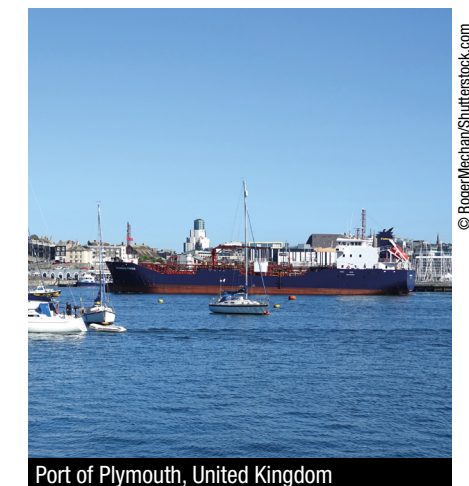
Finistère: the challenge of accessibility in light of Brexit

A maritime territory at the western tip of France, Finistère is in certain terms closer to the UK than it is to its regional capital.

The Roscoff-Plymouth freight ferry line enables it to guarantee accessibility to its neighbours, which in normal times is reflected in significant passenger flows, particularly for tourists, with 80% of the clientele coming from the UK, and a strategic economic flow, particularly for agricultural and food products, with more than 6,000 trucks per year. The dual context of Brexit and Covid has brutally slowed down these exchanges, temporarily putting the company Brittany Ferries, supported by the national and local authorities, in difficulty. The Brexit

© MOT

Adjustment Reserve could support this type of intervention, which is essential to sustain a fragile sector but vital for the economic vitality of Finistère. The challenge is now to relaunch trade, with significant obstacles regarding customs and sanitary formalities as well as all the measures linked to Brexit being progressively put in place in 2022. The risk identified is the loss of market for Finistère companies, confronted with an increase in the cost of their products and overly restrictive deadlines, particularly for ultra-fresh products. In terms of the exchange of goods, the integration of the port of Brest-Roscoff into the central network as part of the revision of the Trans-European Transport Network (TEN-T) marks an important step. Voted by the European Commission in December 2021, this change in status will allow access to new European funding. For Finistère, this means reconciling ecological and economic issues, by favouring low-carbon maritime and rail freight.



Port of Plymouth, United Kingdom

© RogerMechan/Shutterstock.com

SWEDEN-FINLAND

The Aurora Botnia ferry, the result of long-term cross-border cooperation

After a decade of work, the maiden voyage of the ferry «Aurora Botnia» took place in August 2021. It is the result of a long-standing successful cross-border cooperation in the Kvarken region.

A COMMITTED PARTNERSHIP

The Kvarken Council, which in 2021 became the first EGTC in a Nordic country, brings together a dynamic partnership of highly committed members. The project has thus formed the basis for the acquisition of a new environmentally friendly tailor-made ferry for the region, with the aim of maintaining and developing cross-border relations. The new ferry «Aurora Botnia» is jointly owned by two cities: Vaasa in Finland and Umeå in Sweden. Kvarken Council is involved in other innovative mobility projects, such as the regional electric aviation project FAIR, which brings the whole region together.

A LONG-STANDING PROJECT

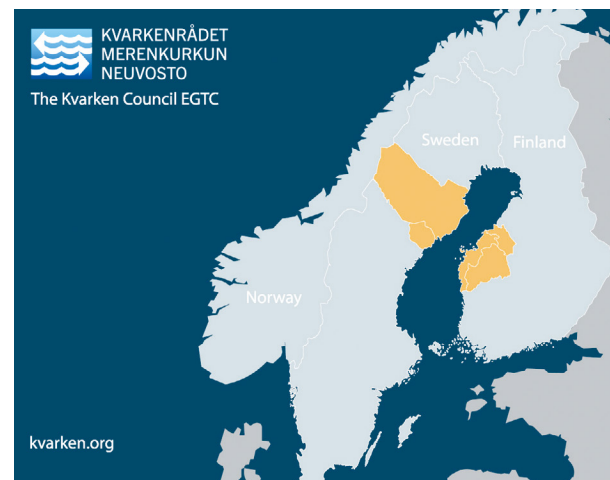
The «Aurora Botnia» ferry is the result of long-standing project between border partners. After Finland and Sweden joined the European Union in 1995, the ferry link, which was vital for the region, was severely undermined. As duty-free shopping was abolished, the profitability of the Kvarken operations collapsed and passengers gradually turned their backs on the route, due to rising prices and changes in operators and timetables. This led to the bankruptcy of the shipping company RG-Line in late 2011. Even before the bankruptcy of the shipping company,

Kvarken Council drew attention to the importance of the link for the whole of the region. As a result, the Finnish Minister of Transport, visiting Vaasa on the day the bankruptcy was announced, was able to appoint a cross-border working group to investigate the safeguarding of the connection.

A STRATEGY TO SAFEGUARD TRAFFIC

The working group's investigations were funded by Kvarken Council and the Interreg programme. The final report, entitled «Preparation of a strategy to safeguard ferry traffic in Kvarken», stated:

- that the ferry traffic between Vaasa and Umeå and its development should be seen as part of a larger transport infrastructure, namely the E12 European route;
- that part of this transport infrastructure is an environmentally friendly ice vessel that meets the requirements of passengers;
- that the long-term goal should be to acquire a ship specifically designed for traffic on the Kvarken route;
- that all actors cooperate to obtain EU subsidies;
- that the possibility for Sweden and Finland to support the project and to prepare national co-financing be examined;



- that the regional actors commit themselves to participate in the investment, to organise the traffic and to cover the cost of its operation so that the current subsidy can be abolished.

Today, the finalised project is in line with the report's proposals, with one exception: the Swedish government does not co-finance the project.



The ferry «Aurora Botnia»

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The Alps in Modane, a mountain border town.

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FRANCE-ITALY

Modane: the local impact of major bilateral Franco-Italian challenges

The Alpine border territories perfectly illustrate the challenge of opening up and better connecting regions.

Located in the heart of the Western Alps, the town of Modane has become, since the opening of the first tunnel passing under a mountain in 1871, a real railway gateway, open to France and Italy.

THE OPPORTUNITY OF THE LYON-TURIN CONNECTION

According to an extensive survey of the inhabitants of border regions conducted by DG REGIO in 2020, the French-Italian border is the second least permeable land border in the EU (46% consider accessibility to be a major obstacle).

With the forthcoming opening of the Euro-Alpine tunnel between Lyon and Turin, which will shorten journey times between the French metropolises and those of northern Italy, the territory of the Conférence des Hautes Vallées (High Valleys Conference) - the local cross-border body - finds itself at the heart of the challenges of this new infrastructure.

As an opportunity for certain urban centres that will gain TGV stations (Saint-Jean de Maurienne, Suse), and a disruption for others (Modane, Bardonecchia, as historical «border stations»), this future infrastructure opens up new prospects.

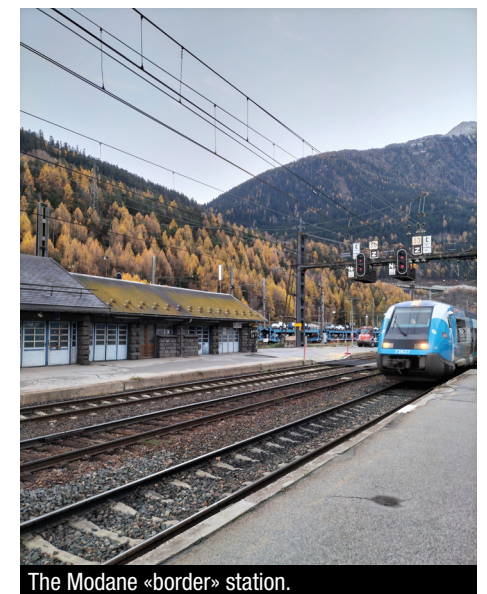
To meet these new challenges, in autumn 2022, as part of the national «Small towns of tomorrow» programme, the MOT assisted the municipalities of Modane and Fourneaux in identifying, in conjunction with the neighbouring municipality of Bardonecchia, the levers for mobility development and a «360-degree» cross-border vision.

PERSISTENT ISOLATION

Although it has substantial cross-border mobility infrastructures (rail and road tunnels), the territory remains landlocked.

Rather than being the point of departure or arrival of flows, it remains above all a point of passage through which people go through without stopping.

Transport infrastructures are designed to facilitate long-distance transnational mobility, without taking into account daily cross-border mobility.



The Modane «border» station.



OBSTACLES TO OVERCOME

The difficulties in terms of accessibility are of different kinds, depending on the mode of transport in question:

In terms of rail, Modane is no longer served by the Piedmont Region's metropolitan service since 2019, with a service that had already been greatly reduced before the suspension of the cross-border section.

Subject to the impact of migratory flows between France and Italy, the transport lines around the border are faced with numerous delays and hazards related to customs controls.

The re-establishment of the local cross-border rail link would provide residents on both sides of the border with an appropriate regional transport offer to travel across the border, while offering an efficient and low-carbon transport solution for tourists throughout the year.



Gouret site (Queyras).

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In order to achieve this objective, it is essential to strengthen mutual knowledge and bring together the players (rail operators, infrastructure managers, regions, states, etc.).

Another example is provided by the existing cross-border service, consisting of a shuttle (20-seater minibus) which is only active from Monday to Friday, even though tourist flows tend to be concentrated during weekends. This shuttle is not available for pre-booking and is not well advertised, neither on the Internet nor at the main traveller reception points.

As far as individual mobility is concerned, the pricing of the tunnel is perceived as a strong deterrent by the territory's inhabitants and elected representatives, with a round trip currently costing around €60 by car. The introduction of preferential tariffs for the inhabitants of the communes located near the tunnel could make it possible to «stitch together» this cross-border living area by facilitating local travel across the Alps, including for shopping, access to services and leisure, or exchanges between inhabitants.

FRANCE-ITALY

TERRES MONVISO

The Terres Monviso are located at the French-Italian crossroads of the Cottian Alps and the Maritime Alps.

The «Ris[K]: Securing cross-border mobility» project is one of the projects of the Terres Monviso Integrated Territorial Plan (PITER) funded under the European Alcotra programme. It involves the establishment of new partnerships between the Piedmont Region, the Hautes-Alpes Department, the Community of Municipalities of Guillestrois and Queyras, the Union

of Stura Valley Municipalities and the Province of Cuneo. Its objective: to maintain the attractiveness of the territory in terms of quality of life and tourism.

By focusing on three types of risk (avalanche and road safety on the Italian side; landslides and flooding on the French side), it has made it possible to address road development, risk management and environmental integration approaches at the same time, coupled with the implementation of interconnected warning systems and joint risk monitoring.



Modane.

PERSPECTIVES

The territories have many expectations for the Quirinal Treaty cross-border cooperation committee to provide multi-level responses to local obstacles, which can only be achieved by taking account of the overall context of flows on the French-Italian border.

DOSSIER

IMPROVING CROSS-BORDER TRAVEL: FROM PLANNING TO IMPLEMENTATION



OVERCOMING BARRIERS

« Crossing borders requires overcoming legal, institutional and administrative barriers.



LOCAL AND NATIONAL POLICIES

« First and foremost, facilitating border crossings means designing local and national programmes and regulatory frameworks that are as close as possible to the needs of the inhabitants.



THE EUROPEAN CONTEXT

« Transport is one of the cornerstones of European integration.



FINANCING TOOLS

« Many cross-border transport projects cannot be taken on by the local authorities alone. Finding a financial critical mass is often a necessity.



THREE QUESTIONS FOR THIERRY MALLET

« Thierry Mallet is the President of the Transdev Group.



Summary

Overcoming barriers p. 34

Local and national policies p. 36

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Three questions for Thierry Mallet p. 40



Overcoming barriers

Crossing borders requires overcoming legal, institutional and administrative barriers that can hamper cross-border mobility projects. To address these issues, it is first necessary to understand what the obstacles are, analyse their main effects and, above all, identify possible solutions.



CLASSIFICATION OF OBSTACLES TO MOBILITY

Cross-border public transport services are clearly different from public transport operating within national borders, due to the presence of specific barriers. These are mainly due to the structural and geographical characteristics along state borders and the functional relationships between neighbouring regions in different countries. Obstacles to cross-border cooperation can be categorised as follows:



Administrative obstacles are often related to a lack of coordination (asymmetric competences and structural differences between the main stakeholders). The vast majority of obstacles are due to administrative issues.



National legal barriers are due to an asymmetric cross-border legal context for public transport due to different provisions in national or regional laws and administrative directives. For example, eligibility for public subsidies or rail safety standards may differ, as may provisions on timetables and local transport pricing systems.



Other barriers may be due to unfavourable spatial patterns, related to residential fragmentation, very low population density or poor infrastructure, resulting in unbalanced cross-border commuter flows or limited potential demand.

NEGATIVE IMPACTS OF BARRIERS TO CROSS-BORDER MOBILITY

These types of obstacles imply various negative effects and impacts, including:

- **Direct effects on the mobility of inhabitants**, in areas with low demand, long, inconvenient or expensive cross-border journeys, high costs and a significant effort by territorial actors in their implementation.
- **Secondary effects such as congestion and pollution** due to the use of private motorised transport rather than public transport services, reduced internal accessibility in the cross-border region or negative impacts on economic integration.



© DR

- **Greater impacts on the development of cross-border regions.** These relate to wider socio-economic development, such as the low use of the potential of the cross-border labour market, functional integration and the quality of life of citizens in the border area.

SOLUTIONS

The diversity of obstacles and problems, as well as the effects and impacts they cause, indicates that there is no single solution.

Tailor-made solutions are needed for different obstacles and spatial and institutional contexts. It is therefore essential to consider three main aspects:

- **Identifying the extent of the blockage.** This means the direct relationship between the source of a barrier, the problems it causes and their effects. While direct relationships can be resolved relatively easily, this is not necessarily the case if the action required is complex.



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- **Identify possible actions.**

Actions range from changing different levels of legislation to more intensive cross-border cooperation. More often than not, a combination of different types of actions is needed.

- **Identify the relevant actors to initiate action.**

In most cases, regional and local authorities are crucial. National authorities come into play most often if legislative action is required or if they have competencies in transport organisation. Other initiators can be transport associations, local authorities, cross-border entities or even private transport companies. As a general rule, however, several of these actors should be jointly involved in the process.

Cross-border transport governance structures are often complex, and it is therefore essential to facilitate the processes required to move forward. This may require the involvement of cross-border bodies, Interreg funding or even agreements to formalise cooperation over the long term.



This article draws from the findings of the European Commission study «Providing public transport in cross-border regions - mapping of existing services and legal obstacles» (see page 12).

«B-SOLUTIONS», A EUROPEAN INITIATIVE TO SOLVE CROSS-BORDER OBSTACLES

Launched in 2017, the B-solutions initiative aims to overcome legal and administrative obstacles that hinder cooperation and limit interaction between neighbouring regions. Through its implementation, the Association of European Border Regions (AEBR) and the European Commission's DG REGIO have succeeded in collecting and publishing important information on the state of blockages that hinder cross-border cooperation.

The B-solution cases range from maritime cooperation, such as the project «Seaflix Cross Border Mobility» (FR-IT-MC) which addresses legal obstacles by proposing changes to French legislation and the creation of an EGTC, to the building of bridges, such as the project «Trilateral bridge in the Neisse-Nisa-Nysa Euroregion» (CZ-DE-PL) which proposes a trilateral intergovernmental agreement to solve the problem of the requirement to obtain three individual national building permits for the construction of a single infrastructure.

More info: www.b-solutionsproject.com/



Local and national policies

First and foremost, facilitating border crossings means designing local and national programmes and regulatory frameworks that are as close as possible to the needs of the inhabitants of cross-border territories. Regulatory developments at the national level have led to recent progress.



WORK-HOME MOBILITY

In France, in order to encourage the use of public transport and to make mobility more accessible, the «sustainable mobility» package aims to support alternative and sustainable modes of transport. For employees, this means that their employer may pay for all or part of the cost of transport between their home and workplace (gas or costs incurred for the supply of electric, rechargeable hybrid or hydrogen vehicles).

For the years 2022 and 2023, this coverage will benefit all employees instead of only those using their car, and will include public transport and bicycles. Public servants who choose a sustainable mode of transport (bicycle, carpooling) receive a flat rate of 200 euros per year.

Cross-border workers who live in a neighbouring country and work in France are likely to be eligible for compulsory coverage under the same conditions as employees who live and work in France, as long as they are covered by French labour and social security legislation.

TRANSFORMING EVERYDAY TRANSPORT

The Loi d'orientation des mobilités (LOM), in France, transforms mobility policy in depth, with a simple objective: to make everyday transport more accessible, less expensive and cleaner. To achieve this, the law includes a redirecting of investments rather than major new projects. In addition, it will lead to the end of fossil fuel car sales by 2040, the deployment of electric charging and low emission zones. It specifies the competences of the mobility organising authorities (AOM) on their territory, namely in regard to:

- regular public passenger transport or on-demand services;
- school transport;
- active or shared mobility services;
- solidarity mobility;
- advisory services (vulnerable persons, employers, large generators of flows such as shops, hospitals, etc.);
- transport of goods or urban logistics.

The AOMs can also contribute to the development of active and shared mobility, foster solidarity around mobility services and pay individual mobility grants.

FRENCH «3DS» LAW: PROGRESS FOR CROSS-BORDER TRANSPORT

Differentiation, decentralisation and deconcentration, three «Ds» to give local elected representatives wiggle room.

- **Differentiation:** in order to adapt to local realities, the law reaffirms the capacity of local authorities to adapt their organisation and actions to the specific characteristics of their territory. In other words, it allows for the appointment of à la carte competences.
- **Decentralisation:** the communities of communes and the communes that make them up can delegate their competences to each other, offering greater flexibility to local authorities, particularly in the field of transport. A major advancement for cross-border territories thanks to the contributions of the MOT and its network: the metropolitan poles can now be «organising authorities» for mobility.
- **Deconcentration:** to bring the State closer to the people, within the scope of support and contractualisation with the local authorities.

The European context

Transport is one of the cornerstones of European integration and is essential to free movement. It is a major contributor to the economy, accounting for more than 9% of the EU's gross value added. Cross-border mobility is therefore essential for border regions but also for building a united and prosperous Europe.



MAJOR TRANSNATIONAL CORRIDORS

- **Brexit:** The Trans-European Transport Network (TEN-T) is a network of railways, roads and maritime routes which aims to strengthen social, economic and territorial cohesion within the EU. It has been revised to take account of Brexit, including the priority corridors and in particular the North Sea-Mediterranean corridor. Whereas Ireland was previously connected via the United Kingdom, this corridor now relies on direct connections between Ireland, France and the Benelux countries, which will have consequences for cooperation in the Channel area.

- **War in Ukraine:** as a result of the war in Ukraine, the corridors of the European network have been extended to include Ukraine, including the ports of Mariupol and Odessa, and Moldova. Conversely, the planned connections with Russia and Belarus were abandoned.

EUROPEAN GREEN DEAL

Under the European Green Deal, the European Union aims to make Europe the world's first carbon-neutral continent. One of the keys to achieving this goal is the development of public transport, particularly the rail system. While the transport sector accounts for 25% of total EU emissions, rail accounts for only 0.4% of transport-related greenhouse gas emissions. The completion of the TEN-T is therefore a flagship project to make

mobility between Member States faster, greener and more attractive.

The Commission requires that the main passenger rail lines of the TEN-T allow trains to run at 160 km/h or more by 2040, creating high-speed rail links that can compete with air travel.

Although the number of people travelling by train has increased, only 7% of the kilometres travelled by rail between 2001 and 2018 were for cross-border journeys.

The Commission's aim is to remove obstacles to cross-border and long-distance travel, such as unnecessary technical and operational rules specific to each Member State, and to make rail travel more attractive to passengers, for example by introducing an integrated ticketing system. In addition, the 424 major cities along the TEN-T network will have to develop sustainable urban mobility plans to promote low-carbon mobility by strengthening and improving public transport and walking and cycling infrastructure.



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MISSING LINKS

A DG REGIO study in 2018 identified 176 links, of which 119 are «missing» (not operational) and 57 are «promising» (not fully operational or reserved for freight). The activation or reactivation of these links would offer socio-economic benefits for border workers and for rail freight.

Due to their strategic location, some missing links play a major role for the TEN-T, such as the Karlsruhe-Rastatt-Hagenau-Saarbrücken link (see p.22). Their reactivation would contribute to the deepening of European integration and bring the EU closer to the objectives of the Green Deal.

But activating the missing links is not easy. It requires political support from states as well as funding. To access the European Interconnection Mechanism funds, the links must be registered in the TEN-T, and this is often not the case, even for the most promising links. Despite the EU's investment in improving mobility between its member countries and between its border regions, cross-border accessibility therefore remains a significant issue.



Financing tools

In the field of cross-border transport, many projects, because of their interregional scope and the investments they require, cannot be taken on by the local authorities alone. Finding a financial critical mass is often a necessity. To do this, local authorities must think in terms of «co-financing» and mobilise all the levels concerned, including the European level.

FINANCING TRANSPORT INFRASTRUCTURE

- The European Investment Bank (EIB): the EIB was created by the Treaty of Rome and is the European Union's financing institution. Its shareholders are the Member States, whose finance ministers form its Board of Governors. Its mission is to further the objectives of the European Union by providing long-term finance for sustainable investments. In transport, the EIB works in synergy with the European Interconnection Facility (EIF), the EU programme that supports the development of high-performance trans-European networks.

EIB investments, in the form of loans, are often dedicated to projects in excess of €50m, while smaller investments can be grouped together in a «bundle» of projects in the same territory, including cross-border ones, thereby increasing the local impact of these investments. The EIB carries out an analysis of cross-border risks and obstacles to assess the «maturity» of investments. In 2019, the MOT carried out a study on behalf of the EIB with the objective of establishing an inventory of cross-border investment and economic development projects and producing an analysis of obstacles and needs in selected European cross-border territories. Several of the projects analysed concerned cross-border mobility infrastructure. With its new «climate bank» roadmap 2021-2025, the EIB has

reinforced its support for decarbonisation of mobility projects.

- The Banque des Territoires (BdT): present throughout the entire process, the Banque des Territoires develops and finances projects with a strong territorial impact within the framework of legal-financial arrangements that ensure their sustainability and economic balance.

Thanks to its network of regional offices, the BdT works alongside local authorities to support these projects, which also involves bringing together project owners and BdT management and financing experts. In this sense, complementarities are sought between operators and funding, particularly by combining Interreg funding, other programmes financed by the European Structural and Investment Funds, or the InvestEU programme.

- The Interreg programme: 2021-2027 is the sixth Interreg programming period.

The importance of Interreg in supporting the emergence of cross-border transport projects is clear. Although the financing of heavy infrastructure remains fairly rare within the framework of Interreg, the main role of this programme is to initiate processes, by carrying out feasibility studies, mobility surveys, experiments in innovative vehicles or cross-border ticketing. The following examples illustrate the role played by this programme in improving mobility in several cross-border conurbations.

- Integrated investments: some Interreg programmes have experimented with Integrated Territorial Investments (ITIs), an instrument which allows the development of an integrated strategy on a territory in a transversal way and by coupling the budgets of several priority axes. These investments are very useful for cross-border territories with high stakes. This is the case of the cross-border conurbation of Gorizia-Nova Gorica (Italy-Slovenia)

where a €10m ITI (85% co-financed) has financed a programme for the development of a cycle route, including a cross-border footbridge between the municipalities (see page 27).

THE EXAMPLE OF CROSS-BORDER TRAMWAYS

From France to Germany
The tramway linking Strasbourg to Kehl offers a simple and rapid solution for crossing the Rhine. In the case of the extension of line D of the Strasbourg tramway to the centre of Kehl, the investment for the cross-border section of the route amounted to €40 million, out of the €105 million for the project. The Interreg Upper Rhine programme financed the preliminary design studies and the assignments for the construction of the cross-border section of the line. The cost of the new 300-metre-long bridge over the Rhine dedicated to the tramway, pedestrians and cyclists cost €24 million, divided equally between France and Germany, with Interreg co-financing limited to €2 million for the project. Each country then financed the extension to the bridge, as well as the work of moving the networks.



The tramway between Strasbourg and Kehl, crossing the Rhine on the Beatus Rhenanus bridge.

From France to Switzerland
The line 17 tram links two city centres on both sides of the border: Geneva in Switzerland and Annemasse in France. The overall cost of the project is estimated at €89m, and is divided into two phases: the first phase amounts to 57 M€ and the second at 32 M€. This sum has been financed by:

- national governments;
- the French region and department;
- the Annemasse agglomeration community and other local authorities;
- the European Union (via Interreg).

As the project is of cross-border interest and contributes to the economic development of the Greater Geneva area, the funding was shared between the two countries. However, the negotiations on the financial package were not without obstacles, which delayed the implementation of the cross-border tramway.

Basel: parking cards to reduce traffic

Because of its trinational location, the Eurodistrict of Basel is at the heart of many cross-border projects designed to facilitate travel within the area. To finance these cross-border transport projects, three sources of funding are mobilised:

- the Pendler/Mobilitätsfonds of the Canton of Basel-Stadt;
 - the Agglomeration Project 4;
 - Interreg VI, Upper Rhine programme.
- The case of the Basel Pendlerfonds is particularly interesting as it uses on-street parking to finance projects to promote alternatives to cars, including across the Swiss border. 80% of the gross revenue from commuter and visitor parking tickets from parking management goes into the fund, generating around 2 to 3 million CHF in annual revenue. The projects that benefit from this fund, including those in France and Germany, are all aimed at limiting motorised traffic and parking pressure in the Canton of Basel-Stadt. The new Mobilitätsfonds will make it possible to extend the subsidies to other projects and studies as well as to finance operating costs. For example, the Saint-Louis Agglomération has been able to finance bicycle garages in two stations thanks to this fund.



Geneva city centre. Line 17 links the two city centres on either side of the border: Geneva (CH) and Annemasse (FR).



Work in Basel as part of the tram extension to Saint-Louis on the French side.



Three questions for Thierry Mallet, President of the Transdev Group



What have been the short and medium-term impacts of the health crisis on public transport services, particularly in cross-border territories, which have been particularly hit by multiple border restrictions?

The obligations that apply to daily transport operators in terms of social distancing, compulsory mask wearing, cleaning, protection of passengers and staff on board, reinforced human presence on the ground, reinforced communication strategies, etc. on the national territory, are also required for cross-border services. While these constraints are not negligible and weigh heavily on public transport services, they highlight the capacity of stakeholders to adapt and react.

On the other hand, there are many uncertainties about the sustainability of such a model, particularly because of the lasting decline in ridership that we are observing, linked to the lack of reliability, the diversification of travel modes and the rise of teleworking.

The issues raised by telework are all the more important in a cross-border context (land prices, tax and salary impacts, etc.).

But despite the effects already being perceptible, it is still too early to draw conclusions regarding the impacts on mobility solutions for these territories.

What innovative solutions are needed to encourage a shift from cars to public transport in cross-border living areas? What obstacles remain to be overcome in a binational context?

Cross-border rail lines, interconnected with road services by bus, are undoubtedly means likely to compete with car use in these areas. These offers should offer a quality of service and frequency that will enable the traveller to envisage a faster, more efficient journey at a lower cost.

In order to respond to calls for cross-border regional services (for example between the Grand Est region and the German Land of Saarland), all the stakeholders (organising authorities and operators) must coordinate their actions and cooperate in order to create the best offers on the right scale. This is what we strive to do every day as the operator of the Moselle Saar line, a regular transport service of the Fluo 57 network resulting from Franco-German cooperation with the Grand Est Region, the Forbach Porte de France Urban Community, the Freyming-Merlebach Community of Communes, as well as the SaarMoselle Eurodistrict (see page 16).



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Governance is important, but digital technology also makes it possible to promote cross-border links, and tools such as MaaS can facilitate everyday mobility and promote more environmentally friendly travel.

How can Transdev support these territories in the transformation of their transport systems to achieve the objective of carbon neutrality by 2050?

With regard to the objectives of carbon neutrality and, more broadly, the reduction of polluting emissions for the daily mobility solutions that we operate, we must avoid two mistakes: having an exclusively technological approach that neglects the issues of land use and urban planning, and being satisfied by simply switching to electric vehicles.

For Transdev, the rise of electric and carbon-free mobility should not lead us to oppose the different technological solutions. On the contrary, we must develop the capacity to manage the energy mix: use of electric, hydrogen, BioNGV or hybrid vehicles. For example, in the South Region we operate regional express lines by 100% electric bus (a first in Europe for long-distance buses), in Hauts-de-France we are the pioneering operator in the deployment of a 100% hydrogen solution for the territory's high service level buses, and we are working on a second generation bioethanol solution (ED 95) for high level service lines in New Aquitaine and in the Auvergne-Rhône-Alpes region.

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The MOT's Activities

IN THE AREA OF CROSS-BORDER MOBILITY

— 2022:

- Presentation as part of the seminar of the Erasmus+ «Frontern» project in Mons: «About cross-border mobilities - The border as an interface».

- Presentation as part of the Club Mobilité de l'Association Nationale des Pôles territoriaux et des Pays (ANPP): «Cross-border mobility»

- Facilitation of a working group «Cross-border governance» of the MOT network on the theme «Towards a recognition of cross-border mobility areas».

— 2021:

- Publication of a Focus «Cross-border rail connections: fostering cohesion between regions and their citizens», October 2021.

- Organisation of a conference «Cross-border rail connections: fostering cohesion between regions and their citizens» with Eurodistrict PAMINA and the support of the Committee of the Regions, June 10th and 11th 2021, in the context of the European Year of Rail.

— 2020:

Organisation of the 1st Borders Forum «Cross-border territories on the front line?», November 9th and 10th 2020, with a round table #6: «Cross-border mobility and attractiveness, the return of borders?».

— 2019:

- Organisation of a network day «Cross-border mobility: Franco-Belgian perspectives» with the CNFPT and the Lille-Kortrijk-Tournai Eurometropolis, with three sessions focused on: the need for the observation of flows and the reasons for travelling (work, shopping, leisure, healthcare); the challenges encountered in drawing up cross-border mobility strategies; and the breaking-down of the strategies into territorial projects.

- Organisation of a webinar «What opportunities for the development of cross-border public services between France and neighbouring countries?» with the programme ESPON, based on a study carried out by ESPON with the support of the MOT in 2018 on cross-border public services in Europe.

www.cross-border-territories.eu

THE WEBSITE ON CROSS-BORDER COOPERATION

The resource centre:

- border and territory factsheets
- themes of cooperation
- project factsheets
- maps
- news and events
- members-only access: a database of press articles (15,700 articles to date), a legal repository, a collection of more than 4,800 documents (with the possibility of filtering searches on the theme of mobility and transport).

Resources on cross-border mobility:



The «Transports» section of the website gives access to all the resources indexed on this topic (project factsheets, maps, topical articles, news articles, etc.)

More info:

<http://www.espaces-frontaliers.org/en/resources/topics-of-cooperation/themes/theme/show/transport/>

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