

Bienne (CH) - Belfort (F): one line, two worlds

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CROSS-BORDER RAIL CONNECTIONS: fostering cohesion between regions and their citizens 10th & 11th June 2021

11th June Round-table #2: From peripheral regions to 360°

Canton of Jura and Nord-Franche-Comté Metropolitan Area

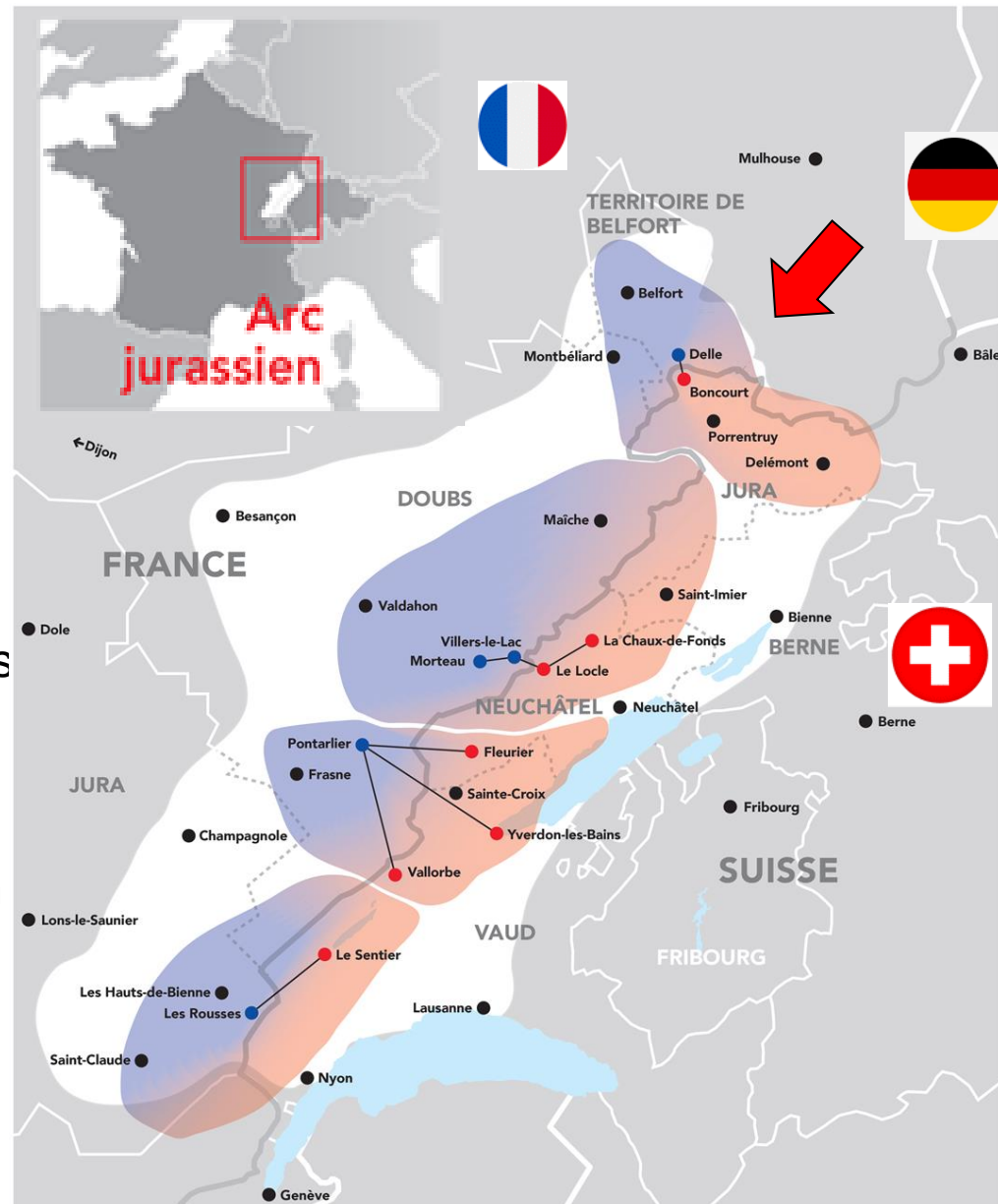
Total ~400'000 inhab.

A contrasted territory between a french part more densely populated and a less populated swiss side

Strong industrial presence on both sides of the border:

- Automotive and railway industry on the french side
- Micromechanics and watchmaking in Switzerland

A long tradition of cross-border cooperation



The line (Bienne)-Delémont-Delle-Belfort

 Swiss side: Delémont to Delle: 40 km;
A line that has always remained open and modernized

 French side: Delle to Belfort: 22 km;
A line that was closed since 1992

Huge effort over 15 years for a positive reopening decision

97 millions € Opening dec. 2018

BUT...

Difficulties in establishing a
coordinated and attractive railway
operation and timetable



Two different conceptions for the operations

Swiss part

- High frequency (each 30')
- Regularity of schedules (same minutes each hour),
- Nearly no difference between off-peak and peak hours.
- Tight connexions and coordinated with the bus network

➡ Easy-to-read schedule and easy use of public transport

French part

- Lower frequency (not better than each 60'),
- irregular schedules, gap in transport supply
- No coordination with the bus lines

➡ Complex and unclear schedule, less attractive

2.5 x more trains on the
swiss side

Schedule already low on
weekdays in France, and
fewer trains on weekends

5'000-7'000 pass./day
Delémont-Porrentruy

Supply of public transport creates
demand



Belfort – Delle

- 22 km, 5 intermediate stops
- Intermediate localities: 10'170 inhab.
- Belfort : 49'000 inhab. / Delle : 5'600 inhab.

Dep	Arr	Change	Dep	Arr	Dur.
04:45			05:12		27'
05:47	05:56	Meroux (TGV)	06:03	06:18	31'
07:04				07:31	27'
07:48				08:16	28'
08:48	08:57	Meroux (TGV)	09:03	09:18	30'
10:02	10:11	Meroux (TGV)	11:03	11:18	76'
12:48	12:57	Meroux (TGV)	13:03	13:18	30'
13:48	13:57	Meroux (TGV)	14:03	14:18	30'
15:43				16:10	27'
16:27				16:56	29'
17:23				17:58	35'
18:44	18:53	Meroux (TGV)	19:03	19:18	34'
19:48	19:57	Meroux (TGV)	20:03	20:18	30'
21:47	21:56	Meroux (TGV)	22:03	22:18	31'

Delémont – Porrentruy

- 28 km, 6 intermediate stops
- Intermediate localities: 13'200 inhab.
- Delémont : 12'700 inhab. / Porrentruy : 6'500 inhab.

Dep	Arr	Dur.
04:17	04:46	29'
04:49	05:18	29'
05:21	05:50	29'
05:51	06:20	29'
06:21	06:50	29'
06:51	07:20	29'
07:21	07:50	29'
07:51	08:20	29'
08:21	08:50	29'
08:51	09:20	29'
09:21	09:50	29'
09:51	10:20	29'
10:21	10:50	29'
10:51	11:20	29'
11:21	11:50	29'
11:51	12:20	29'
12:21	12:50	29'
12:51	13:20	29'
13:21	13:50	29'
13:51	14:20	29'
14:21	14:50	29'
14:51	15:20	29'
15:21	15:50	29'
15:51	16:20	29'
16:21	16:50	29'
16:51	17:20	29'
17:21	17:50	29'
17:51	18:20	29'
18:21	18:50	29'
18:51	19:20	29'
19:21	19:50	29'
19:51	20:20	29'
20:21	20:50	29'
20:51	21:20	29'
21:21	21:50	29'
21:51	22:20	29'
22:21	22:50	29'
22:51	23:20	29'
23:21	23:50	29'
23:51	00:20	29'
00:23	00:52	29'

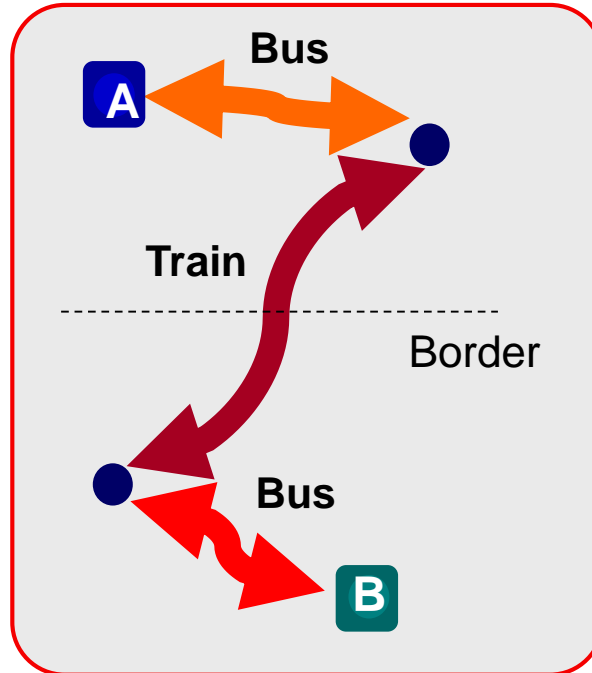
How can we improve the situation?

F-CH governance has been introduced since 2020

Project “Convergence 2026” is in progress:

- Direct connections, regularity and high frequency for an attractive timetable;
- Technical, political, financial and legal challenges and above all to draw up different political calendars and framework conditions on both sides of the border.

A evident target: two countries one system



Each detail is important:
The transport chain, cross-border or not, is no stronger than its weakest link



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