Alpine Region Preparatory Action Fund (ARPAF)

Project CrossBorder –

Cross-border mobility in the Alpine Region

Invitation to tender for the analysis of existing cross-border mobility networks

28 March 2018
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1 Context

The negative consequences of mobility like noise and air pollution, CO₂-emissions, or landscape fragmentation can be found in many Alpine countries. Traffic congestions due to overlapping peaks of freight transport, tourism mobility and commuter mobility lead to conflicts among the different stakeholders. Whilst freight transport and partly tourism mobility are on a high level on the agenda of the European Union and most Alpine countries, the role of sustainable commuter mobility to reduce negative impacts has played a less important role in most Alpine countries. The public discourse on sustainable commuter mobility is currently dominated by negative aspects like invasion of privacy and restrictions. However, there are important opportunities for positive connotations of sustainable commuter mobility that can be strengthened. In terms of the reduction of emissions commuter mobility offers a great chance to contribute to reaching ambitious climate targets and to increase quality of life at regional level.

Transport networks and services have for a long time been planned in a purely national context, which is no longer in coherence with the ever-increasing passenger flows across borders. This holds particularly true for public transport systems. Commuting across borders is a reality, and most of the transport flows are by cars. Congested roads with a negative impact on economy, society and the environment are the consequence. EUSALP as a multilevel governance approach is a huge opportunity to address these problems and to find common solutions.

Available data from Switzerland show as an illustration that the number of commuters travelling every day into Switzerland across the borders has risen from 143'500 in 1996 to a level of 317'800 in 2017. 96% of persons crossing the Swiss borders do so by using their car, only 4% by public transport. Road networks are congested. The situation in some border areas like in Ticino or in the Alpine Rhine valley is so tense, that municipalities have begun to ask for help. Also the public transport networks are not necessarily orientated towards these passenger flows, which is reflected in infrastructure gaps and problems of timetable harmonisation, integrated ticketing systems, travel information and so on.

Cross-border mobility concerns various public authorities at different levels (national, regional and local) as well as from different types of players in the system: Municipalities, transport organisations, private companies and the commuters themselves. It needs therefore a true multilevel and cross-institutional governance approach. Cross-border mobility is furthermore affecting metropolitan areas like Geneva, Salzburg and Strasbourg as well as very rural areas as such as the French/Swiss Jura mountains and the cross-border regions Engadin-Venosta Valley-Landeck.
2 EUSALP – EU Strategy for the Alpine Region

The overarching challenge for the Alpine Region is to balance development and protection through innovative approaches which strengthen this area located in the center of Europe as a living space for people and nature as well as a field for economic and social activities in a sustainable way. Enhancing attractiveness and competitiveness of the Alpine Region as well as reducing social and territorial disparities for smart, sustainable and inclusive growth in the region constitutes a tailor-made contribution to the growth of the region in line with EU 2020 Strategy objectives.

The EU-Strategy for the Alpine Region (EUSALP) aims at ensuring mutually beneficial interaction between the mountain regions at its core and the surrounding lowlands and urban areas, flexibly taking into account the functional relationships existing between these areas.

As its main objective, the EU Strategy for the Alpine Region aims to ensure that this region remains one of the most attractive areas in Europe, taking better advantage of its assets and seizing its opportunities for sustainable and innovative development in a European context.

The Strategy will focus on areas of (macro) regional mutual interest. Therefore, the priority areas and specific objectives selected should reflect genuine commitment to working together to achieve common solutions to challenges or unused potential.

The main objective above will be attained through the following 3 Thematic Policy Areas and priorities as well as one cross-cutting Policy Area:

ECONOMIC GROWTH AND INNOVATION
Objective: Fair access to job opportunities, building on the high competitiveness of the Region

MOBILITY AND CONNECTIVITY
Objective: Sustainable internal and external accessibility to all

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

GOVERNANCE, INCLUDING INSTITUTIONAL CAPACITY
Objective: A sound macro-regional governance model for the Region

Under the second policy area members of EUSALP Action Groups 4 (Mobility) and 5 (Connectivity) have identified the theme of cross-border mobility as a topic of strategic relevance for their work and therefore decided to collaborate on this topic. With its multilevel govern-
ance approach, EUSALP is a real opportunity to deal with these topics and to search for an Alpine wide understanding and common solutions.

3 The project CrossBorder

CrossBorder supports directly the EUSALP Action Plan in the fields of actions 4 and 5. In Action 4, the project helps to remove infrastructure bottlenecks, bridging missing service links, coordinating planning and timetables of public transport, modernising infrastructure, and enhancing cooperation with a special focus on cross-border mobility. For Action 5, the digital accessibility helps to connect people even across borders and to reduce passenger flows. New models like e-services or teleworking, co-working spaces etc. may help to reduce the need to travel.

The project idea emerges from both AG4 and AG5 work plans. Both AG's have identified the topic of cross-border mobility as of strategic relevance and as a topic which should be dealt with within EUSALP. Both AG's have agreed already in the elaboration of their respective work plans to work together on this topic.

Project partners

LEAD PARTNER

- Swiss Center for Mountain Regions SAB, Switzerland (co-leader EUSALP AG5)

PROJECT PARTNERS

- Office of the Tyrolean Government, Department of Transport Planning, Austria (leader of EUSALP AG4 for the European Region Tyrol – South Tyrol – Trentino)

- CIPRA International (member in advisory role in EUSALP AG4)

Observers

- Federal Office for Spatial Development ARE, Switzerland
- Aosta Valley, Transport department, Italy
- Ministry of Infrastructure of the Republic of Slovenia
- Auvergne-Rhône-Alpes region, France
3.1. Project aims

1. To establish an overview of cross-border mobility across the Alpine Region with a focus on daily commuting;
2. To identify gaps of cross-border mobility with respect to infrastructure and soft factors;
3. To identify solutions for facilitating daily cross-border passenger flows by sustainable transport modes through new opportunities offered by digitalisation;
4. To provide a basis for future activities of AG4 and AG5 of EUSALP;
5. To implement the findings in several hotspots for cross-border-commuting in the Alpine Region.

For the analysis in the context of the ARPAF call, the geographical area of the Alpine Space (see map below) is considered.
3.2. Project structure

WP1 Management

WP2 Analysis of existing cross-border mobility networks

WP3 Collection of existing cooperation models for cross-border mobility

WP4 Improve cross-border mobility and reduce passenger flows

WP5 Formulation of recommendations for AG4 and AG5

WP6 Implementation

3.3. Project schedule

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<tr>
<th>Title of WP</th>
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<td>WP 3 Collection of existing cooperation</td>
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<td>WP 6 Implementation</td>
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3.4. Project outcomes

1. Analysis in maps and report of existing cross-border mobility networks for passenger transport.
2. Collection of existing cooperation models for cross-border mobility.
3. Identification of gaps in cross-border mobility (Infrastructure and soft-factors, e.g. timetables, ticketing, ...).
4. Identification of solutions to facilitate cross-border passenger flows.
5. Formulation of recommendations for further actions

The following target groups will use the outputs:

- Public authorities at different levels (national, regional, local),
- Service providers in public transport,
- Engineers and planners in transport networks,
- End users are the commuters and the local population which will be relieved from the heavy burden of congested roads.
- Local enterprises

The outcomes will serve as basis for future actions to be taken by AG4 and AG5 as well as other AG’s of EUSALP or other supranational bodies such as the Alpine Convention or national and regional authorities. By increasing the political awareness and providing reliable data, the work of this project will thus lay the basis and pave the way for further actions.

The project has amongst others a clear link to COM(2017)307: Boosting growth and cohesion in EU border regions. The project will amongst others also integrate findings from the ASP project Alpstar and the IRVA project PEMO. It is fully in line with the EUSALP Action Plan 2nd objective “Sustainable internal and external accessibility to all”.
4 The Study – Analysis of existing cross-border mobility networks

Under CrossBorder Work Package 2, the analysis will serve to identify the main hotspots of cross-border commuting in the areas where this phenomenon is most acute in terms of lack of infrastructure and services, congested transport systems (road and/or rail transport), heavy impact on social life, impact on the environment etc. This analysis will thus also help to increase alpine-wide awareness of the problems of cross-border commuting and will lay the basis for further action also beyond the scope of the project. Focus area for the analysis is the perimeter as EUSALP and cross-border hot spots within this perimeter.

This action runs mainly under the leadership of the leader of Work Package 2, the Office of the Tyrolean Government, Department of Transport Planning. Gathering the corresponding commuting data will be done by an external mandate, accompanied by a working group consisting of all Project Partners and Observers and other relevant stakeholders, such as experts of the Alpine Convention WG Transport, to be established for this purpose. In addition, the WP2 leader Tyrol will facilitate the involvement of EUSALP Action Group 4 members. The full list of AG4 members can be found here.

4.1 General approach and delimitation

The data collection on commuter mobility shall focus on already existing data. As far as these data are available from local or regional authorities and not older than 5 years, they shall be collected from these sources. Only data that do not exist or that are clearly outdated shall be collected, e.g. by systematic inquiries of local enterprises, offices and production sites, where commuters are employed or via business support organizations. The results of these inquiries shall be verified and calibrated by random sampling at border crossing points.

Against this background, this call for tenders refers to gathering of daily cross-border commuter flows for all border regions in the Alpine Regions. The analysis will provide the basis for selecting several hotspots (5 to 10) in the Alpine Region for cross-border commuting. There, a series of workshops will be held under CrossBorder WP6. Some examples are listed below.
In these areas, the number of daily commuters shall be gathered for the relevant commuting routes (at least 5% of the daily average total), on road by private vehicles (car drivers, car passengers, motorcycles, etc.) and by public transport (railways, trams, buses, etc.). Where there is a relevant share of border crossing pedestrians and/or cyclists (at least 5% of all commuters), their data shall be gathered as well. In addition to numbers, mode of transport and routes, also commuting distances and estimates of monthly costs shall be gathered.

The data shall be assigned to the time slots:
1. from home to working: before 7:00, 7:00 – 8:00, 8:00 – 9:00, after 9:00,
2. from working back home: before 15:00, 15:00 – 17:00, 17:00 – 19:00, after 19:00.

4.2 Description of working steps

The analysis shall be structured in several working steps, project proposals shall illustrate their chosen approach, at least for the following working steps:

- **Working step 1** Data overview: Provide an overview of available data on commuter traffic at national and regional level, structured along relevant indicators (e.g. differentiation into transport modes, time slots, etc.). A synthesis of this data overview shall give an estimate on the need of additional data collection.

  Estimated effort: approx. 15 working days

- **Working step 2** Methodology for bottom-up data collection: Available data will probably have to be complemented through additional data collection\(^2\), e.g. through a bot-

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1 The Interreg project [PEMO](#) provides a useful source of knowledge in the Lake Constance area
2 The access to data sources and regional stakeholders can be facilitated through the support by a dedicated working group consisting of CrossBorder Project Partners and Observers, members of EUSALP AG4 and AG5 and members of the Alpine Convention Working Group on Transport.
tom-up approach at company level. In this working step, the project proposal needs to specify an approach for the data collection (phone, online survey), number of companies to be included, etc. Due to the challenge of obtaining comparative data in different cross-border regions, this working step should also develop recommendations for a common data collection method in the Alpine Region.

**Estimated effort: approx. 10 working days**

- **Working step 3** Data integration: this working step shall integrate the results of the additional data collection with existing data as identified in step 1. Results shall be displayed in excel tables or a user-friendly database which allows an easy navigation of indicators and “hot spots”.

  **Estimated effort: approx. 30 working days**

- **Working step 4** Graphic illustration: In this last working step, a graphic presentation of the cross-border commuter traffic flows shall be developed (see as example maps of Swiss cross-border commuting regions below).

  **Estimated effort: approx. 5 working days**

Overall, a maximum of 60 working days (including approx. four days for project meetings/presentations) is foreseen for the analysis. If additional working steps are considered necessary, these can be suggested by the bidder.
5 Timeline and reporting

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Milestone 1: 8th EUSALP AG4 meeting, 19 June 2018, Trento

Presentation by PP Tyrol to AG4 members of initial data overview (Working step 1) & exchange with members

Milestone 2: Intermediate results of working steps 1 and 2 by 31 August 2018

Written report on data collection and methodology

Milestone 3: CrossBorder PSC meeting, 3 September 2018, Feldkirch

Presentation by expert of intermediate report (working steps 1 and 2), exchange with PPs and observers.

Milestone 4: 9th EUSALP AG4 meeting, October 2018, location tbc

Presentation by expert of working steps 1 to 3, exchange with AG4 members.

Milestone 5: CrossBorder OSC meeting, 21-22 November 2018, Innsbruck (tbc)

Presentation by expert of working steps 1 to 3 & proposal for working step 4, exchange with PPs and observers.

Milestone 6: Submission of completed analysis by 21 December 2018

Final written report, excel tables / user-friendly database, graphic illustration of cross-border commuter traffic flows.
6 Financing, timing and procedure

Deadline to submit proposals: 13 April 2018

Decision on successful tender: 30 April 2018

The project proposals will be evaluated according to the principle of most economically advantageous tender (MEAT). The criteria are the following.

- Understanding of the task and description of a feasible methodology to carry out the proposed working steps.
- Appropriate proposal for illustrating the results of the study (under consideration of existing maps, webtools, etc.)
- Expertise of the contractor in the field of passenger mobility (to be shown by relevant reference projects)
- Expertise of the contractor with data-collection and data (to be shown by relevant reference projects)
- Expertise of the contractor to carry out bottom-up data collection in (all) Alpine languages, to be shown by language skills (some support can be expected from EU-SALP members, e.g. for Slovenian)
- Proven experience with international projects to perform written work and to present results in English language
- Knowledge of the specific challenges of the Alpine Region and experience with projects carried out in the geographic target area.

1 https://www.alpine-region.eu/