

RURBANCE Meeting

Study Zurich – Gotthard – Milan

NEAT and the need for cooperative government action within urban-rural interconnections

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Contents

1. Gotthard corridor and the NEAT
2. Beneficiaries and economic effects of the NEAT
3. Chances and risks
4. Needs and potentials for cooperative government action
5. Goals of the study

1 Gotthard corridor and the NEAT

- What are the main characteristics of the corridor?
- What is the NEAT?
- What happens when the NEAT opens in 2016/19?

NEAT: **N**eue **E**isenbahn-**A**lpent**t**ransversale

NRLA: **N**ew **R**ailway **L**ink through the **A**lps

Gotthard corridor and the NEAT

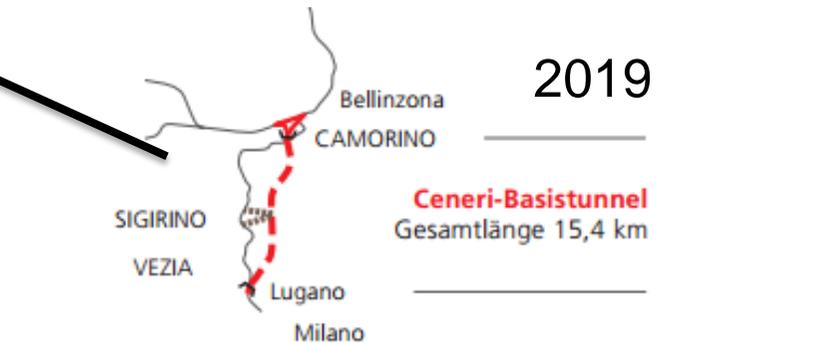
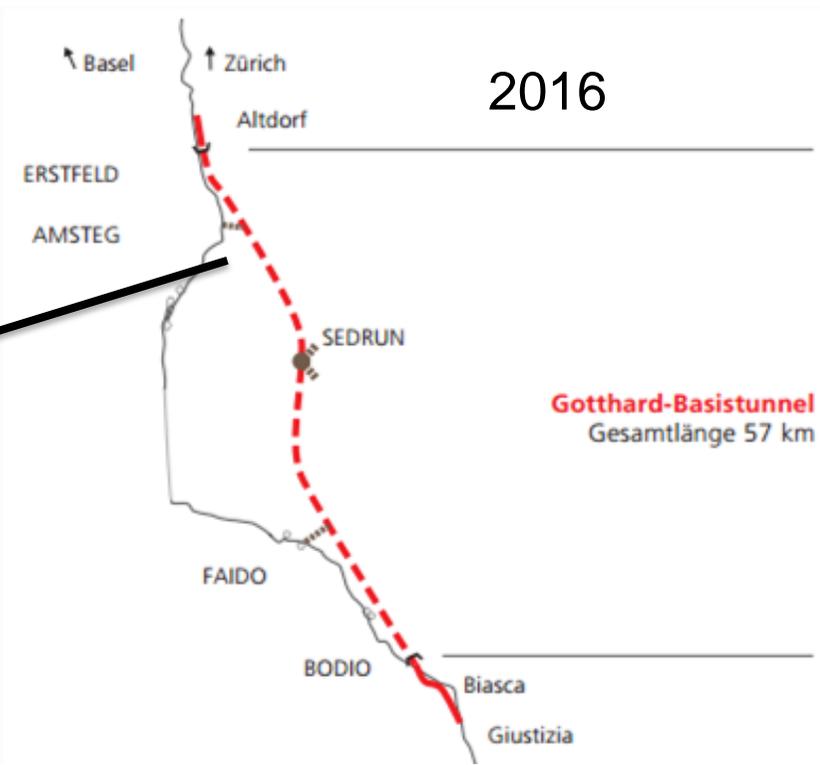
The corridor:

- 2 countries (Switzerland and Italy)
- 2 different languages (and some dialects)
- Swiss part (CH): 5 Cantons and 413 communities
- 9 Mio. inhabitants (CH: 1.1 Mio.) of which 65% live in urban areas
- Alps (Gotthard mountain) as a natural border

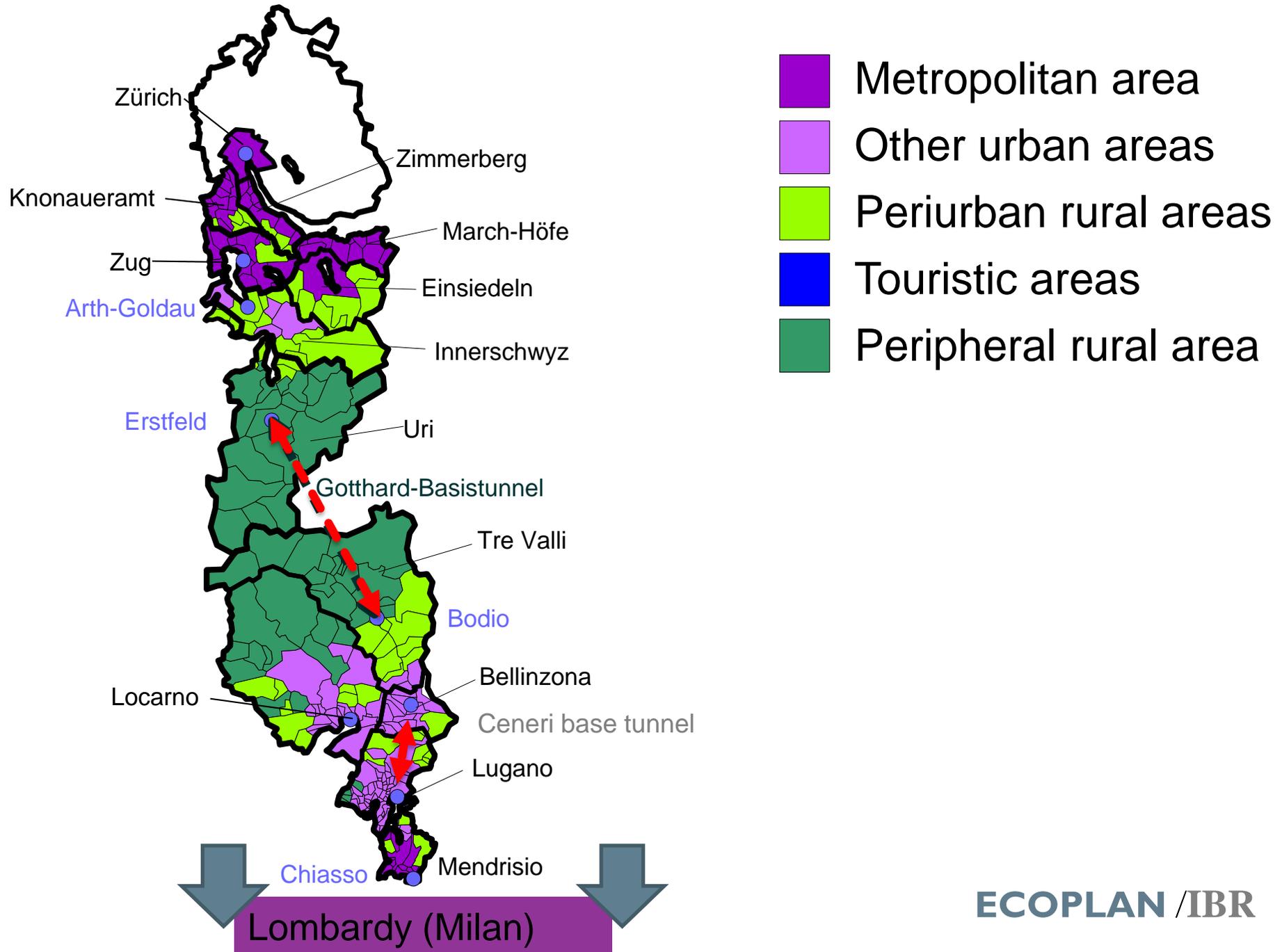
NEAT:

- Two new railway tunnels: Gotthard and Ceneri
- Zurich - Milan by train within 2:40h (today: 3:30h)

The Gotthard corridor and the NEAT



Gotthard corridor: Urban and rural areas



Gotthard corridor: Abstraction

Zurich / ZG / SZ

UR & TI (N)

TI (S)

Lombardy

Metropolitan
and other
urban areas

Rural area

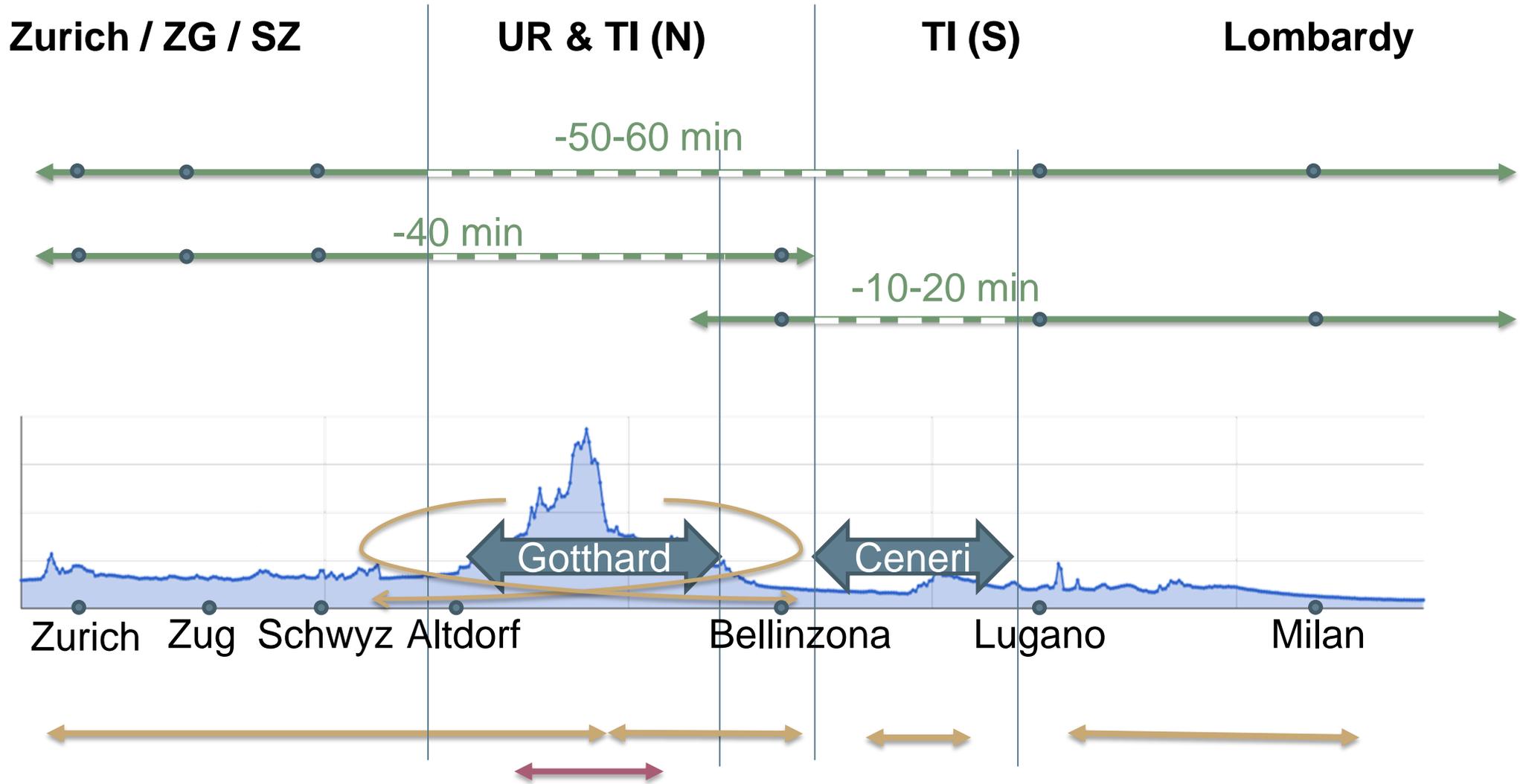
Metropolitan
and other
urban areas

Metropolitan
and other
urban areas

Rural area



What happens to travel time (by train)?



No significant effect

No significant effect (or even loss)

2 Beneficiaries and effects of the NEAT

- Who will benefit from the NEAT?
- Economic effects: Example of tourism
- Do commuters benefit?

Who benefits from speed-up?

Users: Tourists/visitors on day/weekend trips and **business travellers**



- No car available/needed



- Traveling with low weight luggage



- Working during travel (business travel, students)

Economy:

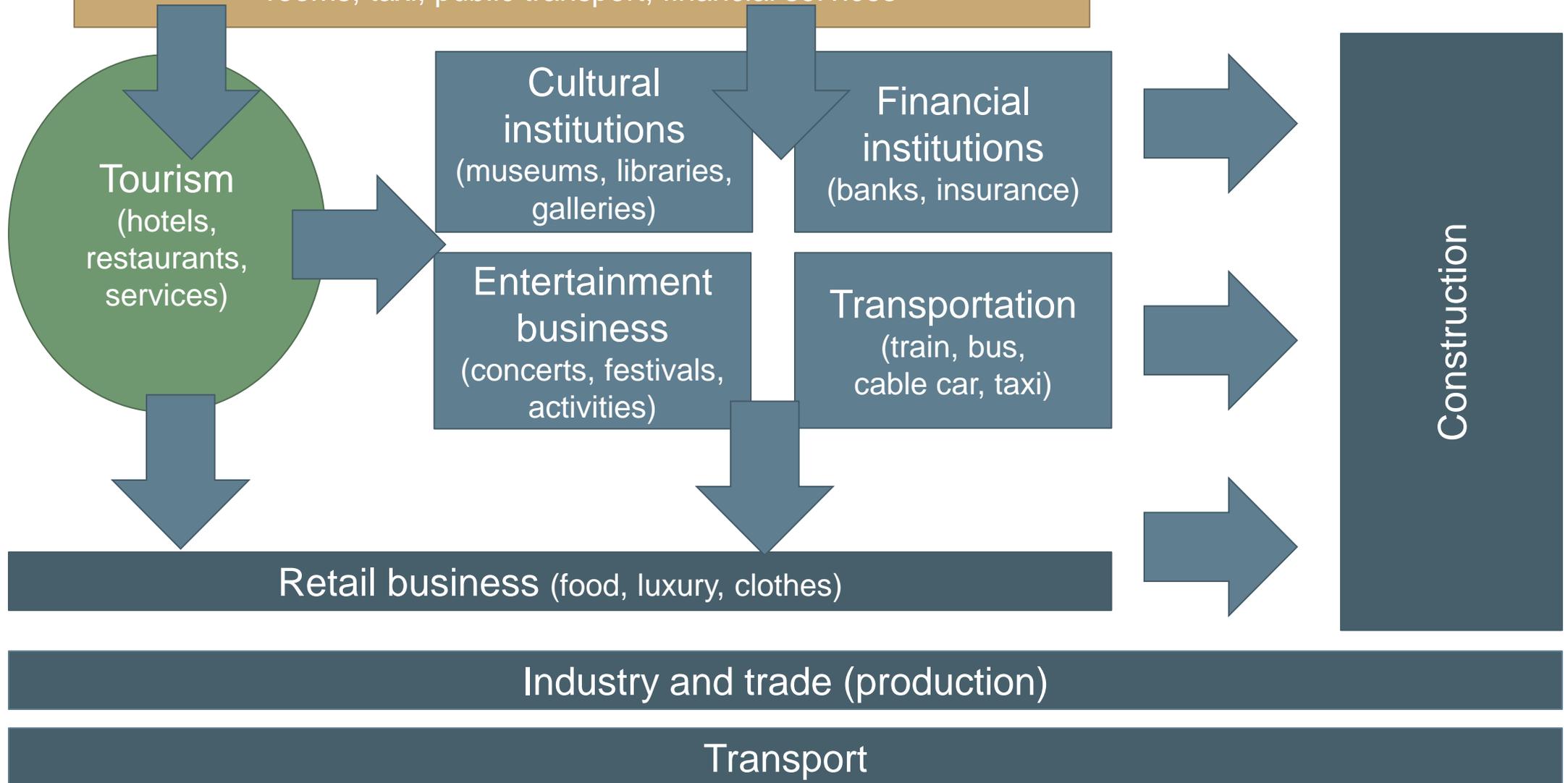
- Firms with high public (train) transport dependency
- Specific: Tourism and dependent products and services

The example of tourism: Economic effects



Visitors: Tourists and business travellers

Needs: hotels, restaurants, shops, travel services, information, meeting rooms, taxi, public transport, financial services



Do commuters benefit?

Why is there **limited benefit for commuters**?

- Commuters with more than 1 hour travel time: 9%
- Only few commuters use the Gotthard route by train even within the «1-hour-limit»

With NEAT: Only one new connection may fall within this «1-hour-limit»

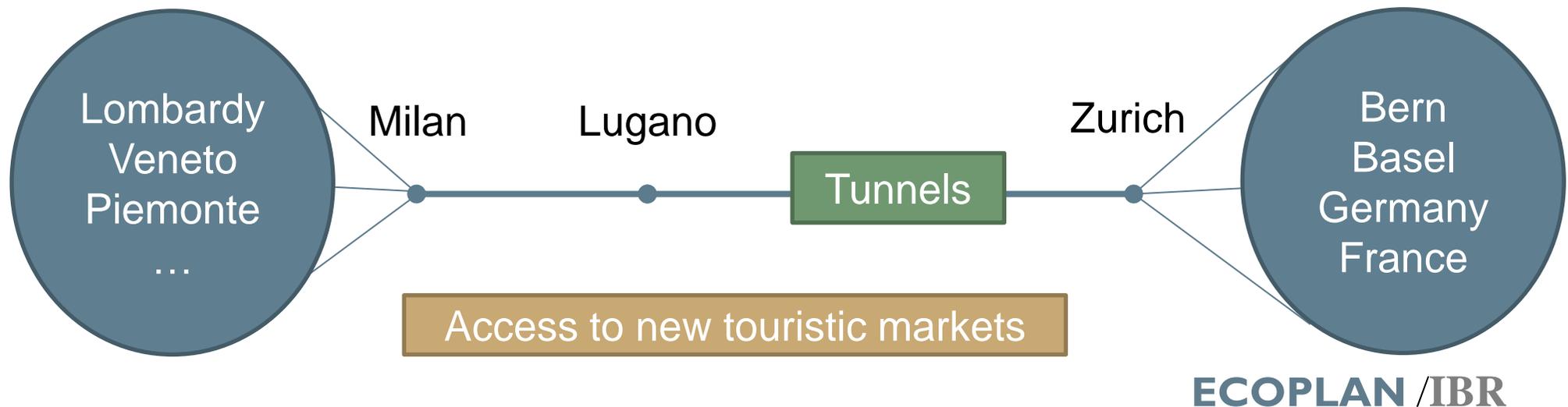
- Gotthard: Uri (Altdorf) - Bellinzona
- But: Depends on quality of InterCity (Tunnel-) access of Altdorf
- At least one «end» is relatively small sized (inhabitants, employees, workplaces)

3 Chances and risks

- What are the chances of NEAT-opening?
- What are the risks of NEAT-opening?

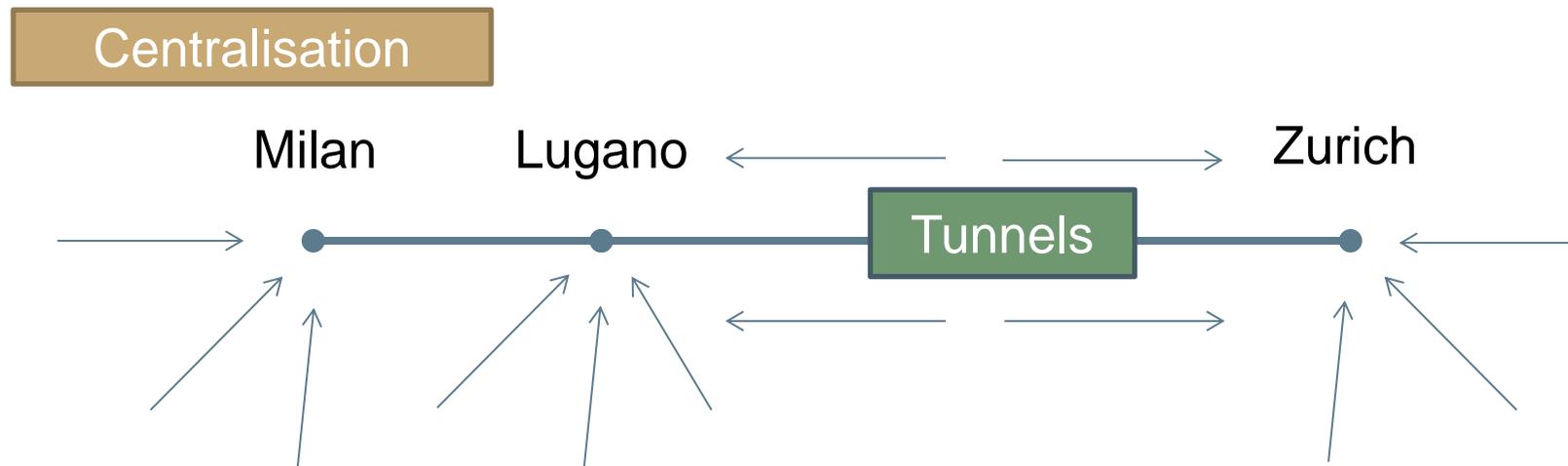
What are the chances arising?

- Decline of psychological borders (language, Alps, national borders, distance)
- Access to new touristic markets: More tourists
- Faster access to customers
- Locational advantages (firms and inhabitants)



What are the risks?

- Over-centralisation in urban areas
- Bypassing of rural areas (specific: rural and alpine parts of UR and TI)
- Strengthening the dependency on tourism
- Shift from multi-day tourists to one-day tourists
- Intensified competition (financial sector in Zurich/Lugano – Milan)



4 Needs and potentials for government action

- Who will act first given the new infrastructure?
- Why should governments act?
- Why should governments act together?

Who will act in the first round?

Reactions:

- Inhabitants and businesses optimize their behavior automatically
- Adapting to the new conditions introduced by NEAT

=> a matter of the **private** sector

Why should governments act (together)?

Governments take **single action** to

- use or raise chances
- avoid risks
- support private actors to do so

→ Governments do this when chances / risk are recognised

Governments take **bilateral or multilateral action** to

- Use synergies: «together, we can do it better / cheaper»
- Avoid common risks or share risks: «risk for my neighbour is a risk for all of us»

5 Goals of the Study

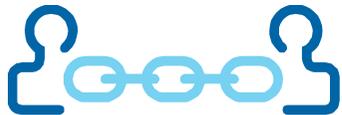
- What will we do?
- What can be done by governments?
- What are the goals of the study?

What will we do in the study?



Informing actors:

- Show current state of the corridor
- Show the probable effects of the NEAT, risks and chances



Connecting actors:

- Bring partners together for discussion
- 3 workshops: «North», «Tessin» and «Italy»



Developing ideas for common action:

- Proposals for specific policy **measures**
- Design of possible processes for implementation

What kind of measures?

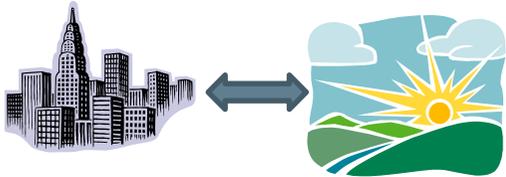
Three types of measures:

- **Direct:** Develop common projects that can be implemented now
- **Indirect:** Set **framework conditions** for a more efficient future project development
- **Mid and long term:** Push «**soft**» factors like «trust», «common identity»

=> Study focus on direct measures

What kind of measures?

Measures that ...



- affect urban-rural interconnection



- affect north-south interconnection



- address chances / risks triggered by NEAT



- cannot be implemented by taking unilateral action



- will not be implemented by others (private actors)

Summary: What is the goal of the study?

Develop **measures** that can be implemented as a cooperation

- between urban and rural areas, south and north
- which cannot be carried out taking unilateral action
- and use chances / avoid risks triggered by NEAT

With restrictions: Two main thematic fields remain:

- Reduce costs by a **common supply of public goods & services**
- Overcome locational disadvantages by **combining locational advantages**

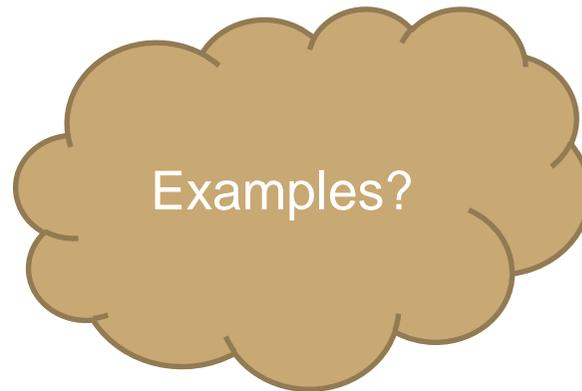
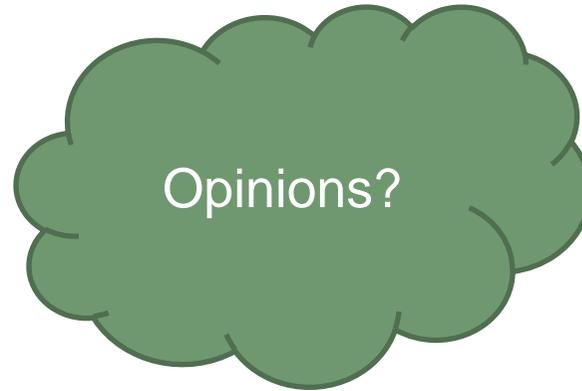
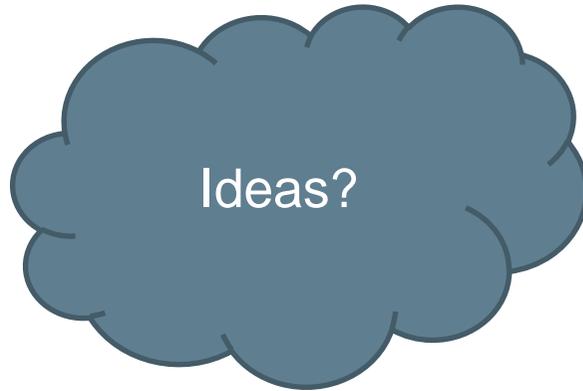
Examples: Common supply of public goods & services

- General: Start common projects in public transport, education, cultural institutions, health, tourism
- Joint supply and ordering of administrative services
- Common information channels / platforms, informal discussion platforms
- Create fund to promote Italian-German (or vice versa) translation of signs on public ground, information-brochures or public web sites

Examples: Combining locational advantages

- Model: «Locational advantage of neighbours is my own advantage»
- Draw a map of locational advantages / industry clusters and use in joint business location promotion → do this also for touristic infrastructure
- List strengths (and weaknesses) of urban and rural areas in the corridor
- Introduce mechanisms to exchange building zones (urban area has zones for businesses, bulding zones for housing available in rural areas)

Discussion



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