RURBANCE Meeting

Study Zurich – Gotthard – Milan

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

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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: Neue Eisenbahn-Alpentransversale
NRLA: New Railway Link through the Alps
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

- Metropolitan area
- Other urban areas
- Periurban rural areas
- Touristic areas
- Peripheral rural area

Lombardy (Milan)
Gotthard corridor: Urban and rural areas

- Metropolitan and urban areas
  - Metropolitan area
  - Other urban areas
  - Touristic areas
  - Periurban rural areas
  - Peripheral rural area

- Rural area

- Metropolitan and other urban areas

- Lombardy (Milan)
Gotthard corridor: Abstraction

Zurich / ZG / SZ
Metropolitan and other urban areas

UR & TI (N)
Rural area

TI (S)
Metropolitan and other urban areas

Lombardy
Metropolitan and other urban areas

Max. time savings:
- Zurich / ZG / SZ: 40-50min
- UR & TI (N): 10-20min
What happens to travel time (by train)?

-50-60 min

-40 min

-10-20 min

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

Tourism (hotels, restaurants, services)

- Cultural institutions (museums, libraries, galleries)
- Entertainment business (concerts, festivals, activities)
- Financial institutions (banks, insurance)
- Transportation (train, bus, cable car, taxi)

Retail business (food, luxury, clothes)

Industry and trade (production)

Transport

Construction
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 / risik 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, building zones for housing available in rural areas)
Discussion

- Ideas?
- Opinions?
- Examples?