

EGTC Rhine Alpine – Inspirational Story

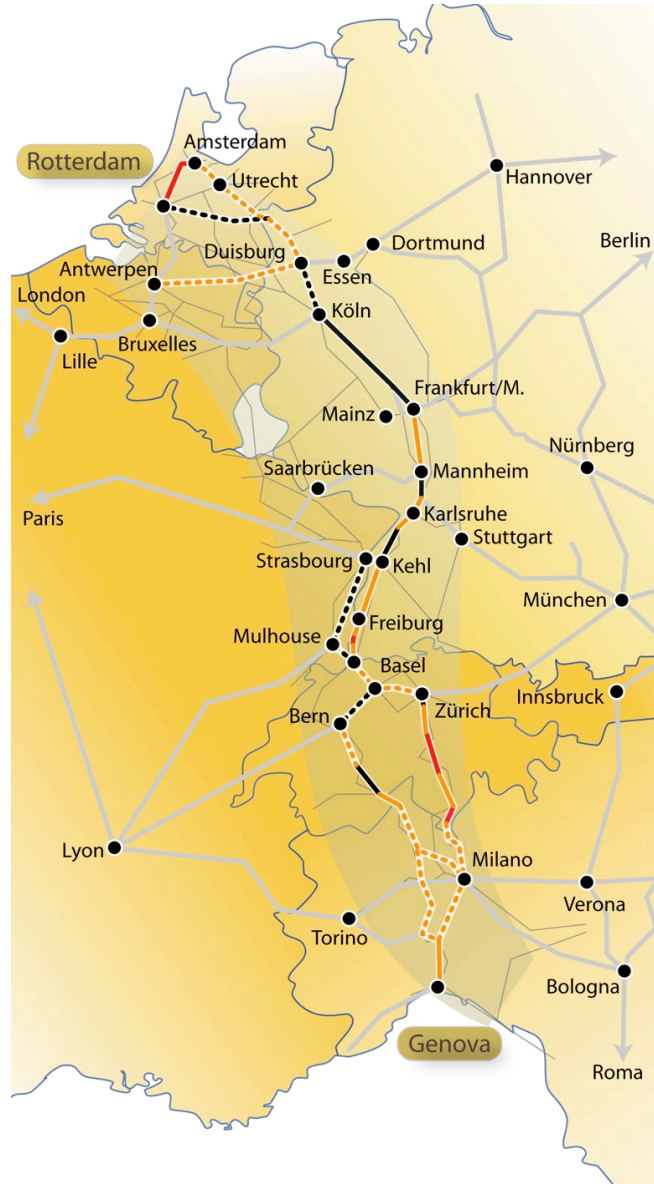
Prof. em. Dr. Bernd Scholl, On-Line-Impulse Speech, Politecnico di Milano, 18th May 2021
Online Symposium: ESPON IMAGINE//Final Regional Forum



Overview

- 1 Rhine Alpine Corridor, Chances and Challenges for Cooperation**
- 2 Strategies and Projects of Railway and Spatial Development in Switzerland / Zurich
- 3 Conclusions

Rotterdam - Genova Railway Corridor (Rhine-Alpine)



Source: Braun, C. (2013) IRL, ETHZ



- Connecting North and Mediterranean Sea – 1,200 km
- Catchment area – approx. 70 million inhabitants
- 700 Million tons of cargo on rail
- 50% of the whole European North-South cargo traffic on rail

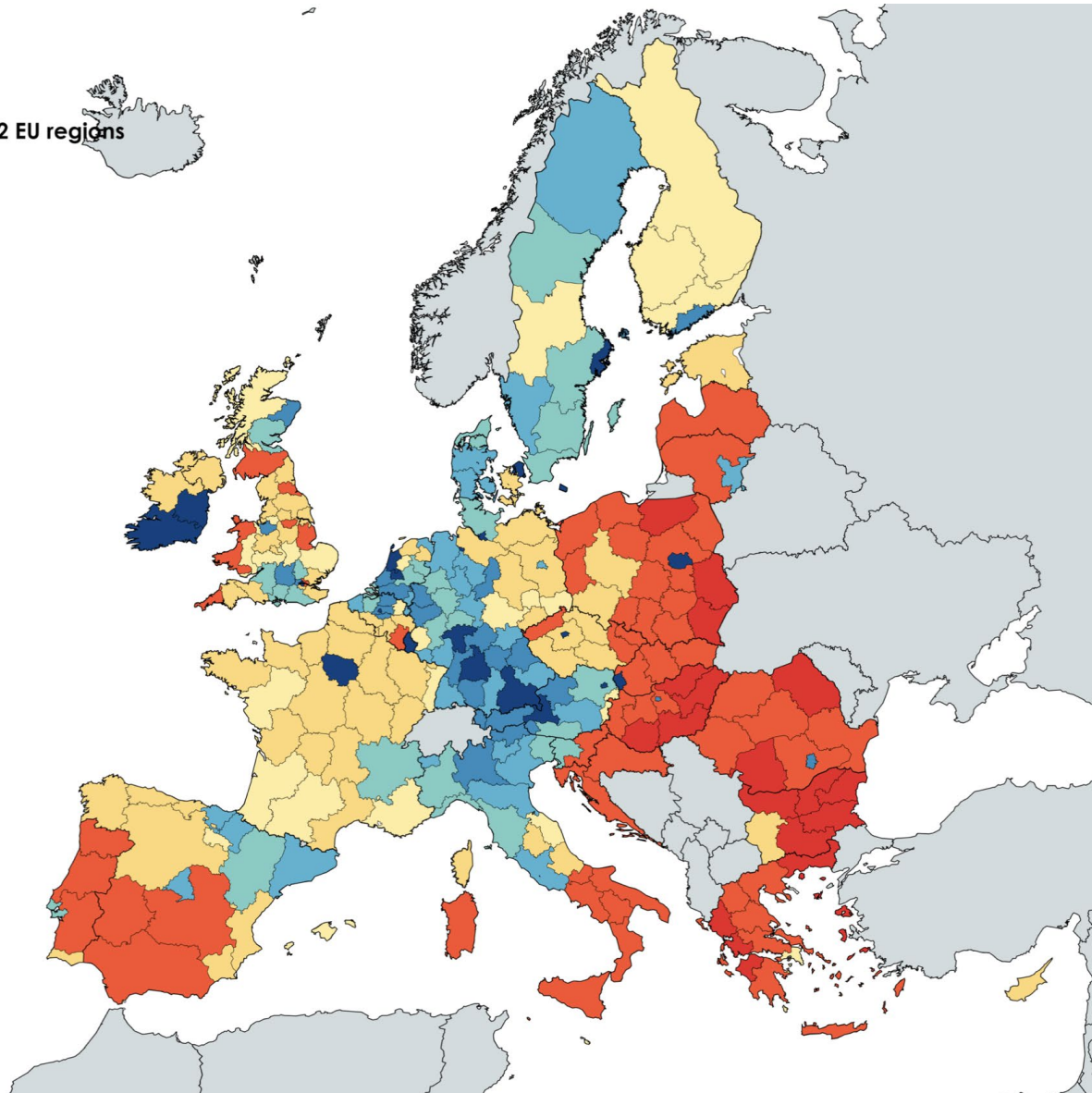
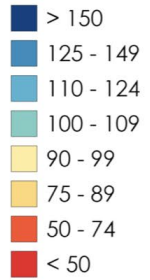


**Rhine Alpine Corridor is part of the
EUROPEAN CORE NETWORK**

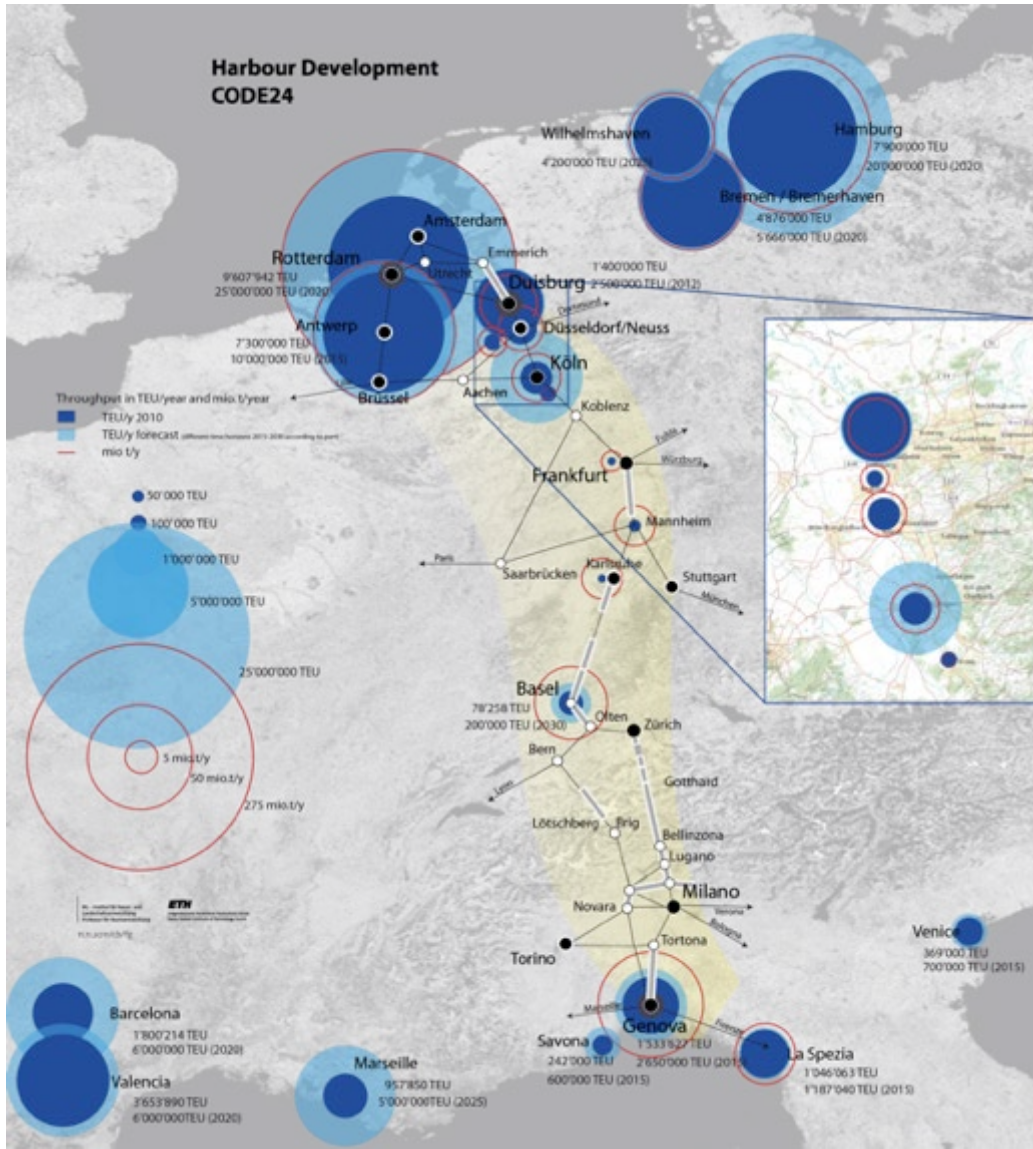
Source: www.ec.europa.eu

2017

GDP per capita in NUTS 2 EU regions



Ports Development in Europe_Shift of Goods on Rail is Policy

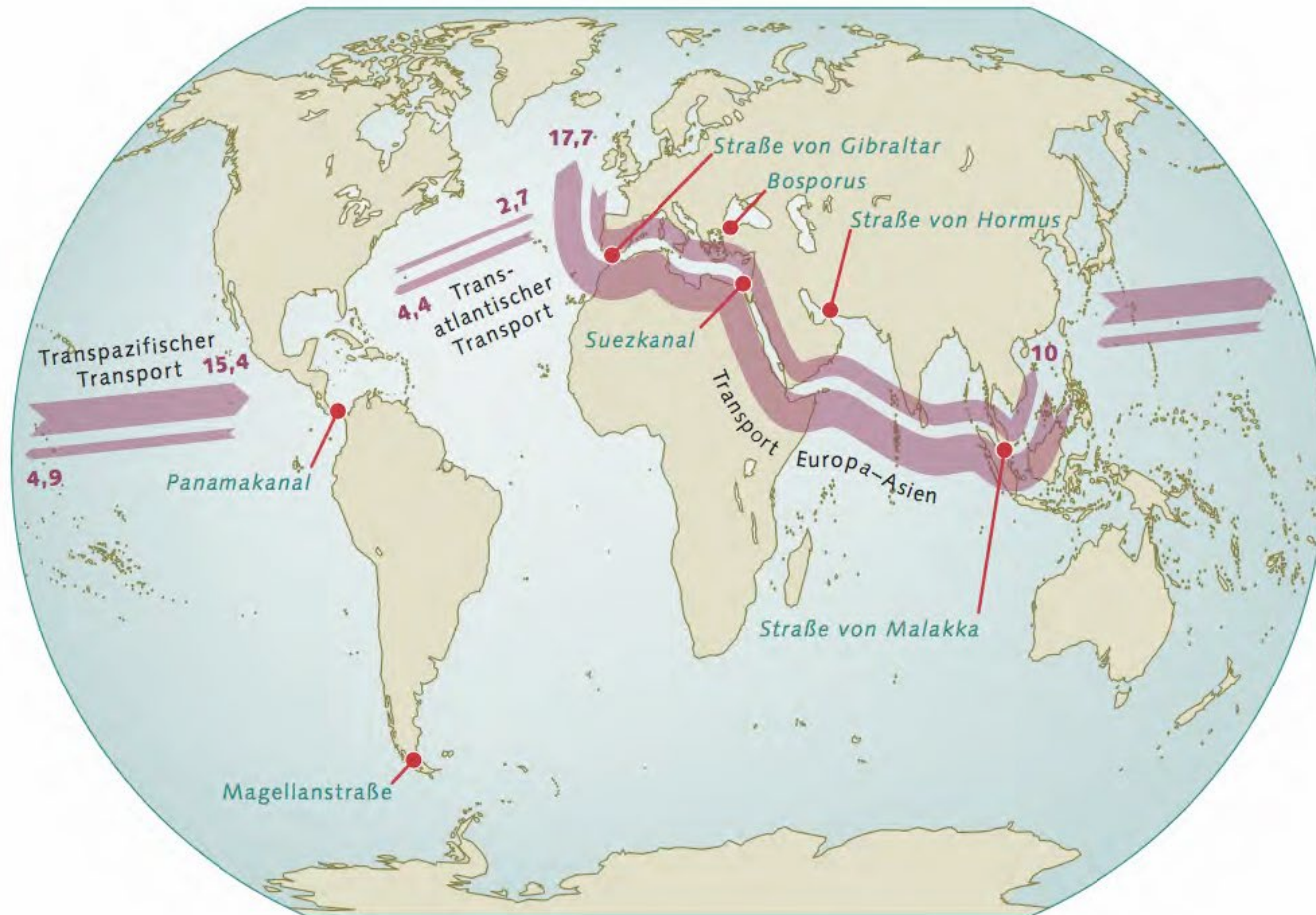


Maasvlakte 2, Port of Rotterdam

Importance of Hinterland Connections and Ports

Importance of River Rhine

Maritime Trade Routes



8.6 > Die Hauptrouten des weltweiten Containerverkehrs über die Meere. Die Zahlen geben die Menge der 2007 transportierten TEUs in Millionen Stück an.

Source:
World Ocean Review
Chapter 8
Hamburg, Nov. 2010

Base Tunnels in Switzerland, Core Pieces of the Rhine Alpine Corridor

Openings:

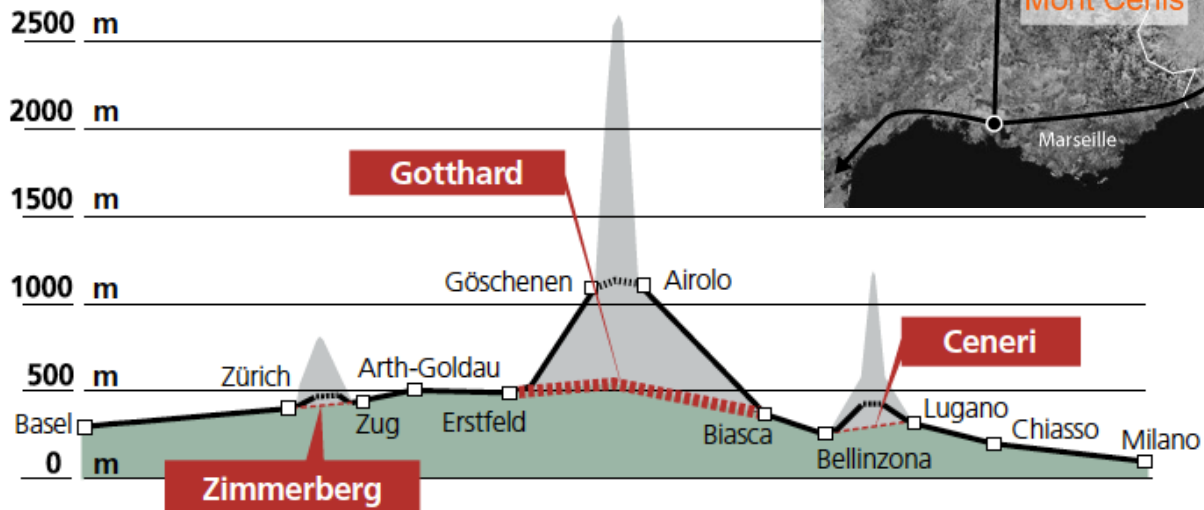
Lötschberg (35 km): 2007

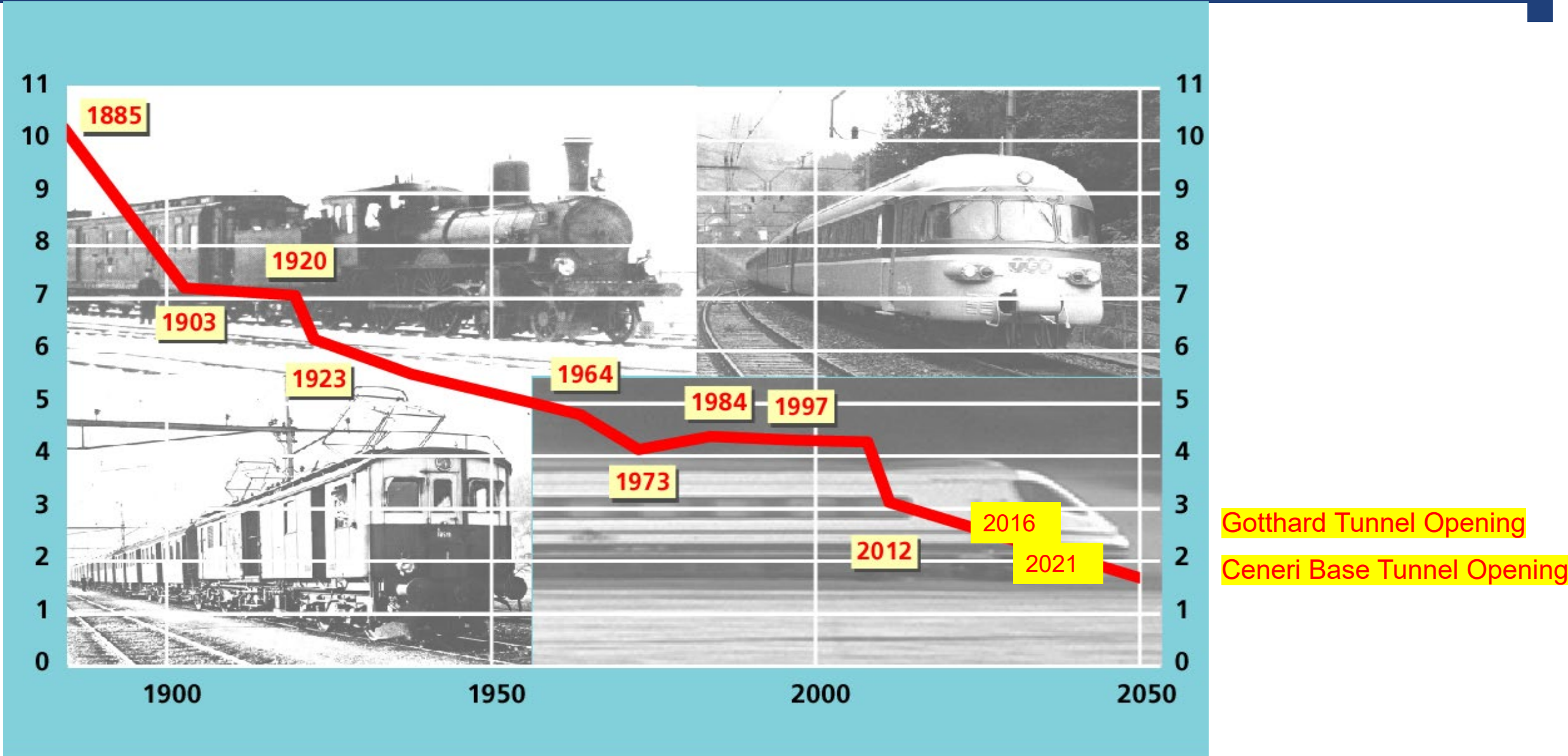
Gotthard: (57 km): 2016

Ceneri (15 km): 2020

Brenner: 2030?

Mont Cenis: 2029?





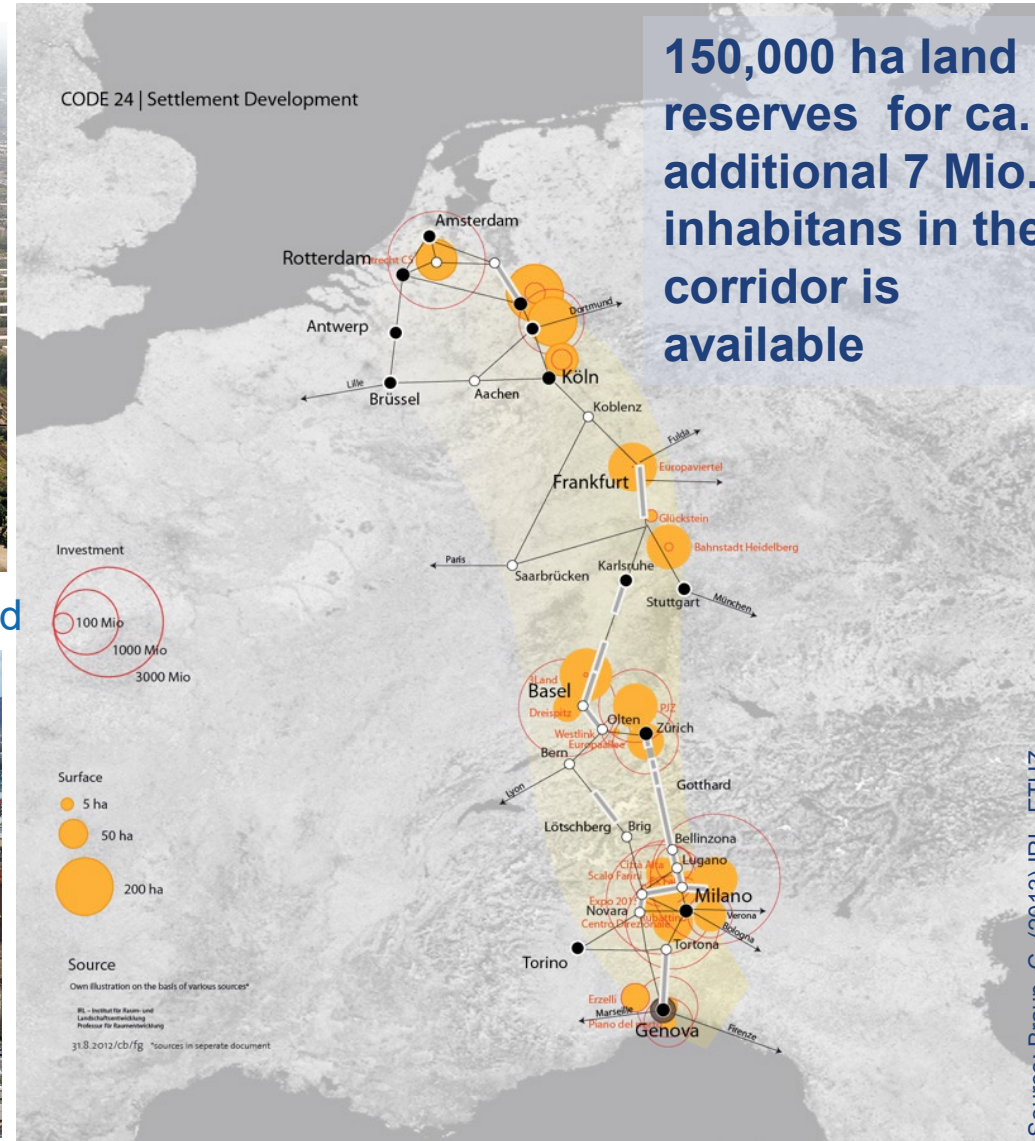
Railway Stations as Crystallization Points for Inward Development: Land Reserves in the Catchment Areas of Railway Stations of the Rhine Alpine Corridor



Frankfurt, Development Marshalling yard



Zürich, Development Central Station



EUROPEAN TEN-T CORE NETWORK CORRIDORS



Milano, Bovisa, Testplanning-Perimeter

Integrated Railway and Spatial Development at Spaces and Projects of European Importance - Chances and Challenges for Regional and Cross Border Cooperation

**Bottlenecks: Oberhausen-Emmerich (NL), Frankfurt - Mannheim; Offenburg – Basel
Bellinzona- Chiasso, Chiasso – Milano, Genova – Milano**

Noise: Middle Rhine Area

Logistic: Hinterland Rotterdam, Inland Waterway Rhine, multimodal Harbor Development

**Cities
and**

Regions: Hubs, Nodes, Inward Development

CODE24

CORRIDOR 24 DEVELOPMENT
ROTTERDAM - GENOA

One Corridor – One Strategy

Joint regional development for the north-south corridor



- HOME
- NEWS
- ACTIVITIES
- PROJECT PARTNERSHIP
- PUBLIC EVENTS
- DOWNLOADS
- MULTIMEDIA
- MEMBERS AREA
- CONTACT



MANNHEIM:

HARBOUR EQUIPMENT

Start of the EU Projekt Interreg 2010

The image is a composite of two parts. On the left is a screenshot of a website header for the Rhine-Alpine Corridor. It features a blue background with a large white 'C' shape. The text 'CODE24' is at the top left, followed by 'Interregional CORRIDOR 2 ALLIANCE ROTTERDAM-GENOA' and 'for the Rhine-Alpine Corridor'. A navigation menu on the left lists: HOME, NEWS, ACTIVITIES, PROJECT PARTNERSHIP, PUBLIC EVENTS, DOWNLOADS, MULTIMEDIA, MEMBERS AREA, CONTACT. At the bottom right of the website section is 'EGTC'. On the right is a night cityscape of Mannheim, Germany, with a blue banner at the top that reads 'One Corridor – One Strategy' and 'Joint regional development for the north-south corridor'. A 'CODE24 CORRIDOR DEVELOPMENT' logo is in the top right corner of the banner, with 'ROTTERDAM' at the top and 'GENOA' at the bottom. A pink box at the bottom right of the cityscape contains the text 'MANNHEIM: HARBOUR EQUIPMENT'.

egtc-rhine-alpine.eu/de/ Start 2015 - ongoing

Members of Italy are: Regione Lombardia, Regione Liguria, Regione Piemont, Ports of Genova, Union Trasporti, Comune die Novara

Overview

- 1 Rhine Alpine Corridor, Chances and Challenges for Cooperation
- 2 **Strategies and Projects of Railway and Spatial Development in Switzerland / Zurich**
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Strategies ...for Spatial Development (on a national, regional and local level)

- 1 Inward Development before Outward Development is the main Spatial Strategy*
- 2 Railways are the Strategical Backbone of a sustainable Network of Cities and Locations
- 2 Railway Stations are the Cristallisation Points of Inward Development (Urban Density)

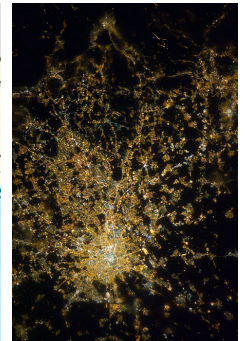
* is based on the revision of the spatial planning law 2014.
Voted and accepted by the Swiss Citizens with a majority of 64%

Switzerland



Switzerland has about
8.7 Mio inhabitants

Switzerland



Greater Areas of Milano
includes 8.3 Mio inhabitants

Switzerland

... a small Country in the Middle of Europe



Switzerland has about 8.7 Mio inhabitants and is situated at important crossroads especially in the North-South-Direction

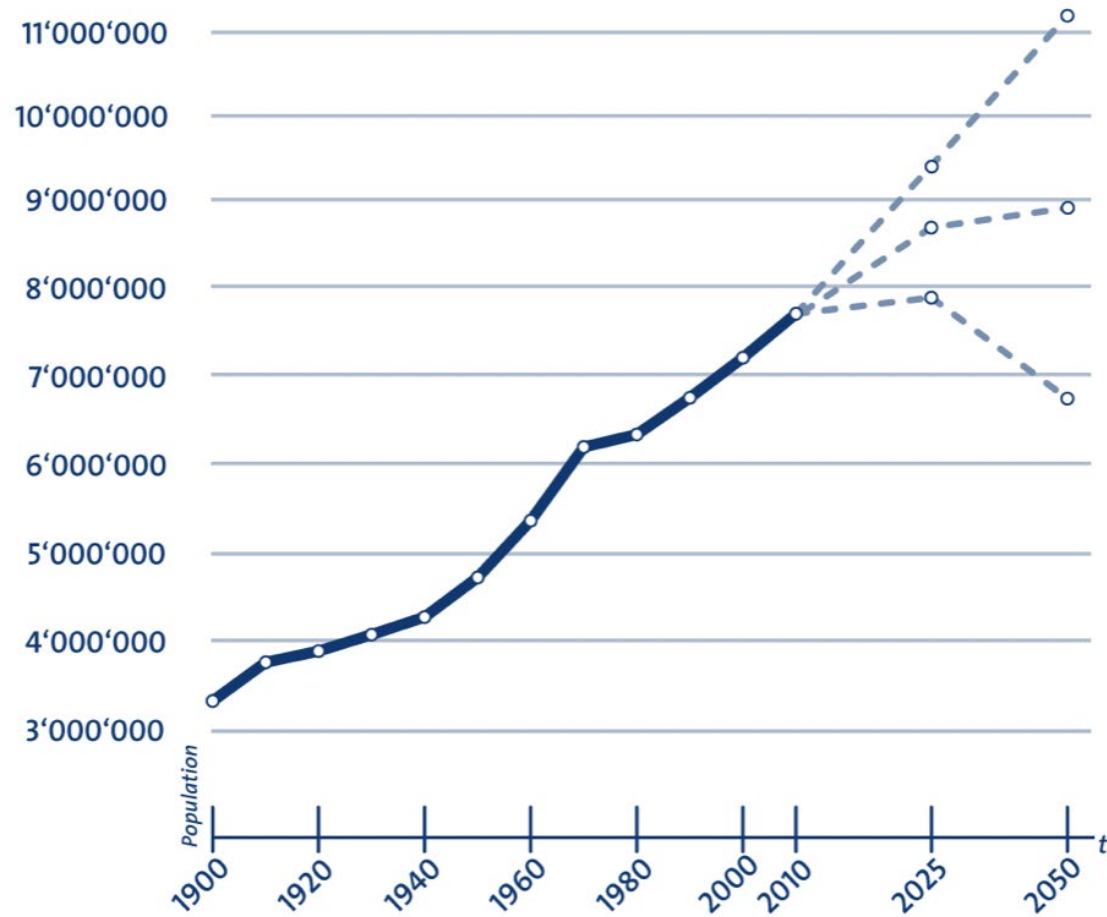
This is mainly because of the Gotthard Route through the Alps (Highway and Railway)

Therefore Switzerland has a lot transit traffic

Switzerland is still a prospering country with one of the highest GDP in Europe and has a dynamic population growth

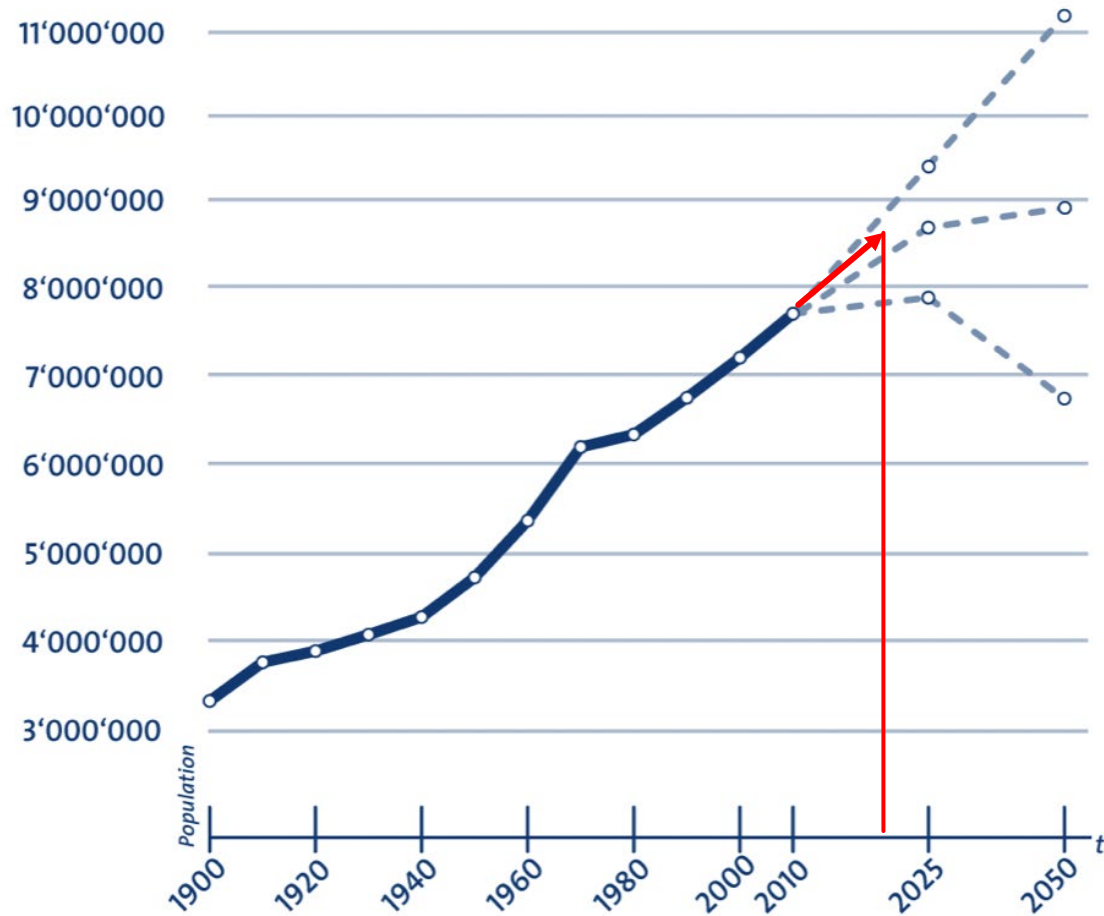
Projetion of Swiss Population Development (2010)

SWITZERLAND



Projetion of Swiss Population Development (2010)

SWITZERLAND



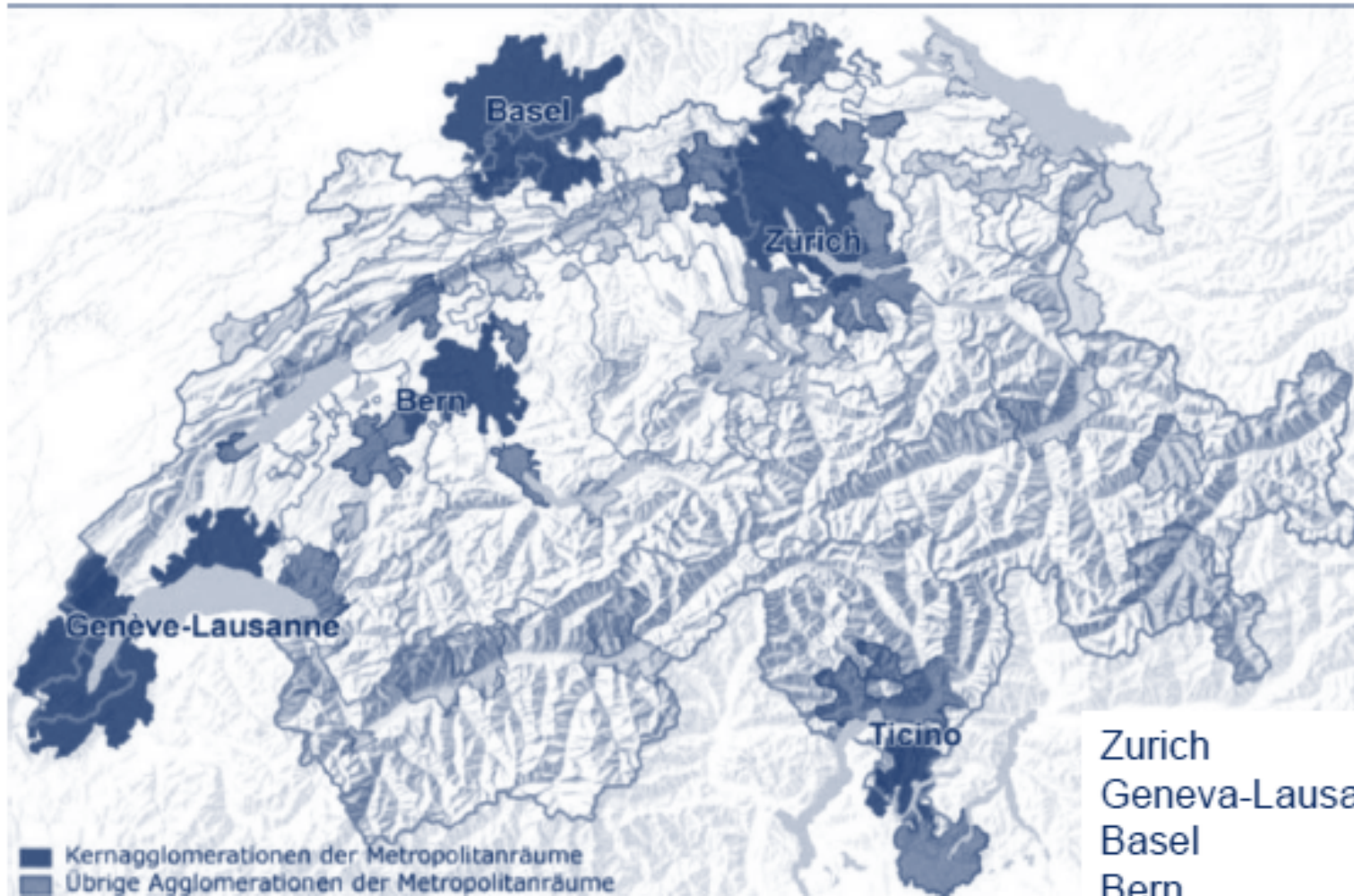
≈ 8.7 Mio.
(per Dec. 2020)

≈ average growth rate of last 10 years
0.9%

Challenge: Topographie



Metropolitan areas of Switzerland



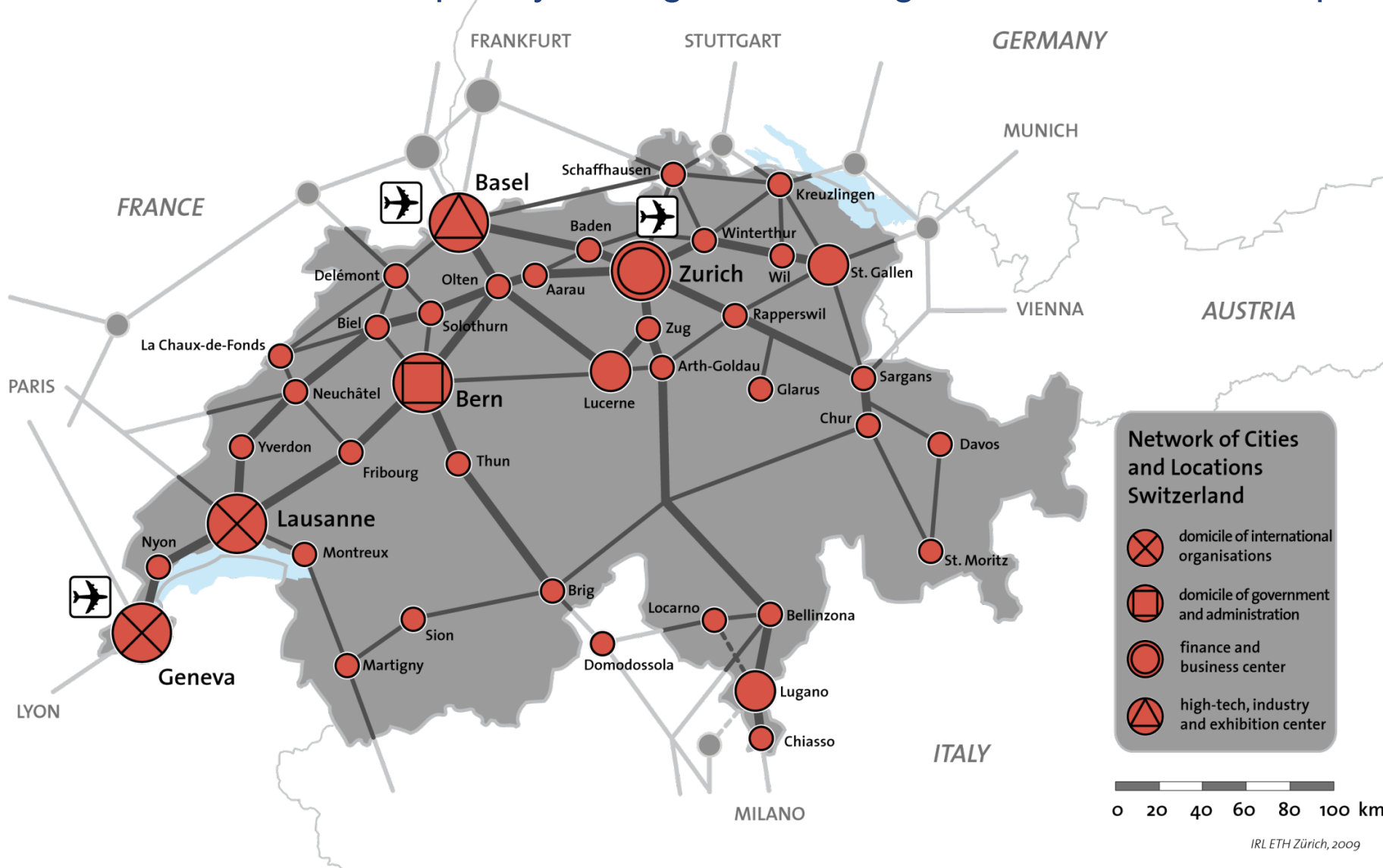
Zurich	1.6 mio.
Geneva-Lausanne	1.2 mio.
Basel	0.7 mio.
Bern	0.6 mio.
Ticino	0.5 mio.

Compare it with
Metropolitan Area of Milano!

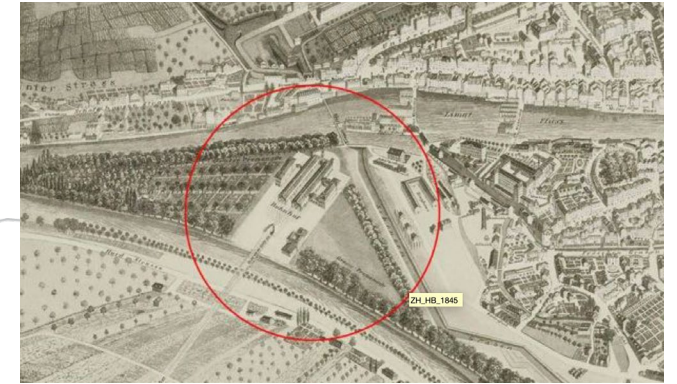
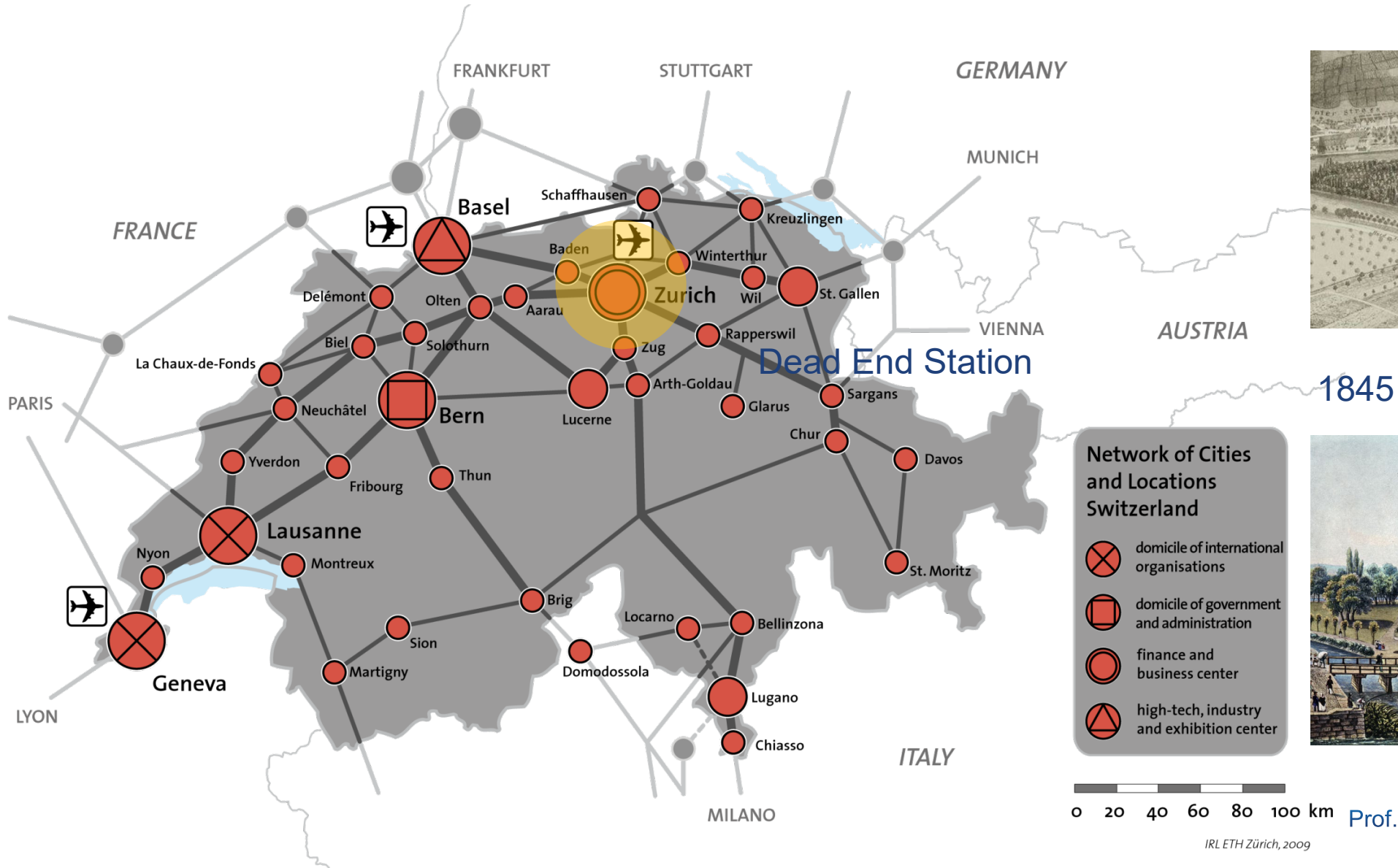
The Metropolitan Areas of Switzerland
mainly situated in the Swiss Plateau
Between (Jura and the Alps)
has around 6 Mio inhabitants

We have to organise Switzerland
as a competitive European
Metropolitanregion

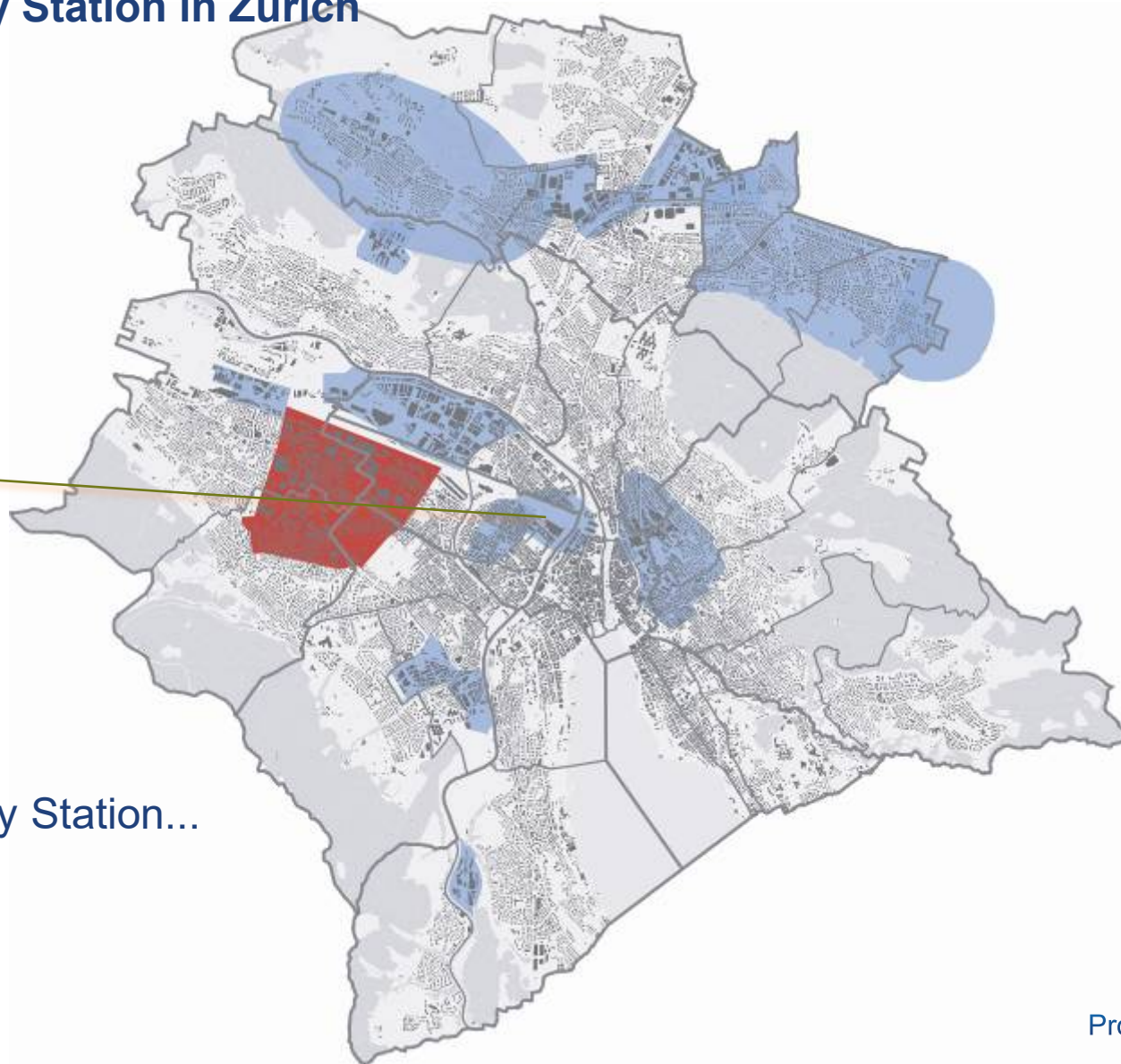
Main National Spatial Strategy: Network of Cities and Locations, Railway System is the strategical backbone, Dense frequency of longdistance, regional trains and urban public transport system



Main Railway Hub Zurich: Dead End Station and two Through Stations, step by step



New Underground Railway Station in Zurich



New Underground Railway Station...
„Löwenstrasse“

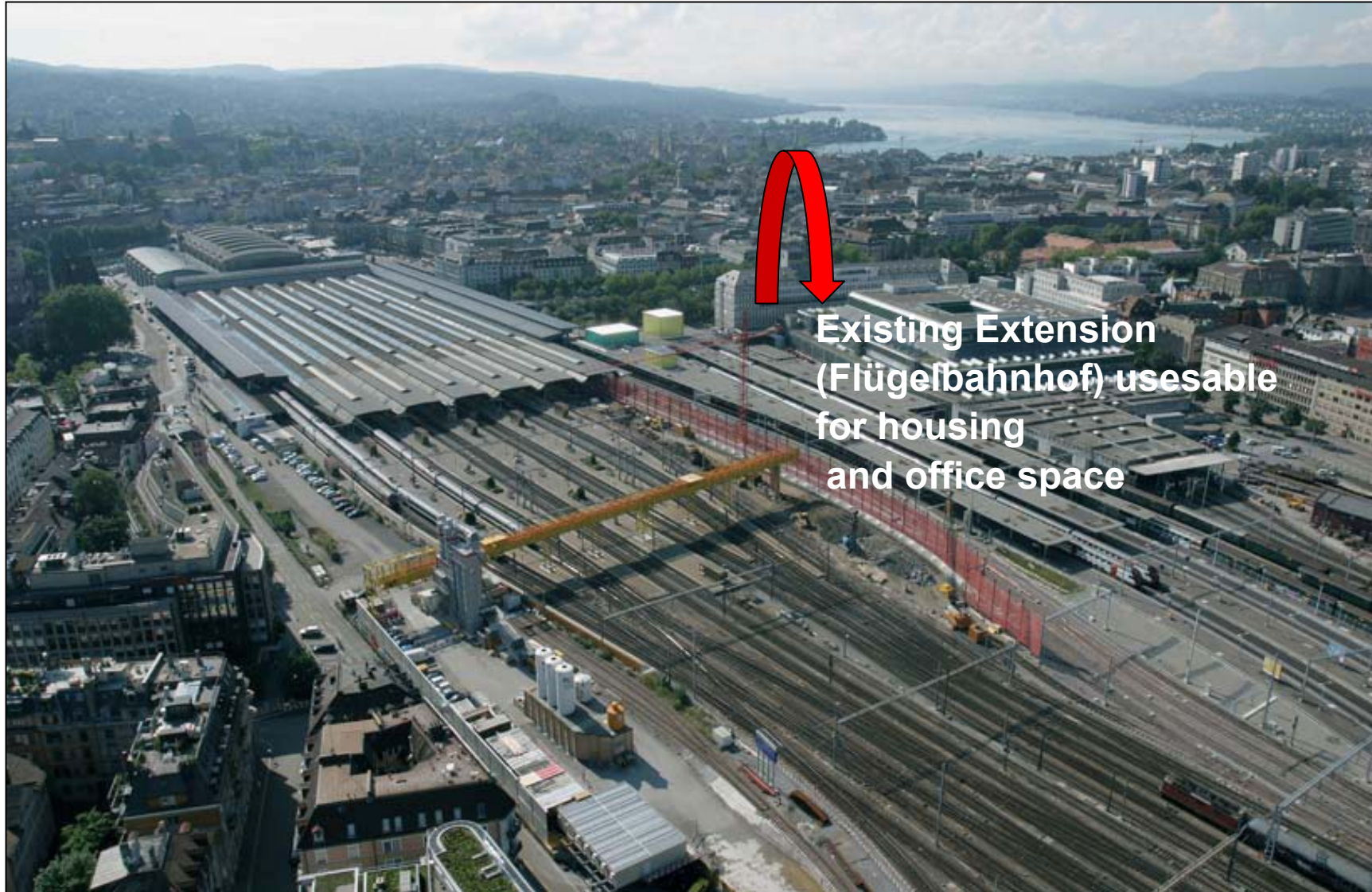
Additional Capacity with New Underground Railway Station Zurich





New Railway Station Underground

Additional Capacity Main with New Underground Railway Station Zurich and Chances for Inward Development



Railway Station 2016



Europaallee 2017

Investments to the Train System Zurich 1.6 Billion CHF



Gleisanlagen Altstetten–Kohlendreieck

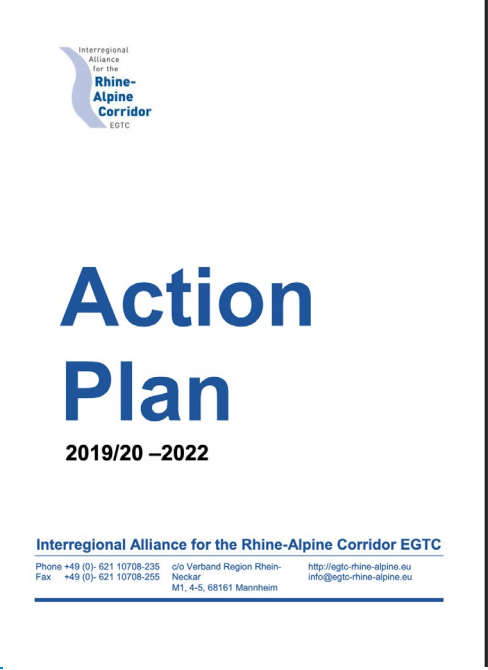
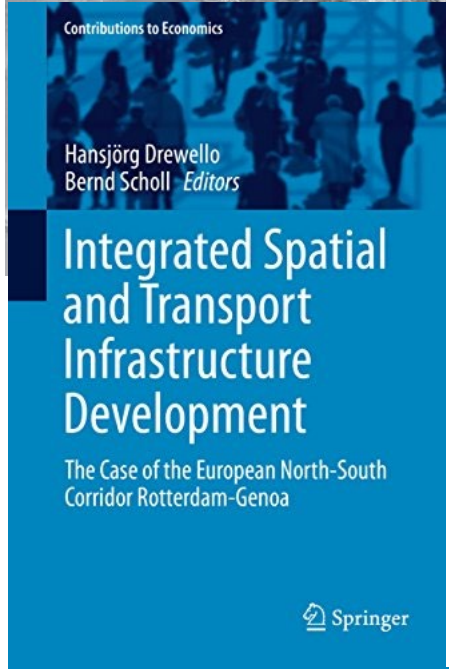


Standort: Hochhaus Pfingstweidstrasse, Blickrichtung Uetliberg. Rot eingefärbt; die Letzigrabenbrücke

Railway Stations as Crystallization Points for Inward Development



Main Railway Station Zürich, 450.000 passengers daily...before Pandemy times



Thank you for your attention!

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