



// ESPON BRIDGES

Connectivity in territories with geographic specificities

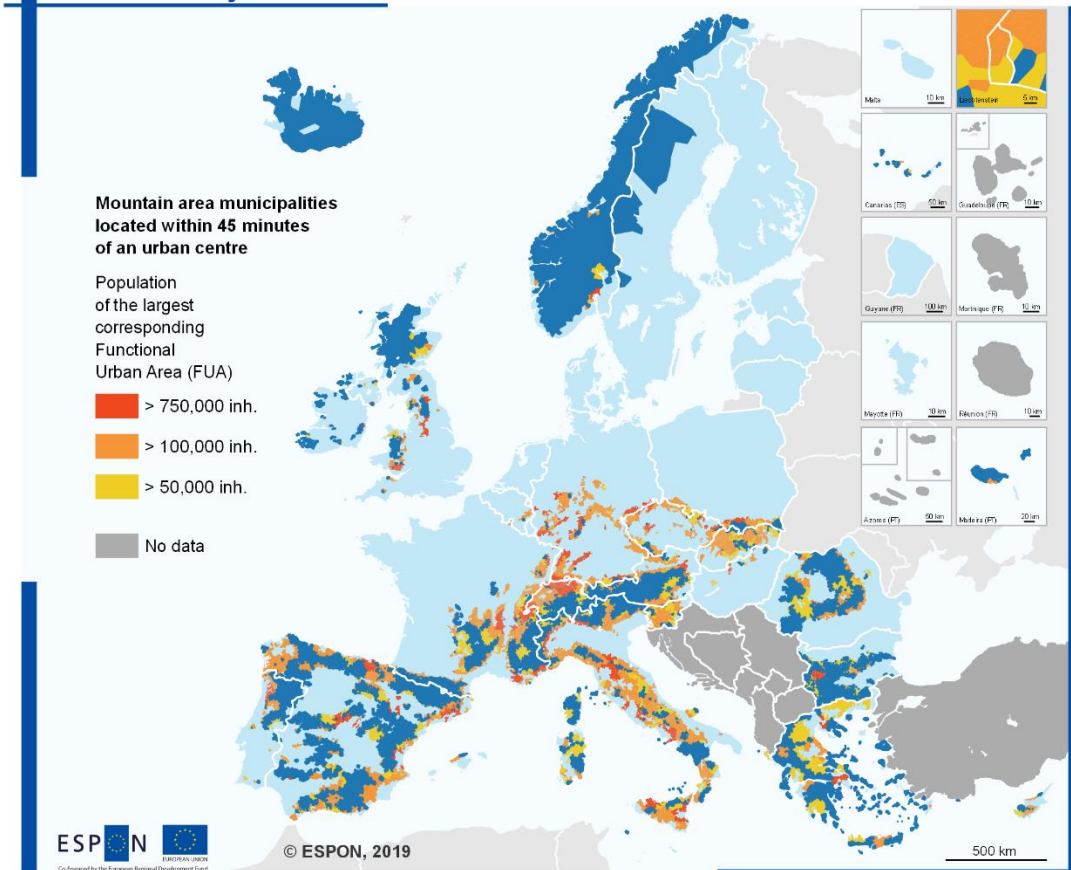


What measures are relevant?

Geographic specificity are not necessarily peripheral

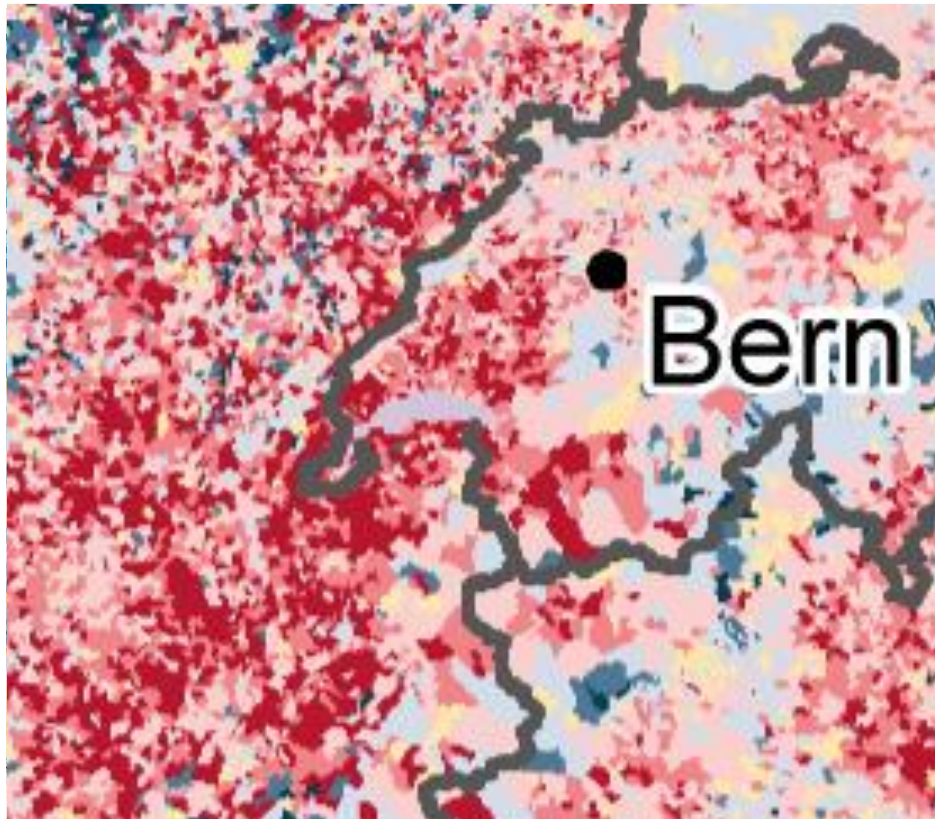
- Northern sparsely populated areas are essentially different from other SPA
- Different island categories can be distinguished
 - Coastal islands
 - Isolated islands
 - Double insularity / archipelagos
- Mountain areas are located in central and peripheral parts of Europe
- TEN-T tend to go around rather than across mountain areas
- Quality of secondary network is a key issue
- Many mountain areas are within commuting distance of major cities

Accessibility to cities in mountain areas



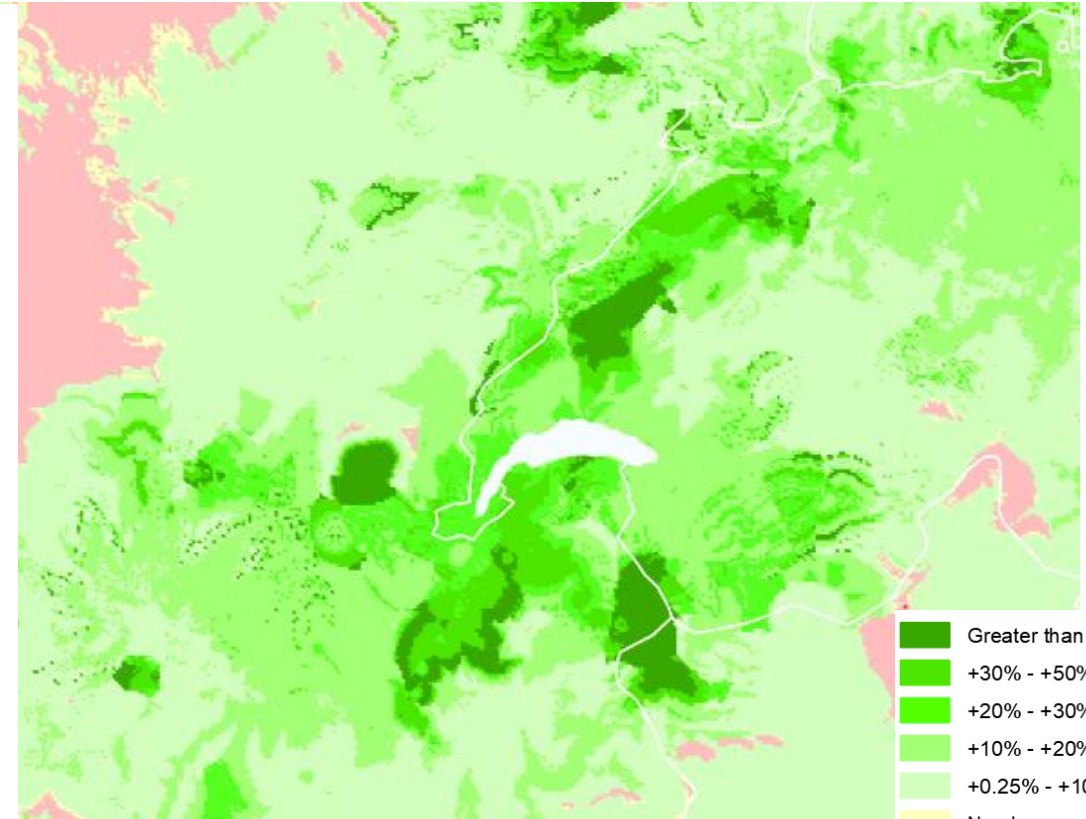
Regional level: Local Administrative Units
Source: ESPON BRIDGES, 2019
Origin of data: ESPON GEOSPECS, 2012
Origin of data: European Commission, 2010; IUF-International, 2010; ecoris/ris/brides; RIS/ris/brides; 2010
© UMS RIATE for administrative boundaries
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Key challenge of local connectivity: how to measure demographic change?

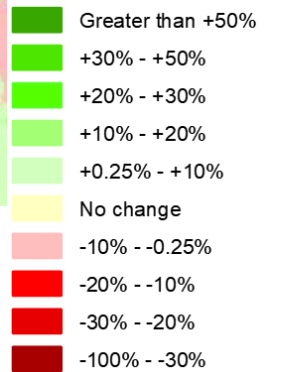


Source: BBSR (2015)

Durchschnittliche jährliche Bevölkerungsentwicklung von 2001-2011* in %



Source: ESPON BRIDGES (2018)



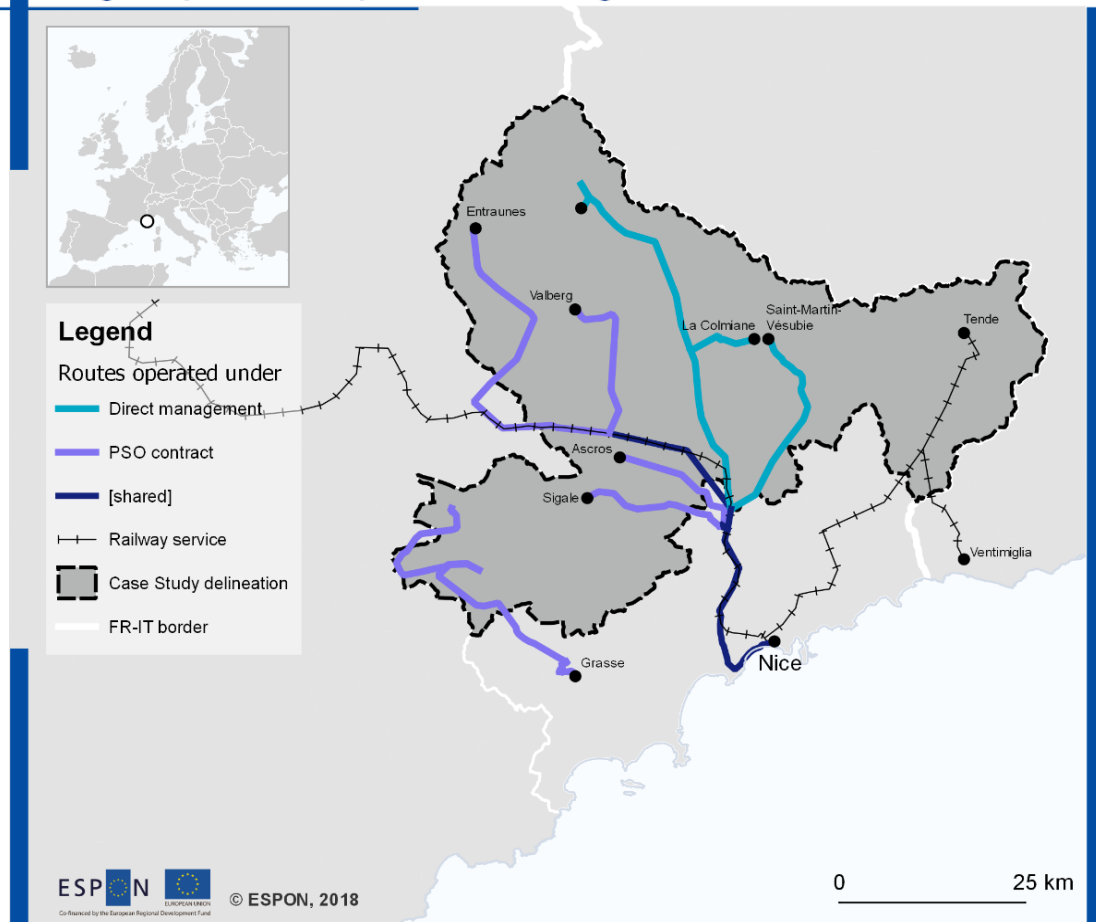


Public interventions in the provision of transport services

Public transportation in the inland of Côte d'Azur

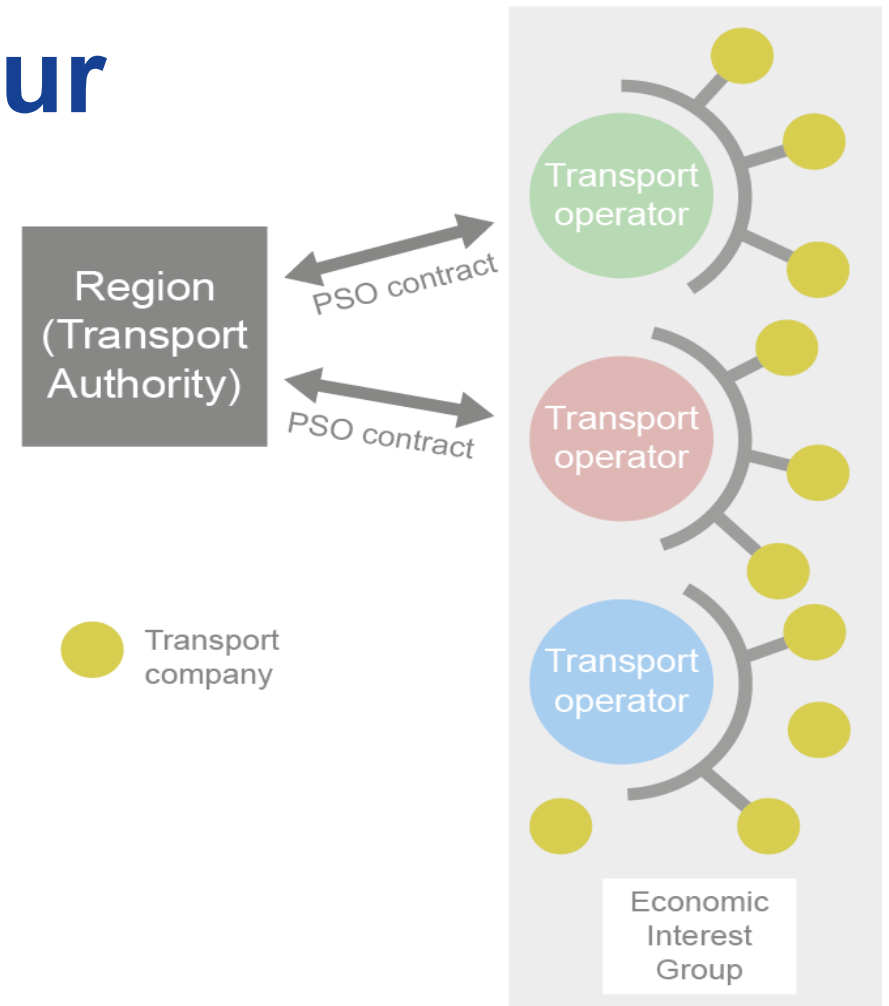
- Challenges
 - Identifying transport needs
 - Encouraging shift to public transportation
 - Finding right channels to disseminate information on transport offer

Regular public transport lines serving inland of Côte d'Azur



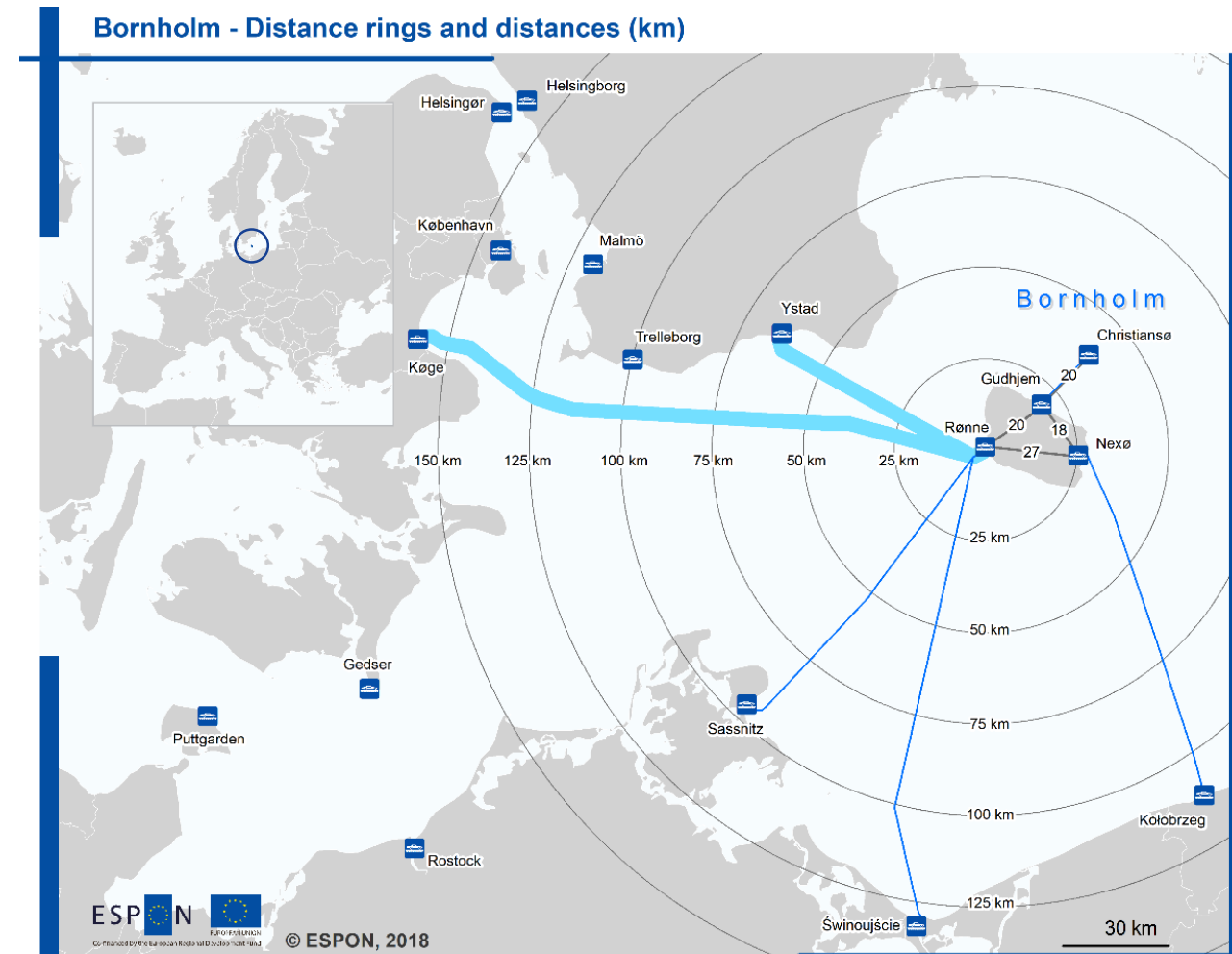
Public transportation in the inland of Côte d'Azur

- Challenges
 - Identifying transport needs
 - Encouraging shift to public transportation
 - Finding right channels to disseminate information on transport offer
 - Coordination between service providers and transportation networks



Maritime connections to Bornholm

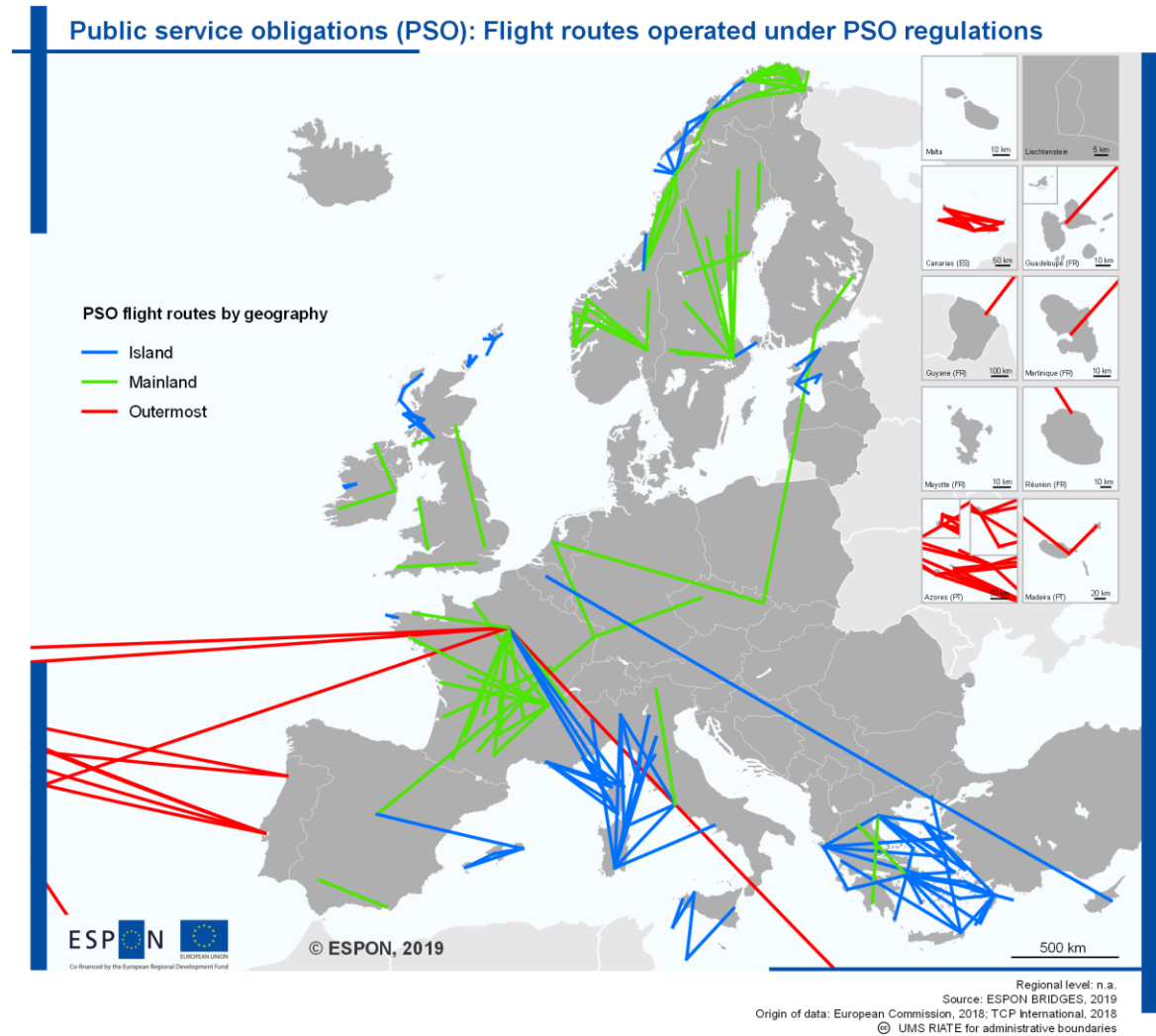
- One connection mainly for freight another for passenger transport
- Issue of connecting land transport
- Few competitors



Territorial level: n.a.
Source: ESPON BRIDGES
Origin of data: TCP International, 2018; OSM, 2018; RRG, 2018
© University of Geneva for administrative boundaries

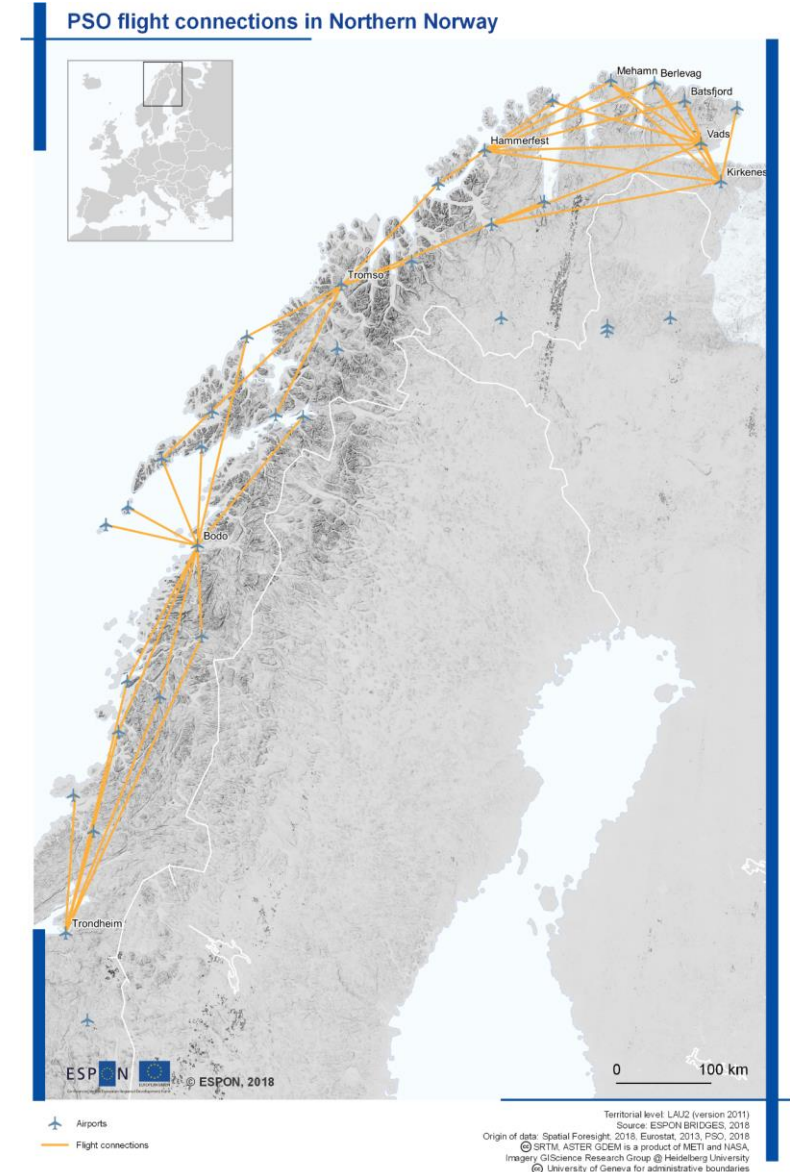
Air transport PSO regime in Norway

- Air transport PSOs are extensively linked to insularity and sparsity
- Some countries stand out: NO, SE, FR, GR, IT
- Different types of network organisation: connections to capital city or regional hubs (Sweden compared to Norway)
- The regional policy dimension is weakly reflected at EU level



Air transport PSO regime in Norway

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- Different types of network organisation: connections to capital city or regional hubs (Sweden compared to Norway)
- The regional policy dimension is weakly reflected at EU level
- In NO: down to 31 routes (current period) compared to 36 previously
- Negotiated as a single contract for northern Norway



Conclusions

- PSO arrangements are complex and costly
- Regional development perspective is not analysed systematically at the EU level

- Issues:
 - Identification of market failures
 - Design of adequate measures and governance arrangements
 - Justification of policy interventions for enhanced accessibility
 - Participation of users and local communities in the design of PSOs
 - Transparency on contractual agreements, and on monitoring of service delivery

- A European dialogue on PSOs may be developed



// Thank you

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This presentation will be made available at: www.espon.eu/Helsinki-2019