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ACHIEVEMENTS IN THE RHINE ALPINE CORRIDORS AND THE SOCIO-ECONOMIC RELEVANCE OF INTERNATIONAL ALPINE TRAFFIC FOR ITALY

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The Voice of the Corridor
10 Years Interregional Alliance for the Rhine-Alpine Corridor EGTC
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Agenda



1. The long term trends: the volumes of Italian import and export by rail and road
2. The growing importance of the value of transalpine traffic to and from Italy
3. The importance of a transport system for import and export balanced between modes
4. Alpine tunnels in order of opening and the axis with current traffic limitations
5. TEN-T axes are a key component of wider development economic plan

Transalpine corridors are like binoculars for the economy: they allow one to look far ahead.



Transalpine tunnels are like rescue donuts for European economy



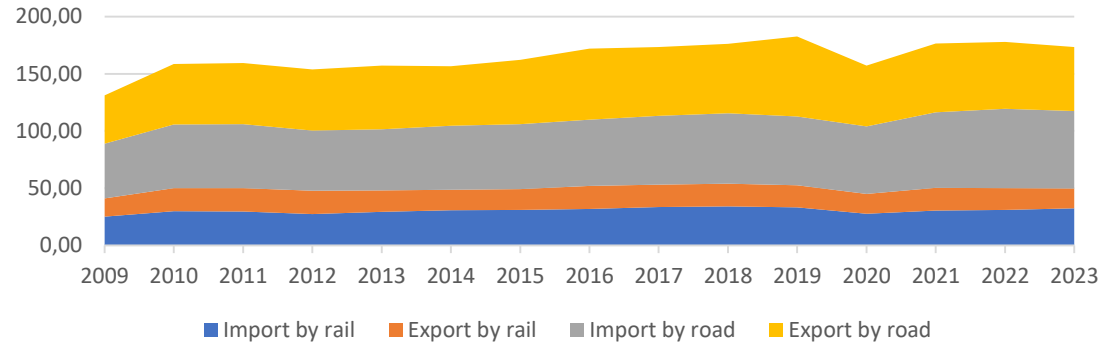
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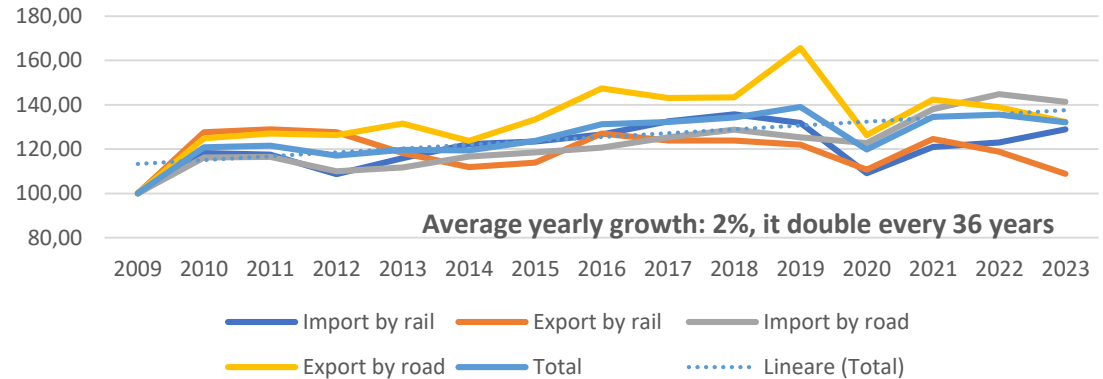
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- 32% is the cumulated growth of transalpine traffic in the period 2009-2023. Almost three times the cumulated growth of national freight transport, which is 11,7%.
- The average annual growth was 2%, which is higher than the long-term growth of EU-27 freight transport, which is 1.4% between 1995 and 2022.
- 42 million tonnes of growth in the period 2009-2023, from 131 to 173 million tonnes, equivalent to the rail freight traffic of the entire Ventimiglia-Brenner crossing.
- In spite of efforts in favour of rail transport, the market share of road transport increased: from 68.7% in 2009 to 71.3% in 2023.

Italian imp+exp by rail and road (2009-2023 in mln of tonn)



Italian imp+exp by rail and road (2009-2023 in mln of tonn, 2009=100)



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Source: elaboration of Bank of Italy statistics

The growing importance of the value of transalpine traffic to and from Italy

The value of the imp+exp more than doubled from 2009 to 2023: 340 bln of Euro in 2009 and 698,3 bln of euro in 2023 (+98,1%). With an average annual growth of 5%.

Main reason: The growing **degree of openness of the markets** (Total exports + imports of intermediate goods of the manufacturing sector as a percentage of regional GDP), that rose from 36,1% in 2010 to 42,2% in 2019 in Northern Italy (6 points of GDP in 10 years).



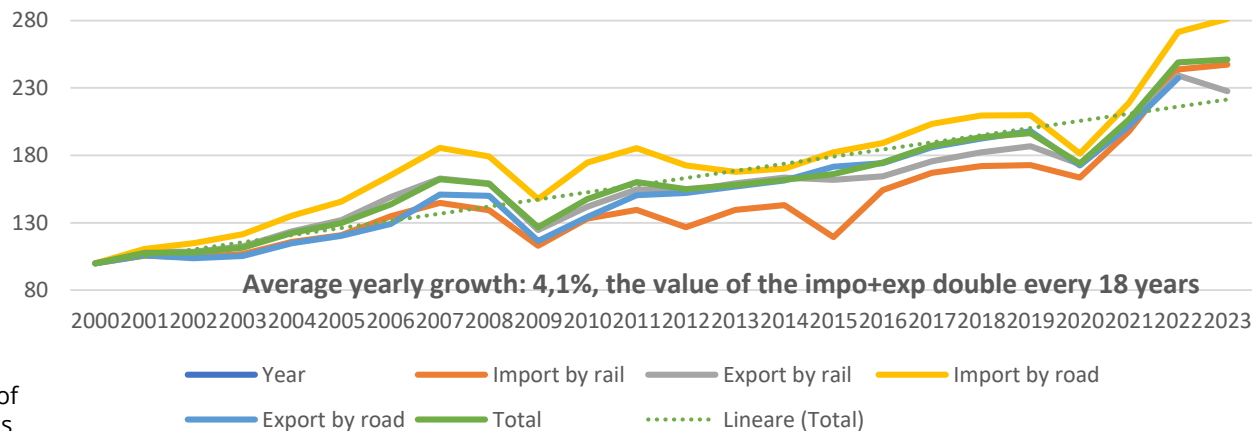
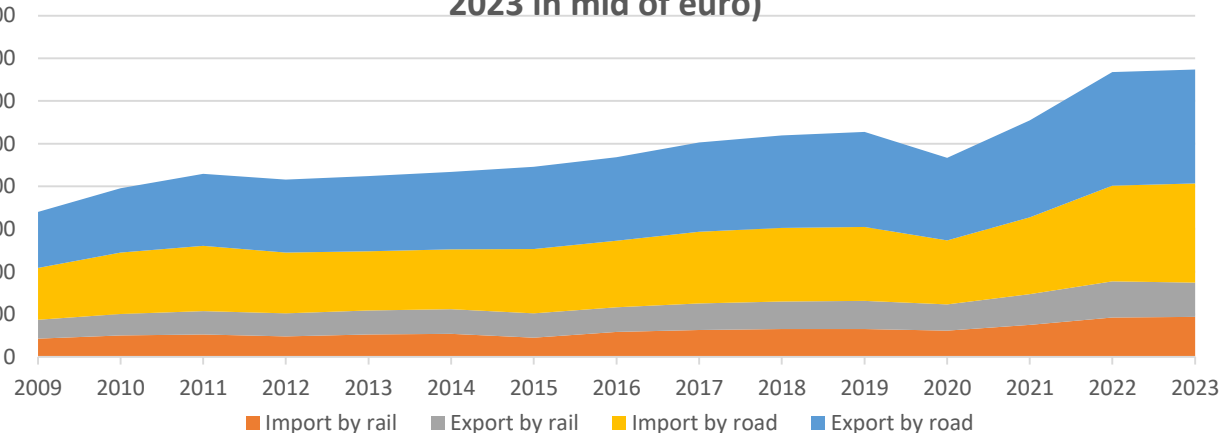
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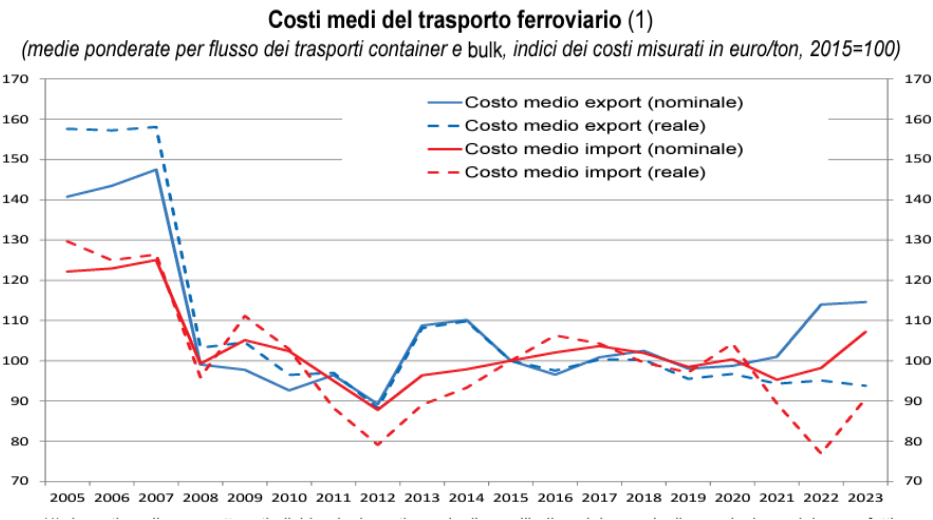
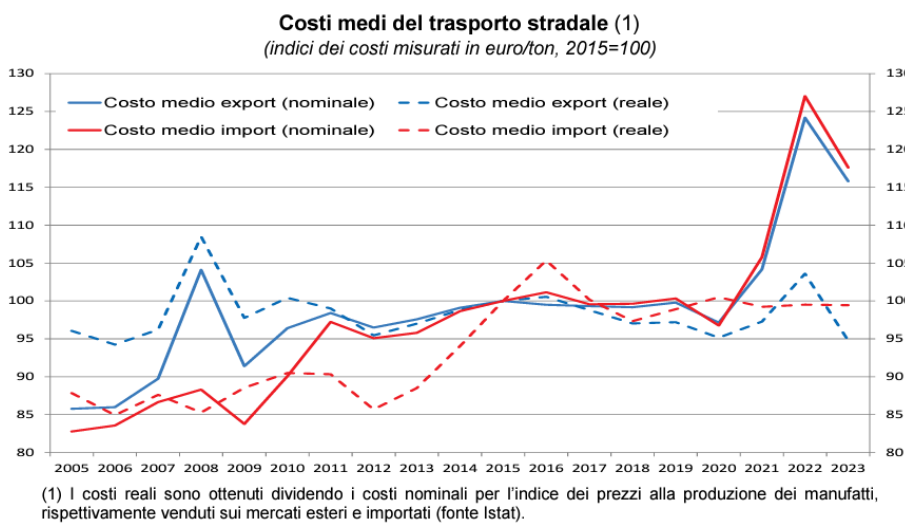
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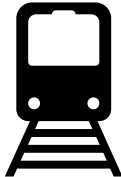

The value of italian import and export by rail and road (2009-2023 in mld of euro)



Bank of Italy data highlight the trends in **costs** incurred in the import and export phases of **road transport are rapidly rising after 2020, while those of rail transport are slightly falling**. Reducing the costs of trade across the Alps, through North Sea - Rhine - Mediterranean Corridor will strengthen the European manufacturing sector and offer **new opportunities for inclusion in global value chains**, thanks also to a better link with **Mediterranean ports**. **Mitigating the risks of the road haulage sector** (shortage of drivers, increasing incidence of diesel costs and tolls, growing flow imbalances, difficulties in exploiting alternative fuels ...) **and the rigidities of rail transport** require a **balanced vision of transalpine policies**.



The fragility with regard to **accidents**, the **age** and **heterogeneity** of the current transport infrastructure network entails social and economic costs for the whole of Europe. The importance and urgency of **modern infrastructure** for crossing the Alps is clear: in most case the **new infrastructure will substitute XIX century ones**

Highways	Year	Railways	Length	Maximum gradient (in %)	Height above sea level
	2033	Lyon Turin base tunnel (IT-FR)	57,5	1,25	745
	2032	Brenner base tunnel (IT-A)	55	1,2	795
2nd Gotthard tunnel (CH)	2030	Semmering base tunnel (A)	27,3	0,85	
	2025	Koralm base tunnel (A)	32,9	0,85	
2nd Frejus tunnel (IT-FR)	2025				
	2020	Alptransit Ceneri (CH)	15,4	1,25	
	2016	Alptransit - Gotthard (CH)	57	1,25	550
	2017	Alptransit - Loetschberg (CH)	34,6	1,3	776
Gotthard (CH)	1980	1980-2017			
Frejus (IT-FR)	1980				
Brenner (IT-A)	1980				
San Bernardino (CH)	1967				
Mont Blanc (IT-FR)	1965				
Gran San Bernardo (CH)	1964	1913-1964			
	1913	Loetschberg (CH)	14,6	2,7	1242
	1906	Simplon (IT-CH)	19,8	2,5	705
	1882	Gotthard (CH)	15	2,6	1151
	1871	Frejus (IT-FR)	13,6	31	1225
	1867	Brenner axis (IT-A)	8,2	2,6	1371
	1854	Semmering (A)	1,5	2,8	896



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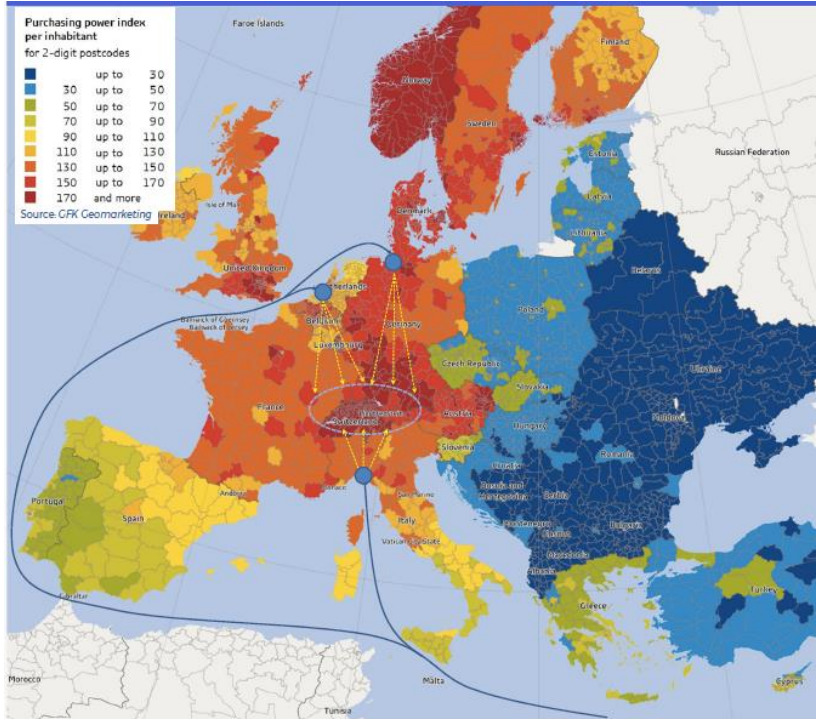
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The efficiency of the transport and logistics sector is a necessary condition for the equilibrium of advanced economic systems as the one crossed by North Sea - Rhine - Mediterranean Corridor: **freight transport policy is a key element of new industrial and environmental policy.**

Rhine-Alpine corridor should continue to offer **organisational and technological innovations** (e.g. coordinated road haulage tariffs CH-EU, cross-finance between modes, intermodal transport efficiency, contingency plans "Ranstadt plan", etc).

The broaden approach for planning and governance:

- **Terminal infrastructures ad facilities areas** (depots, maintenance center) as key components for the efficiency of the corridors.
- **Energy infrastructures** (interconnectors in long railways tunnel) should be considered as potential complementary infrastructures, also for cross – financing (e.g Eurotunnel).
- **Dual use approach** (growing importance of military mobility).



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