centrope strategy 2013+

Focus Knowledge Region
Focus Human Capital
Focus Spatial Integration and Traffic
Focus Culture and Tourism
Focus centrope Governance

Favourable economic terms are not a fast-selling item

» Mixed region in terms of its economy
» Regional differences in labour market
» Dynamic between urban and rural areas
» Demographic development and immigration
» One way: from east to west
strategy 2013+
Conclusions

» **Improving cross-border placement activities**
  to avoid mismatch employment, increase cross border mobility

» **Best practice and innovative projects**
  Monitor crossborder labour market, jobscout, policy for target groups

» **Co-operation of educational institutions**
  universities are a backbon of centrope’s education,
  more cooperation, international position

» **Systematic immigration policy to keep up economic growth**
  from experts and high skilled workers

» **Cross border-regional planning**
  city-networking, regional cooperation management
Strategic cooperation
Automotive Cluster centrope
Labour market and regional planning

» Contest of best heads and best locations
   network between central and multifunctional areas (wise land use)

» Multifunctional development along high-ranking traffic routes
   attractive conditions for workforce and living in small and medium cities
   learning, technology, intercommunal business-location

» Demographic development (aging, emigration, immigration)
   strategy for public transport in centrope, participation-models
   in regional planning for urban and peripheral regions in centrope

» Crossborder conurbations
   Planungsgemeinschaft Ost (project cityregion+)
   Cooperation Bratislava and small Austrian municipalities
cities in centrope
Infrastructure Needs Assessment Tool

INAT

Competitiveness of Public transport (rail, bus) with private passenger car in cross-border connections between CENTROPE cities with more than 50,000 inhabitants 2011

Legend:
- Red: Public transport competitive with passenger car: travel time of public transport less than 33 % longer than by passenger car; frequency: at least 10 connections / day, one change
- Yellow: Limited competitiveness of public transport with passenger car: travel time between 33 % and 50 % longer than with passenger car; frequency: at least 5 connections / day, one change
- Blue: Public transport not competitive with passenger car: travel time more than 50 % longer than with the passenger car or frequency less than 5 connections / day or more than one change

Scale:


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