Cross-border governance networks in the trinational region of Basel

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MetroNet (2010-2012)

Objective: to analyse the process of building cross-border metropolitan regions (CBMR) in Europe

Building on Knoke et al.’s (1996) comparative analysis of policy networks

We examine the effect of policy networks dedicated to public transport and regional marketing

• Social: Who are the actors involved in the policy networks and what determines their relationships?
• Spatial: Does geography matter to the interaction between policy actors?
• Policy outcomes: What is the role of structural (network) factors?
Four case studies in Europe

• Selected on the basis of the level of their cross-border integration

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<thead>
<tr>
<th>Policy-driven integration</th>
<th>Market-driven integration</th>
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<tbody>
<tr>
<td><strong>Strong</strong></td>
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<td>Basel</td>
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<td>Lille</td>
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<td><strong>Low</strong></td>
<td><strong>Low</strong></td>
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<td>Luxembourg</td>
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<td>Vienna-Bratislava</td>
<td>Vienna-Bratislava</td>
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→ Focus on the Basel Metro Area

Cross-border metropolitan regions in Europe and case studies  Source: MetroNet 2011
Cross-border cooperation in the Basel region

• Long history of cross-border cooperation between Switzerland, France and Germany (1960s)
Data collection (1)

- **Snowballing technique**: first wave identified through two-mode analysis + informant expertise. Second wave conducted on the people nominated.

- **49 interviews**: 26 in Switzerland, 16 in France and 7 in Germany.

- **7 categories of actors**: local/regional authorities and transport companies are more represented.

- **Response rate**: 82%.

- Information on both **organizations** and **individuals**
Data collection (2)

• Data has been collected on the relations between the organizations promoting cross-border cooperation

• Two kinds of networks:
  
  • With whom is your organization exchanging information? → ‘True’ network

  • Are you aware of any information exchange between these organizations? → Cognitive social structure (CSS) network
‘True’ network

• A small number of very central actors (Basel City, Basel Land, EuroAirport, Trinational Eurodistrict of Basel, SBB)
Cognitive social structure (CSS)

• The centrality of Swiss actors (+cross-border institutions located very near the Swiss border)

• Several clusters
Homophily (1)

• Hypothesis: strong homophily effect (McPherson et al. 2001)

-\> Actors who belong to the same country are more likely to have ties with one another

• Persistence of national policies and language barriers

Homophily theory Adapted from Monge and Contractor 2003
Homophily (2)

• No evidence of homophily (E-I Index=0.05)

• Homophily by sub-groups shows that Swiss actors are homophilous (-0.43), German are heterophilous (0.49) and French are neutral (-0.03)

• Explained by the dominant position of Swiss actors in terms of financial resources and innovative ideas (tramways, shift from private to public transport)

→ Investigate nationally based strategies
Brokerage (1)

• Hypothesis: actors who belong to the same country will tend to have similar brokerage roles

Brokerage roles Adapted from Gould and Fernandez 1989
Brokerage (3)

- Raw scores identify Basel City, Basel Land, EuroAirport, SBB, BVB as significant brokers between countries

- A variety of brokerage roles

<table>
<thead>
<tr>
<th></th>
<th>Coordinator</th>
<th>Gatekeeper</th>
<th>Representative</th>
<th>Consultant</th>
<th>Liaison</th>
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<td>Expected</td>
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<td>Found</td>
<td>CH</td>
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- Uneven distribution of power in the region
- Cultural specificities
- Location of the cities vs. national space
Future job

- Examine the congruence between ego and CSS graphs
- Analyze the role of space
- Networks are not limited to predefined territorial configurations or geographic scales

→ A relational approach to the study of cross-border metropolitan regions

Cross-border governance network, Basel Source: MetroNet 2011
Related publications


For more information: http://metrolux.ceps.lu