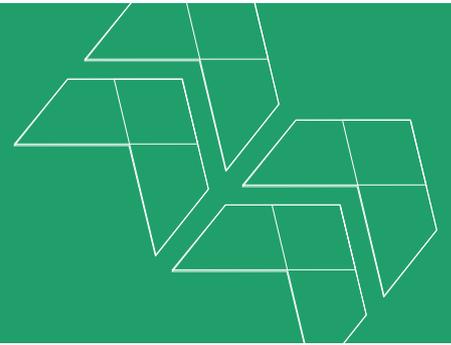


Let's travel the last mile together! 

# LAST MILE

Newsletter - # 01



## 1<sup>ST</sup> PROJECT SEMESTER: SUCCESSFULLY COMPLETED

In April, the project LAST MILE started under the leadership of the Austrian Environment Agency. Since then seven partners from six countries collaborate in order to find innovative and flexible solutions for sustainable regional mobility systems. An essential part in the project is the exchange of best practices, which will help the regions to improve their policies for the promotion and development of flexible small-scale mobility solutions.

In order to find useful flexible transport solutions, it is very important to know the needs and conditions in the different regions. To compare these initial situations concerning the implementation of flexible transport solutions in all the regions, two important surveys have been elaborated during the first semester. The first one is dealing with a regional analysis of framework conditions and shall identify legal, economic and institutional conditions in every region. The second one studies the technical state-of-the-art in the regions, means an analysis of the existing public transport system in the area, and an assessment of the transport demand from tourists and local population.

At the beginning of the first semester a first and therefore important exchange meeting took place. Read more about this interesting and enjoyable study visit in the next paragraph.

## KICK-OFF MEETING IN VIENNA AND STUDY VISIT IN EAST TYROL

The kick-off meeting in Vienna held in June 2016 was the occasion for the partners to discuss first tasks of the project. Following this first meeting the partners started – together with some stakeholders – to the 1<sup>st</sup> Study Visit. The trip by train to East Tyrol provided enough time to get in touch with each other and first ideas concerning flexible transport systems in different regions came up.

Three “good practices” were visited during our study visit: the first one was the ‘Alpine Pearl’ Werfenweng, where the participants



Study Visit Defereggental

experienced a sustainable mobility concept offering tourists stress-free arrivals and departures as well as car-free areas on destination by a variety of transport systems.

The second “good practice” visited, is called the “defMobil” – a hailed shared taxi – and offers local residents and tourists the possibility to partly cover their mobility needs in the Defereggental valley apart from the use of a private car. Another interesting visit took the partners to FLUGS E-Carsharing – an E-Carsharing concept for East Tyrol and to an exchange with Michael Hohenwarter, director of the Regional Management East Tyrol, Manfred Gaschnig, administrator of FLUGS and Otto Trauner from the local tourist association about terms of use, facts, barriers, vision and outlook of FLUGS. An interregional partner workshop, comprising a World-Café-setting on the improvement of demand-responsive-transport systems in East Tyrol and a feedback session completed the three-day event.

### SOME IMPRESSIVE ASPECTS OF FLEXIBLE TRANSPORT VISITED IN EAST TYROL:

- Overall approach to touristic product including environmental friendly soft mobility solutions
- Multilateral funding due to the good policy at all levels (state, regional, local, private)
- Good cooperation between all stakeholders
- Perfect integration of Last Mile - solutions within the existing Public Transport - scheme
- Creation of trendy and attractive e-mobility offers, available for locals and tourists



Study visit in Catalonia



Hailed-shared-taxi-service in the valley of Boí

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## STUDY VISIT IN CATALONIA

During their second project meeting in Barcelona from 17<sup>th</sup> to 20<sup>th</sup> of October, the project partners discussed the main outcomes of the project during the 1<sup>st</sup> semester. Every regional partner is progressing well in their analysis of political, legal and institutional barriers in the regions. A world café dealing with this topic took place on the 18<sup>th</sup> of October with some of the stakeholders of the partner regions. It showed that framework conditions are very different in the participating countries. Analysis about the framework conditions of every partner region will help future projects by simplifying the way of implementation and will foster other regions and countries by stating examples.

The study visit in Catalonia showed how the local Department of Transport is dealing with these framework conditions. In a few examples like the hailed-shared-taxi-service in the valley of Boí partners and stakeholders could see some good practices. Further flexible transport services are the train with stops on demand circulating between Lleida and La Pobla de Segur. By this system, the train is quite fast and the schedule is attractive for tourists as well as for inhabitants. Last but not least, the cable car in La Vall Fosca (one of the entrances to the Aigüestortes I Estany de Sant Maurici National Park), which is running normally for the employees of the electricity producer there, makes tourists during summer time benefit from a convenient service to cover 450 meters of height in 14 minutes.

The partners and stakeholders took many new ideas from this study visit in Catalonia and in combination with the internal meetings, project partners were again encouraged to work together on this promising project.

## HAILED-SHARED-TAXI-SERVICE IN THE VALLEY OF BOÍ

In the Spanish Pyrenees, around 25 km from the French border is situated the Aigüestortes I Estany de Sant Maurici National Park. In the 141 km<sup>2</sup> large area around 200 lakes can be found and the elevation range goes from 1600 to 3000 meters. Due to the huge size of the national park and the wide elevation range, very different vegetation zones and amazing landscapes can be found.

The park was created in 1955 as the second Spanish national park in the Pyrenees. This amazing place in Catalonia attracts every year around 150 000 tourists. As thousands of cars blocked this wonderful nature reserve in the high Pyrenees during the main season, it is prohibited to enter the National Park by car since 1995. So tourists now need an alternative to get in the National Park and some inhabitants of the valley of Boí (one of the entrances to the National Park) used this need to their advantage. A cooperative was founded, to offer a hailed-shared-taxi-service to tourists and inhabitants from the villages in the valley of Boí to the Nationalpark. 19 bus-drivers with their 9-seat-buses are running the system and some of them earn a living from this cooperative.

**FOR UPCOMING EVENTS  
LOOK HERE:**

[www.interregeurope.eu/lastmile/events](http://www.interregeurope.eu/lastmile/events)





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Framework conditions: criteria for success

## FRAMEWORK CONDITIONS: CRITERIA FOR SUCCESS

One of the activities within the LAST MILE project is the analysis of the main framework conditions and the identification of obstacles in establishing and operating Flexible Transport Services (FTS) in the participating regions. Therefore a survey was elaborated in the first semester where potential main issues hindering the implementation of FTS are raised.

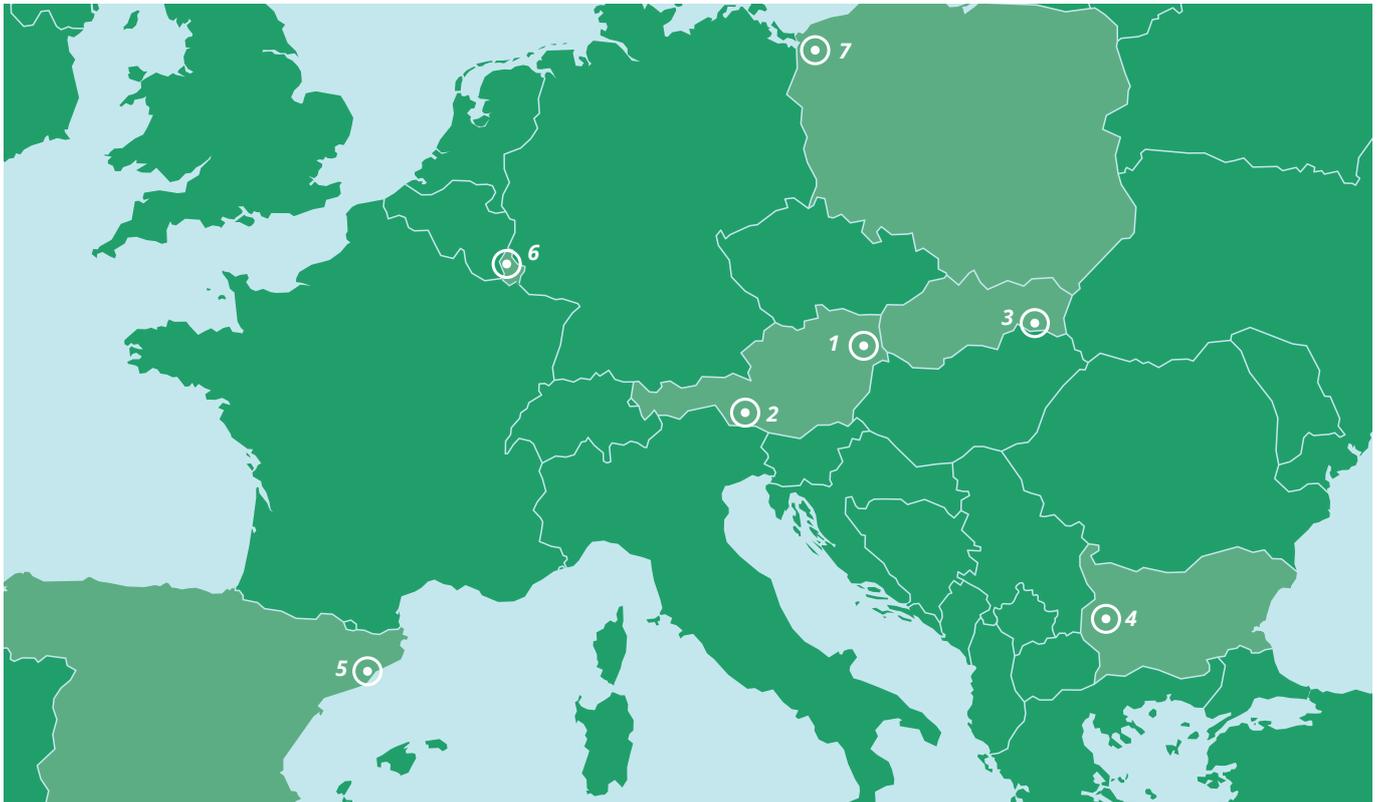
The survey is split into four different categories of possible barriers, namely institutional, economic, legal and other barriers. All questions are referred to the regional situation / setting, although questions on regulatory issues may be related to the national legislation.

The assessment of the survey will be carried out statistically. The aggregated quantifiable answers may already allow conclusions for identifying common denominators on potential barriers. The qualified detail-answers will thereon give further information and concretize certain aspects on barriers.

A first workshop on this topic took place on our Study Visit in Catalonia. It turned out that in many regions more or less similar problems were identified: legal frameworks regulating flexible transport services hardly exist. Economic reasons for difficulties for the implementation of flexible transport services are frequent too. Another problem is that in some countries the implementation of some types of flexible transport services operated by public institutions is not allowed, because of their concurrence to private providers.

Until February 2017 project partners have to fill out the surveys and transmit it to second project partner, the Regional Management East Tyrol, who are evaluating it. The evaluation of the analysis of every partner region shall help future projects by simplifying the way of implementation and will foster other regions and countries by stating examples.

## THE PROJECT PARTNERS



- 1 Environment Agency Austria (Austria)
- 2 Regional Management East Tyrol (Austria)
- 3 Agency for the Support of Regional Development Kosice (Slovakia)
- 4 Club "Sustainable Development of Civil Society" (Bulgaria)
- 5 Mobility and Transport Direction. Ministry of Territory and Sustainability. Government of Catalonia (Spain)
- 6 Upper Sûre Nature Park (Luxembourg)
- 7 Westpomeranian Voivodeship - Regional Office for Spatial Planning of Westpomeranian Voivodeship (Poland)



### ALL ABOUT LAST MILE AT:

[www.interregueurope.eu/lastmile](http://www.interregueurope.eu/lastmile)

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