

LAST MILE - Let's travel the last mile together!!

FLEXIBLE TRANSPORT SYSTEMS FRAMEWORK CONDITIONS AND BARRIERS

westpomeranian voivodeship, Poland

Currently in Poland there are no special laws and regulations regarding defined types of flexible services analysed within the framework of this study. The new emerging types of this services must match the existing general requirements of laws and technical conditions for public transport.

There are no, beyond individual cases, specific definitions of flexible transport types either. In the documents of the regional level there are mentioned the necessity of „flexibility” in the transport system, indicating only some types of transport but only as a slogan, they are not included in a structural and processed way.

The flexible transport systems existing in the region, operate on: the principles of public transportation - Bus on demand (Szczecin), seasonal rail transport (“beach trains”), or on independent conditions (concerning the Laws regarding public transport), based on contracts with the city (Bike-sharing system: Szczecin City Bike – Bike_S), or on inner terms that do not have a reference to the public transport – like tourist bike rentals (BalticBike in Świnoujście).

The key to the answer in most of the questions is the decision on a character of flexible transport – whether it is public or non-public, because most of the regulations concerning only to public transport and the principles regarding the operators. Polish law regulates the functioning, organization and financing of public transport, private transport is carried out within the framework of transport law, compulsory liability insurances and general principles.



The BalticBike.pl System in Świnoujście

REGULATORY BARRIERS

- In national regulations lack of Call/Dial systems and also sharing and pooling systems.
- Definitions of terms: carsharing, bikesharing, carpooling, are specified only in the dictionary referring to the Transport Development Strategy until 2020.
- If flexible transport systems operate as non-public systems, they are not subject to schedule/timetable regulations (correlated with other means of transport) and tariffs do not have fixed minimum/maximum rates.

ECONOMICAL BARRIERS

- At present, there are no instruments and funding systems to address these types of flexible transport systems. They can be implemented under existing transport instruments.
- National or regional associations and transport associations do not financially support flexible transport solutions.
- Estimating additional costs is difficult because of the scope and the target mode of operation of each service. With different conditions and related goals, the costs can fluctuate at a very wide scale.
- If the municipality was a contractor for transport services, the problem would often be to reduce the profitability (the burden on the commune budget), the lack of profit orientation may create competition for private market actors.

INSTITUTIONAL BARRIERS

- There is no statutory body of the regional transport association, which would be overall responsible for planning, organization and public transport management throughout the region.
- Resistance to existing shared systems (eg carpooling) is now clearly visible. These systems, especially in urban areas, can jeopardize the viability of taxi services, mainly through increased competition. This results in loud opposition among others. Taxi drivers union demanding, among other things, ban on the provision of transport services under such systems.
- Residents may have reservations about creating a transport offer for tourists when their expectations regarding transport needs are not met, including their daily mobility.

OTHER BARRIERS

- Calling systems - resistance to the need to individually call the service, remembering it well in advance and too long a time between calling the service and its implementation.
- Bikesharing systems - barriers to their suitability in the case of insufficient infrastructure (lack of roads and bike paths, lack of sufficient parking stations) and costs of the system itself (discussion about urban bike and own bicycle).
- Carsharing systems - a barrier can be a complicated procedure rental and non-competitive fees for using services. Carpooling systems can be a concern for traffic safety and quality of service (lack of trust in the technical condition of the car, driver skills, fear of commuters).

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Narrow-Gauge Rail

Steps to take to change the framework conditions and barriers in the region of westpomeranian voivodeship:

The impediment to the introduction of flexible transport systems is the widespread lack of knowledge about the existence of such systems, their advantages and disadvantages and the principles of their operation. The first step in their introduction should be education, both the decision makers and the carriers and also potential users.

It is advisable to conduct educational and promotional activities, close, direct cooperation and the acquisition of extensive expert support. The instrument encouraging to cooperate will be also Action Plan which indicative potential sources of funding and legal bases for new transport systems.

On the other hand, with the current financing model for public transport, the only option for operators is to enter into a private-public partnership and / or obtain external funding for start-up and promote the new system.



Discussion during the workshop about seasonality issues in transport

THE PROJECT PARTNERS



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