

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

FLEXIBLE TRANSPORT SYSTEMS FRAMEWORK CONDITIONS AND BARRIERS

Upper Sûre Nature Park, Luxembourg

In the frame of the LAST MILE project, the analysis of framework conditions and barriers identified the potential main issues hindering the implementation of flexible transport systems (FTS) in the aspect of regulatory, institutional, economic and other framework conditions and barriers.

The implementation of FTS in the Upper Sûre Nature Park is possible, even if national legislation in Luxembourg is not yet designed for flexible transport services. Referring to the national "Strategy for sustainable mobility" the government shows a high interest in reducing the individual motorized traffic, which forms a good starting basis for the implementation of FTS.



Rent-a-bike Ardennes, Ebike rental system in the Upper Sûre Nature Park

REGULATORY BARRIERS

- Lack of national legislation for FTS to regulate the function, operation or organization of FTS.
- Legal definition exists only for temporary and seasonal systems.
- Mobility concepts and strategies are not bindingly regulated.
- There are no minimum standards for providing FTS in rural areas.
- Low decision-making power of municipalities concerning offers crossing the borders of the municipality itself

INSTITUTIONAL BARRIERS

- Insufficient public transport information service of FTS.
- Risks in/lack of collaboration between local stakeholder – no win-win situation for those involved.
- opposition to FTS by other service providers due to competition.
- Difficulties in professional management of FTS by municipalities due to lack of experience

ECONOMIC BARRIERS

- It is very difficult to make FTS financeable in the long term operation because of lack of management experience and permanent information dissemination
- Cooperation between public-private partnership is expandable
- Extra costs for implementing FTS are new challenges for municipalities
- Providing FTS is financially not attractive enough for a private operator due to low occupancy rates and high staff costs.

OTHER BARRIERS

- Risks in acceptance of use by users
- Missing education for sustainable transport, missing sustainable transport culture
- Insufficient communication between relevant players arise difficulties. No win-win situation for all actors is possible.
- Information dissemination is often inefficient. Not enough awareness is raised with institutions, locals or guests to reduce the usage of private cars.

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LAST MILE Study Visit to the FTS «Flexibus» in Mersch.

Steps to take to change the framework conditions and barriers in the region of the Upper Sûre Nature Park:

Awareness has to be raised not only with potential users, but also with decision makers and in the tourist sector. Insufficient communication between relevant players arise difficulties so it needs to be strengthened to gain win-win situations. Cooperation between all relevant stakeholders; decision makers, transport sector and tourism sector (public and private) is missing for the moment. This should be boosted. A certain sustainable transport culture is missing, which should be made more attractive in the whole region.



Workshop on communication with users and society.

THE PROJECT PARTNERS



ALL ABOUT LAST MILE AT:

www.interregeurope.eu/lastmile

THE FULL ANALYSIS IS FREELY AVAILABLE AT THE PROJECT WEBSITE.

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