

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

# FLEXIBLE TRANSPORT SYSTEMS FRAMEWORK CONDITIONS AND BARRIERS

## East Tyrol, Austria

LAST MILE aims to find sustainable flexible solutions for regional mobility systems. It will make sure that visitors travel the 'last mile' in their travel chain sustainably and provide alternatives to car use for residents and their daily trips as well. LAST MILE will support regions in creating tailor made solutions for multiple users, interlacing with main public transport lines and hubs and introducing low emission and energy efficient vehicles, that shall lead to sustainable and financeable regional mobility options.

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 in the aspect of regulatory, institutional, economic and other framework conditions and barriers. This factsheet gives an overview of the main results of the region of EAST TYROL in Austria.



Dial-a-bus system «Defmobil» in the Deferegental, East Tyrol

### REGULATORY BARRIERS

- Lack of national legislation for flexible transport systems which regulates the function, operation or organization.
- Legal definition exists only for call/dial systems.
- The gaps in legislation for the implementation and regulations must be defined individually by each project.
- Mobility concepts and strategies are not bindingly regulated and are handled as recommendation to implement sustainable transport systems.
- No minimum standards for providing flexible transport systems in rural areas available, especially outside the commuting area (i.e. dial bus with fixed routing, fixed stops)

### INSTITUTIONAL BARRIERS

- Individual contracting and regulations for each service is necessary, which entails long start-up periods for establishing flexible transport systems.
- The required concession is usually an obstacle for the implementation if a municipality is service provider of the flexible transport system.
- Local taxi operators don't have the capacity to take over an additional flexible transport service during the high seasons. It is often not financially attractive enough for a private operator to hire additional staff for providing flexible transport systems due to low occupancy rates.

### ECONOMIC BARRIERS

- It is very difficult to make flexible transport systems financeable in the long term operation because of lack of management experience, permanent information dissemination and political willingness of relevant actors.
- Municipalities need to finance the service on their own after national funding grants for the implementation of flexible transport systems.
- Lack of cooperation between municipalities and tourism to share investment costs and gain all advantages for both sides.
- The municipalities get financial support from other institutions or associations.

### OTHER BARRIERS

- For the integration of local flexible services in the overall public transport an evaluation and monitoring of the service is important. However, many operators don't see the importance of this tool. Without any facts and figures, the transport association won't involve local systems into public transport services.
- Insufficient communication between relevant players arise difficulties. There is no win-win situation for all actors possible.
- Information dissemination is often inefficient. Not enough awareness is raised with institutions, locals or guests to reduce the usage of private cars.

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



LAST MILE Study Visit to the FTS « FLUGS E-Carsharing »

### Steps to take to change the framework conditions and barriers in the region of EAST TYROL:

The insufficient national legislation often entails long start-up periods for establishing flexible transport systems. Strategies for sustainable mobility in rural areas have no binding character and should reach more commitment of decision makers.

Politics also need to grant subsidy for the long-term operation of flexible transport systems. Insufficient communication between relevant players arise difficulties so it needs to be strengthened to gain win-win situations.

Awareness for sustainable transport is increasing by stakeholders as well as residents.



Discussion of regional frameworks in East Tyrol

### THE PROJECT PARTNERS



#### ALL ABOUT LAST MILE AT:

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

**THE FULL ANALYSIS IS FREELY AVAILABLE AT THE PROJECT WEBSITE.**

#### CONTACT:

**Task leader**  
Regional Management East Tyrol  
Nicole Suntinger, DI  
T +43 (0)4852-72820-575  
E [n.suntinger@rmo.at](mailto:n.suntinger@rmo.at)

**Lead Partner**  
Environment Agency Austria  
Agnes Kurzweil, DI  
T +43-(0)1- 313 04-5554  
E [agnes.kurzweil@umweltbundesamt.at](mailto:agnes.kurzweil@umweltbundesamt.at)