FLEXIBLE TRANSPORT SYSTEMS TECHNICAL STATE OF THE ART
East Tyrol, Austria

Regional state-of-the-art analysis

The region East Tyrol counts 33 municipalities and is a district in the eastern part of the federal state Tyrol/Austria. The region is characterized by alpine and rural landscape. Due to low population densities and scattered settlements the insufficient quality of public transport can not cover all transportation needs. The modal split in East Tyrol is predominantly by private car. A range of touristic hot spots suffer from insufficient sustainable mobility offer. In this context, the respective transport offer (public transport, transport infrastructure, etc.) as well as the long-term financial viability is still a challenge for the municipalities and private taxi operators. Improvements in transport are required, in addition to the necessary expansion of infrastructure in the area of transport by modifying mobility behaviour and economic.
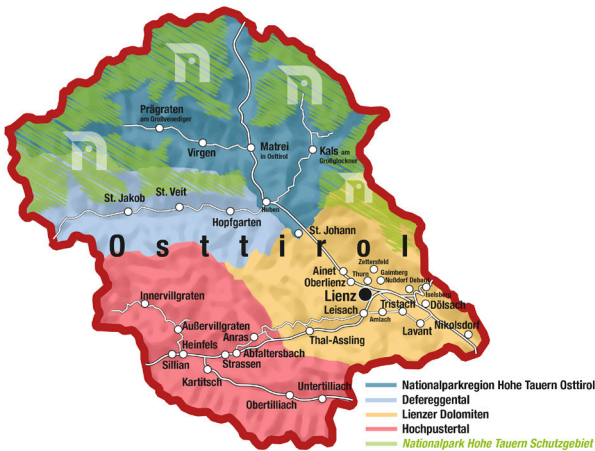
Source: Tourist association East Tyrol

Region	EAST TYROL
Area (km²)	2.020 km²
Inhabitants	49.026
Regional transport network	• 296 km state road • 1.074 km local road network • 2.819 km other local roadways • ÖBB rail lines to Villach, Salzburg and Vienna and South Tyrol (Italy).
Sustainable transport network	• daily regional (express) trains and express busses ensure public transport connection from Lienz to the state capital Innsbruck • public bus services provided from regional transport association Verkehrsverbund Tirol (VVT) to all valleys (20 lines)
Flexible transport systems	• DefMobil: hailed shared taxi-bus, which fills gaps of existing public transport services and provides residents and tourists an improved range of mobility. • Virger Mobil and Assling Mobil: offer citizens a complementary municipality owned transport service, designed as hailed shared taxis. • Seasonal bus offer service during the winter and summer season. • Night Liner: is provided at the weekend, which operates between City of Lienz and Matrei and City of Lienz and

Flexible transport systems in East Tyrol

The hailed shared taxi DEFMOBIL is operating in the three municipalities of the Defereggen Valley. This service fills gaps within the existing public transport service and provides residents and tourists an improved range of mobility. The service operates after calling at fixed routes and time tables.

The municipalities Assling and Virgen offer their citizens a complementary municipality owned transport service called ASSLING MOBIL and VIRGER MOBIL. These services are designed as hailed shared taxis, which operate only on demand, with flexible routing and individual destinations inside the municipalities borders. The bus drivers are volunteers.

A NIGHT LINER is provided at weekends in the night from Saturday to Sunday from Lienz to each valley. Bus services are provided to ski resorts in winter and hiking buses to the National Park Hohe Tauern in summer.

The E-CARSHARING "FLUGS" gives a flexible mobility offer for members in the inner city of Lienz and other municipalities of East Tyrol.

PORTRAIT SCOPE AREA: EAST TYROL AS A WHOLE TOURIST DESTINA-

Tourist destination	Population	Density	Number of arrivals (2015)	Overnight stays (2016)
East Tyrol	49.026	25	483.227	2.007.381

LAST MILE – Factsheet Let´s travel the last mile together!

Existing Good Practices in the region, l to r: E-Carsharing Flugs, Haild-shared taxi defMobil, cross-boarder train connection to Italy, E-bike offer in East Tyrol

SWOT – Analysis

As a conclusion of the analysis, East Tyrol has developed a SWOT analysis to identify success factors as well as difficulties in the practice of flexible transport systems. Here we present the results:

SWOT

1 STRENGTHS

- Functioning pilot projects of FTS (Virger Mobil, Assling Mobil, DefMobil)
- Awareness of policy makers for FTS
- High willingness of volunteers (Virger Mobil, Assling Mobil)
- The National Park is an additional financial partner
- The Regional Management East Tyrol links the stakeholders und brings them together
- Very good interexchange with the regional authority
- Awareness raising for public transport and the fact that using the private car is getting more expensive and is no longer affordable for people

2 WEAKNESSES

- Inadequate public transport connection to hot spots
- Information dissemination concerning public transport to locals is insufficient
- no central mobility centre giving information
- Poor offers of public transport for commuters (especially for women)
- Missing bike infrastructure for everyday mobility
- Shortage of public finance/ debt-distressed situation of municipalities
- Few professional service providers for public transport services in the side valleys
- Poor cooperation and communication between relevant regional stakeholders

3 THREATS

- Linking e-carsharing and public transport
- Trend towards economization (e-mobility)
- The National Park Hohe Tauern as additional financial partner
- Increasing digitisation for technical applications
- Cross boarder cooperation for flexible transport services could raise image in tourism
- Improved regional development could prevent brain drain.

4 OPPORTUNITIES

- "What is the value of the rural areas to governments?"
- missing political commitment
- Lack of financial security in the sense of a basic financing (no basic funding from government)
- No long-term funding for FTS
- Low population density
- Missing awareness for sustainable transport

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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