

# Flexible Transport Systems Framework Conditions and Barriers

## Synopsis of results

LAST MILE aims to find sustainable flexible solutions for regional mobility systems. Preconditions for implementing flexible transport systems (FTS) are different from one country (or even region) to another. In regional analyses, the main frameworks (regulatory, institutional, economic and others) were identified and barriers for realizing projects in long term highlighted.

### REGULATORY BARRIERS

The insufficient or partially fragmentary legal framework for flexible transport systems (compared to regular public transport systems) complicates the implementation and operation and regulates neither the functioning, the organization nor the financing of such systems. Provisions about sustainable mobility in approved regional strategies are mainly general recommendations and have no binding character. The municipalities have little decisive power in the implementation of FTS, in particular for cross-border services or projects on a larger scale. Existing gaps in the legislation also provides opportunities to create individual frameworks. However, it requires a longer start-up periode for the establishment.

#### AVAILABILITY OF NATIONAL LEGISLATION FOR FLEXIBLE TRANSPORT SYSTEMS

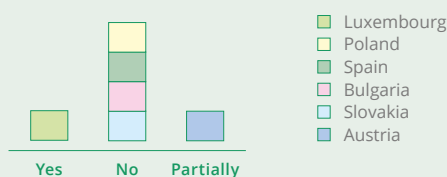
Country/Region	Means of transport / name of the service				
	Call/Dial systems	Seasonal/temporary systems	Sharing	Pooling	Others
Luxembourg		x			
Spain					
Austria	x				
Slovakia		x			x
Poland		x			
Bulgaria					x

□ Available □ Partially available □ Not available x Definiton of FTS

### ECONOMIC BARRIERS

Long-term sustainable finance for flexible systems is often a major challenge at local or regional level. Service operators have to struggle with low and partially missing subsidies or coherent financing models. Extra costs are expected due to marketing, management or additional staff. This is why municipalities with very limited budgets are not motivated to take the initiative in this regard.

#### ACCESS TO FINANCIAL SUPPORT FOR FTS



### INSTITUTIONAL BARRIERS

A major obstacle can be the absence of an integrated transport organizer, which would be helpful in the overall organization, data collection and financial contribution to provide flexible transport systems. Public transport information service is often hardly available for the target groups. Opposition to new types of flexible transport (such as carsharing and carpooling) is noticeable, due to political barriers, competition or lack of profitability. The municipalities may have difficulties to install and operate flexible transport systems due to the lack of expertise in this sector, participation in payment or intensive workloads.



Study visit to the "Flexibus" system in Mersch (LU)

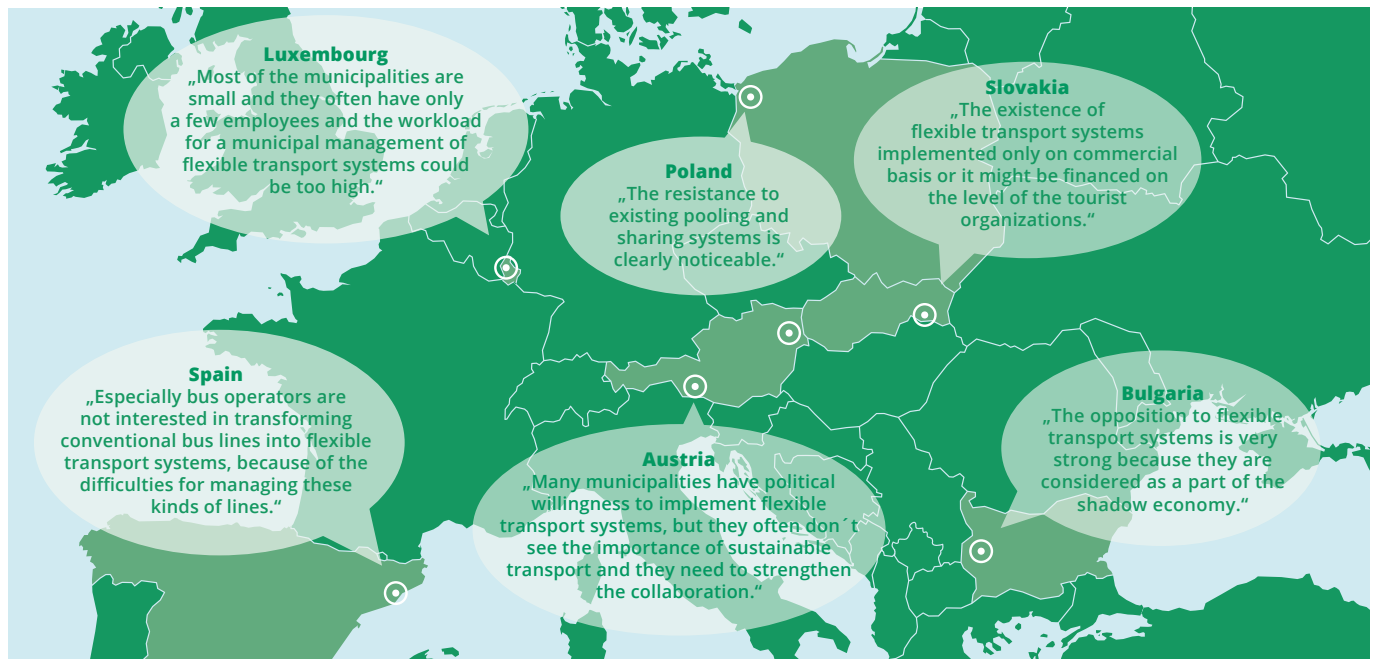
### OTHER BARRIERS

Information dissemination of FTS is not really efficient to reach the target groups. The lack of public education for sustainable transport for decision-makers, operators as well as users may be linked to the insufficient awareness of the importance of sustainable transport. Missing attractive alternatives for public transport is one of the reasons why these habits are difficult to address.



Project partners discuss the main barriers

## SOME STATEMENTS ABOUT THE REGION/COUNTRY-SPECIFIC FRAMEWORKS IN TERMS OF FTS:



### CONCLUSION

The analysis highlights the existing lacks and barriers for the proper realization and long-term operation of flexible transport systems. The LAST MILE project gives opportunities for developing joint approaches to improve current framework conditions and to overcome identified lacks and barriers. A need for action can be derived from the results of the analysis of framework conditions and barriers. First recommendations can be given for the steps necessary to bring about change:

### RECOMMENDATIONS FOR IMPROVING THE FRAMEWORK CONDITIONS FOR THE IMPLEMENTATION OF FLEXIBLE TRANSPORT SYSTEMS

#### Regulatory barriers:

- ensure clear legal framework
- approve binding decrees for flexible transport services
- strengthen the implementation of new types of flexible transport (e.g. carsharing and carpooling)

#### Institutionally barriers:

- integrate flexible transport services into public transport service
- intensify information dissemination
- strengthen collaboration

#### Economic barriers:

- ensure funding grants for measures
- provide financial strategies
- reduce costs for operation

#### Other barriers:

- raise acceptance of use
- strengthen promotion and publicity
- provide educational activities for awareness raising

## THE PROJECT PARTNERS



### ALL ABOUT LAST MILE AT:

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

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

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