



WP.T3 - D.T3.2.7

SMACKER Enlarged Transfer Programme (ETP)

Action Plan.

Carinthia Lesachtal and Tyrol Gailtal

Final

06 2022



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1. Introduction

Remote regions in central Europe share the same risks and issues related to the fact that they are located at the periphery of main transport networks. Inadequate and under-used services, excessive costs, lack of last-mile services and proper intramodality, poor communication and information to users and car commuting are some of the challenges that many central European regions face.

The SMACKER project addresses these disparities and promotes public transport and mobility services that are demand-responsive and that connect local and regional systems to main corridors and transport nodes.

Within SMACKER mobility issues related to peripheral and rural areas, main barriers are assessed and considered, and solutions drawn on the best international know-how are provided. SMACKER promotes demand-responsive transport services to connect local and regional systems to the main transport corridors and nodes. Soft measures (e.g., behavior change campaigns) and hard measures (e.g., mobility service pilots) are used to identify and promote eco-friendly solutions for public transport in rural and peripheral areas, with the aim of achieving more liveable and sustainable environments and better integration of population to the main corridors. SMACKER helps local communities to re-design their transport services according to user needs through a coordinated co-design process between local/regional partners and stakeholders; SMACKER also encourages the use of new transport services through motivating and incentivizing campaigns. The direct beneficiaries of the actions are residents, commuters and tourists.

An important part of the SMACKER project is its innovative Enlarged Transfer Programme (ETP) which is intended to help participating regions (ETP followers) with writing an Action Plan aimed to develop/improve demand responsive transport (DRT) solutions in peripheral and rural areas. In order to help with achieving this objective, the SMACKER project provides ETP followers with the free assistance of an expert. The only requirement of the programme is to contribute to the project with an analysis of the public transport problems and needs in the ETP follower region, an Action Plan dedicated to the DRT solutions promotions, and the participation in training events organised by the SMACKER project consortium.

The objective of the ETP is to contribute to the achievement of the expected results of SMACKER project and, ultimately, to provide the non-partner organizations with the tools for drafting an Action Plan on demand responsive transport (DRT) in their respective areas. The ETP is an opportunity for participants to improve their DRT service building capacity thanks to the experienced and knowledgeable partners and external experts, using some budget available in the SMACKER project for this specific scope. Keeping in mind these purposes, each applicant was required to commit and to regularly participate in the SMACKER ETP's activities, explaining and describing their problems and expectations from the participation within the ETP, and ensuring their commitment by drafting an Action Plan on demand responsive transport solution by the end of January 2022.

The deliverable D.T3.2.3 “State of the Art Report” (June 2021) on mobility problems and policy challenges within ETP follower region was the starting point which paved the way for the present document, that is, the local Action Plan in the ETP follower region of Carinthia Lesachtal and Tyrol Gailtal, Austria.

The following Action Plan contains 9 chapters, **Chapter 2, “Aims”** provides a description of the aims of this Action Plan based on the State-of-the-Art-Report. **Chapter 3, “Stakeholders involved”** focuses on the stakeholder participation and involvement to archive the outlined goals. This chapter provides specific actions to be taken by the participating stakeholder. **Chapter 4, “Key actions”** describes the main steps needed to overcome the specific problems identified in the Stat-of-the-Art-Report. **Chapter 5, “Implementation time plan”** details the time plan of implementation for the proposed actions. **Chapter 6, “Risk analysis”** lists possible negative issues which may affect the implementation of the Action Plan and briefly describes possible solutions. **Chapter 7, “Funding resources”** deals with the issue of funding the action and briefly talks about possible solutions. **Chapter 8, “Key action”** monitoring scheme provides Key Performance Indicators (KPI) to monitor the implementation of the Action Plan after the SMACKER project concluded. **Chapter 9, “Key Stakeholders’ involvement strategies”** reports on the strategies and tools



implemented to involve stakeholder towards reaching the ETP Action Plan objectives. **Chapter 10, “Conclusion”** synthesizes the key results of the Action Plan and planning process.

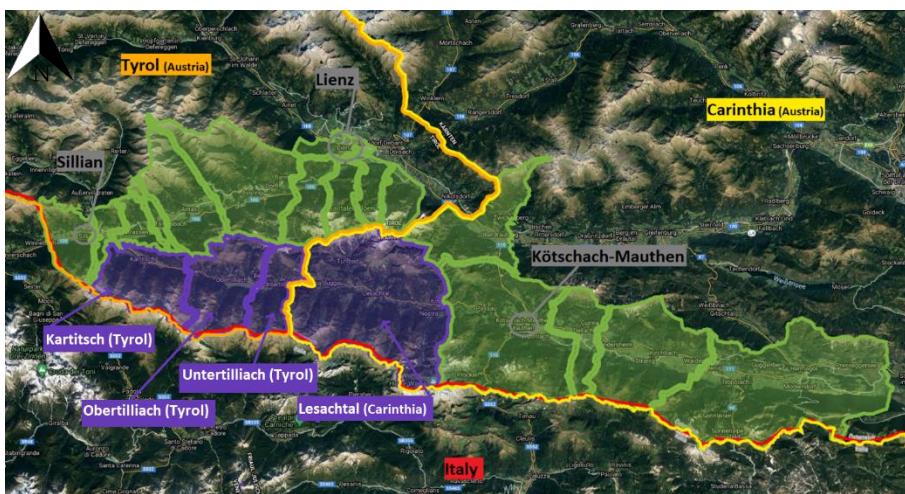


2. Aims

The State-of-the-Art report for the ETP follower region Carinthia Lesachtal and Tyrol Gailtal described the problems and needs of the region in sustainable low carbon mobility planning.

The project area, situated in the rural mountainous south at the Austrian-Italian border, is comprised of 3 municipals - Kartitsch, Obertilliach and Untertilliach - of the province Tyrol and one municipal - Lesachtal - of the province Carinthia. The area is sparsely inhabited with a population density of 15 inhabitant/km² in the municipal Kartitsch, 12 inhabitant/km² in Obertilliach, seven inhabitant/km² in Untertilliach and eight inhabitant/km² in Lesachtal.

Table 1: Project area and enlarged project area with federal and national borders.



The majority (52%) of the population is over the age of 45 years with 23% of the overall population being over 65 years old. Around 50% of the overall working population commutes to work with the main attractor poles of the area Sillian and Lienz located at the western end of the valley. Both attractor poles are also integral parts of the populations supply of goods and services. The inhabitants are heavily car dependent for their individual mobility needs thus making the region ideal for an extended DRT program. However, awareness rising measures must be taken. Apart from this, tourism is an important factor of the local economy with nearly 350 establishments amounting to over 3500 beds.

Based on the above, particular objectives created to accommodate the specific needs of the individual target groups identified in the State-of-the-Art-Report - elderly people, commuters, tourists, and students are:

- To take measures for awareness raising in the population of the benefits of demand responsive transportation (DRT) and public transportation (PT) in general.
- To incorporate the project area in existing DRT projects, for example the SMACKER Pilot East Tyrol in the region.
- To implement a community mobile in the region.
- To increase individual mobility of residents and tourists without the need of private car ownership by providing substitution to existing mobility services.

The main priority is on public engagement. To successfully implement any DRT solution in the region, it is essential to motivate the population to use public transportation (PT) instead of their individual cars.



3. Stakeholders involved

The main stakeholders identified are the four local authorities of the municipalities Kartitsch, Obertilliach, Untertilliach and Lesachtal. The role of different stakeholders depends on the phase of the implementation of actions. The primary role lies with local authorities.

The municipals have committed to creating a mobility committee for the region ensuring good cooperation between the four municipalities and local stakeholders and residents as well as the progress of the Action Plan. They also committed to set up supporting infrastructure like e-charging stations, benches, and bike racks. A commitment for a public engagement campaign to raise awareness for existing PT and possible DRT solutions was also given.

Local DRT provider are looking forward to expanding into the region and provide their service to the residents and committed to look into possible solutions for expansion and cooperation. Local e-carsharing provider could be approached by the municipalities and their mobility committee to provide vehicles on a flat rate for the community mobile.



Table 2: Stakeholder involvement

	STAKEHOLDERS	KEY ROLE	INVOLVEMENT SO FAR	FUTURE ROLE
Local level	Municipal Kartitsch	Main stakeholder of the region	Creation of a regional mobility committee, planning and organization of a mobility week.	Planning and organization of yearly mobility weeks. Creation of a mobility committee meeting quarterly. Creation of Public engagement campaigns.
	Municipal Obertilliach			
	Municipal Untertilliach			
	Municipal Lesachtal			
regional level	Federal state of Carinthia	Legislator of federal laws.		Possible source of funding resources.
	Federal state of Tyrol			
national level				
PPT providers	Kärntner Linien	Providing conventional PT in the region	The federal PPT provider developed a schedule in conjunction to optimize the existing PPT service in the region.	Current legal frameworks prohibit federal PPT provider to operate in other federal states extensively. The current schedule represents the currently best available option.
	Verkehrsverbund Tirol			
General public				
small, medium-sized and big enterprises	FLUGS eCarsharing	Providing shared mobility and taxi services in the wider area.		
	FReD E-Carsharing			
	Wilhelmer Reisen			
higher education and research				
interest groups and NGOs	Tourism association		Committed in engaging with the regional mobility	Public engagement with a focus on tourism in the region.



4. Key actions

Common public transportation in the region is sparse and can often not fulfill the individual need of transportation. Most residents live several kilometers away from PT stops making this mode of transportation often unattractive. This affects especially elderly people and children of elementary school age and above.

Solutions are needed to increase the individual mobility of the residents on demand on an affordable and sustainable level.

The following steps are envisioned to successfully solve this issue and to implement the action:

1. The project area consists of four municipals in two different provinces. The municipals need to create a regional mobility committee to ensure cooperation between the municipals. This committee should also serve the role of public contact point and information provider regarding mobility, DRT and public transportation of the region for residents and local business owner.
2. Local residents are heavily car dependent and used to their personal cars for their individual mobility. It is not uncommon for the average household to have at least two cars, however there are also bikes and e-bikes as well as mopeds commonly available. Therefore, it is crucial for the long-term success of the project to nudge residents into using PT and DRT solutions instead of private cars. Public awareness measures like a yearly mobility week should be implemented across the project area to increase awareness. The municipal's community magazines, webpages, Facebook pages and groups and other digital or print media outlets should also be considered a vital tool of awareness rising.
3. Implementation of a community mobile. The mobility committee must consider several different approaches to this especially considering financially and regulatory frameworks. For example, there are two different car sharing provider, namely FLUGS eCarsharing and FReD E-Carsharing operating in the region. FLUGS eCarsharing as part of the SMACKER Pilot East Tyrol provides a good example for the implementation of a community mobile in the region. The possibility of extending into this project should be considered. Likewise, the municipals could consider purchasing or leasing a vehicle themselves. Further, there are different possible solutions to solve the issue of the driver. This could be either an employee of the municipal, volunteers from the community or contractually sourced out to local business.
4. Establishing supporting infrastructure for the residents. To increase awareness and to help further the goal of decreasing individual car use, the municipals can provide different infrastructure like bicycle stands and ride-on benches throughout the area on crucial mobility points and crossroads. These items could be manufactured locally and be used as advertisement space for local business helping the municipal finance the action.



5. Implementation time plan

The following table describes all relevant steps and actions of the DRT service implementation. Since it is difficult at this stage of planning to clearly define a time plan and foresee a deadline the table is split in three stages. The planning stage deals with all steps related to planning. During the Implementation phase a DRT service will be established in the region. The Follow-up phase starts after the DRT service is established in the region. During this phase the DRT service is closely monitored and assessed.

Table 3: Implementation time plan

Activity	Months	1-2	3-4	5-6	7-12	13-18	19-24	25-36	36 +
		Planning phase			Implementation phase				Follow-up phase
Public engagement	X	X	X	X	X	X	X	X	
Research and analysis of needs	X								
Stakeholder involvement	X	X	X						
Planning of DRT solution		X	X						
Initial promotion	X	X	X						
Promotion				X	X	X	X	X	
DRT implementation					X	X	X		
Monitoring and assessment				x	x	x	x	x	

- **Public engagement:** This Phase extends over the entire project period and beyond due to the importance of public engagement for the project. This phase includes the yearly mobility week in the region.
- **Research and analysis of needs:** During this initial phase additional studies should be requested. Additional analyses into regulatory frameworks as well as budget concerns should be made here.
- **Stakeholder involvement:** In principle this phase extends over the entire project period and beyond to ensure cooperation between the stakeholder and to further the goals of increasing individual mobility without the dependence on personal cars. However, stakeholder involvement is most critical during the initial phase of the Action Plan. This stage includes the quarterly meetings of the mobility committee.
- **Planning of DRT solution:** This phase deals with the concrete planning of the local DRT solution. During this period the municipals and mobility committee negotiate with local mobility provider and/or create a local community-mobility organization.
- **Initial promotion:** This phase includes the initial promotion and public engagement phase. Residents should be made aware of the ongoing planning process and be encouraged to take part. Social media, community magazines and public gatherings can be used to spread awareness.
- **Promotion:** This phase starts after the implementation of the DRT service and concludes the initial promotion and extends the DRT promotion efforts throughout the rest of the period and beyond. Public engagement campaigns like advertisements in local newspaper or community social media groups are possible.



- **DRT Implementation:** This phase marks the beginning of the implementation phase. A DRT service according to the planes made in the Planning of DRT solution-Phase will be implemented in the area.
- **Monitoring and assessment:** The DRT project will be closely monitored after its implementation. Its effects on the resident's mobility will be assessed and changes made accordingly to provide an ideal solution for the whole area. This will ensure flexibility for the project making it resilient to changes.



6. Risk analysis

Different possible negative issues which may affect the Action Plan implementation and possible solutions were envisioned. To mitigate any risks further studies into the issues should be conducted.

- **Rural exodus:** The most important issue envisioned is the general trend of rural exodus towards larger population hubs. The region is already sparsely populated with a population density as low as seven inhabitant/km² in one municipal. A low population density increases the costs for PT and DRT provider limiting availability and increasing private car dependency. There is no possible solution to this issue within the scope of this report, however it is strongly recommended to look further into the issue.
- **Demographics:** Another matter closely related to previously mentioned issue are the demographics of the region. As discussed in the State-of-the-Art-Report, the projects area's population is relatively old with the majority over 45 and nearly a quarter of the population over the age of 65. Elderly people have different mobility requirements that need to be accommodated. Younger population however must not be forgotten. There is no possible solution to the issue of demographics and increasing age of the population within the scope of this report, however it is strongly recommended to look further into the issue.
- **Acceptance:** Residents are used to the benefits of their own individual private car. To ensure the success of the Action Plan, residents must be nudged from their habit of driving individually to using PT and DRT solutions. Public awareness campaigns on social media or community magazines as well as public events are going to be held. Public engagement in the project is as important as the engagement of local stakeholder and must be ensured.
- **Funding:** Due to the nature of the project, results may not be visible immediately. Nudging the population to use PT and DRT will take time. Realistic expectations need to be set and long-term funding ensured. This could be archived by selling advertisements space on bike racks, cars, commuter/ ride-along benches at different mobility hubs to local businesses but also by applying to EU and national funding resources. Volunteers from the community as possible solution to decrease costs and increase public engagement must not be forgotten. In the light of recent gas price increases electro-mobility is highly recommended. Municipalities could look into possibilities of renewable energy solutions to further decrease the costs of running community mobiles.

There are no disruptive trends in technology envisioned that could hinder the implementation of a DRT solution in the region. Technological Trends of the foreseeable future could rather be opportunities for the region as shown below.

- **Self-driving cars:** This technology would decrease the cost of running a DRT service, eliminating the need of a driver. User of car sharing services would not have the need of returning the vehicle themselves after arriving home. Accessibility and availability in general would be increased.
- **Hightspeed fiber-optic Internet:** This technology could potentially help the region attract new population working remotely.



7. Funding resources

The municipalities Kartitsch, Obertilliach, Untertilliach and Lesachtal are committed to the creation of a mobility committee to further the goal of a DRT Service implementation. However, there have been no commitments of actual funding resources from the municipalities. In order to archive the goals laid out in this Action Plan, the municipalities must investigate different scenarios of implementation. For this reason, the Planning Phase of the timetable is at least six months.

National, EU and private funding programs for the development and implementation of sustainable and ecologically friendly transportation systems could be initially used for the local implementation of the DRT service.

- EU funding programs
- Interreg Europe [interregeurope.eu]
- Interreg Central Europe [interreg-central.eu].

National funding programs

- E-Mobilitätsoffensive 2022
[https://www.bmk.gv.at/themen/mobilitaet/alternative_verkehrskonzepte/elektromobilitaet/förderungen/e-mobilitaet2022.html]
- Klimaaktiv [klimaaktiv.at].

Private funding programs

- Kommunal Kredit Public Consulting [<https://www.umweltfoerderung.at>].

Investigation which funding resource fits the regional needs best is a crucial part of the municipalities mobility committee duties.

Possible solutions to at least mitigate the costs of the DRT implementation include the sale of advertisement space on ride along benches, car racks or on vehicles used as community mobile to local business. The municipalities are highly recommended to look into Electric Vehicles (EV) to further mitigate the risk of rising fuel prices. Possible ways of a long-term environmentally friendly sustainable energy production could also be envisioned by the municipalities to support the action further.

Providing a DRT solution in the region requires driver for the vehicle potentially increasing the cost of the project. The optimal solution would be to have enough volunteers to run the community mobile entirely.

Another essential factor is the integration and close cooperation with local stakeholder. The local tourism industry has great potential to benefit from the implementation of a DRT solution in the region as well as local transportation provider. Close incorporation of these stakeholder could potentially reduce the costs of implementation. Local transportation provider could potentially provide vehicles at a flat rate and tourism establishments. Especially those close to crucial transportation hubs could be encouraged to provide publicly accessible e-car charging stations and/or accommodations like ride-along benches to create pickup points for the community mobile or a shared taxi.



8. Key action monitoring schemes

To monitor the success of the action, Key Performance Indicators (KPIs) have been defined in Table 2 and Table 3. These KPIs can be adopted to monitor the impact of the Action Plan after the SMACKER project conclusion. The KPIs were selected according to the data available as of writing this Action Plan. Table 2 lists the Must-have-KPIs and Table 3 lists the Nice-to-have-KPIs as defined within the SMACKER project.

Table 4: Must-have-KPIs

KPI CATEGORY	GENERAL INDICATORS	TARGET VALUE
Quality of public transport/ DRT	<input checked="" type="checkbox"/> Increased average number of operating hours per day <input checked="" type="checkbox"/> Increased average number seat kilometres offered per day	+5% The number of seat kilometers offered in the region will increase in conjunction with the implementation of a community mobile. The target value cannot be determined at this stage.
Usage of supply in the course of the pilot action	<input checked="" type="checkbox"/> Increase of DRT/ public transport users per day	An average increase of daily PT and DRT users should be recognizable.

Table 5: Nice-to-have-KPIs

KPI CATEGORY	GENERAL INDICATORS	TARGET VALUE
Quality and Accessibility of the DRT service	<input checked="" type="checkbox"/> Price of public transportation (€/km) <input checked="" type="checkbox"/> Number of available e-charging stations per municipal <input checked="" type="checkbox"/> Number of available volunteers per municipal	Average price of 0.20€/km At least one 4 volunteers (at least 16 total)
Visibility and public engagement	<input checked="" type="checkbox"/> Number of visitors of the yearly mobility week <input checked="" type="checkbox"/> Number of clicks/likes (average engagement rating) of social media posts informing about DRT/PT in the region	300+ An average increase of social media engagement should be recognizable.



9. Key stakeholders' involvement strategies

The identified stakeholder's inclusion throughout the whole process of different stages to implement a DRT service is crucial.

In preparation of this report a meeting with local stakeholders was held on 2021-10-22 (See Annex 1 for protocol). At the meeting all relevant stakeholders, representatives of the four municipals, both carsharing provider as well as the local tourism association of the region to name and more took part. (See Annex 1 for attendants list)

This meeting marked the end of a two-day public engagement event organized by the municipals to introduce electromobility in general and Fred eCarsharing as a local DRT provider to the population. The event was well received, and the local population indicated that they would use such a service. The stakeholders agreed that public engagement measures must be taken. A broad public engagement campaign to inform the public about existing PT solutions was decided: the participants agreed to hold a so called "Mobilitätswoche" - "mobility week" event on a yearly basis to increase awareness and gather public support for the DRT service. This should also help to encourage public engagement. The date for the next event was set for the 3rd week of September 2022. The State-of-the-Art report and its findings were discussed and possible solutions, which were subsequently incorporated into this Action Plan were purposed.

The local municipals mayors committed to creating a mobility committee meeting quarterly. The tasks of this committee are to organize the yearly public engagement event, to coordinate the cooperation between the municipals, to oversee the implementation of a DRT service in the region and to be a general contact point for the population regarding their mobility needs. Apart from this, the municipals decided to set up bicycle racks at important mobility hubs as well as ride along benches.

It was decided to investigate possible solutions for a community mobile. To ensure accessibility the possibility of a taxi/mobility-app was discussed. The municipals agreed to set up at least one e-charging station. To achieve this local energy provider should be incorporated. These steps are especially beneficial for local residents providing easily accessible alternative mobility services and opportunities.

To help commuters in the region and to decrease car dependency the municipals agreed to investigate possible solutions. A study from the chamber of commerce will be requested to determine further steps.

The possibility to introduce a call-shared-taxi was debated. This service would be especially beneficial for larger groups of tourists and hikers.



10. Conclusions

The implementation of the Action Plan in the ETP region Carinthia Lesachtal and Tyrol Gailtal will help the area and its population to decrease their car dependency simultaneously increasing their individual mobility. To achieve this a substitution to the currently existing conventional PT services in the region is aimed at. The Action Plan outlines the objectives and provides a roadmap for the development of a community mobile as a DRT service in the region.

The ETP follower region, the technical experts as well as relevant stakeholder have discussed difficulties as well as possible solutions and designed a plan to implement a DRT solution serving the needs of the local population along with helping to further touristic endeavors.

The main stakeholder are the four municipals, Kartitsch, Obertilliach, Untertilliach and Lesachtal plus local mobility service provider. Corporation between those stakeholders is of the essence and will be ensured through the creation of a regional mobility committee.

Four steps are envisioned to implement the Action Plan. Firstly, the creation of a regional mobility committee to ensure cooperation. Secondly, public awareness campaigns to nudge residents into using PT /DRT solutions instead of private cars. Thirdly, the creation of a community mobile as DRT solution for the municipals as well as the possible integration of existing PT and DRT providers from the enlarged project area. Finally, the establishment of supporting infrastructure like bicycle racks and ride-along benches to provide residents and tourists likewise a comfortable PT experience.

Three phases of the implementation were identified. The first phase, planning Phase covers 6 months during which additional initial studies can be conducted and the general framework lied out in this Action Report can be refined. The second phase, Implementation Phase covers 30 months during which the actions described will be implemented. After the Implementation Phase the Follow up Phase begins. During this phase the promotion and assessment of the DRT service continues. Necessary changes to ensure the quality and sustainability must be taken as well as further steps of public engagement.

Several risks were identified with the most important demographics and rural exodus. The municipals and community leaders must take adequate steps to combat these issues further. The implementation of a DRT service in the region is a necessary step to ensure individual mobility at any age without the need of private car ownership. Further the possible benefits of potential future technology development were discussed.

No financial commitments have been made up to this date. The municipals committed however to investigate different possible solutions for the implementation. Different approaches and cost mitigation factors were discussed.

A key action monitoring scheme was established. This scheme includes KPI in two categories, must-have and nice-to-have. These KPI were established to monitor the quality and implementation of the Action Plan.

A meeting with local stakeholders was held on 2021-10-22. The meeting allowed local stakeholders to discuss the findings of the State-of-the-Art Report, possible solutions and insight. The findings of this meeting were incorporated into this Action Report.



11. Annexes

Annex 1 - Protocol of the community and local stakeholder meeting 2021-10-22



VIER GEMEINDEN | EIN LEBENSRAUM



PROTOKOLL

Datum: 22.10.2021
Uhrzeit: 17.00 – 19.00 Uhr
Ort: Musikschule Liesing
Anwesende: Bgm. Matthias Scherer
Bgm. Josef Außerlechner
Bgm. Manfred Lanzinger
Bgm. Johann Windbichler
Vize-Bgm. Bernhard Knotz
Vize-Bgm. Gerald Kubin
GV Guggenberger
Marc Baldauf (TVB-Obmann Lesachtal)
Christian Themessl-Huber (GF Mobilbüro Hermagor)
Florian Rauter
Daniela Schelch (KEM)
Michael Hochkofler (Verkehrsbüro Hochkofler)
Anton Hochkofler (Verkehrsbüro Hochkofler)
Manfred Mair
Thomas Kranebitter
Gerald Altenweis

Agenda:

- Mobilitätstage – Rückblick
- SMACKER
- Verkehrsbericht
- Projekte 2022, 2023
- Nächste Schritte
- Maßnahmen

Mit Unterstützung von Bund, Ländern und Europäischer Union

 Bundesministerium
Landwirtschaft, Regionen
und Tourismus

 LE 14-20
Entwicklung für den ländlichen Raum

LAND  KÄRNTEN

 LAND TIROL

 LEADER

Europäischer
Landwirtschaftsrat für
die Entwicklung des
ländlichen Raums:
Hier investiert Europa in
die ländlichen Gebiete.





VIER GEMEINDEN | EIN LEBENSRAUM



1. Mobilitätstage 21.10.2021, 22.10.2021

- 24 Institutionen waren beteiligt
- rd. 150 Kinder direkt erreicht
- rd. 170 Fragebögen ausgefüllt
- guter Erfolg
- Bürgermeister waren sehr zufrieden

2. Verkehrsbericht

Zusammenfassung State-of-the-Art Bericht:

Politische Herausforderungen

- Bevölkerung für Nutzung öffentlicher Verkehrsmittel anstelle eigenem Auto mobilisieren
- Verhinderung der Abwanderung der jüngeren Bevölkerung
- Wirtschaftliche Möglichkeit = Tourismus
- Österreichs Mobilitätsmasterplan 2030
- Einführung und Ausbau vernetzter Shared-Mobility-Systeme mit strategisch platzierten Mobilitäts-Hubs

Schlussfolgerungen

- Einwohner sind auf Autos angewiesen – solange das eigene Fahrzeug vor der Tür steht, ist ein Ausweichen auf Carsharing oder ÖPNV gering
- Dienste für ältere Menschen zugänglich und flexibel machen
- Verbindung der 4 Gemeinden mit den Hauptattraktionspolen Sillian und Lienz, am besten mit einem integrierten und flexiblen DRT-System
- Prüfung der Lösungen Carsharing-Modell, Rufbus oder Mischung (Vor- und Nachteile wie Erreichbarkeit der Carsharing-Stationen oder Flexibilität und Kosten Rufbus-Service)
- Tourismus spielt wichtige Rolle für den Auf- und Ausbau von DRT-Systemen
(Mobilitätsplanung der österr. Bundesregierung – umweltfreundlicher Tourismus)

3. Projekte 2022, 2023 + weitere Schritte

1. Mobilitätsgruppe bilden
 - Sitzung noch vor Weihnachten 2021
2. Bewusstseinsbildung
 - Mobilitätswoche 2022 abhalten (3. Septemberwoche)
 - Bestehende Mobilitäts-Angebote sichtbar machen (Talschaftsblatt, Facebook,...)
 - Mitfahrbänke in den Weilern aufstellen
 - Fahrradständer aufstellen - einheitliches Design für das ganze Tal (bei Gemeindeämtern, Schulen, Haltestellen, Geschäften...)

Mit Unterstützung von Bund, Ländern und Europäischer Union

Bundesministerium
Landwirtschaft, Regionen
und Tourismus

 LE 14-20
Entwicklung für den ländlichen Raum

LAND KÄRNTEN

LAND
TIROL

LEADER


Europäischer
Landwirtschaftsfonds für
die Entwicklung des
ländlichen Raums:
Hier investiert Europa in
die ländlichen Gebiete.





VIER GEMEINDEN | EIN LEBENSRAUM



3. Gemeindemobil

- Möglichkeiten für Kartitsch und Lesachtal prüfen (Flugs, FReD, Mobilbüro Hermagor)
- Taxi-App für Lesachtal bzw. Tiroler Gailtal prüfen

4. E-Ladestationen

- für jede Gemeinde mind. 1 Station
- Twiag/KELAG/AAG/Smatics

5. Pendlermobilität

- Studie von WK anfordernden
- Betriebe+WK+VVT sollen Konzept ausarbeiten
- Druck seitens den Gemeinden aufbauen

6. AST-Anrufsammlertaxi

- Derzeit geringe Priorität
- AST-Hermagor Erweiterung für Hütten prüfen
- Wanderbus, TVB Osttirol

Sonstiges:

- Zusammenarbeit mit lokalen Akteuren und Initiativen suchen und verstärken (KEM, Mobilbüro, VVT, Taxiunternehmen)
- Aktionsplan erstellen zur Umsetzung

4. Maßnahmen

1. Mobilitätstage jährlich
2. Bestehende Mobilitätsangebote sichtbar machen
3. Mitfahrbankl
4. Fahrradabstellanlagen
5. Gemeindetaxi
6. (E)-Carsharing
7. Buchungsplattform Carsharing
8. E-Tankstellen PKW + E-Bikes
9. Mitfahrbörse/Fahrgemeinschaften
10. Taxi-App
11. Pendlerbusse/ÖPNV/Ski- und Wanderbus
12. AST Anrufsammlertaxi

(Priorisierung – farblich)

Mit Unterstützung von Bund, Ländern und Europäischer Union

Bundesministerium
Landwirtschaft, Regionen
und Tourismus


Entwicklung für den ländlichen Raum

LAND  KÄRNTEN


LAND
TIROL


LEADER

Europäischer
Landwirtschaftsfonds für
die Entwicklung des
ländlichen Raums:
Hier investiert Europa in
die ländlichen Gebiete.

