

Sustainable mobility solutions in remote Alpine territories

Alpine Convention
Working Group
Transport
Soft Mobility
Subgroup



Final report



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Alpine Convention Working Group Transport
Soft Mobility Subgroup

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Act of transmission

The Soft Mobility Subgroup has agreed the final text of the synthesis report on “Sustainable mobility solutions in remote and/or sparsely populated Alpine territories”, on the basis of the Mandate given to the Working Group Transport of the Alpine Convention.

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Mandate given by the Standing Committee and conduct of the study

During the 51st standing committee of the Alpine Convention, held in Milano on November 20-21, 2012, the mandate of the Working Group Transport for 2013-2014 was adopted.

The new mandate, to be accomplished before the 13th Alpine Conference, asked the Alpine delegations to further investigate on the issue of sustainable mobility solutions in remote and/or sparsely populated Alpine territories.

The text of the Mandate regarding the related point is here reported, as follows:

“Ahead of the XIII conference, the standing Working Group Transport will explore the following new issues. Reviewing practices and strategies of sustainable transport solutions in Alpine sparsely populated and/or remote areas and develop recommendations to promote mobility in these regions”.

The activities of the Soft Mobility Subgroup, regarding sustainable transport solutions in Alpine sparsely populated and/or remote areas, started in occasion of the 26th meeting of the Working Group “Transport” (February 5, 2013, Paris). The objectives were clarified, the key stages in the study were set out and the method to be used was agreed. During the second meeting (May 29, 2013, Paris), the guidelines were approved and a general road-map was commonly agreed. It was decided to focus on examples from the Alpine area, but not to overlook other initiatives if these can be transferred.

The third (December 12, 2013, Wien) and fourth (May 27, 2014, Paris) meetings were the occasion to present and discuss the case studies sent by the delegations of each country. During summer, each partner provided contributions to improve the conclusions and recommendations of the transnational report. The final draft was examined during the 30th meeting (September 8, 2014, Paris) of the Working Group Transport.

A. Guidelines

A.1. REMINDER OF CONTEXT: THE PROMOTION OF SUSTAINABLE TRANSPORT SOLUTIONS

The mandate given by the Standing Committee of the Alpine conference indicates: “Following the XIII conference, the standing Transport Working Group will review sustainable transport practices and strategies in remote Alpine territories and will develop recommendations to promote mobility in these regions”.

Let us first remember that the best way to promote sustainable mobility is to avoid unnecessary transport. This is possible by increasing e-services, e-commerce and telecommuting for example.

However, developing sustainable transport solutions in remote territories is an integral part of the sustainable development of such territories and is fundamental for the people living and travelling within them.

Three categories of sustainable transport solutions will be considered within the context of the present study:

- All transport solutions except the individual use of private cars: carpooling, car-sharing, bike-sharing, shared taxis, public transport including on-demand services, etc. Standard bus or coach services will receive limited attention, unless they concern an innovative or particularly relevant initiative.
- All mobility management measures for commuters or schools (e.g. walking or cycling and school buses), mobility information packages or sustainable mobility education initiatives.
- All solutions or services that can contribute to preventing individual mobility and that do not contribute to an increase in other kinds of polluting mobility, such as teleworking, e-commerce and goods delivery services¹, mobile shops or mobile services, including access to high-speed/broadband Internet.

The aim of the study is not to make a complete census of these solutions, but to highlight the most relevant initiatives.

A.2. REMOTE TERRITORIES

In the second draft report of the strategy-development for the Alpine Space², the Alpine Region is split into five types of territories. Based on functional patterns of interaction (e.g. functional urban areas) and some particularly significant patterns or trends (e.g. demographic decline, tourism hotspots), these five types of territory (metropolitan areas, Alpine cities, stable or growing rural areas, declining rural areas, tourist areas) have been described but have not been represented cartographically.

The description of the fourth type of territory seems to apply to remote territories. These territories are “situated beyond the main influence of Alpine metropolitan areas and cities and/or have few amenities.

¹ The effect of e-commerce on transport volumes is ambivalent. While in some cases it can help reduce shopping-related traffic on behalf of consumers, it generates considerable transport volumes on behalf of national and global delivery services. Particularly, return shipments create additional traffic.

² Alpine Space (2012), Strategy-development for the Alpine Space Programme: Second Draft Report. Available at: www.alpine-space.eu/fileadmin/media/Downloads_in_about_the_programme/Second_Draft_Report.pdf, accessed February 8, 2013

They can be located in lowlands, prealps or core Alpine areas, but do not have the necessary transport infrastructure to facilitate travel to urban centres and potential markets. For the most part, they therefore do not benefit from the employment opportunities of towns and cities”.

The Permanent Committee of the Alpine Conference has asked the Soft Mobility Subgroup to locate these remote territories in order to determine good practices and strategies in sustainable mobility.

A.3. THE TASK OF THE SOFT MOBILITY SUBGROUP

The Permanent Committee of the Alpine Conference mandated the Soft Mobility Subgroup:

- to identify good practices and strategies in sustainable transport in the Alpine regions;
- to issue recommendations in order to promote sustainable mobility in these regions.

The Soft Mobility Subgroup is chaired by France (General Council for the Environment and Sustainable Development – CGEDD) and the Alps and Pyrenees Mission of the Directorate General for Infrastructure, Transport and the Sea – DGITM). As chair of this Subgroup, France is responsible for conducting the present study which also involves partners from other countries (Austria, Germany, Italy, Switzerland and Slovenia).

The study conducted by the Soft Mobility Subgroup is divided into six steps:

- **Step 1:** Identification of remote territories of the Alpine Regions. Proposal of a method for collecting information on sustainable transport solutions. Each country contributes to this step.
- **Step 2:** Identification of remote territories of the Alpine Regions. Proposal of a method for collecting information on sustainable transport solutions. The French technical support team summarizes the work done by each partner.
- **Step 3:** Collection of good practices and strategies in sustainable mobility within the previously identified remote territories. Each country contributes to this common step.
- **Step 4:** Collection of good practices and strategies in sustainable mobility within the previously identified remote territories. The French technical support team summarizes the work done by each partner.
- **Step 5:** Recommendations for the development of sustainable mobility in the previously identified remote territories of the Alpine regions. Each country contributes to this common step.
- **Step 6:** Recommendations for the development of sustainable mobility in the previously identified remote territories of the Alpine regions. The French technical support team summarizes the work done by each partner.

B. Identification of remote territories

B.1. INTRODUCTION

This part of the document provides a summary of the main methodology and indicators used by the different European partners in the Alpine Convention to identify remote territories.

The remote territories identified within each country are presented on maps. These territories are generally characterized by their level of demographic decline, tourism and regular transport services.

B.1.1. Two ways to define remote territories

There are two approaches that can be used to define remote territories:

- A first method consists in defining indicators such as accessibility (distance and/or travel time to urban centres), population density, demographic decline (comparison of population density during a certain period), public transport offer, etc.
- Another method is to define all other regions according to specific indicators such as those mentioned above and to consider the remaining territories as remote. This elimination method ultimately leads to results that are similar to the first method. Remote territories can therefore be defined as territories displaying lower indicator values than all other defined regions.

B.1.2. Remoteness: a question of scale and individual perception

If we consider accessibility to mean “access to opportunities”, then it should be viewed according to the scale of the study. While global or European accessibility refers to access to global hubs, global cities and major transport corridors such as Trans- and Pan-European transport network³, this study focuses on regional accessibility. Regional accessibility is characterized by indicators that reflect regular needs of a broad share of the Alpine population, e.g. availability of urban amenities, accessibility of job opportunities, and access to health care amenities (Spiekermann and al. 2011)⁴.

One also needs to keep in mind that common accessibility indicators do not necessarily reflect the perception of the local population as a whole or of certain parts of the population. Motorized persons that are familiar with managing their everyday routines via online services and mobile devices and with access to high-speed Internet might perceive remoteness differently than a person without access to a private car and unfamiliar with modern communication technologies.

Moreover, we should be careful not to automatically interpret remoteness as something that should by all means be alleviated. Remoteness can be a specific spatial quality that provides services that other spatial entities can no longer provide such as opportunities for retreat, solitude, recreation etc.

In an economic sense, remoteness in a scenic landscape can be a selling point for regional tourism for example. Furthermore, remoteness can also be somewhat of a barrier against external influences, social competitiveness and pressures. In certain cases, research has been able to identify a positive effect of remoteness on endogenous economic development.

³ More information at: http://ec.europa.eu/transport/themes/infrastructure/index_en.htm, accessed august 28, 2013

⁴ Spiekermann, K., Wegener, M., Kveton, V., Marada, M., Schürmann, C., Biosca, O., Ulled Segui, A., Antikainen, H., Kotavaara, O., Rusanen, J., Bielanska, D., Fiorello, D., Komornicki, T., Rosik, P. (2011): Transport Accessibility at Regional/Local Scale and Patterns in Europe. Interim Report of ESPON TRACC. Dortmund: Spiekermann & Wegener Stadt- und Regionalforschung.

Of course, in a highly integrated Europe with a high degree of division of labour, positive effects of remoteness can only be one aspect of regional development, which is why Bätzing⁵ argues for a balanced dual development (“ausgewogene Doppelnutzung”) that combines elements of endogenous regional development with necessary external influences (Voll 2012)⁶.

Accessibility as an indicator of remoteness also depends on the scale at which a territory is assessed. At the European scale as displayed in the ESPON Atlas⁷, the whole Alpine area may be considered as a territory of average accessibility compared to the EU27 average. Moving down to the regional or even local level, however, spatial units with accessibility deficiencies can clearly be identified in various regions of the Alps.

B.2. GENERAL METHODOLOGY USED TO IDENTIFY REMOTE TERRITORIES

It was requested that the territories studied by each partner lie within by the Alpine Convention territory perimeter.

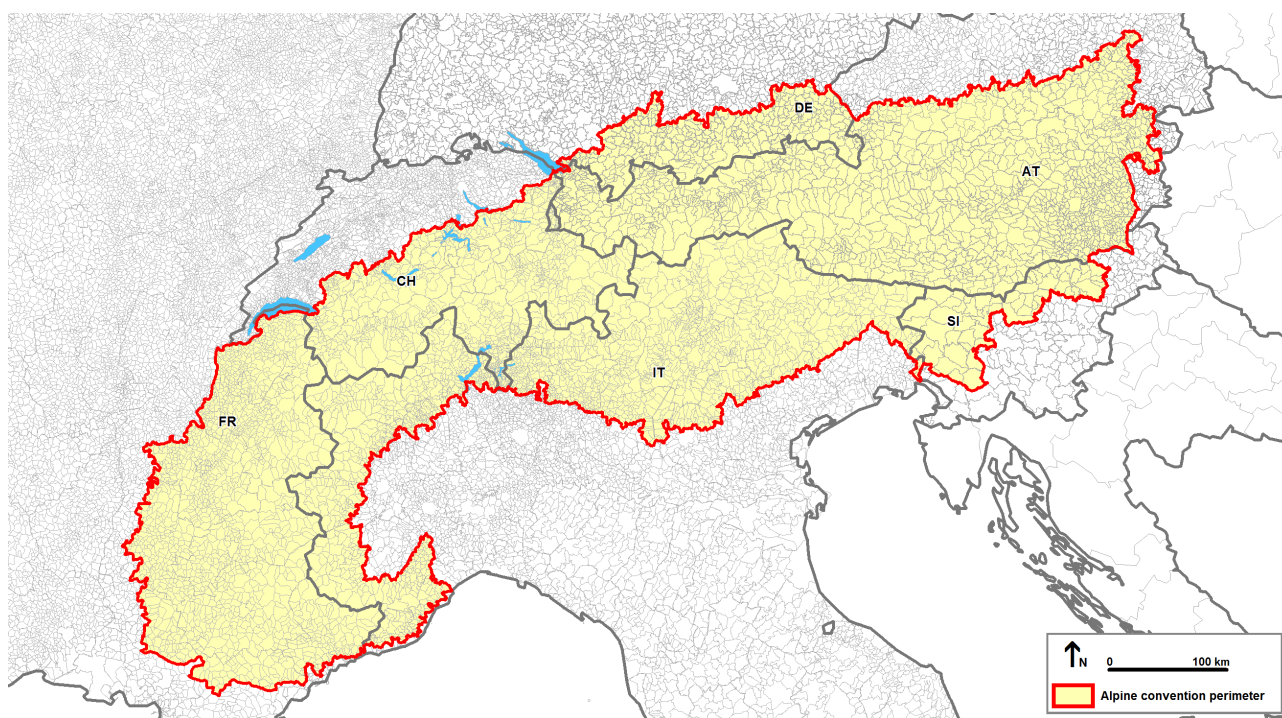


Illustration 1 – Alpine Convention perimeter

⁵ Bätzing, Werner (2003): Die Alpen. Munich, pg. 333ff

⁶ Voll, Frieder (2012): Die Bedeutung des Faktors “Erreichbarkeit” für den Alpenraum. PhD-Thesis presented at the University of Nürnberg-Erlangen. Erlangen.

⁷ ESPON (2006), ESPON Atlas: Mapping the structure of the European territory. Bonn. Available at: www.espon.eu/export/sites/default/Documents/Publications/ESPON2006Publications/ESPONAtlas/final-atlas_web.pdf, accessed August 28, 2013.

In order to ensure comparable results in the identification of remote territories, each partner was asked to refer to a basic set of characteristics or “features”, summarized in the table below. It was not essential to consider all the features. Each partner was then free to define its own indicators linked to these features (as it is easier to have common features than common indicators, due to the availability of databases and interpretation of indicators in each country).

Based on these features and indicators, remote municipalities were identified by each partner through an elimination process. The municipality level corresponds to LAU2 of the European nomenclature of territorial units for statistics. Remote territories were then identified by grouping municipalities together.

N°	Features	Example of associated indicators
1	Situated beyond the main influence of the metropolitan areas and Alpine cities	<ul style="list-style-type: none"> • Typology of municipalities, as defined by the national/federal statistical office (France, Switzerland) or the EU (Austria) • Accessibility of medium or large-sized town, valued in travel time (Germany)
2	Have a limited number of activities/amenities	<ul style="list-style-type: none"> • Typology of the labour markets (Germany) • Typology of municipalities, as defined by the national/federal statistical office (France, Switzerland)
3	Do not have the necessary transport infrastructure to facilitate travel to urban centres and potential markets	<ul style="list-style-type: none"> • Number of train stations and interurban bus stops (France) • Average number of interurban bus services a day (France) • Average number of train services a day (Germany) • Travel times to next medium- and larger-sized towns (Germany)
4	Outside tourist hotspots	<ul style="list-style-type: none"> • Typology of municipalities, as defined by the national/federal statistical office (Switzerland) • Average number of tourists on a typical day (France)
5	In demographic decline	<ul style="list-style-type: none"> • Population change during the last 5-10 years (Austria, France, Germany, Italy, Slovenia)
6	Sparsely populated	<ul style="list-style-type: none"> • Population density (Austria, France, Germany, Italy, Slovenia, Switzerland)

Table 1 – Features used to identify remote territories

Results were analysed by the Soft Mobility Subgroup in order to verify the homogeneity between the different countries. Differences in the identification of remote territories can be explained by territorial specificities.

Appendix E.2 presents for each country of the Alpine Convention:

- the indicators used to identify remote territories;
- a map showing the location of the identified remote municipalities and territories;
- the characteristics of the identified municipalities within these territories.

B.3. CONCLUSIONS

The first step of the Soft Mobility Subgroup is to identify “remote territories” of the Alpine Regions. This report presents the general purpose of the study and the overall method proposed by the Subgroup. The following Illustration 2 shows the entire geographic coverage area of remote territories within the Alpine Regions.

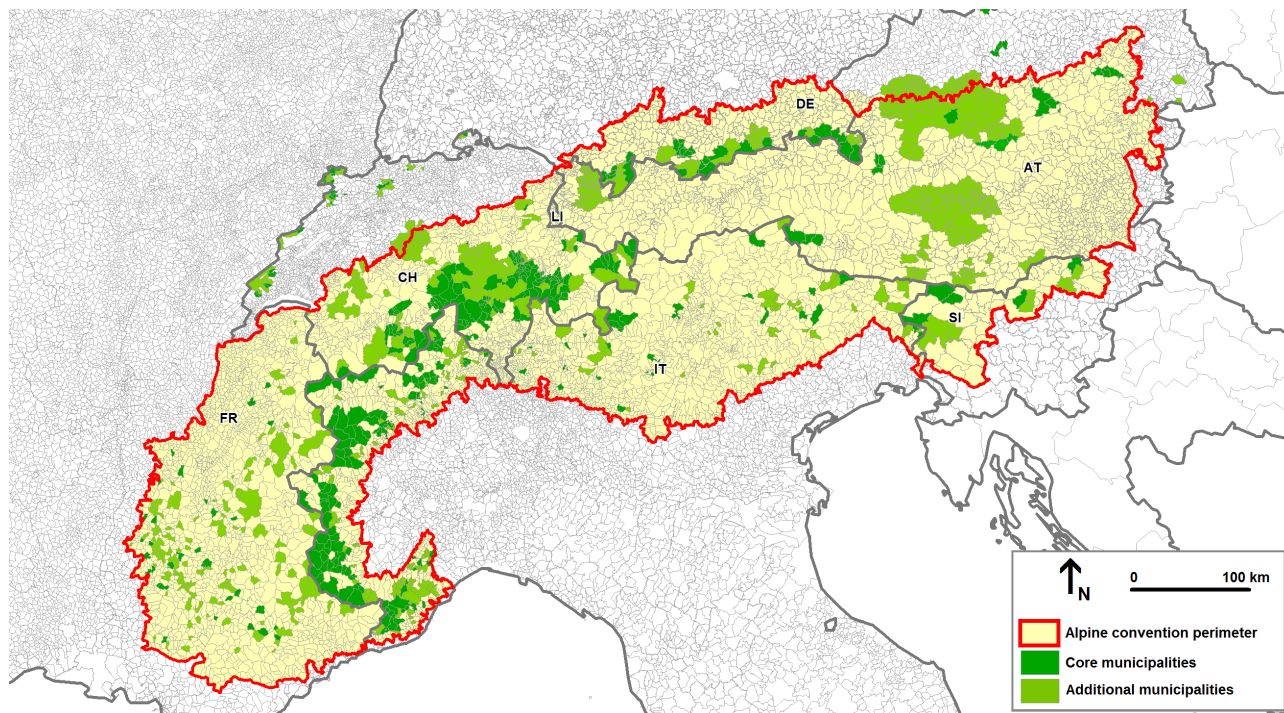


Illustration 2 – Remote territories in the Alpine Regions

Appendix E.1 and E.2 present the indicators used to identify remote territories by the different country partners of the Alpine Convention (Switzerland, Germany, Austria, France, Italy and Slovenia). Appendix E.3 details the list of municipalities considered as remote and their characteristics.

Thus, for the next steps of the Soft Mobility Subgroup project, identification of good practices and solutions in sustainable mobility should focus on these identified territories per country.

C. Sustainable mobility solutions

C.1. INTRODUCTION

This part of the document provides a summary of the sustainable transport solutions collected in each country by the different European partners in the Alpine Convention.

The scope of this report is not limited to transport solutions in a strict sense, but also includes approaches that improve access and accessibility by e.g. providing services to the customer or maintaining local retail structures. Thus, sustainable transport solutions that have been considered are:

- All transport solutions, except private car used individually: carpooling, car-sharing, bike-sharing, shared taxis, public transport including on-demand services, etc. Only regular or seasonal transport services have been considered. Standard regular bus or coach services have received a limited attention, unless innovative or particularly relevant initiative.
- All mobility management measures for commuters or schools (e.g. walking or cycling school buses), mobility information packages or sustainable mobility education initiatives.
- All solutions or services that can contribute to avoid individual mobility and that do not contribute to an increase of other kind of polluting mobility, such as teleworking, e-commerce and goods delivery services⁸, mobile shops or mobile services, including the access to high-speed/broadband Internet.

The main objective was to identify good practices primarily within the Alpine Convention territory, especially in “core municipalities” and “additional municipalities” as defined above. Nevertheless, additional initiatives implemented outside of this territory have also been collected, provided that they could be transferred to the Alpine territory.

Moreover, it is reminded that the aim of the study was to highlight the most relevant initiatives. Despite being based on extensive research, the compilation of good examples illustrated above does not claim to be exhaustive for the study areas. Thus, some interesting initiatives or projects implemented in Alpine areas may not appear in this document.

Each partner was free to define its own strategy to identify and analyse good practices. In order to homogenise the productions, partners were requested to collect, for each of the initiatives identified, the information listed in a common factsheet.

⁸ The effect of e-commerce on transport volumes is ambivalent. While in some cases it can help reduce shopping-related traffic on behalf of consumers, it generates considerable transport volumes on behalf of national and global delivery services. Particularly, return shipments create additional traffic.

C.2. ANALYSIS OF GOOD PRACTICES

More than 50 good practices have been collected. They have been grouped into 4 categories:

- **Micro public transport services:** this category concerns all measures, set up by transport authorities, that have created an additional offer of regular or on-demand public transport. This category also includes “citizen buses”, operated by local volunteers and non-profit associations, with licenses for passenger transport. Citizen buses are not, properly speaking, public transport offers but the service they provide is often very close to public transport services.
- **Other mobility services:** this category groups all initiatives that have lead to create an additional mobility offer based on any transport mode excepted public transport modes. It can concern bike sharing systems, carpooling, hitch-hiking or taxi services.
- **Non-mobility solutions:** this category includes all services that can contribute to avoid individual mobility and that do not contribute to an increase of other kind of polluting mobility. It concerns all mobile services, such as mobile citizen counter, mobile shops, delivery services, etc. It also concerns teleworking or video-conferencing infrastructures, and more generally all services using Information and communications technologies.
- **Organisation and mobility management measures:** this category groups all measures that do not create additional mobility offers, but improve pre-existing offers or make them more easily accessible for users. It concerns all marketing, communication and pricing measures, but also all cooperation measures among stakeholders during planning and implementation to create awareness for each other’s needs and constraints. It also includes all mobility information packages or sustainable mobility education initiatives.

Some of the good practices that have been collected combine various measures and could have appeared in several categories. Conventionally, theses measures have been sorted in the first category applicable, in the order above.

Within each category, the best practices appears in alphabetical order.

Appendix E.4 provides an overview of the collected good practices.








Country	Micro public transport services	Other mobility services	Non-mobility solutions	Organisation and mobility management measures
AT 	<ul style="list-style-type: none"> • DEF-Mobil • Dorfmobil Klaus • Gmoa Bus • Go-Mobil • Gseispur • Tälerbus Lungau • Werfenweng Shuttle 	<ul style="list-style-type: none"> • Electric vehicles in Eisenkappel • EMorail project • Next bike • Talente carpooling in Voralberg 	<ul style="list-style-type: none"> • Breitbandoffensive: investment offensive for high-speed Internet 	
CH 	<ul style="list-style-type: none"> • Bus Alpin • Einkaufsbus: shopping bus in Niederbüren 	<ul style="list-style-type: none"> • Mobility management between Saas-Fee and Visp 	<ul style="list-style-type: none"> • Broadband Internet access and shared office space • Informatics centre in Vicosoprano • InnoV-Net: Education in remote areas • Teleworking Alcatel 	<ul style="list-style-type: none"> • Alpentaxi
DE 	<ul style="list-style-type: none"> • Bergsteigerbus Eng: Hiker's bus in the Karwendel • Stadtbuss Kolbermoor: Flexible city bus 	<ul style="list-style-type: none"> • EMMA: Electric mobility with connectivity in Friedrichshafen • Malteser mobility services • Pedelec network in the Allgäu region 		<ul style="list-style-type: none"> • Bürgerkarte Oberstdorf • e-GAP intermodal • Ilzer Land: Inter-municipal public transport concept • Immer mobil: Individual transport services for elderly in rural areas • Jugendcard • MiFaZ: Regional promotion of the carpooling platform
FR 	<ul style="list-style-type: none"> • Free Shuttle in the Ubaye Valley • Transport on demand for the elderly in Modane • Transport on demand in the Drôme 	<ul style="list-style-type: none"> • A bike for my village, my village with a bike in Crévoux • AutoSSS: Secure hitch-hiking service in the Trièves 	<ul style="list-style-type: none"> • ERIC: Internet resource centres in PACA • Points visio rendez-vous: Video-conferencing meeting points in the Hautes-Alpes • Public services relay in the Ecrins area 	<ul style="list-style-type: none"> • Reorganization of shuttle services in the Queyras • School transport by cable car in Venosc
IT 	<ul style="list-style-type: none"> • Allô-Bus near Aosta • Elastibus in Val del Chiese • Nightliner • Provibus 	<ul style="list-style-type: none"> • Electric mobility in the Province of Belluno 	<ul style="list-style-type: none"> • Broadband project: Internet connectivity in Trentino • Optical fibres in Budoia • Supporting community shops in Trentino 	<ul style="list-style-type: none"> • Integrated public transport on Idro Lake
SI 		<ul style="list-style-type: none"> • Gorenjska Electro-Trip 		<ul style="list-style-type: none"> • Cycling training for pupils from primary schools in Maribor
Alpine space 			<ul style="list-style-type: none"> • ALIAS Project: hospitals networking for telemedicine 	<ul style="list-style-type: none"> • MORECO: Mobility and residential costs

Table 2 – List of good practices presented in the report

C.2.1. Micro public transport services

18 good practices referring to “Micro public transport services” have been collected. This category concerns all measures, set up by transport authorities, that have created an additional offer of regular or on-demand public transport. This category also includes “citizen buses”, operated by local volunteers and non-profit associations, with licenses for passenger transport. Citizen buses are not, properly speaking, public transport offers but the service they provide is often very close to public transport services.

Among the collected good practices, there are as many regular services and on-demand services. Conventional public transportation by bus and railway are being supplemented with “citizen buses” in several countries such as Austria, Germany or Switzerland.

Even if many of these services are tailored for residents, a large tourist presence is still a key element when launching this kind of service: some of them have been set up mainly to cope with tourists’ expectations.

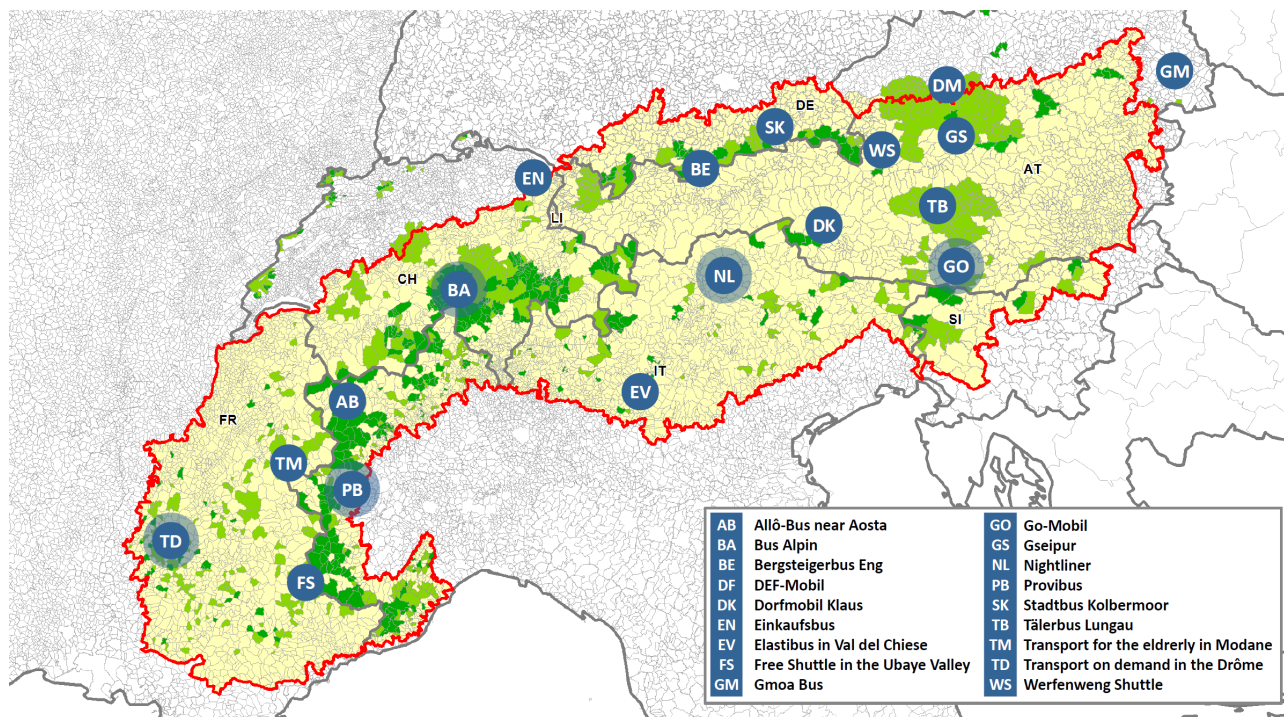






Illustration 3 – Best practices referring to the category “Micro public transport services”


Allô-Bus near Aosta		
Location	The hilly area surrounding Aosta, the municipalities of Gignod, Roisan, Saint-Christophe and Sarre, located in the Autonomous Region of Valle d'Aosta.	Alpine Convention municipalities
Category, mode of transport	Public transport – On-demand bus transport service.	
Service organizer, stakeholders	SVAP (Società Valdostana Autoservizi Pubblici), regional public transport company.	
Target groups, service users	Mostly residents.	
Problems to be solved, origin of the service	<p>The main objectives of the Allô-Bus service are the following ones:</p> <ul style="list-style-type: none"> • Satisfy the mobility needs of inhabitants living in hilly areas; • Connect a higher number of small settlements, until now excluded from public transport services; • Avoid empty rides; • Use manoeuvrable shuttle, more adapted to the areas to be connected. 	
Specification of initiative	<p>"Allô-Bus" is an innovative on-demand public transport service, providing the possibility to plan trips at times and routes, which may vary according to the users needs. This service is managed by a computerized system for the creation of the necessary rides. In short, the bus picks up the user at the scheduled time and identifies the shortest route for the requested trip, comfortably and safely.</p>	
Operation	<p>Reservations can be made by phone from Monday to Friday (from 08:30 to 12:30 and from 14:30 to 18:30) and on Saturday (from 08:30 to 12:30), highlighting the starting and ending point of the requested trip. The sooner the call, the better will be the service provided.</p> <p>Another similar initiative, called Allô-Nuit, was implemented after an experimentation started in April 2008, following the same objectives but operating at night. The concerned areas are more or less the same covered by the Allô-Bus service, i.e. the ones surrounding Aosta.</p>	
Communication, information and marketing	No data available.	
Evaluation, assessment	No data available.	
Conditions of success or failure, strong and weak points	No data available.	
Transfer possibilities and reproducibility	No data available.	
Contacts and sources	www.svap.it/it/28/allo-bus.php	


Bergsteigerbus Eng: Hiker's bus in the Karwendel		
Location	Isar and Ris valley, in the Karwendel range.	Core municipalities
Category, mode of transport	Public transport – Local bus service organised to provide a seamless transport chain with train and other bus services.	
Service organizer, stakeholders	Railway operators, regional bus operators, major user groups (German Alpine club, etc.).	
Target groups, service users	Hikers, tourists and residents.	
Problems to be solved, origin of the service	<p>Heavy traffic congestion during weekends and holidays and at the same time insufficient or non-existing public transport offers for villages along the route.</p> <p>The German Alpine Club, Section Munich, was one of the core initiators of the bus service and is promoting it heavily through its publications and public relation channels.</p>	
Specification of initiative	<p>The mobility services are organised to provide a seamless transport chain from the metropolitan area of Munich to one of the major tourist destinations in the German Alps.</p> <p>The bus service includes a coordination of bus and railway operators as well as an outreach to core user groups, organised in the German Alpine Club. South of Lenggries, regular year-round public transport services are thinning out or are non-existent. In this regard, the offer is providing basic public transport services (2-3 times a day) to several villages including Winkl, Fleck, Fall (several recreational resorts with considerable overnight stays) and Vorderris.</p>	
Operation	<p>During the hiking season (mid June to mid October), a bus service – initiated in 2001 – connects the terminal station of the railway Munich-Lenggries with the tourist hotspot Engboden (featuring considerable traffic volumes on weekends and holidays), a starting point for numerous hiking trails in the Karwendel nature park as well as an attraction itself with old-growth Alpine maple trees.</p> <p>Public transport operators (Bayerische Oberlandbahn – BOB, Regionalverkehr Oberbayern – RVO) are offering a single ticket, covering the train ride from Munich and the bus service for a fixed fee of EUR 26.</p>	
Communication, information and marketing	<p>Information is communicated on the website of the bus operator, of the railway operator, on public and private tourist websites as well as through channels of the German Alpine Club.</p> <p>No specific approach, information is made available on websites and schedules.</p> <p>The offer is promoted as environmentally friendly, cost-saving and smart, as it spares visitors the nuisance of traffic jams and crowded parking lots.</p>	
Evaluation, assessment	Not available.	
Conditions of success or failure, strong and weak points	<p>Success: Marketing through public relation channels of major user groups (German Alpine club, etc.), bike carriage.</p> <p>Failure: Depending on weather conditions, the Karwendel is also a popular destination in spring and late fall, times for which the service is not operating. Therefore, longer operation periods could be an improvement. For holders of a railway discount ticket (Bahncard 50 or 25), the combination ticket is not attractive.</p>	
Transfer possibilities and reproducibility	The approach can be transferred to sparsely populated regions, in which demand on behalf of the resident population is insufficient to economically offer public transport services.	
Contacts and sources	<p>www.rvo-bus.de/rvo-de/start/freizeitipps/bergsteigerbus_eng.html</p> <p>Regionalverkehr Oberbayern GmbH Niederlassung West Betrieb Tegernsee Bahnhofplatz 5 d – D-83684 Tegernsee Phone: +49 8022 18750 0</p>	


Bus Alpin		
Location	Bus alpin operates in 11 regions, generally in sparsely populated Alpine areas (less than 100 inhabitants), which are not connected to the regular public transport network. 7 regions are within the Alpine Convention area: Moosalp (Visp, Valais), Binntal (Goms, Valais), Greina (Grisons), Bergün (Val Tours, Grisons), Alp Flix (Oberhalbstein/Surses, Grisons), Gantrisch (Bern, Fribourg) and Habkern-Lombachalp (Interlaken/Brienz, Bern).	Core municipalities
Category, mode of transport	Operation of a bus system (on a regular schedule) in remote Alpine areas where regular bus service is not provided.	
Service organizer, stakeholders	The Bus alpin is operated by the non-profit association “Bus alpin” whose members are the member regions and supporting organizations. The managing board functions as the strategic head of the association, whereas the general assembly is its highest organ.	
Target groups, service users	Tourists and local population, community members.	
Problems to be solved, origin of the service	While the public transport system in Switzerland is very well developed, there are several regions in the remote Alpine areas where no service is provided. Communities of less than 100 inhabitants fall through the loopholes of regional transport funding and have to provide public transport systems themselves. “Bus alpin” helps to connect these regions by public transport in order to increase the regional creation of value and to encourage the use of environmentally friendly transport modes. The pilot project has been launched in 2006/2007 in four regions. Since 2008, more regions have been continuously included. In 2011, the association “Bus alpin” has been founded in order to expand the project to other regions.	
Specification of initiative	“Bus alpin” helps local stakeholders to implement a local bus service adapted to their specific needs. It provides services in planning and financing, acquisition of partners and sponsors as well as the operative implementation and the commercialization of the service. The operational costs are borne by the regional organizing institutions. The final service provided varies from region to region but the buses operate always on schedule and on fixed routes. Some projects are complemented by on-demand services.	
Operation	All regions operate during summer, a few bus lines also run during the winter season. The frequencies, lengths of trips, capacities, prices, potential package offers and operating partners differ for each region. The tickets cover for 30 to 90% of the operational costs and the service can hardly ever be run self-liquidating. All projects therefore depend on sponsors.	
Communication, information and marketing	Information, communication and marketing strategies are developed by “Bus alpin” in cooperation with their local partners. Coordination with marketing partners (tourist entities) is pursued. “Bus alpin” helps with public relations, advertisement and other measures for commercialization.	
Evaluation, assessment	The Pilot Project was evaluated and showed that the “Bus alpin” generated in 2006 and 2007 around CHF 1-2 million of additional value per year. 30 % of the passengers were using private cars before using the “Bus alpin” which means that the expense of 100 tons CO2 was saved every year. As more regions are added to the “Bus alpin” network, these numbers increase. Synergies between local government, public and private partners and the media are actively fostered.	
Conditions of success or failure, strong and weak points	So far, all implemented project work according to how they were planned. Not one had to be abandoned due to a lack of demand or poor operation. Positive is the local adaptability of the projects – each one is always customized to fit local needs. The biggest challenge the project face while being maintained in the long run is a financial one: the services are hardly ever run self-liquidating and all projects therefore depend constantly on sponsors.	
Transfer possibilities and reproducibility	Implementing the service in several regions beyond the pilot areas has already proved reproducibility. The specific projects are always adapted to local needs and demands and vary therefore one from another.	
Contacts and sources	www.busalpin.ch Bus alpin Quellenstrasse 27 – CH-8005 Zürich Samuel Bernhard – Committee’s office busalpin@busalpin.ch	

DEF-Mobil		
Location	In the Defereggental, a valley in East Tyrol, beginning in Huben, 20 km from the regional centre of Lienz and a length of 28 km up to the village of Erlbach.	Alpine Convention municipalities
Category, mode of transport	Micro public transport services. The DEF-Mobil is operated with minibuses (up to 9 persons including the driver)	
Service organizer, stakeholders	The paratransit system is operated by the 3 municipalities Hopfgarten, St. Jakob and St. Veit im Defereggental.	
Target groups, service users	<p>Target groups of the DEF-Mobil service are inhabitants of the remote region as well as tourists. For the DEF-Mobil an analysis of the users structure and of mobility patterns of the passengers (focus inhabitants, based on interviews in April 2012) was elaborated by Roman Klementsitz and Oliver Roider from the Institute for Transport Studies of the University of Natural Resources and Applied Life Sciences (BOKU) in Vienna, Austria.</p> <p>The share of people younger than 20 among the passengers is very high (61%). 26% of the users are between 20 and 60 years old. The share of people above 60 is low (13%) compared with other on-demand services. The trip purposes on working days are the following: Work: 38%; Education and training: 26%; Leisure and recreation: 21%; Shopping, health: 15%; Visit of persons: 1%</p>	
Problems to be solved, origin of the service	The service was introduced to improve mobility chances of people without own cars. DEF-Mobil is a useful complement to scheduled bus services. As the population in all 3 municipalities declined in the last years (-14,7% since the year 1981) the DEF-Mobil can be also considered as contribution to reduce migration, especially of young people out of the Defereggental valley.	
Specification of initiative	<p>The service is provided by the 3 municipalities Hopfgarten, St. Jakob and St. Veit im Defereggental. DEF-Mobil drivers are provided by a taxi company. It was discussed to work with voluntary drivers, but the current Austrian legislation allows such solutions only for domestic services in a municipality.</p> <p>The DEF-Mobile is financed by the 3 municipalities (together more than EUR 30,000 yearly); the state (Land of Tyrol (EUR 20,000 yearly and purchase of one minibus in the start phase); the Austrian national program for sustainable mobility "Klimaaktiv mobil" of the ministry for environment; and receive smaller contributions by the regional tourist board. Revenues from tickets of approximately EUR 10,000.</p>	
Operation	The DEF-Mobil operates according to a timetable and has fixed stops like a normal scheduled bus, but trip demands have to be ordered by phone at least 1 hour before the trip, desired trips in the early morning have to be announced by phone on the evening before.	
Communication, information and marketing	The DEF-Mobil service is well presented in local and regional media. The shareholder-municipalities and the tourist office introduced a marketing team to work out tourist packages that are always linked with the corresponding mobility options. "Romantic Winter" and hiking holiday packages are advertised. DEF-Mobil is an important part of these offers.	
Evaluation, assessment	The service DEF-Mobil is well assessed by experts of the University of Natural Resources and Applied Life Sciences (BOKU) in Vienna, Institute for Transport. The average number of passengers is about 500 every month, with summits up to more than 700 in the tourist seasons.	
Conditions of success or failure, strong and weak points	Main success factors are the good cooperation of the stakeholder-municipalities and the support by the regional government (State of Tyrol) and by the "Klimaaktiv mobil" program of the Austrian ministry for environment. Also the solid planning process of DEF-Mobil in the EU funded project An additional success factor are attractive tickets, a pass for one week costs EUR 10 and is therefore suitable also for tourists and for families a pass for one year costs only EUR 120. Possible improvements could be door-to-door services.	
Transfer possibilities and reproducibility	The DEF-Mobil concept is transferable; a problem could be limited budgets of public authorities.	
Contacts and sources	<p>www.defereggental.eu</p> <p>University of Natural Resources and Applied Life Sciences (BOKU), Vienna Institute for Transport Studies Roman Klementsitz, Oliver Roider Presentation on June 21, 2012 www.rali.boku.ac.at/verkehr/ and www.interreg4cflipper.eu/</p> <p>Municipality of St. Veit im Defereggental Vitus Monitzer – Mayor</p>	


Dorfmobil Klaus		
Location	Klaus is situated in a mountainous region in the south of Upper Austria, 60 km from Linz	Alpine Convention municipalities
Category, mode of transport	Micro public transport service. On-demand door-to-door service operated with vans and minibuses (up to 9 persons including the driver)	
Service organizer, stakeholders	The on-demand transport system Dorfmobil was organised by volunteers of a private non-profit association.	
Target groups, service users	The main objective of the system is to give inhabitants a possibility to reach basic supply (grocer, doctor, post office, etc.) and public transport stops independently from car availability.	
Problems to be solved, origin of the service	The municipality Klaus consists of three villages: Klaus, Steyrling and Kniewas. Because of the disperse settlement structure, people have to overcome long distances, up to 8 km to reach basic supply or public transport stops.	
Specification of initiative	The on-demand system Dorfmobil was organised by volunteers of a private non-profit association. For this new service the association has chosen the name Dorfmobil that consists of the words “Dorf” (“village”) and “mobil” (“mobile”). The passengers are invited to join this association as members and pay an annual member fee of EUR 20. A single ticket costs EUR 1.80, a one-year pass (only for club-members) EUR 25.	
Operation	The Dorfmobil covers the settlement area of Klaus. The service operates on working days from Monday to Friday from 7:00 to 19:00. A ride has to be pre-booked by phone at least half an hour before it is wanted. The average duration of a trip will be about 10 minutes. The Dorfmobil does not operate when a bus is available at the same time. The Dorfmobil offers a door-to-door service with vans (maximum 5 passengers). Existing bus stops are included as meeting points. They are equipped with information boards where the service is described (working hours, phone number, etc.)	
Communication, information and marketing	The Dorfmobil service is well presented at the homepage and by other information media of the community Klaus.	
Evaluation, assessment	The Dorfmobil was evaluated in the frame of the EU-funded project ARTS (Actions on the integrations of rural transport services). This scientific evaluation and also local feed-back prove, that Dorfmobil strengthens the community life and protects the environment by reducing private rides. 3,000 to 4,000 passengers yearly use the Dorfmobil Klaus, the average occupancy is between 1.5 and 1.8 persons.	
Conditions of success or failure, strong and weak points	A core success factor is sponsoring by local partners (shops, craft-companies, restaurants, banks) and by the government of Upper Austria. If passengers of the Dorfmobil buy goods with a value of EUR 20 or more in the grocery, this shop pays the ticket. In addition to revenues from tickets, membership fees and sponsoring the regional government of Upper Austria gives a moderate contribution (few thousand Euros yearly) to cover the full costs of the service.	
Transfer possibilities and reproducibility	The transfer possibilities are good, because thanks the sponsoring the demand for support from public budgets is moderate.	
Contacts and sources	<p>The service Dorfmobil is well presented at the website: www.gemeinde-klaus.at/gemeinde/dorfmobilweb/projekt.htm</p> <p>Evaluation in the ARTS project: www.rural-transport.net/demo.phtml?site=demo&theme=theme_1_1</p>	


Einkaufsbus: shopping bus in Niederbüren		
Location	Niederbüren, in the Canton of St. Gallen.	Outside Alpine Convention
Category, mode of transport	Regular and free shuttle service.	
Service organizer, stakeholders	A community service with support of various sponsorship.	
Target groups, service users	All community members.	
Problems to be solved, origin of the service	The community grocery store had to be closed after a fire and until the new building was finished, the company wasn't able to provide their services. The community therefore organized a free shuttle service for its members to be able to run their errands in the next larger town without using their private cars.	
Specification of initiative	<p>The community wanted to offer a customer-friendly solution to the lack of grocery supply. They arranged a deal with a private bus company who agreed to run regular coaches at a good price from Niederbüren to Andwil so the community members wouldn't have to use their own cars to run their errands. It's a temporary service until the community grocery store would reopen.</p> <p>The community council found sponsorship opportunities within the community (private and public). Its main financial support comes from the local foundation "Stiftung Dorfmarkt Niederbüren".</p>	
Operation	The coach runs every Monday, Wednesday and Friday at 9:15 from the community centre. If there are people waiting it additionally stops at a second defined location within the community. There are special coaches in the event of public holidays that are announced by the community council. The service is free.	
Communication, information and marketing	The community council announces the service to its members by the help of local media.	
Evaluation, assessment	The project is a remarkable solution for a special situation which is not only an important service for people facing reduced mobility capabilities but also sensibly avoids additional private traffic.	
Conditions of success or failure, strong and weak points	The project was very well perceived and widely used. Its biggest challenge is probably the funding which would be especially a problem if maintained during a longer period. It's unknown if the service would work as well as it did in Niederbüren if the rides would be subject to a fee.	
Transfer possibilities and reproducibility	Even though the project was only temporary, it might be an interesting solution for remote communities, which don't dispose an own grocery store (anymore). By offering such a service, car use might be significantly avoided and an important service for elderly people or other persons facing mobility barriers would be provided. Nevertheless, such a project would depend on external funding.	
Contacts and sources	www.infowilplus.ch/_iu_write/artikel/2011/kw_15/ober-_niederb%c3%bcen/artikel_15606	


Elastibus in Val del Chiese		
Location	Valle del Chiese (between Bondone, Stono and Tione di Trento), located in the South-Western part of the Autonomous Province of Trento.	Core municipalities
Category, mode of transport	Public transport – On demand bus service.	
Service organizer, stakeholders	Provincial Department of Mobility of the Autonomous Province of Trento.	
Target groups, service users	Mostly residents.	
Problems to be solved, origin of the service	The service was activated thanks to European deriving from the European project “Gabriele” (2003), aimed at promoting innovative actions to peripheral areas. Despite the end of the project and the less financial resources available, which cause a decreasing of journeys, the service was not interrupted. In fact, the Autonomous Province of Trento, starting from September 2012, allowed the prosecution of such service, applying an extension of bus timetables. Regarding bookings, they can be made by calling the phone number 800 390 270, active from 08:00 to 17:00, from Monday to Friday. Requests can be made before 16:30 the day before the desired trip, while afternoon journeys may be booked before 12:00 of the same day.	
Specification of initiative	The public on-demand transport service is active on all the territory concerned, allowing inhabitants to travel from the bottom valley to Tione, main village of the valley.	
Operation	Two shuttle are operating every day: the first one is operating from 07:00 to 14:00, accessible to elderly people and users without car driving license; the second one from 09:15 to 12:00, from 13:45 to 15:30 and from 17:30 to 18:30, which can be used by students for sections not covered by public transport school services. Users can buy tickets on-board, at the same price of ordinary public transport fares. Thus, people who hold valid subscriptions do not have additional costs.	
Communication, information and marketing	No data available.	
Evaluation, assessment	The Elastibus service registered a consistent increase of the number of users, in 2013. More than 4.000 people made journeys, compared with the nearly 3.000 the year before (+30%). This amount would have been even more important if, in some occasions, nearly 400 bookings were refused by the call centre, as the two available buses were already complete.	
Conditions of success or failure, strong and weak points	No data available.	
Transfer possibilities and reproducibility	No data available.	
Contacts and sources	www.trasporti.provincia.tn.it/elastibus/	


Free Shuttle in the Ubaye Valley		
Location	14 municipalities of the Ubaye Valley, in the Hautes-Alpes department.	Additional municipalities
Category, mode of transport	Public transport – Free shuttle on a regular schedule.	
Service organizer, stakeholders	Community of Municipalities of the Ubaye valley and Alpes de Haute-Provence department.	
Target groups, service users	Inhabitants of the valley and tourists.	
Problems to be solved, origin of the service	<p>The Community of Municipalities of the Ubaye valley covers about 1,000 square km for a population density of about 7 inhabitants per square km. The community of municipalities includes 14 villages and ski resorts spread out linearly over 40 km.</p> <p>Since 1998, the Community of Municipalities of the Ubaye valley has tried to limit single passenger trips on its roads and encourages inhabitants and tourists to use the free shuttle connecting villages and serving ski resorts.</p>	
Specification of initiative	<p>Several lines are organized from Barcelonnette, the main municipality of the Valley (2,700 inhabitants). They serve the different villages and ski resorts of the valley.</p>	
Operation	<p>The free shuttle operates all year long with an increase in frequency during the winter and the summer tourist seasons. The schedules are tailored to allow transfer with the regular coach service to Gap, organized by the Provence-Alpes-Côte d'Azur Region.</p> <ul style="list-style-type: none"> • Outside the tourist season, 3 main lines operate from Monday to Saturday, with 2 round trips a day. 2 other lines only operate on Saturday, with 1 or 2 round trips. There is no service on Sundays. • During the tourist season, the offer is reinforced on the 3 main lines with up to 8 round trips every day, including Sundays. 	
Communication, information and marketing	Schedules are available on various media: flyers, Community of Municipalities and tourist information centre websites, bus stops, etc.	
Evaluation, assessment	<p>The shuttles are mainly used during the winter period.</p> <p>During the winter high season 2013 (from the end of December, 2012 to the end of April, 2013), an average of 686 trips a day were made (77,218 trips during the 4 months).</p> <p>During the summer high season 2013 (from the end of April to the end of August, 2013), an average of only 90 trips a day were made (5,881 passengers during the 4 months).</p> <p>Outside the tourist season, the service attracts approximately 1,000 travellers a month. This count does not make a distinction between local users and tourists.</p> <p>Every year, two meetings are organized with the operator to determine necessary modifications and adapt schedules to the users' expectations. Being attentive to the users' needs allows the community of municipalities to achieve good levels of customer satisfaction.</p>	
Conditions of success or failure, strong and weak points	The community of municipalities is attuned to users and studies all the proposals for new schedules or new stops. The main issue is to find the right balance between the clients' expectations, the protection of the environment and the service costs. The fact that the service is free is certainly one of the reasons of its success, but its main difficulty lies in its funding.	
Transfer possibilities and reproducibility	This initiative could be transferred to other territories. Funding this kind of project remains an issue.	
Contacts and sources	<p>www.ccvu.fr/les-navettes-gratuites.html</p> <p>Communauté de Communes Vallée de l'Ubaye Direction du tourisme 4 avenue des 3 Frères Arnaud – F-04400 Barcelonnette Eliane Dao-Lafont: edaolafont@ubaye.com – Phone: +33 4 92 82 01 14</p>	


Go-Mobil		
Location	The Go-Mobil operates in whole Carinthia, in southern Austria, which is an Alpine region. Go-Mobil services are provided in 31 communities that do not have sufficient or no public transport systems.	Alpine Convention municipalities
Category, mode of transport	Micro public transport system. Go-Mobil is working like a taxi system, and is operated with cars, vans and minibuses (up to 9 persons including the driver).	
Service organizer, stakeholders	On-demand “Go-Mobil” transport systems are organised in the communities by 20 private non-profit associations throughout Carinthia. All local associations are members of the holding organization GMZ (Go-Mobil Zertifizierung GmbH). Max Goritschnig, who developed the model of Go-Mobil, is the head of GMZ. Municipalities and local companies are members of local associations and its main financiers (annual membership fee).	
Target groups, service users	The main objective of the system is to give inhabitants a possibility to reach basic supply (grocer, doctor, post office, etc.) and public transport stops for regional and interregional public traffic, independently from car availability. But Go-Mobile also strengthens the community life, facilitates family life and protects the environment by reducing private rides.	
Problems to be solved, origin of the service	Some communities in Carinthia are not well accessible by public transport. The timetables are focused on the demand of schoolchildren. Therefore, the Go-Mobil services are a helpful compliment to public transport to ensure mobility for inhabitants and guests without own car.	
Specification of initiative	Different to local mini-bus or taxi services, Go-Mobil is a country wide model: 20 non-profit associations provide services in 31 communities. The holding organization GMZ ensure the achievement of quality standards and is the owner of the rights to introduce new services under the brand Go-Mobil. GMZ supports new Go-Mobil organisations by know-how. The drivers are paid in the frame of minor employment contracts. Summed up Go-Mobil can be considered as a successful public-private partnership.	
Operation	Go-Mobil operates on working days from 8:00 to 24:00, on Saturday from 9:00 to 24:00 and on Sunday from 9:00 to 22:00. A ride has to be pre-booked by phone. Go-mobil is integrated in the public transport system in Carinthia. One ticket for one person (called “Go”) costs EUR 3.80 when bought in advance in Go-Mobil member companies (shops, hair dressers, restaurants, etc.). It costs EUR 5.20 in the vehicles.	
Communication, information and marketing	The Go-Mobil service is well communicated by the website www.gomobil-kaernten.at and by local information. Go-mobil is also included in the Internet-timetable information “Scotty” of the national railway company ÖBB.	
Evaluation, assessment	The 20 Go-Mobil associations have between 8,000 and 14,000 passengers yearly, all together approximately 160,000 passengers yearly with an upward trend. Between 70% and 100% of the costs are covered by tickets revenues and membership fees of companies (including also the national railway company ÖBB where the accessibility of a railway station is improved by Go-Mobil). According the public transport financing law, only the remaining costs are covered by municipalities, by the state of Carinthia and by national supports.	
Conditions of success or failure, strong and weak points	The municipalities and local companies are members of the local associations and its main financiers (annual membership fee). Go-mobil is also supported by the federal ministry for transport, innovation and technology (bmvit), based on the law for financing regional public transportation (Öffentlicher Personennah- und Regionalverkehrsgesetz 1999). Moreover, Go-Mobil is financed by the state (Land) of Carinthia.	
Transfer possibilities and reproducibility	The transfer possibilities are good, because with a rather moderate input from public budgets considerable improvements of accessibility in remote rural region could be achieved. The GMZ is interested to introduce new local/regional Go-Mobil services also in neighbour countries.	
Contacts and sources	www.gomobil-kaernten.at Go-Mobil Zertifizierung GmbH Max Goritschnig – Worked out the successful Go-Mobil model go-mobil@aon.at – Phone: +43 4272 83000, mobile: +43 664 6194500	


Gmoa Bus		
Location	Rural region of the lake Neusiedl, outside of the area of the Alpine Convention. The example was selected as a “good practice”, because the Gmoa Buses in Burgenland were among the first on-demand transport systems in Austria and are still successful.	Outside Alpine Convention
Category, mode of transport	Micro public transport systems. The Gmoa Buses in Breitenbrunn, Purbach and Mörbisch, as well as the pioneer system in Pötsching, are operated by minibuses (up to 9 persons including the driver) accessible for persons with wheelchairs.	
Service organizer, stakeholders	The Gmoa bus services are organised by professional provider organisations with club status. The provider organisations are established by the municipalities. The Federal Ministry for Transport, Innovation and Technology supported the introduction of the Gmoa Bus in Pötsching in the frame of a research program. The on-demand transport systems in Breitenbrunn, Mörbisch and Purbach were supported in the frame of European Territorial Cooperation projects.	
Target groups, service users	The target groups are all inhabitants with no possibility to use a private car or who like to reduce car-use. In the summer season, many tourists also benefit the on-demand Gmoa Buses, especially in the communities situated on the lake Neusiedl.	
Problems to be solved, origin of the service	All communities in Burgenland with on-demand Gmoa Bus systems cover a wide area and the distances to shops, services or railway stations are long. In the communities on the lake Neusiedl, the distance between the beach and the hills with vineyards is more than 2,5 km.	
Specification of initiative	All Gmoa Bus systems in Burgenland offer a door-to-door service. The buses have to be called by phone in advance, under certain conditions a call until only 10 minutes before desired starting time is possible.	
Operation	All Gmoa Bus systems offer attractive fares from a single ticket (EUR 1 or 1.50) to yearly passes (from EUR 150 in Breitenbrunn and Purbach, not personalized). The operating hours are the following: <ul style="list-style-type: none"> In Purbach: Monday to Friday, from early in the morning until 21:00, Saturday until 12:00. The service is extended in the evening and during the weekends in the summer tourist season. In Breitenbrunn: Monday to Friday, from early in the morning until 19:30, Saturday until 24:00. In Pötsching: Monday to Friday, from 6:00 to 18:00. 	
Communication, information and marketing	All Gmoa Bus systems in Burgenland are well presented at the websites of the communities. Moreover, the mobility service centre Burgenland (www.b-mobil.info/) provides information to the Gmoa Buses.	
Evaluation, assessment	<p>The Gmoa Bus systems in Burgenland were analysed in detail in some scientific projects, like the “Flipper” project (Flexible Transport Services and ICT platform for Eco-Mobility in urban and rural European areas) by the University of Natural Resources and Applied Life Sciences (BOKU) in Vienna, Institute for Transport Studies. They are also presented in a guidebook for on-demand public transport, published by the Austrian climate and energy funds.</p> <p>In the year 2011, the Gmoa Bus Pötsching had almost 30.000 passengers, 100 passengers every average working day. The ridership is similar in Purbach and a little lower in Breitenbrunn. A special case is Mörbisch where the demand during the year is lower than in the other Gmoa Bus systems, but with summits in the summer season due to the operetta festival.</p> <p>A description of the financial situation is available for the Gmoa bus in Pötsching: 20% revenues from tickets, 10% support by the Federal Ministry for Transport, Innovation and Technology (based on the public transport financing law ÖPNRV-Gesetz), 60% by the municipality and 10% by the state (Land) of Burgenland.</p>	
Conditions of success or failure, strong and weak points	An important success factor for the on-demand Gmoa Buses in Burgenland was their implementation in the frame of research projects (Pötsching in a national traffic research project with the background to improve the mobility chances of women and the services in Breitenbrunn, Purbach and Mörbisch in the frame of project in the European Territorial Cooperation program on sustainable mobility in ecologically sensible regions). A possible improvement can be the full integration of Gmoa Bus Services in the fare system of the East Region of Austria.	
Transfer possibilities and reproducibility	From the point of view of traffic planning and operation, the Gmoa buses model is transferable. A problem could be that further systems cannot benefit from financial start supports like the pilot implementations.	
Contacts and sources	www.b-mobil.info/projekte/dorfbus-projekte www.regionale-mobilitaet.at/praxisbeispiele/gmoabus-pottsching Study Purbach: www.interreg4cflipper.eu Mobilitätszentrale Burgenland b-mobil.info office@b-mobil.info – phone: +43 2682 21070	


Gseispur		
Location	The Gesäuse is a narrow valley of the river Enns situated in the north- west of Styria. On the upper end of the Gesäuse, Admont, with its famous abbey, is an important point of interest.	Alpine Convention municipalities
Category, mode of transport	Gseispur is a mobility offer including: <ul style="list-style-type: none"> • A shuttle service to the regional railway station Selzthal (“Gseishuttlespur”); • A taxi service (“Gseistaxispur”); • Electric powered scooters to rent (“Gseismopedspur”); • Cars to rent (“Gseisautospur”). 	
Service organizer, stakeholders	Gseispur was established by the “Nationalpark Gesäuse GmbH” (administration of the national park) in the frame of the EU territorial cooperation project “Access2Mountain” with the support of many partners (restaurants, tourism boards, Alpine club) and by the “Klimaaktiv mobil” funding program. Regional taxi operators provide the taxi services.	
Target groups, service users	The core target group of the Gseispur mobility offers are holiday guests who like to be mobile in the mountainous region without private car. In addition inhabitants benefit by more mobility offers	
Problems to be solved, origin of the service	In the sparsely populated, mountainous area, the rail service has been closed with exception of only one train in each direction on weekends. Bus services are, as usual in many rural areas, focused on schoolchildren mobility and therefore not sufficient for tourists.	
Specification of initiative	Gseispur services are focused on the tourists’ demand (hikers, mountaineers, etc.). All services are operated on demand. Reservation can be made by a conventional phone call or with a smartphone app. Providing high quality service exactly meeting the tourists’ requirements is the focus of Gseispur, not low prices.	
Operation	The operation of the services is based on preliminary registration by phone or using the smartphone app. The prices are lower than in normal taxis (for a trip up to 25 km, about EUR 7 with a guest card and EUR 10 without), but higher than in public transport.	
Communication, information and marketing	Gseispur is well presented at the website www.gseispur.at and at homepages of regional partners’ websites. Folders and brochures are also printed. Moreover, the regional partners of the national park (restaurants, hotels, etc.) recommend using Gseispur for safe mobility.	
Evaluation, assessment	In the first year of Gseispur, 1,638 passengers use the taxi service, with an average occupancy of almost 3.5 persons per trip.	
Conditions of success or failure, strong and weak points	A success factor is the clear focus on the requirements of holiday guests. The electric scooters benefit also from a “fun effect”. A possible improvement could be lower fees for groups who share a taxi ride.	
Transfer possibilities and reproducibility	The Gseispur model is suitable for all regions with tourists who accept a higher price for comfortable mobility without car in their holiday region. If the system should include also the every day mobility (for elderly people and youngsters, as shown in other examples of on-demand services), the financial support by public authorities must be increased.	
Contacts and sources	www.gseispur.at Nationalpark Gesäuse GmbH www.nationalpark.co.at Weng 2 A-8913 Weng im Gesäuse info@nationalpark.co.at – phone: +43 (3613) 21000	


Nightliner		
Location	Autonomous Province of Bolzano, South-Tyrol	Core municipalities
Category, mode of transport	Public transport – Complementary night service	
Service organizer, stakeholders	Provincial Department of Mobility of the Autonomous Province of Bolzano.	
Target groups, service users	Young and elderly people not only the possibility to travel at late hours.	
Problems to be solved, origin of the service	Nightliner allows young and elderly people not only the possibility to travel at late hours safely and for cheap prices, but favours an enhancement of cultural, sport and social life. The “Nighliner concept” contributes to reduce road accidents and “concerns” for families.	
Specification of initiative	“Nightliner” are bus lines operating at Saturday and Sunday nights. The service initially started as pilot project in some parts of South-Tyrol. Currently, the service includes Val Venosta – Burgraviato areas (4 lines), Val Pusteria – Valle Isarco (6 lines), Oltradige (1 line), Bassa Atesina (1 line) and Sciliar (1 line).	
Operation	The price of a single ticket is EUR 2.50; while the “one night” ticket is EUR 4.00. The service allows people to come back home safely by public transport even late during the night. This is particularly true during the winter season, when road conditions may be particular difficult and safety conditions are not often guaranteed.	
Communication, information and marketing	No data available.	
Evaluation, assessment	Nightliner progressively found the appreciation of local users and, for this reason, the services have been extended by the Mobility Department of the Autonomous Province of Bolzano to further areas and valleys (Oltradige, Bassa Atesina and Sciliar).	
Conditions of success or failure, strong and weak points	The added value of the service is certainly the possibility for users to use public transport even at late hours and at nights, where normally no transport public offers are available. However, this is certainly a service that is expected to meet more success and appreciation from users where mobility demand is high.	
Transfer possibilities and reproducibility	No data available.	
Contacts and sources	www.nightliner.bz.it/	


Provibus		
Location	Province of Turin, in the Piemonte region. The territory covered by the service is mainly hilly (but not exclusively) and characterized by narrow and curvy roads (average speed lower than 35 km/h).	Core municipalities
Category, mode of transport	Public transport – On-demand bus transport service. Improvement of the regional competitiveness, innovative solutions for providing services in sparsely populated areas.	
Service organizer, stakeholders	Province of Turin.	
Target groups, service users	Mostly residents.	
Problems to be solved, origin of the service	<p>Nowadays, in weak demand areas, peoples' mobility needs for occasional and regular trips are growing and more and more diversified. In these areas, the frequency and the scarcity of public transport services directly affects their quality of life.</p> <p>The objectives of Provibus are to:</p> <ul style="list-style-type: none"> • Strengthen connections between sparse settlements and their respective municipalities; • Strengthen connections between settlements and centres in which are located most important social, health, administrative, commercial and sport services; • Create connections to areas not reached by public transport means yet; • Strengthen integration between road and rail public transport along axes directed to Torino, Milano, Asti, Alessandria, Aosta; • Favour the offer of a service more calibrated on users needs, at the same prices of ordinary lines; • Improve accessibility and personalization of journeys. <p>The project was developed at the beginning of June 2006, initially in the Crescentino area. Following the growing interest of local users, the service was extended to other municipalities of the Province of Turin.</p>	
Specification of initiative	The Provibus service was started in the hills near Turin where many people leave, but work in the city. Furthermore, secondary schools and universities are located in Turin, so many young people must travel every day at different hours. The promising start of the service was followed by its confirmation in the following years, and now there are 10 areas served by this service, four of them located within the Alpine perimeter.	
Operation	Provibus is an on-demand transport service addressed to people living in areas affected by weak demand of transport, due to dispersion of settlements. It offers the opportunity to match the use of public transport means with people's needs, allowing organizing trips in specific time frames during the day. Each trip can be booked with a simple call, agreeing with the responsible operator time, starting and ending points, according to the stops foreseen within the specific link.	
Communication, information and marketing	No data available.	
Evaluation, assessment	<p>The population appreciates the Provibus service: 97% of users are satisfied of the service and 26% use Provibus every day.</p> <ul style="list-style-type: none"> • Wide coverage with respect to users needs, without overlaps to ordinary extra-urban operating lines. • Growing interest and commitment from local governments for the expansion, through different forms, in their territories of the Provibus service, especially where transport public service is lacking. • Moreover, schools took advantage of the Provibus service for educational, cultural and recreational outside activities in surrounding hilly areas. <p>A total of 195.584 passengers have been transported (average of 134 passengers transported every day, 28 passengers per hour). The average distance covered by each passenger is 5.8 km. On average, Provibus make 773 km everyday.</p>	
Conditions of success or failure, strong and weak points	Diffusion of such experience can be replicated in further Alpine and peri-Alpine areas, especially where commuting flows are occurring between Alpine valleys and metropolitan areas of Northern Italy.	
Transfer possibilities and reproducibility	No data available.	
Contacts and sources	www.provincia.torino.gov.it/trasporti/provibus/	

Stadtbus Kolbermoor: Flexible city bus 	
Location	City of Kolbermoor, in the district of Rosenheim. Alpine Convention municipalities
Category, mode of transport	Public transport – City buses, regional buses, regional railway, student transport.
Service organizer, stakeholders	Municipal authorities, bus operators.
Target groups, service users	Residents and guests of the city of Kolbermoor, particularly students, commuters, residents with restricted mobility and elderly, residents of smaller hamlets in the countryside.
Problems to be solved, origin of the service	Kolbermoor is a thriving small city and at the same time is experiencing the effects of demographic change. The city bus has been initiated by the municipality as a reaction to repeated requests on behalf of the population.
Specification of initiative	<p>The city is responsible and in charge of the implementation, supported by external consultants. A participatory planning approach, involving the general public and decision-makers, has been conducted. Two circular lines, operation of mini-buses every 30 minutes and integration of student transport enables a maximum of service provision. Areas with low demand and remote areas are covered by demand-stops that will be activated by pushing a button.</p> <p>Even though Kolbermoor is not a peripheral area, the service is covering the more sparsely hamlets surrounding Kolbermoor. It represents the only example in the German Alpine Convention area where routes of conventional public transport services are flexibly adaptive to passenger demand. Everywhere else, public transport companies reported that no comparable flexibilisation elements are being planned.</p>
Operation	<p>Connecting numerous neighbourhoods and hamlets outside of the city area to the Rosenheim city bus lines 8/9, to regional bus line 40 (Rosenheim – Bad Aibling), student transport and the Meridian railway line (Rosenheim – Holzkirchen – Munich). During the daytime, student transport is integrated in the city bus system; schedules are coordinated with railway schedules to suit commuter needs.</p> <p>Municipal authorities have adopted operatorship from district authorities and carry out the operation independently. The municipality directly employs bus drivers and control office, ensuring direct communication and decisions that closely reflect customers' needs.</p>
Communication, information and marketing	<p>Information is provided personally and by phone through municipal office and bus service staff, Internet presence and bulletins at stops.</p> <p>Simple, inexpensive and resilient technology: tickets are sold by the bus staff and the municipal office. Communication with demand-stops is made via mobile phone and SMS. There is no automated operations control system.</p> <p>Marketing through local leaflets, extra tours to municipal events, students as “multipliers”, cooperation with the local chamber of commerce, the municipal swimming pool and music school, etc.</p>
Evaluation, assessment	Demand meets expectations.
Conditions of success or failure, strong and weak points	Simple organisation and technical implementation, participatory planning.
Transfer possibilities and reproducibility	Applicable areas: Villages and regions of limited size with small centres (railway stop) and tendencies of urban sprawl, which at the same time would like to link smaller hamlets to the centres with demand-oriented solutions.
Contacts and sources	<p>www.nahverkehrsberatung.de</p> <p>City of Kolbermoor Nahverkehrs Beratung Sudwest Bergheimer Str. 102 – D-69115 Heidelberg Stephan Kroll kroll@nahverkehrsberatung.de – Phone: +49 6221 13 75 59-0</p>

Tälerbus Lungau		
Location	3 locations: Lungau in the state (Land) of Salzburg, Murau in the state of Styria and Nockberge in the state of Carinthia.	Alpine Convention municipalities
Category, mode of transport	The Tälerbus (“valley bus”) system is operated with minibuses, conventional buses and in one valley also with electric vehicles. The narrow gauge railway Murtalbahn is integrated in the Tälerbus system. The Tälerbus includes scheduled bus lines that operate the whole year and special services for tourists.	
Service organizer, stakeholders	An expert in the region has developed the Tälerbus model. It is a cooperation of public transport and taxi-service providers. Most of the lines are integrated in the public transport cooperation (“Verkehrsverbünde”) with their common fares systems.	
Target groups, service users	The main target group are tourists. They can benefit the Tälerbus starting and ending a hiking tour on different places (with a bus ride to come back to their parked cars) or riding by bus deeper in a valley where private cars circulation is forbidden. Of course, inhabitants of the served regions also benefit from the services.	
Problems to be solved, origin of the service	For holiday guests without private cars, it was difficult to go to points of interest and mountainous recreation areas, because the conventional bus lines were focused on the requirements of schoolchildren. With the Tälerbus system, many new connections, suitable for the demand of holiday guests (especially hikers) were established.	
Specification of initiative	An ambitious expert living in the Lungau region, Dr. Emil Hocevar, started the initiative. After many negotiations he succeeded in motivating public transport and taxi providers to work together in the system Tälerbus. The initiative now is also supported from public budgets (“Klimaaktiv mobil” program for example).	
Operation	The Tälerbus system is a combination of scheduled bus lines and special services for tourists.	
Communication, information and marketing	The Tälerbus is presented at the website www.taelerbus.at . Moreover, a brochure with all timetables and information on advantageous tickets is printed every season. The Tälerbus is also presented at the websites of the tourism boards of the regions.	
Evaluation, assessment	The system Tälerbus was already introduced in the year 1989 and got many awards for sustainable tourist mobility. Moreover, some scientific analyses of the project are available (see www.taelerbus.at under “Das Projekt Tälerbus”). In 23 summer seasons, 330,000 passengers used the Tälerbus. The bus line with the most passengers (217,000) in these 23 years leads in the car-free Rieding Tal.	
Conditions of success or failure, strong and weak points	<p>A big success factor was the initiative of the ambitious regional expert. Supported by the Austrian ministry for environment and the Austrian Traffic Club, Tälerbus is well known as example for “soft” mobility in tourism. A specific success factor is the closure of valley ends for private car traffic for environmental reasons.</p> <p>Due to technical problems with the electric vehicles (minibuses), the service in Twenger Lantschfeld is actually closed. An improvement of the Tälerbus could be network tickets for the whole system.</p>	
Transfer possibilities and reproducibility	The transfer possibilities in general are good, because with rather low budgets an attractive service for tourists could be introduced. Maybe it is difficult to find so ambitious regional experts as in Lungau.	
Contacts and sources	www.taelerbus.at Arbeitskreis öffentlicher Verkehr (working group public transport) A-5580 Tamsweg, Am Göra 5 Dr. Emil Hocevar, Mag. Karl Regner, Mag. Katrin Gudlaugsson regner.karl@gmx.at or katrin.gud@aon.at – phone: +43 (662) 643191	

Transport on demand for the elderly in Modane		
Location	Several municipalities around Modane in the Maurienne Valley, in the Savoie Departement.	Alpine Convention municipalities
Category, mode of transport	Public transport – Transport on demand.	
Service organizer, stakeholders	Association of municipalities of the Modane canton (SICM).	
Target groups, service users	The Association of municipalities of the Canton of Modane set up a system of on-demand transport for the over 60s.	
Problems to be solved, origin of the service	The Modane canton, in the Maurienne Valley, covers 230 square km. With about 6,800 inhabitants, its average density is below 30 inhabitants per square km. Even if the canton has many villages, most of the shops are located in the city of Modane (3,500 inhabitants). The Association of municipalities decided to set up a low fare public transport service to enable the elderly who live in these villages to have access to shops.	
Specification of initiative	<p>Two virtual lines (Aussois – Modane and La Praz – Modane) have been set up, linking different villages to the city of Modane. Stops and transit schedules are fixed.</p> <p>The minimum age required to use the service (60 years old) has been imposed by the Haute-Savoie Department, that partly funds the service.</p>	
Operation	<p>This service has existed since June 2009. It is available only on Thursday mornings, the market day in Modane, with one round trip per line. Since the year 2013, the fare has been EUR 1.50 per round trip. Previously, the fare was only EUR 1 per round trip but the Savoie Department recently requested an increase for its funding. Reservations must be made beforehand by telephone, before Wednesday noon. The service has a capacity of 7 people per trip.</p> <p>A taxi appointed by the SICM operates the service. The operator's remuneration is EUR 104 per day of operation, whatever the distance run or the number of passengers.</p>	
Communication, information and marketing	Flyers and posters were issued in 2009 to advertise the service. Locally, the information was provided via the municipalities and associations for the elderly. Advertising campaigns are conducted regularly but the service is mostly known by word of mouth.	
Evaluation, assessment	An assessment system has existed since the creation of the service. Use of the service doubled between 2009 and 2010 and has stabilized at around 300 travellers a year, with an average of 25 people transported a month. The Aussois – Modane line is the busiest service, with 74% of passengers in 2011 and 86% in 2013. This is due to a larger resident population served by this line (more than 1,550 inhabitants – only 600 for the La Praz – Modane line). Since 2009, women, who represent up to 75% of passengers, have mostly used the service. Since the beginning of the experiment, the village of Aussois has been the village that has met the biggest success, representing 55% of the users of the service. The majority of reservations are made in August, September and October. According to the Association of municipalities, the service has proved to be a real success.	
Conditions of success or failure, strong and weak points	The service provided remains limited. Service advertising seems to be an important factor, especially when the service targets the elderly.	
Transfer possibilities and reproducibility	Implementing various on-demand transport systems in many rural areas has already proved reproducibility of this kind of service.	
Contacts and sources	<p>www.canton-de-modane.com/transport-a-la-demande.htm</p> <p>Syndicat intercommunal du canton de Modane Maison cantonale – 9 place Sommelier – F-73500 Modane Danielle Flandin d.flandin@canton-de-modane.com – Phone: +33 4 79 05 57 92</p>	

Transport on demand in the Drôme		
Location	Large number of rural municipalities, in the Drôme Department.	Core municipalities
Category, mode of transport	Public transport service – Transport on demand.	
Service organizer, stakeholders	The service is established and funded by the Drôme Department. The service has existed since 2009.	
Target groups, service users	<p>The on-demand transport service is opened to all, except for pupils during their commutes to their school. The service is intended for all the residents or tourists in the backcountry of the Drôme department that is not served by the regular coach network.</p> <p>This service can be used to reach another municipality following fixed routes, or to reach specific cities, railway stations or regular coach line stops. A specific service is offered to the elderly (over 65s) and the disabled (with a disability of at least 80%).</p>	
Problems to be solved, origin of the service	<p>The Drôme department has about 480,000 inhabitants for an average density of about 74 inhabitants per square km. The eastern part of the department is mountainous and mostly rural. The problem of providing cost effective public transport in this area has long been a challenge.</p> <p>In 2009, the Drôme department decided to introduce a policy to open up the back-country of the department and to enhance the mobility of its inhabitants. This service allows them to travel more easily and at a low cost. The only constraint is that trips must be planned a little in advance.</p>	
Specification of initiative	<p>There are 3 different types of service:</p> <ul style="list-style-type: none"> • A “regular” on-demand service with predefined lines, stops, days and operating hours. This service costs EUR 2.5 (single) or EUR 5 (return), whatever the distance. Additional on-demand services are available to reach the municipalities that are served neither by regular coach services nor by regular on-demand services, usually two half-days a week. This service is more expensive : EUR 4 (single) or EUR 8 (return). For example, 3 routes serving 26 municipalities have been set up in the Baronnies region. 16 other municipalities can be reached with the additional transport service. These two services serve 14 municipalities identified as “remote or sparsely populated”. • A “feeder” on-demand service connecting several municipalities to the central municipalities of Luc-en-Diois and Châtillon-en-Diois. Stops are predefined, but the exact route and schedule depend on reservations. This service serves 4 municipalities identified as “remote or sparsely populated”. • A “connecting” on-demand service serving railway stations or coach stops of the regular lines of the department’s network. 	
Operation	<p>The trip needs to be booked at least 24 hours beforehand. If no reservation has been made, no vehicle will operate. Passengers can board only at predefined stops, usually in the centre of each village served. People over 65 and the disabled can board directly at their place of residence. The days of operation are also predefined.</p> <p>A large part of the isolated zones of the Drôme department is covered by these services.</p>	
Communication, information and marketing	<p>Since the creation of the service in 2009, the Drôme department has published information flyers. Information is also available on the Department website.</p>	
Evaluation, assessment	No information available.	
Conditions of success or failure, strong and weak points	<p>The transport on demand services offer a good coverage of rural areas of the Eastern Drôme department. Nevertheless, the presence of several services, each with different operating procedures, can affect the overall visibility and comprehensibility of the mobility offer.</p>	
Transfer possibilities and reproducibility	<p>The same operation is transposable to territories where local authorities have the ambition to collectively work together for sustainable mobility. The most important constraints are the costs that have to be supported by local authorities.</p>	
Contacts and sources	<p>www.ladrome.fr</p> <p>Département de la Drôme 26 Avenue du président Herriot – F-26026 Valence Cedex 9 Hymène Chouat: hchouat@ladrome.fr – Phone: +33 4 75 79 82 71</p>	

Werfenweng Shuttle		
Location	Municipality of Werfenweng, in the state (Land) of Salzburg. Werfenweng has 930 inhabitants and is a tourist village with approximately 2,000 guest beds. The Shuttle connects Werfenweng with Pfarwerfen (2,200 inhabitants, local train station) and Bischofshofen (10,400 inhabitants, intercity train station).	Alpine Convention municipalities
Category, mode of transport	Micro public transport system. Shuttles are operated by on-demand minibuses (up to 9 persons including the driver).	
Service organizer, stakeholders	The operator is a daughter company of the tourist board of Werfenweng. Financial contributions given by the 3 municipalities, the regional cooperation of municipalities for public transport (Regionalverband Pongautakt) and by the state of Salzburg.	
Target groups, service users	The main target group is tourists travelling to and from Werfenweng and for local excursions, but 25 % of the passengers are commuters from and to Werfenweng.	
Problems to be solved, origin of the service	Before the introduction of the “Werfenweng Shuttle”, only buses focused on the demand of schoolchildren and commuters served Werfenweng. Werfenweng has been involved in some projects to promote sustainable mobility in tourism and was also founder of the sustainable tourism network “Alpine Pearls”. As the municipality and the tourist board were seeking for a higher share of guests travelling by public transport, the “Werfenweng Shuttle” was introduced to improve the connections for the “last mile”. Moreover, the shuttle is also helpful for the mobility of inhabitants and commuters to Werfenweng.	
Specification of initiative	The operator is a daughter company of the Werfenweng tourist board with professional drivers. The service is also integrated in the public transport fare system of Salzburg (Salzburger Verkehrsverbund). For guests with the soft mobility guest card (price EUR 8) the shuttle service is free of charge.	
Operation	A timetable frame is provided. The shuttle circulates on demand by phone every 2 hours from 7:30 to 20:00 every day, including Sundays and public holidays. Although the timetable frame, door-to-door services are offered. In addition in Werfenweng, a local service with electric powered vehicles, called E-Lois, is offered	
Communication, information and marketing	The Werfenweng Shuttle is well presented in several websites, like www.werfenweng.org/de/shuttleplan-anshuttlezeiten/ . All hosts of the “soft mobility” group inform their guests actively to the service “Werfenweng Shuttle”. This service is also included in the time table information system “Scotty” of the Austrian national railway company, see www.oebb.at .	
Evaluation, assessment	The “Werfenweng Shuttle” is a real success with more than 18,000 passengers in the year 2012. The best results are more than 2,000 passengers monthly.	
Conditions of success or failure, strong and weak points	The main condition of success is the consensus of the stakeholders in Werfenweng and also in region for sustainable mobility in tourism.	
Transfer possibilities and reproducibility	The Werfenweng Shuttle system is transferable, especially to tourist regions. Tickets incomes cover about 30% of the total costs. Due to the support by financial support by regional authorities and all municipalities, the costs for one municipality are reasonable, for example EUR 13,800 in the year 2013 for Werfenweng.	
Contacts and sources	www.werfenweng.eu Werfenweng Tourist board tourismusverband@werfenweng.eu – Phone: +43 6466 4200	

C.2.2. Other mobility services

12 good practices are referring to the category “Other mobility services”. This category groups all initiatives that have lead to create an additional mobility offer based on any transport mode excepted public transport modes. It can concern bike sharing systems, carpooling, hitch-hiking or taxi services.

Most of the collected good practices refers to bike rental systems, often set up for a tourist use, or to car-sharing systems. Many of these good practices are based on electric mobility, for the rental of electric bikes (useful in mountainous regions) as well as for car-sharing services.

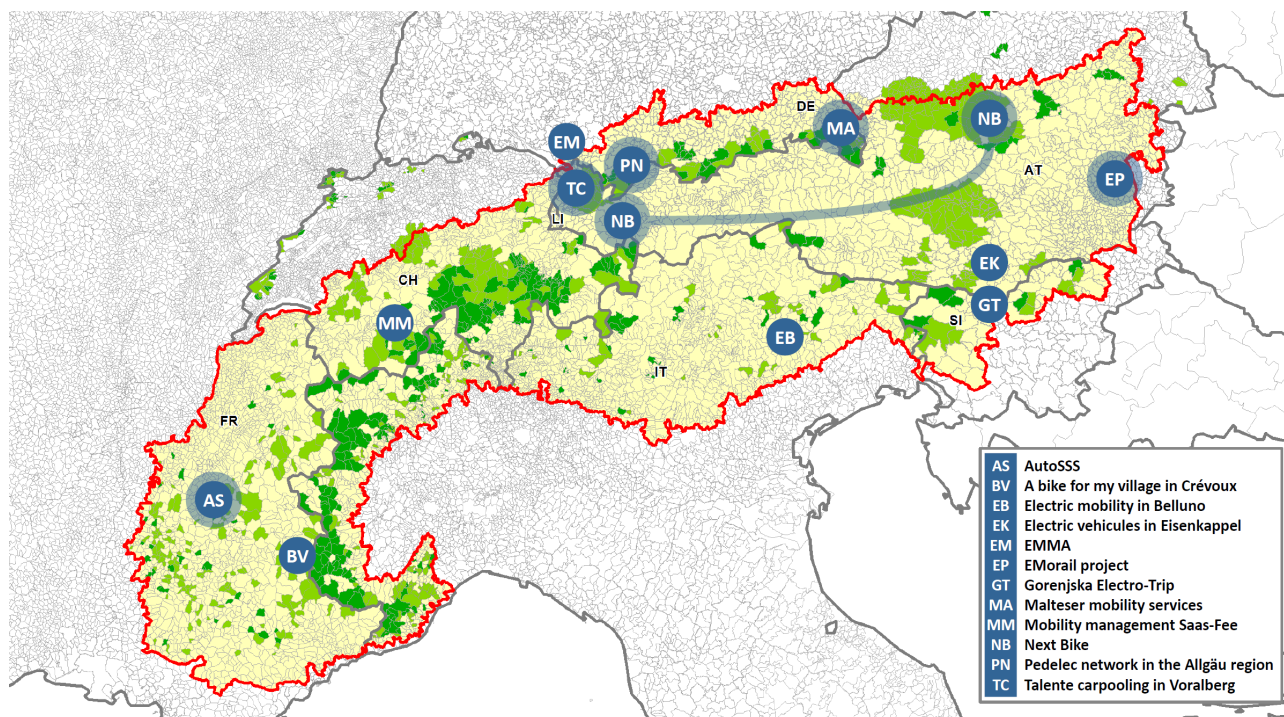







Illustration 4 – Best practices referring to the category “Other mobility services”


A bike for my village, my village with a bike in Crévoux		
Location	Crévoux, village of 150 inhabitants in the Hautes-Alpes department.	Alpine Convention municipalities
Category, mode of transport	Active modes – Electric bikes.	
Service organizer, stakeholders	Tourist information centre of the Crévoux valley.	
Target groups, service users	The initial target group is the 135 inhabitants of the 4 hamlets constituting the territory of the valley of Crévoux: Champrond, Parveyral, Chalp and Vière. The initiative will then concern tourists. The inhabitants then become ambassadors of their territory by accompanying tourists in the discovery of their favourite places.	
Problems to be solved, origin of the service	The municipality of Crévoux wished to reduce CO2 emissions by proposing an alternative, user-friendly and sustainable means of transport to its inhabitants. The municipality also hopes to help the inhabitants rediscover their territory. Geographically, the municipality of Crévoux is spread over 4 hamlets. The layout of the territory with a difference in level of about 500 meters makes the use of traditional bikes difficult, which is why it was decided to use electric mountain bikes.	
Specification of initiative	5 electric mountain bikes are available for rent at the tourist information centre in Crévoux. The service is free of charge.	
Operation	The project was launched in 2011. It received an award from the Alpine Convention (first prize in the category “municipalities of less than 500 inhabitants”), that encouraged the municipality to imagine a larger project than was initially envisaged. This larger project was estimated at EUR 50,000. As subsidies from the European Regional Development Fund, the “inter-regional operational” program for the Alps and the “valley spaces” program took longer than expected to come through, the implementation planned for summer 2012 was delayed. To speed up matters, the project was revised to its initial size with 5 mountain bikes. This operation amounted to EUR 10,000, including cycle maintenance. The service was launched in summer 2013.	
Communication, information and marketing	<p>Initially, an advertising campaign was realized in the whole Embrun area for the launch of the service in 2013, via the tourist information offices. The electric mountain bike service was presented as well as a mobility service and a tourist activity.</p> <p>Joint communication actions were conducted in September 2013 by the local authorities of the Embrun and Ubaye areas, 2 geographical regions connected by the Parpaillon route and its tunnel. On each side of the tunnel, local authority representatives travelled the distance that separated them from the tunnel by electric mountain bike. The journey is about 10 kilometres with a climb of 1 000 meters. This action proved to be an effective advertisement of the Crévoux initiative and electric bike use.</p> <p>The bikes were purchased from a local business (located about 20 km from Crévoux), which is also responsible for the regular maintenance of the material.</p>	
Evaluation, assessment	For the moment the number of mountain bikes is sufficient. Considering bike use over this first summer and the positive reaction to the service, it is likely to develop further over the next years.	
Conditions of success or failure, strong and weak points	Tourists really welcomed the service, which allow easier bike rides. The main difficulty will be to convince the inhabitants to use bikes for their trips between the different hamlets on a long-term basis. Young, non-motorized people are the primary target population.	
Transfer possibilities and reproducibility	Crévoux became an experimental site to place electric mountain bikes at the inhabitants’ disposal for short trips in a mountainous environment. This project has now been enlarged at the scale of the Serre Ponçon – Ubaye – Durance Community of Municipalities. We can imagine similar services being set up in numerous zones with the same geographical characteristics and population. However, without any subsidies to help funding, the municipality cannot purchase additional electric bikes.	
Contacts and sources	<p>www.crevoux.eu/ and http://adrets-asso.fr/IMG/pdf/Fiche_Experience_Crevoux.pdf/</p> <p>Office du tourisme de la Vallée de Crévoux Place de la Mairie – F-05200 Crévoux Thomas Loos: t.loos@crevoux.fr – Phone: +33 4 92 43 00 34</p> <p>Communauté de Communes de l’Embrunais 9 Rue de l’Archevêché – F-05200 Embrun Laurence Criuscolo: criuscolo@cc-embrunais.com – Phone: +33 4 92 43 76 25</p>	


AutoSSS: Secure hitch-hiking service in the Trièves area		
Location	About 50 municipalities in the Matheysine, Valbonnais, Beaumont and Trièves regions, in the south of the Isère department.	Alpine Convention municipalities
Category, mode of transport	Hitch-hiking or carpooling.	
Service organizer, stakeholders	The “Drac Nature association” manages the project. Drac Nature is a non-profit environmental protection association. The initiative is sponsored by the Isère department, the Rhône-Alpes region, the Ministry of Ecology and the Trièves community of Municipalities.	
Target groups, service users	Individuals who own or do not own a vehicle living in one of the 6 cantons of the south of the Isère department. Amongst the 47 municipalities of this territory, 27 municipalities are a partner of this initiative.	
Problems to be solved, origin of the service	<p>The south of the Isère department is a rural and landlocked territory, framed by the Vercors Mountains, the Dévoluy Moutain, the Drac valley and the Grenoble area. The territory is poorly served by public transport, with only one railway and few coach services (about 30% of the municipalities are not served by public transport). The Grenoble area has a strong appeal in the territory, which, however, is a coherent geographical and economical entity (about 70% of trips are made within the territory).</p> <p>The hitch-hiking and carpooling service has been set up to reduce greenhouse gas emissions and to reduce travel costs for the inhabitants. It relies on the particularly strong solidarity between the inhabitants of these rural mountainous zones.</p>	
Specification of initiative	The secure hitch-hiking initiative is a light vehicle carpooling system, which does not require prior meeting between users. It is mandatory to register before using the service. Registration is valid for one year. It is possible to register by mail, or in the city hall of one of the partner municipalities. Several documents have to be produced: passport photo, ID card, third-party insurance, parental consent for under 18s, driving licence and vehicle insurance for drivers. Registration costs are EUR 20 for drivers or passengers, but is free of charge for exclusive drivers.	
Operation	<p>This car-sharing system is very flexible. It requires no recording of a preliminary route. Passengers wait near a bus stop or a car park with the recognition bag showing the AutoSSS logo. They make a sign to the drivers of vehicles displaying the same logo. For increased passenger and driver safety, a text can be sent to indicate the names of the drivers and the passengers and to follow the route.</p> <p>Within the framework of an occasional use, travel costs are not shared between the driver and the passenger. Within the framework of a regular use, carpoolers can either agree to use their vehicles alternately, or to share costs (EUR 0.10 per km).</p>	
Communication, information and marketing	Advertising campaigns regularly take place on market days, or in supermarket car parks. Flyers describing the initiative are distributed in the city halls of the partner municipalities. Information about the service is also handed out via mailings and the local newspapers. The Drac Nature association is considering extend its advertising to high schools and business parks.	
Evaluation, assessment	<p>The service has existed since 2010. The association has not carried out any assessment of the initiative.</p> <p>Amongst the 47 municipalities of this territory, 27 municipalities are a partner of this initiative. Only 200 people are listed as carriers, 30 to 40 people are occasionally transported and only ten are transported more than once a week. The text system never been activated as yet.</p>	
Conditions of success or failure, strong and weak points	<p>One weak point could be the administrative aspects of the registration: users might have the impression of being under surveillance as they are requested to produce their ID, a photo, an insurance certificate, etc.</p> <p>The EUR 20 registration cost is another weak point as registration is free of charge in many other web carpooling services.</p>	
Transfer possibilities and reproducibility	Other hitch-hiking or carpooling initiatives have already been set up in other rural areas, such as the “Auto-stop participatif” (participatory hitch-hiking) in the Drome and Ardèche departments. However, these local initiatives have to face competition from national or international carpooling Internet websites.	
Contacts and sources	<p>http://dracnature.eklablog.fr/autosss-qu-est-ce-que-c-est-a3793175</p> <p>Association Drac Nature 2 bis rue du Jeu de quilles – F-38350 La Mure Corinne Valence – Coordinatrice de projets corinne.valence@dracnature.fr – Phone: +33 4 76 81 36 76</p>	


Electric vehicles in Eisenkappel		
Location	Eisenkappel is a municipality with 2.400 inhabitants, situated in the Alps (Karawanken), approximately 50 km in the south east of Klagenfurt.	Alpine Convention municipalities
Category, mode of transport	The community Eisenkappel provides intermodal services for sustainable mobility (see specification below). A focus is electric powered vehicles to rent	
Service organizer, stakeholders	The community provides 27 e-bikes and 1 electric car.	
Target groups, service users	The electric car is for inhabitants who had to pay a start contribution (EUR 300) and EUR 0.24 for every driven kilometre. The number of users for the electric car is limited to 10 persons. A user-friendly Internet booking system is available. The electric bikes can be rent also by guests. The target group of further traffic measures like improving the network for pedestrians and cyclists are inhabitants and guests as well. For tourists to the Obir Caves a bus shuttle is provided.	
Problems to be solved, origin of the service	Eisenkappel is a remote community with no train access and few bus connections; therefore the electric mobility is a considerable contribution to improve the mobility without conventional cars. Moreover, negative impacts of tourist traffic to the Obir Caves can be reduced by providing shuttle buses and attractive networks encourage walking and cycling.	
Specification of initiative	<p>The remote community in South Carinthia implements a comprehensive strategy for sustainable mobility, including measures to promote walking, cycling by attractive networks and providing a shuttle bus to the tourist- destination "Obir Caves" where the access by private cars is not allowed.</p> <p>A specific focus in Eisenkappel is the electric mobility with 1 car and 27 electric powered bicycles owned by the municipality, 2 for public services and 25 for renting.</p> <p>Moreover, the community of Eisenkappel supports young entrepreneurs (shops and crafts), also with the purpose to reduce traffic to working places and to shopping.</p>	
Operation	The operation of the electric mobility is done by the municipality, for the reservation of the electric car, an IT tool (calendar) is used. Also for the implementation of other measures to improve sustainable of mobility the municipality has the main responsibility. The electric bicycles can be rented from tourism enterprises.	
Communication, information and marketing	The community provides information- and motivation campaigns for sustainable mobility and for shopping in shops in the municipality.	
Evaluation, assessment	The mobility strategy in Eisenkappel is very successful, the electric car is frequently used by 10 private persons and if available by staff of the municipality. Approximately 12.000 km are driven with this car, more than expected before (10.000 km yearly). Also the shuttle bus to the Obir Caves is well used (approximately 40.000 passengers yearly). The demand for renting bicycles is also very high, often flexibility of the renting points is necessary to meet all requirements.	
Conditions of success or failure, strong and weak points	The comprehensive strategy of the community Eisenkappel is successful. A main success factor is awareness rising for sustainable mobility. A weaker point might be, that the electric mobility by the car and by e-bicycles is limited to persons who are able to drive a car or to ride bicycles also over longer distances.	
Transfer possibilities and reproducibility	The measures have good transfer possibilities, because the costs are moderate and in the case of the electric car, private contributions to the costs by inhabitants supported the implementation. Cooperation measures with Slovenian neighbour communities are already planned, may be a connection with electric powered buses.	
Contacts and sources	<p>www.bad-eisenkappel.info/782-0-elektroauto.html</p> <p>Municipality of Eisenkappel</p> <p>Contribution to Conference Mobilität im Ländlichen Raum, Baden, November 27, 2012</p> <p>Ferdinand Bevc: gemeideamt@bad-eisenkappel.info – Phone: 0043 4238 8311</p>	


Electric mobility in the Province of Belluno		
Location	Province of Belluno, Veneto region.	Additional municipalities
Category, mode of transport	Electric mobility – Electric van rental service.	
Service organizer, stakeholders	Province of Belluno, in close cooperation with Dolomiti Bus, local public transport company.	
Target groups, service users	Municipalities of the Province use the electric vans to meet the mobility demands of public officials and for the technical tasks.	
Problems to be solved, origin of the service	In close cooperation with Dolomiti Bus, the Province of Belluno rented eight electric vans, with a range of 75 kms each. The initiative was developed as a pilot project of CO2-NeuTrAlp, a transnational project developed in the framework of the EU INTERREG IV B Alpine Space Programme. The project was intended to make new solutions in the transport sector widely known and thus to spark a major shift in the transport sector from the fossil to the solar age.	
Specification of initiative	The reparation and maintenance of electric vehicles represents a new challenge. In consideration of the future need for skilled manpower, the professional school “Veneto ENAIP”, based in Longarone, started training activities addressed to the employees using the cars and to all students of automotive engineering in electric vehicle technology. For local authorities, the main limitation so far is the high cost of electric vehicles, albeit much lower operating costs will ensure cushioning throughout the life cycle of the vehicle.	
Operation	An electric vehicle has been granted to 23 Municipalities to be tested for six months for free. The municipalities use them to meet the mobility demands of public officials, and for the technical tasks (e.g. maintenance of public parks and roads). In return, recipients are asked to fill out questionnaires about their experience. Test drivers receive training before electric vehicles are delivered. Experience shows that the municipalities and the public service companies can fulfil their tasks most efficiently with electric vehicles, despite the limited range of electric vans.	
Communication, information and marketing	No information available.	
Evaluation, assessment	No information available.	
Conditions of success or failure, strong and weak points	No information available.	
Transfer possibilities and reproducibility	No information available.	
Contacts and sources	www.co2neutralp.net/	


EMMA: Electric mobility with connectivity in Friedrichshafen		
Location	County of Friedrichshafen, near the lake Constance.	Outside Alpine Convention
Category, mode of transport	Transport solutions – Electric mobility and car-sharing for the last mile.	
Service organizer, stakeholders	T-City Friedrichshafen (joint future lab of Deutsche Telekom and the city of Friedrichshafen), several municipalities, district authority, InnoZ (research and consulting company).	
Target groups, service users	Residents and guests of rural areas, people having problem bridging the last mile.	
Problems to be solved, origin of the service	Gap for last-mile mobility and low acceptance of electric mobility. County initiative.	
Specification of initiative	30 electric vehicles will be available across the district on a car-sharing basis incorporated into the German railway's Flinkster offer. Flinkster is a large car-sharing system available in 140 cities across Germany.	
Operation	Via an online and mobile platform (HAFAS-based), users can reserve, check-out and recharge vehicles. Several approaches for returning vehicles from remote areas will be tested.	
Communication, information and marketing	Dedicated website (www.friedrichshafen.de/wirtschaft-verkehr/emma/), media and regional platforms.	
Evaluation, assessment	Still in the piloting stage.	
Conditions of success or failure, strong and weak points	Modern design of vehicles, attractive website.	
Transfer possibilities and reproducibility	Considerable initial costs for vehicles and charging infrastructure. Business partners may help decrease these initial costs.	
Contacts and sources	T-City Friedrichshafen / FN-Dienste GmbH Karlstr. 17 – D-045 Friedrichshafen info@fn-dienste.de – Phone: +49 7541 603380	


EMorail project		
Location	Edlitz-Grimmenstein (Southern Lower Austria), Leibnitz and Kaindorf (Southern Styria) Wien, Salzburg and Graz, cooperation with the car rental service Flinkster in Germany.	Alpine Convention municipalities
Category, mode of transport	Passenger trains combined with electric cars and bicycles for the “last mile”.	
Service organizer, stakeholders	National railway company ÖBB with partners (car rental services, IT and traffic planning experts).	
Target groups, service users	Commuters: Mobility package (E-car + ÖBB-train ticket + Smartphone) to a reasonable price for the every-day mobility and business trips. In future also tourists should be addressed.	
Problems to be solved, origin of the service	Missing public transport links for the “last mile”, especially in rural regions are often the reason for using private cars for the whole trip. EMorail should close this bottleneck by using electric powered cars or bicycles.	
Specification of initiative	Case studies for the test phase in rather remote regions are Leibnitz and Kaindorf in southern Styria and the railway station of Edlitz-Grimmenstein in the Alps in the south of Lower Austria. The vehicles are shared, e.g. an electric car of a commuter can be used from another user for a business trip in rural region (origin of the commuter). Also some companies (post, energy suppliers) use the electric cars during the absence of the commuters.	
Operation	The operation is based on the cooperation of rental companies for cars and for electric bikes. It is supported by smart phone apps for ordering the vehicles and also for checking the range of battery loads. The electric power required will be generated by photovoltaic plants.	
Communication, information and marketing	The project has a website www.emorail.at	
Evaluation, assessment	<p>The pilot project which was successfully elaborated from 2010 until December 2013, the main goals were achieved, e.g:</p> <ul style="list-style-type: none"> • Design of an open, interoperable charging management system and a charging station. • Concept, design and technical development of the platform and the smartphone app Definition of business processes and derivation of the registration processes for all test users. • Completion of the necessary agreements with the test users and between the project partners to minimize risk. • Structural measures at the sites (including photovoltaic systems, charging options to the commuter residences). • Dissemination measures and publications. <p>The interest of commuters on the project was very high. In the south of Styria 56 persons were interested to join the test operation, for only 3 electric cars. After the successful pilot project in 8 commuter corridors 100 places for approximately 350 EMorail electric powered vehicles should be provided until the year 2020, a lot of them in Alpine regions (e.g. Vorarlberg, Tyrol, Carinthia and Salzburg).</p>	
Conditions of success or failure, strong and weak points	<p>A main success factor of EMorail is that for commuters the use of electric vehicles is not more expensive than using the private car. Moreover, commuters benefit from repair and cleaning services for the electric vehicles. The purchase of 2 or more cars by families can be avoided. A strong point of the EMorail concept is, that a high level of use the electric vehicles during the daytime is ensured by company users (Post, communities, energy suppliers).</p> <p>In the pilot project a weaker point was, that only people who are able to drive the electric vehicles could benefit from EMorail. Therefore in a follow up phase also shuttle services, based on car-pooling are introduced.</p>	
Transfer possibilities and reproducibility	As the plans for the implementation of the EMorail concept at 100 places with 350 electric powered vehicles show, good transfer possibilities are available thank to the efficient use of electric powered cars and bicycles.	
Contacts and sources	www.emorail.at ÖBB-Personenverkehrs- AG Helmut Wolf: office@emorail.oebb.at – Phone: +43 664 6173825	


Gorenjska Electro-Trip		
Location	Region of Gorenjska, municipalities of Jezersko, Preddvor, Bled, Bohinj and Kranjska Gora.	Core municipalities
Category, mode of transport	Charging stations for electric cars, electric bikes and electric scooters.	
Service organizer, stakeholders	<p>Project Gorenjska electro-trip (Gorenjsko Elektro potovanje) is prepared by following partners:</p> <ul style="list-style-type: none"> • Elektro Gorenjska d.d., the largest company for distribution of electric power in Gorenjska • Centre for sustainable rural development Kranj, a non-profit institute supporting activities for environmentally, economically and socially sustainable rural development of Gorenjska • Just EE d.o.o., a company for development of electric vehicle • Municipalities Jezersko, Preddvor, Bled, Bohinj, Kranjska Gora, as informal local partners <p>Project was selected at the 2010 call of Local Action Group (LAG) Gorenjska Košarica in September 2009 within the LEADER axis of the Rural development programme 2007-2013 and was co-funded by The European Agricultural Fund for Rural Development</p>	
Target groups, service users	Mostly tourists.	
Problems to be solved, origin of the service	<p>Tourism is one of the most important opportunities for Gorenjska region. But the fact is that the traffic pollution is also threatening to Gorenjska region, especially to sensitive green Alpine valleys and rural tourist destinations. Local population is facing with traffic pollution and also the flora and fauna are threatened.</p> <p>The objectives of the project are:</p> <ul style="list-style-type: none"> • To create interconnected route for electric vehicles with all infrastructure needed for electric vehicles to travel all around Gorenjska region and potentially also from direction of Austria and Italy. • To raise knowledge, awareness and motivation of both local people and foreign visitors to support and use electric vehicles. • To raise knowledge and motivation about green mobility as a sustainable development opportunity 	
Specification of initiative	With the project Gorenjska Electro-Trip, the first connected route for electric vehicles is established. Visiting natural attractions and rural tourist destinations in Gorenjska region is now possible in an environmentally friendly way. Within the project, 5 charging stations are placed on the route which links the natural and cultural attractions of Gorenjska region. Charging stations are intended to supply electric vehicles and they represent one of the incentives for "local green mobility".	
Operation	During charging of the vehicle, tourists can spend time visiting of natural and cultural attractions. On the route for travelling with the electric vehicles is located 5 charging stations (Jezersko, Preddvor, Bled, Bohinj and Kranjska Gora). "Electric route" links natural and cultural attractions of the region of Gorenjska. Network of charging stations allows visiting all region of Gorenjska and allows connection to Italy (via Rateče) and Austria (via Gorenjska). Each of the charging stations has one triple-phase plug (3x16A) for larger vehicles and two one-phase plugs (16A) for smaller vehicles. Charging stations enable charging also for electric bikes and electric scooters.	
Communication, information and marketing	No information available.	
Evaluation, assessment	No information available.	
Conditions of success or failure, strong and weak points	No information available.	
Transfer possibilities and reproducibility	Initiative transferrable to other areas with tourist presence.	
Contacts and sources	www.elektro-gorenjska.si www.bled.si/en/files/default/banners/zgibanka%20A4%20elektricno%20potovanje%20ENG%20press.pdf www.euromontana.org/wp-content/uploads/2014/08/mog_good_practices_collection.pdf	

Malteser mobility services		
Location	Several municipalities in the German Alpine Convention area e.g. Bad Reichenhall.	Alpine Convention municipalities
Category, mode of transport	Individual mobility services for handicapped and elderly.	
Service organizer, stakeholders	Malteser Hilfsdienst e.V. (Malteser Assistance Services) in cooperation with health insurances and social service providers (Sozialeinrichtungen).	
Target groups, service users	Elderly, handicapped or injured persons.	
Problems to be solved, origin of the service	Mobility restrictions in areas without public transport or without handicapped-accessible public transport offers. Nationwide service of the Malteser organization.	
Specification of initiative	Mobility services include regular trips to schools, kindergarten, and rehabilitation centres as well as individual trips for handicapped individuals.	
Operation	A variety of vehicles caters to individual needs of passengers, e.g. wheelchair elevator, lowerable vehicles with ramps to transport one or several people in wheelchairs, wheelchair-accessible cars and several small buses for student transport. Operated with funding from health insurances.	
Communication, information and marketing	Communicated through health and social facilities.	
Evaluation, assessment	Main objective is to improve mobility and accessibility for non-mobile parts of the population. The approach has only marginal effects on traffic volumes.	
Conditions of success or failure, strong and weak points	Conditions of success: <ul style="list-style-type: none"> • Door-to-door supervision • Permanent hygienic inspection of vehicles • Long-standing experience in patient transport • Trained personnel for patient transport • Punctuality, reliability and overall customer-orientation 	
Transfer possibilities and reproducibility	Transport of handicapped or injured persons requires a prescription for special transport. Mobility services are also offered by other Welfare Service Organisations such as the Bavarian Red Cross (Bayerisches Rotes Kreuz BRZ, www.brk.de/angebote/fur-behinderte/fahrdienst).	
Contacts and sources	www.malteser-badreichenhall.de/dienste-undleistungen/leben-im-alter/fahrdienste.html Malteser Teisendorfer Straße 8 – D-83435 Bad Reichenhall Michael Soldanski : michael.soldanski@malteser.org – Phone: +49 08651-762607-0	

Mobility management between Saas-Fee and Visp		
Location	Between Saas-Fee and Visp, in the Canton of Valais.	Core municipalities
Category, mode of transport	Various measures including car-sharing, enhancement of information about public transport, cycle facilities, etc. The project mobility management Saas-Fee contents projects, concepts and ideas, leading to a shift of the modal split in favour of public transport in the valley. Another focus is awareness rising as well as the on-site mobility, which is strongly characterized by electric vehicles in the village itself.	
Service organizer, stakeholders	The association “Rundum mobil” is in charge of the project but is closely working together with the two communities Saas-Fee and Visp, as well as the canton, the confederation, the Swiss Federal Railways (SBB), PostBus Switzerland and the local hotel association.	
Target groups, service users	The project includes both measures that are mainly appointed to tourists as well as to the local population.	
Problems to be solved, origin of the service	<p>The opening of the New Railway Alp Transit Route has strengthened the public transport in the region of Saas-Fee and Visp. By several accompanying measures the project tries to further strengthen the use of public transport. The general goal is to achieve a more sustainable transport mode in the region of Saas-Fee and Visp. The mobility management plan includes several sub-projects and wants to provide an extensive understanding and planning of the region’s mobility.</p> <p>The projects that concern the local population are:</p> <ul style="list-style-type: none"> • Reduction of traffic flow between Saas-Fee and Visp, • Car-sharing services in Saas-Fee and Visp, • Reduction of two-car households, • Fostering and maintaining work in the field of public transport, • Better cost-efficiency ratio of public transport and a higher and more constant capacity utilization. 	
Specification of initiative	<p>Two car-sharing vehicles have been installed in Visp and one in Saas-Fee. There have been several informational events in order to raise awareness among the population about the traffic problem in the community. A “code of behaviour” has been elaborated with public participation. 5 terminals for bikes and e-bikes have been installed in Visp. This service is free for the local population.</p> <p>All measures are coordinated with the new train station in Visp and the bus terminal in Saas-Fee. Information about public transport offers and current connections have been harmonized and coordinated with the provider of the transport services, hotels, the community, car-sharing providers, etc.</p> <p>A Mobility Card has been launched in order to make public transport more attractive compared to private transport. All public transport can be used at a flat rate.</p>	
Operation	The project was coordinated by the association “Rundum mobil” and implemented by the partners named above. The work mostly involved coordination and awareness raising as well as project assistance with specific infrastructure projects (car-sharing, bike terminals, etc.).	
Communication, information and marketing	Especially about the car-sharing project there has been regular information in the local journal. Additionally there have been several informational meetings and a few events with information desks in the streets of the communities. The population was offered a good price to test the car-sharing.	
Evaluation, assessment	The measures themselves are not necessarily original but what is important in this project is the extensive planning throughout all areas of local public transport, the involvement of many relevant partners and the remarkable coordination of all activities as well as the participation of local population. Also, the project shows how measures for tourists and community members can be combined.	
Conditions of success or failure, strong and weak points	Measures to increase non-motorized traffic were one of the core goals of the project but the initiative to temporarily block certain streets for traffic was rejected by the population. No measures in this area could be implemented.	
Transfer possibilities and reproducibility	A holistic mobility management is eligible in most areas of the Alpine region. Especially where there is strong traffic flows between two or more destinations, it is desirable to coordinate the management efforts and to harmonize information systems about the public transport network, ticket prices and car-sharing or bike-rental systems not only between the communities but also in cooperation with other stakeholders such as hotels or service operators.	
Contacts and sources	www.are.admin.ch/dienstleistungen/00908/03175/04266/index.html?lang=de&download=NHZLpZeg7t,Inp6iONTU042I2Z6In1acy4Zn4Z2qZpnO2Y_uq2Z6gpJCDe356hGym162epYbg2c_JjKbNoKSn6A	

Next bike		
Location	Next Bike provides an automatic bicycle renting system. The activities are focused in the countries Niederösterreich (Lower Austria) and Burgenland. Some of the renting stations in Lower Austria are situated in Alpine regions. Bicycle renting companies are located in Oberösterreich (Upper Austria). Salzburg and Vorarlberg are working with the concept of Next Bike.	Alpine Convention municipalities
Category, mode of transport	Bicycles for rent are used especially by tourists but also by commuters.	
Service organizer, stakeholders	The service organizer in Lower Austria is the Energie- und Umweltagentur NÖ (Energy and Environment Agency) together with partners (Next Bike Burgenland), communities (e.g. to install bicycle stands) and advertising partners (The bicycle stands as well as the bicycles provide space for advertising, the advertising revenues are important for financing the system). Next Bike gets also public support e.g. from climate active mobile program of the Austrian Environment ministry and the government of Lower Austria	
Target groups, service users	A main target group are tourists, who use the rented bicycles as link from train stations to points of interest and to recreation areas. An important target group are also commuters or business travellers, who use the bicycles for the “last mile”. Many of them benefit from the offers free of charge for the first hour combined with public transport passes.	
Problems to be solved, origin of the service	In many cases people use their private cars, because for the “last mile” no public transport services are available. The bicycles for rent close these bottlenecks.	
Specification of initiative	Next Bike provides in Lower Austria and in Burgenland together almost 1.500 bicycles for rent at 295 stations in Lower Austria and 36 stations in Burgenland.	
Operation	After the registration via phone hotline, via app, or online for renting a nextbike the users have to contact Next bike by the phone hotline, by app or Internet, tell or write the number of the desired bike. Then they receive a code and can open the lock with this code and start their ride. The rented bikes can be returned at any official nextbike station. The users have to lock up the bike and to inform the Next Bike company about the station of the bike (again via smart phone app, hot-line or in the Internet). The price for renting “nextbikes” are moderate, EUR 1 for the first hour and EUR 8 for 24 hours. A lot of reduced renting fees are offered, e.g. for users with half price card of the national railway company, with yearly passes of the public transport system in Lower Austria and Burgenland and with the tourist pass Niederösterreich Card.	
Communication, information and marketing	Next Bike provides useful information on the homepage www.nextbike.at , moreover, information in print media is available, e.g. in tourism brochures.	
Evaluation, assessment	Next Bike is a successful system. During a year, in Lower Austria and in Burgenland together, approximately 40.000 rentals were registered. In the last 2 years an increase of rentals by 40% could be achieved.	
Conditions of success or failure, strong and weak points	Cycling is trendy in Austria. A strong point is the easy access to the nextbikes for rent. A success factor is also the support from public budgets based on policies to reduce green- house gas emissions.	
Transfer possibilities and reproducibility	The transfer possibilities are good as also the experience with the implementation of the Next Bike concept in other countries by other providers prove.	
Contacts and sources	www.nextbike.at Next Bike NÖ Energie- und Umweltagentur Betriebs GmbH 3100 St. Pölten info@nextbike.at – Phone: +43 2742 219 19	

Pedelec network in the Allgäu region		
Location	350 rental stations and 150 battery-changing stations throughout the Allgäu region.	Core municipalities
Category, mode of transport	Car-sharing with electric cars and area-wide electric bike rental system.	
Service organizer, stakeholders	Owners of hotels, guesthouses, campsites, tourist offices, energy supply companies in cooperation with the MOVELO company. Rental stations rent their bikes from MOVELO for a monthly fee, which also includes insurance and maintenance.	
Target groups, service users	Mostly visitors, but also residents for recreational purposes.	
Problems to be solved, origin of the service	<p>High share of motorised tourist traffic. Lacking attractiveness of cycling.</p> <p>Initiated in the framework of the EU project CO2NeutrAlp, the Allgäu having been one of its pilot regions.</p> <p>Part of the econnect pilot project addressing intermodal electric mobility.</p>	
Specification of initiative	<p>Providing easy access to e-bikes and the necessary infrastructure such as battery-changing stations.</p> <p>Attractive alternative for recreational trips and activities that would otherwise require taking a car.</p>	
Operation	Operated by individual service providers (hotel, guest houses, stores) in cooperation with the MOVELO company.	
Communication, information and marketing	Communicated through local tourism operators and regional tourism authorities as well as through communication channels of a dedicated EU project CO2NeutrAlp.	
Evaluation, assessment	<p>The promoters receive positive feedback from tourists as well as from residents. In the beginning, customers mostly included people aged 50 or older, but recently, rental stations are increasingly seeing younger customers and families.</p> <p>Particularly company recreation tours are frequent users. Effect on traffic-reduction has not been quantified, but a reduction effect on individual motorised traffic is very likely.</p>	
Conditions of success or failure, strong and weak points	Easy access to rental stations nearby, all-inclusive rental package for service providers.	
Transfer possibilities and reproducibility	<p>Generally, the approach can be transferred to every tourist destination with a considerable number of visitors as well as a tourist infrastructure that serves as nodes for rental and charging.</p> <p>The project raised awareness for electric mobility in general, an effect that lead to another project on electric car mobility: “eE-Tour”.</p>	
Contacts and sources	www.ee-tour.de/ www.eltis.org/index.php?id=13&lang1=en&study_id=2932	

Talente carpooling in Voralberg		
Location	Whole country of Vorarlberg.	Alpine Convention municipalities
Category, mode of transport	Car-pooling, but sometimes in combination with public transport use.	
Service organizer, stakeholders	Non-profit club “Talente Vorarlberg” in cooperation with many partners in the region e.g. the Austrian Automobile and Touring Club in Vorarlberg, organizers of events and others. The program Ways2Go of the Federal Ministry for Transport, Innovation and Technology supports the conception and monitoring study Give&Go.	
Target groups, service users	Whole population, especially in remote region, actually young people use TalenteMobil more than older generations.	
Problems to be solved, origin of the service	Frequently the occupancy rate of cars is low; often the driver is alone in his/her vehicle. So space for additional car-passengers is available. On the other hand for safety reasons many drivers don't like to carry passengers although their trips could meet the mobility demand of people without car or with interest on car-pooling.	
Specification of initiative	In Vorarlberg with the network “TalenteMobil” a solution for organized carpooling was implemented. Passengers and drivers get “TalenteMobil” identity cards to improve safety; moreover, new communication technologies (e.g. apps) are used to increase personal safety for drivers and passengers, e.g. it is recommended to send an SMS to persons (parents, friends) about the planned trip.	
Operation	Registered drivers and passengers have several possibilities to organize their common trips: via Internet, via smart phone applications, and with organized hitch-hiking. At events pin walls are provided, where trip demands (often written on the backside of a beermat) are picked up. In addition to the identity cards, members of TalenteMobil get also useful equipment, like reflecting yellow belts, which can be worn on the sleeve or and cards in form of a beermat. The drivers can ask for a financial contribution for the fuel (especially for longer trips), but no commercial fee for profit. It's also possible that passengers give “Talents” for their ride, like self- made cake, driving another time of helping in the garden.	
Communication, information and marketing	The homepages www.talentiart.at/mobil and www.talentemobil.net provide useful information. Moreover, brochures were provided. Both give useful information, how TalenteMobil works and what are the rules for participation.	
Evaluation, assessment	The final assessment report will be published soon. First experience shows that the main target group are young people, driving or riding to events and back home. Although young people are well skilled to use IT applications the beer mats are very liked to organise trips.	
Conditions of success or failure, strong and weak points	TalenteMobil contributes to improve solidarity within the society; helping each other can even create new friendships. With rather low costs bottlenecks in the mobility without own private car can be closed. A weaker point is, that not all trip demands can be met, the current most successful use of TalenteMobil are trips to events and back home.	
Transfer possibilities and reproducibility	The transfer possibilities are good, because the system works with moderate costs and meets well the demand, especially of young people. An enlargement in additional Alpine regions is planned.	
Contacts and sources	www.talentiart.at/mobil Monika Wanjek: monika.wanjek@tuwien.ac.at – Phone: +43 (1)58801-280514 Roland Alton: ras@osalliance.com – Phone: +43 (0)508020620	

C.2.3. Non-mobility solutions

12 good practices referring to “Non-mobility solutions” have been collected. One of them (Teleworking Alcatel) is no longer active.

This category includes all services that can contribute to avoid individual mobility and that do not contribute to an increase of other kind of polluting mobility. It concerns all mobile services, such as mobile citizen counter, mobile shops, delivery services, etc. It also concerns teleworking or video-conferencing infrastructures, and more generally all services using Information and communications technologies.

Unlike many mobility solutions, often targeting tourists, these measures are dedicated to residents. But the strong involvement of civil society actors alongside local authorities can again be highlighted.

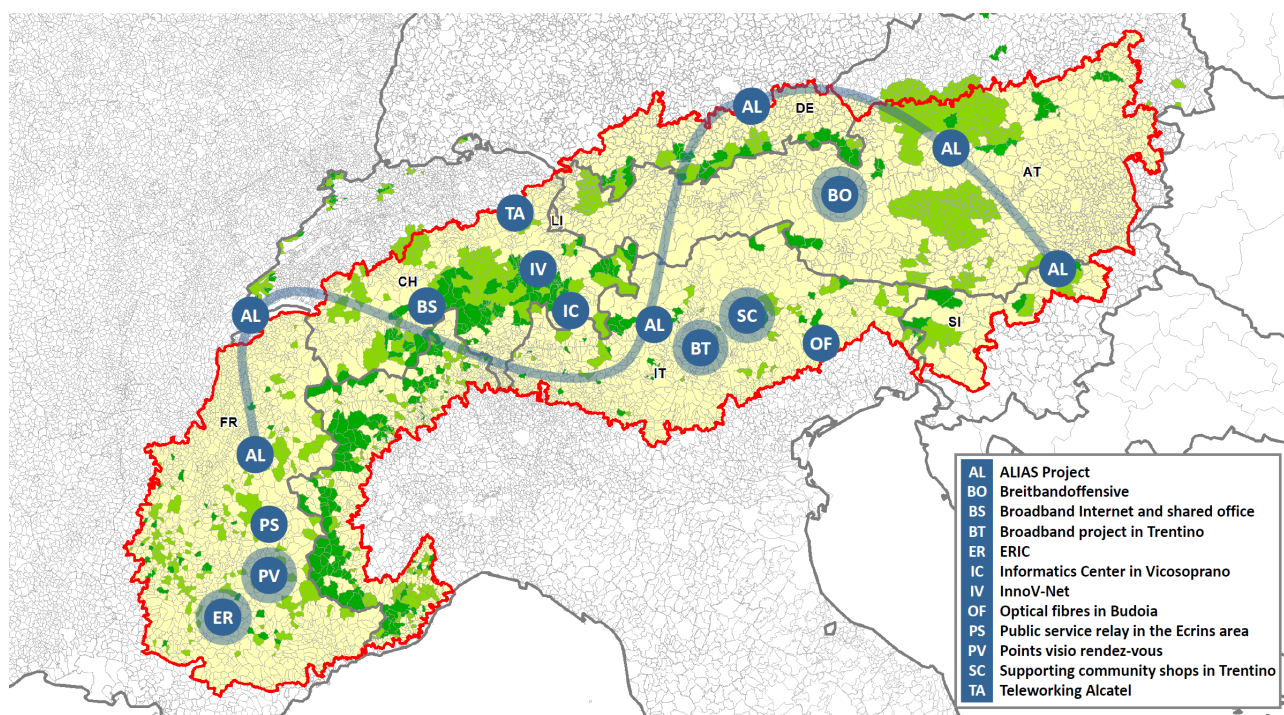







Illustration 5 – Best practices referring to the category “Non-mobility solutions”


ALIAS Project: hospitals networking for telemedicine 	
Location	<p>Lombardy Region and Friuli Venezia Giulia region. Rhône Alpes region in France, Carinthia state (Land) in Austria, Slovenia, state (Land) of Bavaria in Germany and Canton of Geneva in Switzerland were the other European areas involved in the ALIAS project.</p> <p>Alpine Convention municipalities</p>
Category, mode of transport	Innovative solutions for providing services in sparsely populated areas, increasing of the knowledge on the territorial dynamics and elaboration of a strategy for the development of the area and for the safeguard of the services.
Service organizer, stakeholders	No data available.
Target groups, service users	No data available.
Problems to be solved, origin of the service	Limited access to healthcare and quality of care are inextricably intertwined. Improving access to care in medically rather underserved areas and better professional interactions for local providers increase healthcare services quality in these areas. One way to address the accessibility issue is through the “redistribution” of specialists and clinical resources available in urban healthcare centres to these Alpine Space areas. Telemedicine (eHealth) allows this to take place without physical relocation of providers by eliminating the significance of time and distance between patient and providers.
Specification of initiative	<p>ALIAS project (July 2011 – October 2012) was aimed to offer ICT public services for citizens and professionals. The project enabled the creation of a network shaping the ALIAS Virtual Hospital, networking 12 pilot nodes, for sharing medical information and exchanging best clinical practices, to improve the efficiency of hospitals in remote Alpine areas. Two telemedicine services have been developed and piloted:</p> <ul style="list-style-type: none"> • Information provision allowing healthcare professionals of any ALIAS hospital network to access information about a patient coming from any (other) ALIAS region, upon his consent. • Advice querying allowing any healthcare professional of the ALIAS hospital network using telemedicine tools to require expert advice on a patient under treatment.
Operation	No data available.
Communication, information and marketing	No data available.
Evaluation, assessment	<p>At the end of the project, 12 pilot sites were in the position to run the ALIAS services. The principle that has guided the development of the ALIAS platform has been the enhancement of the community welfare in the Alpine Regions. In this light, if ALIAS was conceived as a first step of the cooperation between the Lombardy and Rhône-Alpes regions in the healthcare sector (a Memorandum was signed in 2008), during its implementation new opportunity of cooperation originated from the strong will of all the involved Regions to reinforce that kind of cooperation to neighbouring regions. With this prospect, during the ALIAS timeframe, the healthcare Ministry of Lombardy signed 2 letters of intent with Friuli Venezia Giulia Region (2010) and the Bavarian Ministry of Environment and Public Health (2012).</p> <p>Further initiatives have been also recently started by Lombardy region with local healthcare authorities in Slovenia and Austria. This policy framework promises to give coherence and continuity to a transnational initiative which has a strong policy commitment and a long-term vision for making its results sustainable and reusable. Finally, the ALIAS initiative has been included in the Strategic Plan for 2012 of Lombardy Region driving the implementation of healthcare policies.</p>
Conditions of success or failure, strong and weak points	No data available.
Transfer possibilities and reproducibility	Given the results achieved by the ALIAS operation and the positive experience gained through the deployed services, the project partners, enlarged to new actors, committed them to capitalize the work done escalating the ALIAS central platform to include new services directed towards both patients and Primary Care services. Under the framework of the Alpine Space Programme 2007-2013, the NATHCARE project (Networking Alpine Health for Continuity of Care) may be seen therefore as the natural evolution of the system ALIAS.
Contacts and sources	www.aliasproject.eu


Breitbandoffensive: investment offensive for high-speed Internet		
Location	All regions in Austria with slow Internet access, especially rural, remote regions.	Alpine Convention municipalities
Category, mode of transport	High-speed Internet access, measure to improve communication.	
Service organizer, stakeholders	Federal Ministry for transport, Innovation and Technology in cooperation with other stakeholders (EU support programs for rural areas, Ministry for Environment in its responsibility for the development of rural regions, communities and Internet providers).	
Target groups, service users	Almost all branches of economy benefit by a high-speed Internet access, also tourism. Moreover, private households have advantages thanks to better Internet function, e.g. for tele-learning, tele-working or tele-shopping. Currently 80% of the Austrian population use Internet.	
Problems to be solved, origin of the service	In the Next Generation Networks (NGA) with a download rate of at least 30 Mbit / sec, in Austria the supply rate is 69.5%. This value is above the EU average (53.8%) but significantly behind the leading European States with almost a full supply rate such as the Netherlands and Belgium. Especially in Alpine valleys the access to high-speed Internet communication is worse than in agglomerations, as looking at the interactive map www.breitbandatlas.info/map.php shows. Without public financial support on third of the Austria population would not be supplied by high-speed Internet access.	
Specification of initiative	<p>The Federal Ministry for transport, Innovation and Technology worked out a master plan to improve the accessibility to high-speed Internet (broadband).</p> <p>In autumn 2014, the financial support programs based on this master plan will be agreed with the European Union. The first call will start in 2015. From 2016 will be invested annually EUR 200 million for the widespread deployment of broadband networks to achieve in 2020 an approximately 100% coverage with ultra-fast Internet (100 Mbit / sec).</p>	
Operation	<p>The offensive for improving the access to high speed Internet in general will build up on 3 approaches:</p> <ul style="list-style-type: none"> • Infrastructure investments in rural regions: based on the experience with the previous funding program in the period from 2015 the new program "Breitband (broadband) Austria in 2020" will be implemented. In the frame of this program existing-broadband access networks will spatially extended and improved in quality, also existing island solutions (fixed and mobile communication) should be connected to the powerful communication networks. • Technical support of empty piping projects: empty pipes for future needs should be suitable for the requirements of high-speed Internet; therefore projects are supported in the frame of the "Breitband Offensive" for Austria. In cooperation with the largest installers and suppliers of communication networks the Federal Ministry for Transport, Innovation and Technology has elaborated a planning guideline for high speed Internet (broadband), which provides technical assistance for the implementation of infrastructure, which is helpful especially for municipalities, associations of municipalities, planners and developers. Supported measures must follow the requirements of the above-mentioned guideline. • User Support: the third approach to achieve better access to high speed Internet is the support of solutions for users, especially for small and medium enterprises. 	
Communication, information and marketing	The strategy for better access to high speed Internet is well communicated on the website of the Federal Ministry for Transport, Innovation and Technology www.bmvit.gv.at/telekommunikation/breitbandstrategie/index.html and by press releases. Moreover, e.g. the chamber of commerce inform companies to the strategy and measures.	
Evaluation, assessment	<p>As the strategy is under way, no ex-post evaluation is available, but the economic forecasts show positive impacts.</p> <p>A study of the Austrian Institute of Economic Research (WIFO) came to the result that an increase of 10% of the broadband (high speed Internet) leads to an increase in GDP of 1.2% (refers to a World Bank study). WIFO has also calculated that an investment of EUR 1 billion creates more than 40,000 jobs.</p>	
Conditions of success or failure, strong and weak points	It can be expected that the strategy to improve access to high speed Internet will be successful; a risk can be technological changes which lead to lost investments.	
Transfer possibilities and reproducibility	Strategies to improve the access to high speed Internet are in principle transferable and useful, especially for rural regions.	
Contacts and sources	www.bmvit.gv.at/telekommunikation/breitbandstrategie/index.html	


Broadband Internet access and shared office space		
Location	Blatten (canton of Valais)	Core municipalities
Category, mode of transport	Broadband Internet access and installation of shared office space in old farming-houses in the centre of the community (communal planning and promotion of economic development).	
Service organizer, stakeholders	<p>The community of Blatten came to an agreement with the Swiss Internet provider Swisscom to install a broadband Internet access for the community (fibre optic cable).</p> <p>At the same time, the community faces problems concerning the community planning: many farming-houses in the centre of the community are not in use anymore and have been abandoned due to heritages and fragmented ownerships. The community is planning to revitalize its dead village centre by finding new (common) use for some of the abandoned houses. One idea includes shared office space, using synergies between the goal of wanting to offer common space for the local population in the town centre and the new technology of broadband Internet as well as the will to find creative solutions for the long commuting trips to work of many inhabitants. There are only a very limited number of employment options in Blatten, so many inhabitants have to find work in distant towns.</p> <p>The town hopes to find partners among large firms in order to allow teleworking solutions for the employees who work in the IT sector or who have other occupations which allow teleworking during the week.</p>	
Target groups, service users	<p>Potential employees from the peripheral areas who do not want to commute every day to their far-away workplace. Since many mountain farmers only work part time on their original job and have a secondary employment on the side (often for a firm in the valley or next larger town and often computer-based jobs), there is expected to be a high potential and demand for such flexible solutions who help to easier coordinate those two employments .</p> <p>The project would help to cut the number of employees who commute many times a week to their distant workplace. It would also create social cohesion among the inhabitants who would receive a common working place with all infrastructure needed within their community.</p>	
Problems to be solved, origin of the service	<p>The municipality has to bear some of the costs of the broadband Internet service installation since the small number of Internet connections in the municipality proves not to be enough cost-effective for the Internet provider. The political stakeholders had a strong will to provide this service for the municipality and named especially the promotion of local economic development and the prevention of depopulation as their main objectives. The fragmented ownership of the houses in the community centre makes any agreement on the use of the buildings very complicated. So far, the community has not been able to come to an agreement with any inheritors or absent owners.</p> <p>In order to install a shared office space, the community needs partners among the employers of its population. It has to negotiate flexible working models and the possibility of teleworking/part time working, etc. While shared office spaces with common infrastructure for freelancers or employees of micro-firms are successful concepts in urban areas, the small number of potential workers in Alpine areas makes it essential to negotiate the demand for such an offer beforehand and to find interested partners among employers and employees.</p>	
Specification of initiative	The idea for the project comes from a student project who was launched by the town of Blatten, who asked students from the ETH Zurich (in collaboration with Prof. Gion A. Caminada) to come up with ideas for what to do with the abandoned houses in the town centre and how to foster the local economy. There are also other ideas to reuse the abandoned buildings in the town centre. Shared office spaces are only one option among others.	
Operation	The project is not yet in place. The broadband Internet access will be provided in 2014/2015. Any projects concerning shared office spaces have not been launched yet.	
Communication, information and marketing	No data available	
Evaluation, assessment	No data available	
Conditions of success or failure, strong and weak points	A very strong point of the idea is the simultaneous resolution of many problems: the project offers an important service for the municipality (Internet access), but it goes beyond that: it tackles the need of a revitalization of the community centre and offers at the same time a creative solution for the long commuting distances. It also helps to create work places within the community. Although it can be a strong point to have many partners, the project needs many supporters (owners of buildings, firms, community stakeholders, employees).	
Transfer possibilities and reproducibility	Generally, the idea is reproducible for other areas as long as there are businesses that are ready to invest in such a project. The particularity of the Alcatel example is the lack of competent employees. At the time, Alcatel was particularly interested in recruiting engineers from the Alpine area and was therefore ready to invest in a remote satellite.	
Contacts and sources	<p>www.blatten-vs.ch</p> <p>Mayor Lukas Kalbermatten info@blatten-vs.ch</p> <p>Radio broadcast on the project in Blatten in Swiss German: www.srf.ch/sendungen/doppelpunkt/das-leben-und-ueberleben-in-den-alpen-3</p>	


Broadband project: Internet connectivity in Trentino		
Location	Autonomous Province of Trento.	Core municipalities
Category, mode of transport	High-speed Internet access. Sustainable re-launching of the local/regional competitiveness, innovation as a driver of a sustainable development which preserve culture and population, creation of qualified employment dealing with the brain drain phenomena.	
Service organizer, stakeholders	Trentino Network is the public society created by the Autonomous Province of Trento in 2004 for the management of Trentino's telecommunication infrastructure and for the realization of new broadband networks.	
Target groups, service users	No data available.	
Problems to be solved, origin of the service	<p>Before the creation of "Trentino in Rete" project, two thirds of Trentino Municipalities (150 out of 223) were not covered by ADSL connection. The Internet access provided by national operators reached 65% of inhabitants living in Trentino, mainly concentrated in areas with higher population density. As a consequence, most peripheral and mountain areas found little or no interest for national operators. Since 2006, Trentino in Rete promoted a capillary diffusion of fast Internet connection in the whole Trentino through most innovative technologies available on the market.</p> <p>The project of the Autonomous Province of Trento, called "Trentino in Rete", was born to provide each citizen a fast, safe and reliable Internet connection, reducing the digital divide occurring in many areas of the Province. The territory of the Province is composed also by low-density areas and mountain areas difficult to reach. The Autonomous Province of Trento has developed a comprehensive strategy and has made an effective long-term programming. The overall goal is very ambitious: bring fast Internet connections to all the Trentino's households.</p>	
Specification of initiative	No data available.	
Operation	No data available.	
Communication, information and marketing	No data available.	
Evaluation, assessment	<p>The state-of-the-art and progress made can be detected on the website, regarding the specific typologies of Internet connections established. More specifically:</p> <ul style="list-style-type: none"> • Wireless network at 2,4 Ghz (wifi) www.trentinoinrete.it/it/quando/oggi/mappatura-della-rete • Network at 5,4 Ghz (Hiper.lan) www.trentinoinrete.it/it/quando/oggi/mappatura-della-rete • List of municipalities where it is possible to dispose of ADSL2+ technology (about 90% in 2013) www.trentinoinrete.it/it/quando/oggi/i-comuni-raggiunti-dalladsl2 	
Conditions of success or failure, strong and weak points	No data available.	
Transfer possibilities and reproducibility	A successful example of implementation and managed at regional scale, transferable to other Alpine provinces/regions and other Italian mountain areas (notably more scattered and depopulated areas along the Apennines).	
Contacts and sources	www.trentinoinrete.it/	


ERIC: Internet resource centres in PACA		
Location	About 160 locations in the Provence-Alpes-Côte d'Azur region, of which about a half are within the Alpine Convention area.	Core municipalities
Category, mode of transport	High-speed Internet access – New technologies.	
Service organizer, stakeholders	The Provence Alpes-Côte d'Azur region, in partnership with the European Union and central government, set up the ERIC program in 2001.	
Target groups, service users	ERIC centres are open to all citizens.	
Problems to be solved, origin of the service	To reduce social inequalities due to lack of Internet access, the Provence-Alpes-Côte d'Azur region put digital innovation at the heart of its priorities. In 2001, the Provence-Alpes-Côte d'Azur region created the ERIC resource centres (Espaces Régionaux Internet Citoyen – Internet Regional Responsible Spaces), allowing free (or low cost) Internet access and technical support. These centres were set up throughout the region. ERIC spaces were created to help citizens get to grips with information and communication technologies, and help to prevent exclusion from the information society. 10 years on, ERIC centres are now directed towards digital services in domains such as social insertion, further education, cultural and leisure activities, sustainable development, etc.	
Specification of initiative	ERIC centres are a network of 160 locations situated as closely as possible to citizens and spread throughout the region. About 35% of ERIC centres are located in rural areas. These centres are opened to all. 300 trainers provide assistance to users learning about new technologies. Trainers favour the grouping and the transfer of experiments as well as the exchange of know-how and best practices.	
Operation	ERIC is managed by local authorities (municipalities, community of municipalities, regional parks, etc.) as well as associations in charge of socio-educative, cultural or economical activities. Free Internet access, introduction to office automation, web-browsing, e-government are the essential services provided. Those services are generally coupled with employment support, especially in rural areas. ERIC centres also teach leisure activities such as digital photography. Services are often free of charge, or at very low rates.	
Communication, information and marketing	Initially, the Provence-Alpes-Côte d'Azur region was faced with advertising difficulties, as no specific funding had been assigned. Now, communication about the ERIC centres is organized through an association that is a driving force behind the experiment: the ARSENIC association, created at the initiative of the ERIC managers. The association organizes and operates numerous actions throughout the territory all year round.	
Evaluation, assessment	<p>74% of the ERIC centres have less than 800 users a year, and only 8% more than 1,600. Since 2008, attendance has been constant or has increased in more than 85% of the ERIC centres, even though household Internet access is increasingly widespread. Most users are retired (36%), unemployed people (29%) and schoolchildren (19%). Only 17% of users are working people. Impacts of the ERIC centres on travel practices have not been assessed.</p> <p>After 10 years of existence, the Provence-Alpes-Côte d'Azur region wishes the ERIC centres to become local centres for digital resources. This initiative was launched with a survey conducted over 2012 and 2013. Stemming from a partnership between the Provence-Alpes-Côte d'Azur region, the ARSENIC association and a social science research laboratory, this survey had two main objectives: conduct an inventory of the ERIC network (operating procedures of each centre, services provided, etc.) and favour reflections about the future of the ERIC program. The Provence-Alpes-Côte d'Azur region approved the new "ERIC, digital resource centre" plan in June 2013.</p>	
Conditions of success or failure, strong and weak points	The strong point is probably the human assistance that can be provided to users. The professionalism of the trainers in each ERIC centre should be highlighted: specific jobs have been created within the framework of regional employment contracts. Geographically, the ERIC network is dense and evenly spread out, offering good coverage of the whole territory. Impacts of this initiative on mobility patterns are indirect and remain difficult to assess. ERIC centres do not eliminate the trip, but only limit its length.	
Transfer possibilities and reproducibility	The number of ERIC centres and its continuous extension in the whole Provence-Alpes-Côte d'Azur region shows that this initiative is easily reproducible and transferable.	
Contacts and sources	<p>http://emergences-numeriques.regionpaca.fr/</p> <p>Région Provence-Alpes-Côte d'Azur Direction de l'Économie Régionale, de l'Innovation et de l'Enseignement Supérieur 27 place Jules Guesde – F-13481 Marseille cedex 20 Natacha Crimier – Chef de projet: ncrimier@regionpaca.fr – Phone: +33 4 91 57 53 88</p>	


Informatics centre in Vicosoprano		
Location	Village of Vicosoprano, Municipality of Val Bregaglia, in the canton of Grisons.	Alpine Convention municipalities
Category, mode of transport	Informatics infrastructure.	
Service organizer, stakeholders	Community of Vicosoprano, public entities of the canton of Grisons, in charge: association “Centro Infromatico Bregaglia (CIB)”.	
Target groups, service users	Local population, all ages.	
Problems to be solved, origin of the service	The Val Bregaglia is very remote and not all community members have access to Internet – or know how to use it. In the informatics centre in Vicosoprano, two classrooms display infrastructure for Internet and computer classes for adults as well as schools. There is also a conference room with video transmission and infrastructure for business presentations or workshops.	
Specification of initiative	<p>The general idea of the project is to get the Val Bregaglia “closer to the outside world” – at least virtually.</p> <p>Not all community members, local schools and businesses display the technological infrastructure to appropriately use computers and the Internet. In the Informatics centre, schools can use class rooms to educate youngsters, there are regular upgrade training courses for adults of the region and in the near future, there will be specific classes for mountain farmers which will be adapted to their specific computer needs. Apprentices from the region use the informatics centre to virtually participate in classes at their school in the neighbouring valley and local businesses can book the rooms for business presentation, conference calls or video transmissions.</p> <p>There are also regular events with transmissions of national or international presentations by representatives in the field of economics, politics or society. “Despite our remote location, our community members can thereby participate in high level cultural entertainment or education even though it’s actually happening in Zurich, Lugano or even outside of Switzerland”, explains the coordinator and director of the centre, Maurizio Michael.</p>	
Operation	Regular opening hours, open to the public, evening classes and special events, reservations possible. Financed by the help of the Swiss Mountain Aid (“Schweizer Berghilfe”).	
Communication, information and marketing	Regionally well known, information through schools and the community, classes and current offers regularly announced.	
Evaluation, assessment	The CIB shows a very successful way of “bringing the valley closer to the outside world” without physical mobility. The centre not only provides educational and cultural opportunities, it also helps local businesses, people and youngsters to participate in activities which normally imply to leave their home valley. The centre is a very modern, creative and innovative way to avoid mobility and to foster local economy and education at the same time.	
Conditions of success or failure, strong and weak points	Very well operated, works well and is frequently used.	
Transfer possibilities and reproducibility	Reproducible in areas with a sufficient amount of people in a certain catchment area.	
Contacts and sources	<p>www.infocib.ch/ www.puntobregaglia.ch/</p> <p>Regiosuisse PuntoBregaglia – Ufficio di sviluppo CH-7603 Vicosoprano Maurizio Michel – Coordinator and director maurizio.michael@regiosuisse.ch – Phone: +41 81 834 01 10</p>	


InnoV-Net: Education in remote areas		
Location	Surselva district in the canton of Grisons.	Core municipalities
Category, mode of transport	Education, local work opportunities.	
Service organizer, stakeholders	The small graphic design business “communicaziun.ch” and the association InnoV-Net.	
Target groups, service users	Young people of the community.	
Problems to be solved, origin of the service	In 2008, there have been only four graduates in graphic design from apprenticeship training in the canton of Grisons. Due to a lack of educational opportunities, young people are forced to move away or to commute daily to larger cities. The small, local graphic design business “communicaziun.ch” didn’t have the means to offer apprenticeship trainings to local youngsters. Together with the cantonal vocational advisor they approached the association “InnoV-Net” in order to be assisted.	
Specification of initiative	Communicaziun.ch wanted to offer apprenticeship in order to support local youngsters but didn’t have the means to do so. Realizing that several local businesses faced similar problems, they approached InnoV-Net and asked for assistance in order to elaborate a report on the current state of apprenticeships in the Alpine region. The report, so they hoped, would provide important information and a foundation for possible (financial) assistance.	
Operation	InnoV-Net approved the project and indeed, the report had immediate effects: The “Swiss Sponsorship of Alpine Regions” (Schweizer Patenschaft für Berggemeinden) was convinced by the claim of Communicaziun.ch and agreed to finance two apprenticeships during the next four years.	
Communication, information and marketing	There has been no specific marketing about the project besides the appearance in the newsletter of InnoV-Net and the publication of the actual apprenticeship openings.	
Evaluation, assessment	The project shows a good way to support both local businesses and local youngsters. Thereby it avoids the necessity of businesses to find more central locations and youngsters to either move away or commute daily to larger cities.	
Conditions of success or failure, strong and weak points	At the time, two youngsters are being trained to become graphic designers at communicaziun.ch. The two apprenticeships are secured for the next four years. Financial support will always be necessary.	
Transfer possibilities and reproducibility	The initiative in Surselva was taken by a specific business but It is imaginable that such a project to promote local apprenticeship could be offered by public entities or associations to local businesses.	
Contacts and sources	www.sab.ch/uploads/media/ST196_InnoVnet_02.09_de_fr.pdf	

Optical fibres in Budoia		
Location	The Municipality of Budoia is placed along the Alpine foothills not far from the urban area of Pordenone.	Alpine Convention municipalities
Category, mode of transport	High-speed Internet access. Innovation as a driver of a sustainable development, educational opportunities for mountain young people, innovative solutions for providing services in sparsely populated areas.	
Service organizer, stakeholders	NCS Group, private company who realized the wiring system.	
Target groups, service users	All inhabitants, firms and public bodies.	
Problems to be solved, origin of the service	Since two years ago Budoia was not served by fast Internet connections, making the territory unable to host public and private services needing the Internet connection.	
Specification of initiative	<p>Thanks to a public-private partnership between the Municipality of Budoia and NCS Group, Technologica Pole Polo of Pordenone and the Union of Industrials of Pordenone, the whole municipal territory has been wired up.</p> <p>Costs were up to the private, which used the public network of street lighting for the installation. The agreement includes free connection for the municipal buildings as well some open wifi areas in the municipal territory. Budoia is the first Italian community entirely wired up with FTTH optical fibres (Fibre To The Home).</p>	
Operation	No data available.	
Communication, information and marketing	No data available.	
Evaluation, assessment	<p>All the public buildings are now wired up; schools are wide and use interactive multimedia boards. Library is equipped with multimedia devices and an ICT room is used by the students and by elderly for ICT training. New services for tourists are accessible thanks to the public wifi areas and safety has been implemented with a video-surveillance system linked to the fibre-network. The new urban plan take into account the new services as well the new needs, including the spaces for the workers of this new ICT related economy.</p> <p>Thanks to all these enhancements, it is expected that the number of inhabitants living in Budoia may continue to grow (about 600 more residents came to Budoia in the last years, passing from 2000 to 2.600 overall units).</p>	
Conditions of success or failure, strong and weak points	No data available.	
Transfer possibilities and reproducibility	Other mountain municipalities (such as Polcenigo and Caneva) have taken as an example the project realized of Budoia.	
Contacts and sources	www.comune.budoia.pn.it/index.aspx	

Points visio rendez-vous: Video-conferencing meeting points in the Hautes-Alpes		
Location	About 25 municipalities in the Hautes-Alpes department.	Core municipalities
Category, mode of transport	New technologies – Video-conferencing system to contact several administrations or public bodies.	
Service organizer, stakeholders	Service managed by the Hautes-Alpes Department, with funding from the European Regional Development Fund, central government and the Provence-Alpes-Côte d'Azur region. The project is owned by central government (Hautes-Alpes department prefecture), as it is part of the national initiative "more services to the public" managed by the DATAR, the French agency in charge of territorial development.	
Target groups, service users	The aim is to limit the trips of anyone wishing to contact a public body.	
Problems to be solved, origin of the service	The Hautes-Alpes department (140,000 inhabitants, 24 inhabitants per square km) is located at the heart of the French Alps. It is characterized by significant travel difficulties, especially in winter. Journey times are significant, given the topography. As public bodies are usually located in the main cities, people living in remote areas are particularly penalized in terms of access to public services.	
Specification of initiative	<p>The "points visio rendez-vous" are video-conferencing meeting points, enabling users to get in direct touch with public bodies. Users requiring information from an administrative body, who do not wish to travel (or are unable to do so), can contact one or several administrations without wasting time on road travel or in queues at the counter.</p> <p>At the video-conference point, human technical assistance is provided if necessary for the functioning of the installation as well as a printer-scanner if necessary. All video conference calls are made in a specific room guaranteeing the confidentiality of the exchanges between the user and the public body.</p>	
Operation	<p>22 "points visio rendez-vous" are distributed on the Hautes-Alpes department. More than 25 public services bodies can be joined with this facility: general administration, employment centre, health insurance centre, chamber of commerce, social security centre, etc.</p> <p>There is no specific procedure for making a video-conference call. An appointment is organized at the closest video-conferencing meeting point. At the agreed day and time, the user sits in front of a screen with a webcam, which automatically turns on to get in touch with the public service employee. Most administrative tasks can be carried out during the appointment, through the use of a scanner printer (identity papers, forms etc. can be provided).</p> <p>The technical solution is intentionally flexible and lightweight to avoid significant investments in terminals. Video-conferencing meeting points operate with a web conference web camera, headset (public service side) or table microphone (user side) and a conventional computer with video software adapted for this purpose.</p>	
Communication, information and marketing	No information available.	
Evaluation, assessment	<p>After a first year marked by many difficulties (bankruptcy of the main provider, many technical problems, etc.) the first results appeared in 2012, following the commitment of the employment centre (with a large increase in the number of appointments made).</p> <p>Video-conferencing meeting points should be used as additional means of contacting public services. They do not systematically replace the face-to-face appointments, but provide the user with the choice of travelling to the service or conducting administrative tasks locally. The system is all the more interesting when it includes a large number of public services.</p>	
Conditions of success or failure, strong and weak points	<p>The use of video-conferencing meeting points now seems to be an efficient means of facilitating access to public services in rural areas. However, their use still raises some concerns from users who are generally unaccustomed to new technologies. In the Hautes-Alpes department, the video-conferencing meeting point ergonomics have been specially been studied for people with social problems.</p> <p>Major advertising and assistance is necessary to convince public bodies to join the initiative: this new system modifies work habits, both at the organizational level and at an individual level. Moreover, the video-conferencing meeting points do not eliminate the trip, but only limit its length.</p>	
Transfer possibilities and reproducibility	This system seems to be easily transferable. A total of 50 "points visio rendez-vous" is expected in the Hautes-Alpes department.	
Contacts and sources	<p>http://pointvisio.hautes-alpes.fr/ http://agenda21.cg05.fr/692-i1-mettre-en-place-des-points-visio.htm/</p> <p>Département des Hautes-Alpes Service informatique et projets innovants Place Saint Arnoux – CS 66005 – F-05008 Gap Christophe Lombard: c.lombard@cg05.fr – Phone: +33 4 92 40 39 25</p>	

Public services relay in the Ecrins area		
Location	The “public service relay” is located in L'Argentière-La Bessée (2,320 inhabitants) with a second office in Pelvoux (470 inhabitants), but benefits all the municipalities of the Community of municipalities.	Alpine Convention municipalities
Category, mode of transport	Versatile structures public reception to obtain information and perform administrative tasks under several administrations or public bodies.	
Service organizer, stakeholders	The “public service relay” has been set up by the Community of municipalities, with funding from the French central government, the European Union and the Provence-Alpes-Côte d'Azur region.	
Target groups, service users	All community members wishing to contact a public body.	
Problems to be solved, origin of the service	<p>The community of municipalities of the Ecrins area is located in a mountainous area. It covers 9 municipalities with a total of 6,600 inhabitants. The average population density is below 15 inhabitants per square km. Traffic conditions (a single road, adverse weather conditions), the isolation of some villages, the problem of mobility does not allow people to access public services and perform their administrative and social processes.</p> <p>Since 1996, the municipality of L'Argentière-La Bessée got involved in maintaining public services in its territory, with the creation of an “Employment and Training point”. The measure is extended to the whole community of municipalities in 2004, and obtained the “public service relay” in 2007. The second office opened in Pelvoux in 2011.</p> <p>The French central government introduced the “Public Services Relay” (“Relais Services Publics”) label in 2006 to reinforce the presence of public services in rural areas. This plan allows the state to be more involved and improves the quality of its public services. In any “Public Services Relay” in the whole country, an officer is present to guide the users in their administrative procedures. It is possible to see one person in one place, when gathering information and carrying out administrative procedures coming under several public organisations.</p>	
Specification of initiative	<p>The “public service relay” offers in one single place the ability to:</p> <ul style="list-style-type: none"> • Get government information and explanations for administrative correspondence; • Be supported in building a business and benefit from monitoring it; • Get an appointment and meet with public bodies: public services, associations, etc.; • Be supported when looking for employment; • Look at the documentary space: housing, public transport, youth information, etc. <p>The “public service relay” in L'Argentière-La Bessée is also a “Point visio rendez-vous” and an “ERIC” space (see corresponding good practices).</p>	
Operation	<p>The “public service relay” is open in L'Argentière-La Bessée from 09:00 to 12:00 and from 14:00 to 17:30 on Monday, Wednesday, Thursday and Friday; and from 09:00 to 12:00 on Saturday. A second office is open in Pelvoux (12 km from L'Argentière-La Bessée) every morning from Monday to Friday from 8:30 to 12:15.</p> <p>One officer is always present at the information desk. The officer is trained by the partners to welcome and help the users in their administrative procedures. More than 20 public bodies can be joined at the “public service relay”: job centre, health insurance, pension insurance, family allowance, justice council, Chamber of Commerce and Industry, etc.</p>	
Communication, information and marketing	A leaflet outlining the services provided and other practical information has been issued. This leaflet is common to several “public service relays” and other facilities. Moreover, information concerning the “public service relay” is available on the website of the Community of municipalities.	
Evaluation, assessment	The number of people contacting the “public service relay” is increasing: 3,700 in 2008, more than 5,500 in 2010 and more than 6200 in 2013 (approximately 5900 in L'Argenière and 300 in Pelvoux). The “public service relay” can significantly reduce the trip length to join public bodies (the administrative centres of Briançon and Gap are respectively 16 and 70 km from L'Argentière-La Bessée; 23 and 82 km from Pelvoux). Nevertheless, impacts of this initiative on mobility patterns have not been assessed.	
Conditions of success or failure, strong and weak points	One big change for public services involved in the “public service relay” initiative is the collaboration of people from different services, who are now able to work more efficiently together, thereby giving the users of public services a higher quality service. For the Community of municipalities, funding the “public service relay” probably remains the main issue.	
Transfer possibilities and reproducibility	This partnership can easily be applied to other situations and can be transposed in other Alpine remote or sparsely populated areas. Today, these “public service relays” are widespread in the whole French territory. More than 200 “public service relays” have been created between 2006 and 2010.	
Contacts and sources	<p>www.cc-paysdesecrins.com</p> <p>Communauté de communes du Pays des Ecrins 404 avenue du Général de Gaulle – BP 2 – F-05120 L'Argentière-La Bessée Stéphanie Davin-Poncelet: s.davinponcelet@cc-paysdesecrins.com – Phone : +33 4 92 23 07 83</p>	

Supporting community shops in Trentino		
Location	Autonomous Province of Trento.	Core municipalities
Category, mode of transport	Demographic upswing of a depopulated area, innovative solutions for providing services in sparsely populated areas.	
Service organizer, stakeholders	Provincial Department of Mobility of the Autonomous Province of Trento.	
Target groups, service users	People living in hamlets.	
Problems to be solved, origin of the service	The Autonomous Province of Trento has 217 municipalities with a total of 942 hamlets. According to data provided by the 2001 national census, 5,1% of the population lives outside hamlets (scattered houses); 7,9% in hamlets with less than 100 inhabitants; 5,3% in hamlets with 100-250 inhabitants. To maintain the vitality of the small hamlets it is crucial to have at least 1 shop.	
Specification of initiative	The scheme aims to help maintaining at least 1 shop in the hamlets with more than 100 inhabitants, considering that it is not viable for those with less inhabitants. At the time 61 hamlets over 100 inhabitants had no shop and 174 only one; as for bars and restaurants 72 had none and 83 only one. The scheme provides incentives for investments in the hamlets with no or only 1 shop and subsidies for shops, bar and restaurant operating in these conditions. In particular there are incentives for “multi-purpose” shops, that offer more services (photocopy, Internet, good delivery to residents, selling of additional products, etc.) beside their activity. A special logo is provided for these shops.	
Operation	Overall available funding grown up to EUR 1,400,000 in 2011 (183 subsidies).	
Communication, information and marketing	No data available.	
Evaluation, assessment	At the moment no numerical report is available but a positive feedback from the municipalities has been received.	
Conditions of success or failure, strong and weak points	No data available.	
Transfer possibilities and reproducibility	No data available.	
Contacts and sources	www.commercio.provincia.tn.it/multiservizi/ www.commercio.provincia.tn.it/binary/pat_commercio/multi_servizi/Servizi_periferia.1197545468.pdf	

Teleworking Alcatel		
Location	City of Mollis, in the canton of Glarus.	Alpine Convention municipalities
Category, mode of transport	Teleworking instead of commuting.	
Service organizer, stakeholders	Software developer firm Alcatel launched a teleworking project after its employee, electrical engineer Peter Kistler, had taken the initiative to avoid daily commuting between his home town Mollis and the office in Zürich (65 km).	
Target groups, service users	Potential employees from the peripheral areas who do not want to commute to Zurich.	
Problems to be solved, origin of the service	<p>The project is based on the idea of a single employee of the software developer firm Alcatel. In 1988, he asked for the creation of a “satellite” of the firm next in his home region. The firm had already opened a second office for 5 employees in Aadorf (between Winterthur and Frauenfeld, outside of the Alpine Convention area), and was interested in his idea. Because the firm was seeking highly educated engineers at the time, they hoped to increase their chances by offering more than just one central working place in Zurich.</p> <p>The project was finalized in 1989 and the office opened in 1990.</p>	
Specification of initiative	<p>The initiating employee helped to find office space and a team of local engineers who wanted to work for Alcatel but didn't want to move (or daily commute) to Zurich.</p> <p>For only CHF 46,000, the office was made ready for the new “satellite” firm and all infrastructures were installed (including a good telecom-technology for optimal contact between Zurich and Glarus). In may 1990, the first five employees start working in Mollis.</p>	
Operation	<p>During the next two years, the telecommunication technology is constantly enhanced (as broad-band Internet is not a regularity yet) and the local employees are able to combine their peripheral life style with office hours: one employee reduces to working 50% in order to be able to work on his family's farm the rest of the time. Alcatel communicates that “combining High-Tech and Agriculture” is a strong symbol for modern working methods of Switzerland's future.</p> <p>The office adapted the principle of “management by objectives” (MBO) with target agreements for every project as well as general goals. The instruments and technologies used in Mollis are the same as in Zurich.</p>	
Communication, information and marketing	Alcatel used the local knowledge of their employee to set up the new satellite and let him be in charge of the project in order to meet the potential employees' needs. They also let the employees adapt their work to their (Alpine) lifestyle, which differs significantly from the urban lifestyle of their employees in Zurich.	
Evaluation, assessment	The project was one of the only satellite working places in Switzerland, especially within the Alpine region. The flexibility of the employer and their sensitivity for the particular needs of the Alpine population is notably remarkable.	
Conditions of success or failure, strong and weak points	<p>During the first ten years of work, the personnel in Mollis changed very little, indicating satisfactory work quality. Alcatel intended originally to expand the new satellite but this never happened. In 2000, the office in Mollis was closed.</p> <p>It surely was an example of how to create work places in a remote area and to prevent long commuting of the Alpine population to their urban work place.</p> <p>In retrospective, the actual operation is somewhat hard to judge, as there is very little information available.</p>	
Transfer possibilities and reproducibility	Generally, the idea is reproducible for other areas as long as there are businesses who are ready to invest in such a project. The particularity of the Alcatel example is the lack of competent employees. At the time, Alcatel was particularly interested in recruiting engineers from the Alpine area and was therefore ready to invest in a remote satellite.	
Contacts and sources	http://mpira.ub.uni-muenchen.de/4443/1/MPRA_paper_4443.pdf (page 200)	

C.2.4. Organisation and mobility management measures

12 initiatives referring to the category “Organisation and mobility management measures” have been found. This category groups all measures that do not create additional mobility offers, but improve pre-existing offers or make them more easily accessible for users. It concerns all marketing, communication and pricing measures, but also all cooperation measures among stakeholders during planning and implementation to create awareness for each other’s needs and constraints. It also includes all mobility information packages or sustainable mobility education initiatives.

Good practices collected in this category are very miscellaneous. Some of them seek to enhance complementarity between various mobility services (public transport services, car-sharing, carpooling, taxis, etc.) within a given territory, first of all by providing a listing of these services (Alpentaxi, Immer mobil: Individual transport services for elderly in rural areas, etc.), sometimes by developing payment systems unified between different services (e-GAP intermodal, etc.).

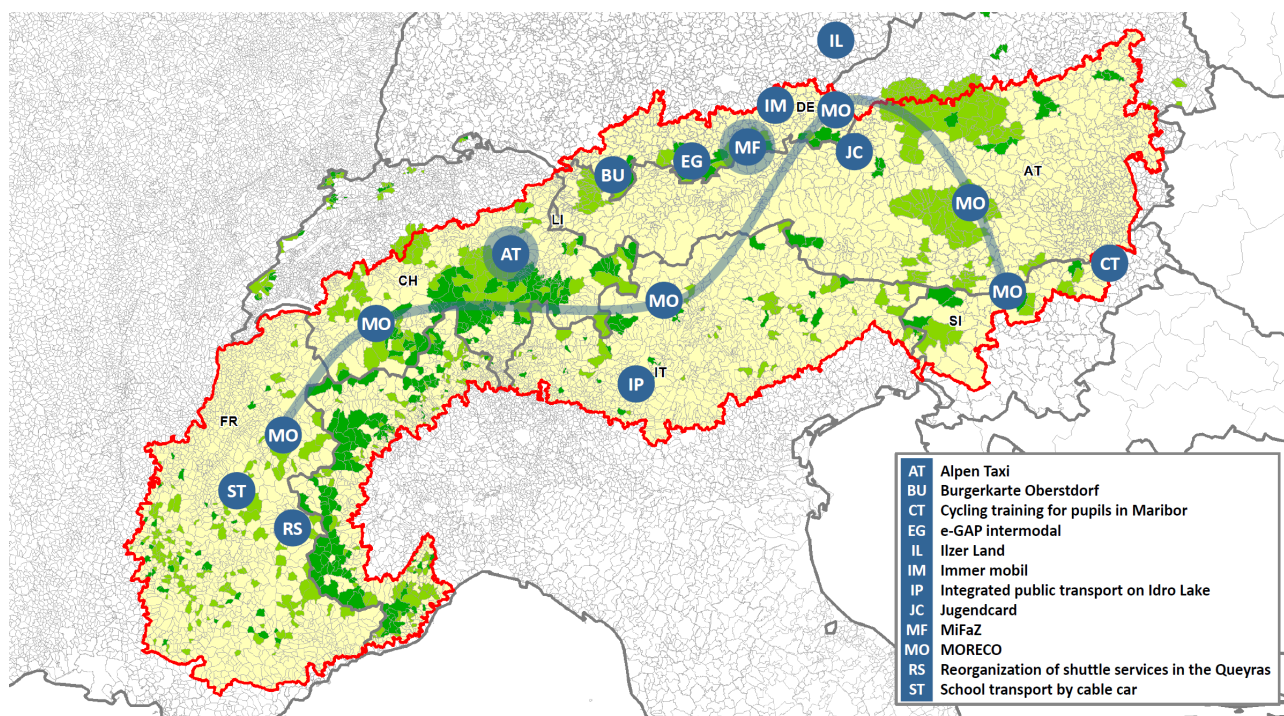






Illustration 6 – Best practices in the category “Organisation and mobility management measures”


Alpentaxi 	
Location	Over 300 locations in Switzerland, mostly within the Alpine Convention area. 
Category, mode of transport	Taxi service.
Service organizer, stakeholders	The association “Mountain Wilderness” coordinates the Alpentaxi operators who are mostly local individuals.
Target groups, service users	Mostly alpinists, hikers, tourists and holiday residence holders.
Problems to be solved, origin of the service	Even though urban centres in the Swiss alps are well connected by public transport, many alpinists, hikers, tourists or holiday residence holders are dependent on cars since the “last mile” is often not connected to the public transport network. The idea of Alpentaxi is to offer a solution for this last mile by extending the public transport network with a semi-public transport system.
Specification of initiative	<p>There are many Alpentaxi vehicles in over 3,000 locations in remote areas of Switzerland, from which some are regular taxis (cars) and others are on-demand buses or funiculars. They operate between the last station served by regular public transport and any destination of its clients. By offering a transport service on this “last mile”, the service provides an interesting alternative to private car use. It has also become an important source of income for local population, as the service operators are mostly local individuals.</p> <p>The project is co-financed by the service centre for innovative mobility of the Federal Department of the Environment, Transport, Energy and Communications (DETEC) and has been launched in 1996. At first there were about 30 Alpentaxi services, which have grown to around 300 providers today.</p>
Operation	All service providers are authorized, organized and coordinated by the association “Mountain Wilderness”, but operate independently. The individual offers are therefore unique and do not always function in the same way. Some providers work “on-demand” and at any time of the day. Others only operate after previous reservation. Information is available on the website of mountain wilderness or in their Alpentaxi brochure.
Communication, information and marketing	<p>Most communication is done by the website http://alpentaxi.ch. Clients can find information concerning all service providers for free on an interactive platform. Mountain Wilderness has many partners who help to promote the project, such as the popular platform SchweizMobil, the Swiss Alpine Club or the Alpine platform Bergportal, as well as numerous hiking guides and sport equipment stores.</p> <p>By uniting all individual service operators into a single body, the label “Alpentaxi” helps to promote the service, to be recognized by media and to help users to locate a convenient local provider.</p>
Evaluation, assessment	The continuous extension of the project might be the best proof of its successful operation. Between 1996 and 2010, the number of providers has grown from around 30 to around 300. The individual services have become important pillars of local economies.
Conditions of success or failure, strong and weak points	<p>The strongest point is probably the individuality of each service provider. While the label Alpentaxi allows to promote the services altogether in a very effective way, each project functions independently and is adapted to local circumstances and the needs of its clients as well as possibilities of the service provider.</p> <p>The experience of Alpentaxi shows that it is very much recommendable to unite as many service providers as possible into one single body in order to enhance name recognition and to facilitate coordination. It is important that clients can choose between the individual services within one single system (website, brochure, etc.)</p>
Transfer possibilities and reproducibility	The continuous extension shows that the project is very much reproducible. Especially the possibility of differently managed services allows for individual reproducibility according to local circumstances.
Contacts and sources	<p>http://alpentaxi.ch/ Mountain Wilderness Sandrainstrasse 3 – CH-3007 Bern Patrick Jaeger – Project manager patrick.jaeger@mountainwilderness.ch – Phone: +41 31 372 30 00</p>


Bürgerkarte Oberstdorf		
Location	Oberstdorf and Kleinwalsertal, in the Oberallgäu district.	Additional municipalities
Category, mode of transport	Integrated fare system for municipal bus and cable cars (during summer season) giving additional discounts for recreational facilities (baths, etc.).	
Service organizer, stakeholders	Municipal administration, transport association, tourist association, local recreational facilities.	
Target groups, service users	Residents (those registered with their main residence).	
Problems to be solved, origin of the service	Lacking incentives for residents to use public transport. Heterogeneous annual income calculation base for transport operators.	
Specification of initiative	<p>Transport operators and other cooperation partners can calculate with fixed revenues from ticket sales. Tickets are sold by municipal authorities to registered citizens.</p> <p>Residents are entitled to obtain a flat-fee card allowing them free access to local public transports and discounts at various local facilities.</p>	
Operation	Annually validity for a flat fee of EUR 173 for adults or EUR 58 for children 14 years or younger.	
Communication, information and marketing	<p>Through local media and administrative information channels.</p> <p>Marketed as all-in-one-discount ticket for residents.</p>	
Evaluation, assessment	With its introduction, utilisation of existing public transport could be increased with the effect of attractive frequencies.	
Conditions of success or failure, strong and weak points	Transparency and simplicity, providing a basic fixed budget for transport operators.	
Transfer possibilities and reproducibility	Requires consensus between transport operators, municipal funding authorities and additional cooperation partners as well as a detailed feasibility study in regard to increased demand and capacities.	
Contacts and sources	www.markt-oberstdorf.de/themen/buergerkarte-2013.html	


Cycling training for pupils from primary schools in Maribor		
Location	City of Maribor (110 000 inhabitants).	Alpine Convention municipalities
Category, mode of transport	Cycling training for schoolchildren.	
Service organizer, stakeholders	Council for prevention and education in road traffic of Carinthia (Koroška) region, city of Maribor, elementary schools.	
Target groups, service users	Schoolchildren.	
Problems to be solved, origin of the service	<p>The pupils in primary school in Slovenia usually receive their cycling licence in fourth class. They get some basis bicycle skills but they don't have enough practical experiences for cycling in the city centre. It isn't enough to prepare a lesson in the class, but they should go to the cycling tour to the city centre. It is very important to cycling with technically faultless bicycles and wearing a helmet. Realizing of the cycling connections downtown is also important for reduction of number of traffic accidents.</p> <p>The objective of the initiative are:</p> <ul style="list-style-type: none"> • Increasing of number of cyclists in the city • Increasing the knowledge of cycling connections and cyclists safety • Increasing of usage of helmet 	
Specification of initiative	The council for prevention and education in road traffic prepared the plan of cycling route and check this route together with police and representatives from cycling club. The responsibility for cyclist's safety is on the police and municipal department for order. The size of pupils group from one school can't exceed 10 pupils. For each group there is a one teacher from school.	
Operation	<p>First campaign: "Cycle training in transport reality". Participants of the campaign had a class of safe bicycle riding. Those pupils who have positively completed their bicycle test have participated, since they have lots of knowledge and skills, and on the other side, they had the opportunity to get to know the bicycle traffic in the centre of the city. Before they go to the tour, special advisors had a short presentation about safety cycling, bikes, helmets and other cycle equipment. All participants from schools received the helmet. There were 138 pupils from 14 elementary schools.</p> <p>Second campaign: "Different way to school - To school with the bicycle". In autumn other cycling activities for pupils were organised in the frame of European Mobility Week. 180 cyclist from 15 primary schools from Maribor participated in the activity. A class of safe bicycle riding was carried out. A "Young cyclists" parcours was prepared for children from kindergartens. On stalls the eco-school and eco-kindergarten presented their activities. There were also presentations from Institute for Health, the Energy Agency and the Association of friends of youth. Participants could test special equipment for traffic safety. Also the police and ambulance participated with their vehicles.</p>	
Communication, information and marketing	No information available.	
Evaluation, assessment	138 participants/pupils from 14 elementary schools participated at the first campaign "cycling training in transport reality". Considering the number of participated schools we are very happy with the campaign. Schools found out that their cooperation in such activities also helps at education process in schools on theme Traffic Safety. In the second campaign carried out during the Mobility Week 180 cyclist from 15 primary schools from Maribor participated.	
Conditions of success or failure, strong and weak points	Main reason for the success of the initiative lies in the information of the schools of the planned activities and the topic itself which isn't only a lecture but more a learning for life.	
Transfer possibilities and reproducibility	Even if this initiative concerns a large city, it seems to be transferrable to remote and sparsely populated areas	
Contacts and sources	http://eltis.org/index.php?id=13&study_id=2106	


e-GAP intermodal		
Location	Municipality of Garmisch-Partenkirchen, in Oberbayern.	Additional municipalities
Category, mode of transport	Integrated fare system and information system for various mobility offers and vehicles (e-mobility, public transport, local tourist offers).	
Service organizer, stakeholders	Pilot project e-GAP (electromobility Garmisch-Partenkirchen), public transport operators, car-sharing operators, etc.	
Target groups, service users	Tourists, residents, business owners.	
Problems to be solved, origin of the service	<p>Access barriers such as in-transparent fares systems, waiting lines and cash payment at complicated vending machine.</p> <p>Local initiative as part of the pilot project e-GAP, member of the Pilot Regions Electric Mobility funding scheme of the Bavarian State Government (Modellregionen Elektromobilität)</p>	
Specification of initiative	Through a mobility card and a smartphone app, users will have access to the whole range of regional mobility options, from regular public transport to car-sharing, etc. Travel costs will be automatically charged across different fare systems. Enabling spontaneous and cash-free payments across tariff borders and different operators.	
Operation	Smartphone app provides direction to available mobility choices. Coordination of technological (smartphone app) and organisational tasks (between different operators). The envisaged integration of different fare has not been accomplished yet. Operated by pilot project e-GAP in cooperation with public transport.	
Communication, information and marketing	<p>Communicated as improving access to points of interest, bridging the last mile between train station and destination.</p> <p>Project carries out regional fairs targeted at residents to promote e-mobility (www.e-gap.de/natur-mobil-erleben/)</p> <p>Marketing aspects include an attractive display of rental stations at public transport nodes (train station Garmisch-Partenkirchen) as well as a modern corporate design of vehicles.</p>	
Evaluation, assessment	In progress, not yet evaluated. Currently no user statistics.	
Conditions of success or failure, strong and weak points	<p>Success: visibility of vehicles at public transport nodes</p> <p>Challenges: roaming in regard to charging stations in neighbouring e-mobility regions, e.g. Allgäu with e-connect. Currently, access to charging stations needs to be enabled for users coming from other e-mobility pilot regions and having different access permits (chip cards). During wintertime, charging slots need to be properly cleared of snow and illuminated, which is not yet the case.</p> <p>The downside of using the service for the last mile is that vehicles have to be returned to the charging station at the end of the rental period. For hikers or overnight guests, this would imply paying a daily fee for the car until the end of the rental. Currently, solutions are being discussed including incentives for returning the vehicle (free extra miles) or personnel picking up rental cars from hotels.</p>	
Transfer possibilities and reproducibility	Generally transferable, but requires appropriate offers (car-sharing availability) and cooperation of different transport operators and with neighbouring e-mobility regions in regard to their charging infrastructure. The approach depends largely on tourist demand; relying on residents alone would not generate enough demand. Therefore, it is mostly recommendable to regions with significant tourist volumes.	
Contacts and sources	<p>www.e-gap.de/intelligente-mobilitaet/</p> <p>Kompetenzzentrum Sport Gesundheit Technologie GmbH Hindenburgstr. 14 – 82467 Garmisch-Partenkirchen Dr. Christoph Ebert – Geschäftsführer: c.ebert@e-gap.de – Phone: +49 8821 943 03 22</p> <p>Innovationszentrum für Mobilität und gesellschaftlichen Wandel InnoZ Büro München Infanteriestraße 19/3 – D-80797 München Martin Sauer: martin.sauer@innoz.de – Phone: +49 89 189 17 19 72</p>	


Ilzer Land: Inter-municipal public transport concept		
Location	9 municipalities in the district of Niederbayern.	Outside Alpine Convention
Category, mode of transport	Coordination between public transport (railway “Waldbahn” Zwiesel – Grafenau, railway “Ilztalbahn” Passau – Freyung, student transport, regional bus lines) and car-sharing with electric vehicles (“E-Wald” state funding program).	
Service organizer, stakeholders	Close coordination between otherwise strictly separated organisational units such as “public transport” and “student transport” in favour of a comprehensive planning. Close involvement of tourist installations and accommodations.	
Target groups, service users	Residents and guests of the region, but particularly students, commuters, persons with mobility restrictions and elderly, residents of smaller hamlets that do not have access to adequate public transports.	
Problems to be solved, origin of the service	Insufficient mobility in low-demand regions and underutilised capacities in student transport. Initiated by the Association “Ilzer Land e.V.”.	
Specification of initiative	Improving public transport offers through inter-municipal and inter-district cooperation of all stakeholders, thus creating synergies e.g. in regard to student transport, which have hitherto not been realised due to territorial borders.	
Operation	Coordinated system of main and supplementary lines with integrated student transport. During the week, connections between railway and buses are ensured for commuters; during weekends and during the daytime the offer is tailored to regular passengers and tourists. Points of interest of daily supply and tourist destinations are accessed by public transports.	
Communication, information and marketing	Adoption of all digital media channels as far as feasible. At the same time, all offers and information are equally available for passengers without access to digital media, e.g. through contact persons.	
Evaluation, assessment	Still in the piloting phase.	
Conditions of success or failure, strong and weak points	<p>Organisation and technical implementation are in the hands of a few stakeholders (reduced coordination efforts); transport planning strongly takes into consideration user needs.</p> <p>Modern vehicles, wheelchair-accessible, highest environmental standards considering the sensitive recreational value of the Bavarian Forest.</p>	
Transfer possibilities and reproducibility	Applicable areas: villages and regions of limited size with small centres (railway stop) and tendencies of urban sprawl, which at the same time would like to link smaller hamlets to the centres with demand-oriented solutions.	
Contacts and sources	<p>www.nahverkehrsberatung.de</p> <p>Ilzer Land e.V. Unterer Markt 3 – D-94157 Perlesreut</p> <p>NahverkehrsBeratung Sudwest (consultancy) Bergheimer Str. 102 – D-69115 Heidelberg Stephan Kroll: kroll@nahverkehrsberatung.de – Phone: +49 6221 13 75 59-0</p>	

Immer mobil: Individual transport services for elderly in rural areas		
Location	Districts of Rosenheim and Traunstein, in Oberbayern.	Core municipalities
Category, mode of transport	Information system integrating regular public transport services (bus and rail) and sporadic services of social and private carriers (collective taxis, social services, citizen bus and carpooling).	
Service organizer, stakeholders	The project coordinates several institutions and stakeholders, including research, logistics, public transport carriers, state administrations, health insurances, regional authorities and taxi services.	
Target groups, service users	Residents with mobility restrictions, elderly.	
Problems to be solved, origin of the service	<p>Providing mobility to areas and residents that have mobility restrictions, improving information deficiencies in regard to mobility options.</p> <p>Project idea initiated by the Fraunhofer Institute with funding from the Federal Ministry for Education and Research.</p>	
Specification of initiative	Information, reservation and booking of rides are handled through an integrated information system that compares offers and searches and proposes appropriate rides. The pilot project received funding from the German Ministry of Economics and Technology.	
Operation	<p>The service is made available over the Internet, mobile devices and telephone.</p> <p>User interfaces are intuitive and simplistic to ensure a high level of usability.</p> <p>Technical services for those offering rides include an online-platform for convenient posting and handling of rides as well as an online application that allows to easily reply to requests, satellite-based positioning and navigation.</p>	
Communication, information and marketing	Multi-channel approach (face-to-face, print, phone, Internet, mobile devices) and intuitive communication of available mobility choices. The project is being marketed through various channels of the consortium.	
Evaluation, assessment	The prototype has been tested in the districts of Rosenheim and Traunstein. It provided easy access for an individual and spontaneous mobility, seamless mobility chains through process optimisation, real-time information and satellite navigation.	
Conditions of success or failure, strong and weak points	Conditions of success: Incorporation of various regular and irregular transport services. In the future, it needs to be extended towards flexible transport services and a billing and payment scheme needs to be established.	
Transfer possibilities and reproducibility	Concept is generally transferable to all regions that offer a multitude of regular and irregular transport services. The concept could also be extended to the needs of teenagers and generally people without access to a private vehicle.	
Contacts and sources	<p>www.iml.fraunhofer.de/de/themengebiete/Projektzentrum_Verkehrslogistik_Prien/projekte/informationslogistik.html#tabpanel-3</p> <p>Fraunhofer-Institut für Materialfluss und Logistik Projektzentrum Prien Joseph-von-Fraunhofer-Straße 9 – D-83209 Prien am Chiemsee Nicole Wagner: nicole.wagner@prien.iml.fraunhofer.de – Phone: +49 8051/901 - 113</p>	

Integrated public transport on Idro Lake		
Location	Idro Lake, mainly located within the Province of Brescia, Lombardy region, and a small part in the Autonomous Province of Trento.	Additional municipalities
Category, mode of transport	Innovative transport solutions, intermodality, technological solutions, renewable energy.	
Service organizer, stakeholders	This service was started thanks to an idea developed by the Transport Department of the Province of Brescia. Furthermore, the society Trasporti Brescia Nord and its associated Sia have been responsible for the implementation of the service.	
Target groups, service users	Both inhabitants and tourists.	
Problems to be solved, origin of the service	No data available.	
Specification of initiative	The route guarantees the local public transport service, integrated between buses and boats from Crone (municipality of Idro) to Ponte Caffaro (municipality of Bagolino), including stops in Anfo, Vantone, Vesta and Bontone (the latter village located in the Autonomous Province of Trento).	
Operation	Since years, the Province of Brescia is developing a comprehensive planning framework for transportation in mountain areas based on inter-modality (bus and boat), aligned schedules and innovative services including timetable, business plan and a communication strategy, aligned to the public bus services and easily accessible by pedestrians and cyclists.	
Communication, information and marketing	No data available.	
Evaluation, assessment	<p>The new integrated public transport service was highly appreciated both by inhabitants and tourists. In 2009, nearly 3600 passengers were transported; in 2010 the amount doubled (7400). The Province of Brescia, after two years of experimentation obtained the final green light from the Lombardy region to make operational the seasonal link on Idro lake, from July to September. This innovative initiative of the Province of Brescia paved the way to interesting follow-up activities, related to the CO2NeuTrAlp pilot project.</p> <ul style="list-style-type: none"> • Realization of a wide European study on existing technical solutions with reference to transport on lakes at zero emissions (boat types and propulsion technologies applied), aiming at developing in the future a hybrid boat (or a fully electric or solar one) to be used for navigation on Idro Lake. • The testing of a particulate system: Diesel Particulate Filter (DPF), a filter made of silicon carbide ceramic material resistant to thermal shock characterized by pore size of 20 -30 microns, followed by an oxidation catalyst. This system has been applied to the conventional diesel engine of the boat used for public transport. A test on filters showed that the application of the DPF device can reduce particulate emissions by 98%, carbon monoxide by 82%, unburned hydrocarbons by 75% and carbonyl compounds of 68%, even in the case of use of old engines. 	
Conditions of success or failure, strong and weak points	From the geographical point of view, the Alpine area is characterized by several lakes of different sizes. Generally, public transport services by boat and their interconnections with public transport means are rarely taken into consideration. The aims of such initiative may be further extended in other contexts, especially where connections between opposite lakesides are difficult and last long.	
Transfer possibilities and reproducibility	No data available.	
Contacts and sources	www.co2neutralalp.net/ http://trasportiweb.provincia.brescia.it/navigazioneidro/	

Jugendcard		
Location	Berchtesgadener Land district, in Oberbayern.	Core municipalities
Category, mode of transport	Fare system allowing reduced fares for public transport and taxi services during weekend nights for teenagers.	
Service organizer, stakeholders	District authority, private taxi services, youth association (Kreisjugendring), business cooperation partners (e.g. banks).	
Target groups, service users	Teenagers and young adults needing a ride during the night-time (e.g. after visiting a club).	
Problems to be solved, origin of the service	Mobility restrictions for teenagers and young adults without access to a car as well as frequent accidents involving drunk driving. District initiative.	
Specification of initiative	Teenagers aged 14-26 and residing in the district of Berchtesgadener Land are eligible for a youth pass (Jugendcard). Youth pass holders are entitled to use taxi services and regular buses for a reduced fee between 20:00 and 6:00 the next day during weekends.	
Operation	Operated in cooperation between carriers of public transport, taxi services and district authorities. District authorities issue passes and reimburse public grants. Taxi services and public transport carriers provide the mobility services. Local sponsors like local banks and are additionally funding the project.	
Communication, information and marketing	Dedicated website www.jugendcard.de and frequent promotional campaigns by public authorities and business partners.	
Evaluation, assessment	Currently the district authority is carrying out a market analysis and questionnaire. In general, it increases mobility for teenagers – particularly for those that do not own a car – and reduces the risk of drunk driving during night-time. Traffic reduction is not the main focus of the initiative.	
Conditions of success or failure, strong and weak points	Intensive marketing (dedicated website www.jugendcard.de) on behalf of local public authorities and other cooperation partners (banks, restaurants, pubs etc.).	
Transfer possibilities and reproducibility	Particularly for regions with sporadic public transport, but existing taxi services.	
Contacts and sources	Landratsamt Berchtesgadener Land Salzburger Straße 64 – D-83435 Bad Reichenhall Johann Wick: johann.wick@lra-bgl.de – Phone: +49 08651 773-518	

MiFaZ: Regional promotion of the carpooling platform		
Location	624 local administrative entities including Berchtesgadener Land (2/3 of Bavarian local administrations). Among the German Alpine Convention Area, particularly the middle and eastern part are covered, whereas gaps remain towards the west and Lake Constance.	Core municipalities
Category, mode of transport	Carpooling promotion.	
Service organizer, stakeholders	MiFaZ (private entrepreneur), district of Berchtesgadener Land.	
Target groups, service users	People offering and looking for rides.	
Problems to be solved, origin of the service	For a large share of trips with private vehicles, unused capacities exist. Private initiative, started in 2001.	
Specification of initiative	Registered users can either offer or search for rides using the online-platform www.mifaz.de . Through support on behalf of local administrations, the project is gaining credibility among users and the public in general. Local promotion campaigns additionally raise awareness for this mobility option. For example, the district of Berchtesgadener Land is promoting the platform through press articles and promotion leaflets. With the subdomain www.mitpendeln.de , private enterprises can establish internal platforms that prioritise offers and searches from staff members. Once successfully installed, enterprises can profit from carpooling by downsizing their cost-intensive parking lots. Communities and enterprises can incorporate the search engine into their own corporate design.	
Operation	Online-database with an extension for mobile devices http://mobile.mifaz.de . Currently, the database contains 4,600 entries, most of them regular rides. For the next 30 days, 102,900 rides are being offered. The number of registered users, shared rides and most-popular connections can be obtained via www.mifaz.de/statistiken.html . The platform is owner-operated.	
Communication, information and marketing	The service is being communicated and marketed by the operator (e.g. through website and smartphone app) as well as by regional and municipal authorities through their respective communication channels.	
Evaluation, assessment	Not available. Considering the above-mentioned numbers, a considerable amount of traffic is being avoided by sharing rides.	
Conditions of success or failure, strong and weak points	Conditions for success: <ul style="list-style-type: none"> • Cooperation (e.g. with projects and local administrations), • Connectivity (interfaces to blogs, Twitter, Facebook, widgets), • Adaptability (the platform can be integrated into individual websites and local/regional data (commuter parking lots etc.) can be edited. Failures: variety of platforms for carpooling (www.mitfahrgelegenheit.de , www.flinc.de , www.mitfahrzentrale.de , www.mifaz.de , etc.) can confuse users and cannibalise each other.	
Transfer possibilities and reproducibility	Technically transferable across national borders. Currently, the website is only available in German and English.	
Contacts and sources	www.mifaz.de MiFaZ Gellersstr. 20 – D-21337 Lüneburg Inna Janssen: info@mifaz.de – Phone: +49 89 20208562	

MORECO: Mobility and residential costs 	
Location	Alpine Space. Alpine Convention municipalities
Category, mode of transport	Information.
Service organizer, stakeholders	Research institutions, public administrations.
Target groups, service users	Stakeholders in the fields of public transport and spatial governance as well as potential home owners.
Problems to be solved, origin of the service	Missing consideration of interrelations between urban and transport development in spatial planning decisions and locational decisions. EU Alpine Space Programme.
Specification of initiative	<p>The main challenge of the MORECO partnership is to support public transport by influencing spatial governance from local to transnational level by:</p> <ul style="list-style-type: none"> • New institutional cooperation between spatial planning authorities and transport providers; • Methodological instruments for spatial planners and politicians for long term cost-impacts; • New instruments showing spatial potentials for transport actors; • New services for briefing house hunting households showing long term cost effects.
Operation	Among other tools, a calculation tool for assessing mobility costs related to residential choices is being developed. Currently operated by the project partnership.
Communication, information and marketing	Project website and communication channels of project partners.
Evaluation, assessment	Still ongoing. Through raising awareness for financial benefits of integrated housing areas, passenger numbers of public transport are expected to rise in the long run, while car traffic is expected to decrease. Effects on traffic reduction are not traceable yet, as they are a consequence of future residential choices therefore they will only be measurable in the long run. However, similar cost-calculation tools have been established in other German agglomerations such as Munich and Hamburg.
Conditions of success or failure, strong and weak points	Tailor-made information for stakeholder groups such as spatial planners, transport planners and providers, residents, politicians, administrative officials. Integration of spatial and transport development creates synergies.
Transfer possibilities and reproducibility	Increasing the transparency of costs related to residential choice and urban development projects can and should be applied as minimum standard of regional spatial governance in the Alps. The approach is generally transferable, but requires knowledge about cost calculation and regional cost structures.
Contacts and sources	www.moreco-project.eu Salzburg Institute for Regional Planning and Housing Schillerstrasse 25 / Stiege Nord – A-5020 Salzburg Daniela Bischof – Project manager: daniela.bischof@salzburg.gv.at – Phone: +43 662 623455-32

Reorganization of shuttle services in the Queyras		
Location	Community of Municipalities of the “Escarton du Queyras”, in the Hautes-Alpes department.	Additional municipalities
Category, mode of transport	Reorganization and optimisation of bus shuttle services.	
Service organizer, stakeholders	Initiative carried out by the Community of Municipalities of the Escarton du Queyras, with the Hautes-Alpes department and the Queyras regional natural park.	
Target groups, service users	Mostly tourists, but also the inhabitants.	
Problems to be solved, origin of the service	<p>The Community of municipalities of the “Escarton du Queyras” groups 8 municipalities, for only 2,400 inhabitants and a population density below 5 inhabitants per square km. Its perimeter almost corresponds to the Queyras regional natural, which includes 2 other municipalities. The community of municipalities host several ski resorts. Historically, tourist shuttle services linking the different villages have been developed independently in each of the 4 valleys of area, additionally to regular bus services set up by the Hautes-Alpes department. However, little attention has been paid to coordination between the different services.</p> <p>The lack of harmonization in the organization of public transport provision was detrimental to the development of soft mobility in the area. In 2013, the Community of Municipalities took charge of the organization of all tourist shuttle services. The project objective was to restructure the entire public transport scheme to provide better readability to customers (timetables, fare system, etc.).</p>	
Specification of initiative	<p>Various consultation meetings have been conducted with all stakeholders in the tourism sector (socio-professional stakeholders, tourist offices, elected officials, etc.) to define their expectations and needs transport. These meetings were used to determine the appropriate pricing and schedules as needed.</p> <p>Numerous meetings have been necessary in order to consult with the Hautes-Alpes department, which already organizes regular bus services in the territory, to make sure the two services effectively complement. The result is that the two services (regular bus service set up by the department and tourist shuttle service set up by the Community of municipalities) are now “unified” with a single timetable and the same fare system, so the customer is not aware of this organization.</p>	
Operation	The tourist shuttle service only operates during summer and winter season. 4 shuttles operate during the winter season (2 to 8 round trip a day, free of charge) and during the summer season (2 to 4 round trip a day, EUR 1 per trip). When the shuttle service operates, the same fare system is also applied to the bus services set up by the department (which is usually EUR 3 per trip) and the Community of municipalities pay back part of the shortfall to the department.	
Communication, information and marketing	Multi-channel communication (department and local tourist office websites, leaflets, etc.)	
Evaluation, assessment	<p>The project has cost about EUR 45,000 for the summer 2013 season (from July 5 to August 31). For winter 2013-2014 (December 21 to March 31), costs are approximately EUR 245,000. Before each season, about two months of preparation were needed for the project manager: budget management, meetings with elected officials and socio-professional stakeholders and tourist offices.</p> <p>The results account for about 4,000 users for the summer 2013 season and about 12,500 users for the winter 2013-2014 season. It is difficult to assess, given the prior dispersed organization, whether attendance has actually increased; however, it does not appear to have decreased.</p> <p>Customers have expressed positive opinions about the new organization of transport services. The EUR 1 fare during summer season seems to have generally been agreed. Free tickets during winter season has been very popular, but did not allow to count the number of users, because some operators have not issued free tickets for customers.</p>	
Conditions of success or failure, strong and weak points	Funding the shuttle service is the main issue for the Community of municipalities. Operating costs are very high and the Community of municipalities wish to study the feasibility of a carrying out the service directly by a local authority controlled company to try to lower prices.	
Transfer possibilities and reproducibility	This initiative is transferable to other territories.	
Contacts and sources	<p>www.escartondunqueyras.com www.queyras-montagne.com</p> <p>Communauté de communes du Queyras - L'Escarton du Queyras Maison du Queyras – F-05470 AIGUILLES energie.ccqueyras@orange.fr – Phone: +33 4 92 46 78 00</p>	

School transport by cable car in Venosc	
Location	Between Venosc and the ski resort of Les Deux Alpes, in the Isère department. Additional municipalities
Category, mode of transport	Public transport – Cable car.
Service organizer, stakeholders	Initiative carried out by the Isère department in partnership with the municipality of Venosc and the operators of the cable car and the school bus service.
Target groups, service users	The cable car can be used by schoolchildren of the primary school in Venosc and the secondary school in Bourg-d'Oisans, Transisère coach network users and tourists.
Problems to be solved, origin of the service	<p>The ski resort of Les Deux Alpes is linked to the village of Venosc by a 21 km long sinuous road. Since 1994, a cable car has also linked the village to the resort. However, its initial use was first limited to tourists with a ski pass or a single ticket, which was quite expensive (more than EUR 5). As there is no school in Les Deux Alpes, children living in the ski resort were obliged to take a coach to go to the primary school in Venosc and the secondary school in Bourg-d'Oisans. For several years, the Venosc municipality wished to optimize the use of the cable car by extending its use to schoolchildren.</p> <p>In 2011, the Isère department, responsible for school transport, decided to enable schoolchildren to use the cable car instead of using regular Transisère coaches. The cable car is also available to other Transisère network users with a daily, monthly or annual pass. This cable car system was chosen for several reasons:</p> <ul style="list-style-type: none"> • To optimize the use of the cable car connecting the ski resort of Les Deux Alpes and the village of Venosc. • To avoid transporting numerous schoolchildren on a sinuous road during the winter in bad traffic conditions (congestion during the tourist season, bad weather conditions). • To save travel time: the trip is less than 10 minutes long with the cable car, but more than half an hour by the road (and often much more during the winter).
Specification of initiative	This service provides school commutes by cable car from December to April and a service during the summer holidays. During these periods, the school bus operator modifies its schedules and its routes to enable the transfer with the cable car (at 7:35 from Monday to Friday, at 17:07 on Mondays, Tuesdays, Thursdays and Fridays and at 12:47 on Wednesdays). Voluntarily aimed primarily as a school commuting service, the cable car also transports tourists and commuters who use the Transisère coach network. This experiment began in December 2010.
Operation	The cable car is used to replace a trip by coach between Venosc and Les Deux Alpes. Schoolchildren from Les Deux Alpes go to the secondary school in Bourg-d'Oisans.
Communication, information and marketing	Little advertising has been conducted.
Evaluation, assessment	Using the cable car reduces the travel time from about 45 minutes by coach to about 8 to 10 minutes. About 30 schoolchildren of the secondary school in Le Bourg-d'Oisans use the cable car every day. Since 2010, this initiative has been renewed every year.
Conditions of success or failure, strong and weak points	The success of the initiative is due to the reduced journey time, to the safety of the trip and also to its novelty and its ecological aspect. The weak point is that it is not in service all year long but only during the tourist periods, when holidaymakers and seasonal workers are numerous in the ski resort.
Transfer possibilities and reproducibility	As most French ski resorts are at high altitude, outside of existing cities or villages, the main obstacle for the reproducibility of such an initiative is the existence of cable cars connecting the ski resorts to the cities.
Contacts and sources	<p>www.isere.fr</p> <p>Communauté de Commune de l'Oisans 2 chemin Château Gagnière – F-38520 Bourg-d'Oisans Charline Marché – Chargée de mission Scot: scot@ccoisans.fr – Phone: +33 4 76 11 01 09</p> <p>Mairie de Venosc 5 rue du Cable – Le Couil – F-38520 Venosc Louissette Roussel – Directrice des services: mairiedevenosc@wanadoo.fr – +33 4 76 80 57 22</p>

D. Main lessons and recommendations

D.1. FIRST LESSONS LEARNT FROM GOOD PRACTICES

This chapter provides a brief comparative analysis of the good practices identified in the different countries of the Alpine Convention.

It is reminded that although Subgroup members have tried to collect a large number of relevant initiatives, collection could not be exhaustive. Despite efforts to collect as diverse solutions as possible, it is likely that the following elements provide only a partial overview of sustainable mobility solutions implemented in remote or sparsely populated Alpine areas.

D.1.1. A fairly high number of good practices

More than 50 good practices of sustainable mobility solutions have been collected and analysed in this study. Half of them directly concern the remote or sparsely populated municipalities (core or additional municipalities) that have been identified in Chapter B, even if these municipalities are often considered as the most difficult to serve with usual transports services (low population density, low tourist attractiveness, long distances, strong climatic and geographical constraints, etc.)

As the aim of the study was not to make a complete census of sustainable mobility solutions in remote or sparsely populated Alpine areas, many other interesting initiatives have been identified in some of these territories but not integrated in this report. Moreover, we can suppose that a large number of relevant initiatives set up in various rural mountainous territories could successfully be transferred to the remote or sparsely populated Alpine areas.

This collection shows that it is possible to implement sustainable transports solutions in remote Alpine territories, even though problems can be more important than in other territories. This can be the first lesson of our study, while many stakeholders may argue that low population density is the main barrier to develop mobility offers.

Particularly in peripheral areas, the awareness for mobility offers beyond the private car and their relevance for providing access to public services could be improved among authorities and in some cases even public transportation representatives.

D.1.2. A very wide range of measures

Most of the rural or sparsely populated Alpine areas selected have to face similar problems and trends :

- Low population density, resulting in long distances between villages, lacking cost-effectiveness of public transportation, remoteness to services and difficulties to maintain basic services in the territory ;
- Ageing population, as many young people leaving the territory due to the lack of education and job opportunities ;
- Unattractive public transport services with low frequencies and sometimes service disruption outside of the tourist season, etc.

However, sustainable mobility actions and solutions promoted by local stakeholders are not necessarily the same. The range of collected initiatives is extremely wide, from public transport services to video-conferencing infrastructures including bike and car-sharing, hitch-hiking, information measures or integrated fare systems.

- In most countries, public transport offers remain the most frequent solution. Due to low demand and the dispersion of the points of interest on the territory, about half of the good practices collected in this category are demand-responsive services (Allô-Bus near Aosta, DEF-Mobil, Dorfmobil Klaus, Elastibus in Val del Chiese, Free Shuttle in the Ubaye Valley, Gmoa Bus, Gseispur, Provibus, etc.). Some initiatives mix regular and on-demand services (Stadtbus Kolbermoor: Flexible city bus, Tälerbus Lungau, Werfenweng Shuttle). Most of the services are organised by local governments, but non-profit associations also manage some of them (Bus Alpin, Dorfmobil Klaus, Go-Mobil).
- Other mobility services seem to be less frequent than public transport offers. Most of these initiatives refer to bike rental systems (A bike for my village, my village with a bike in Crévoux, Next bike, Pedelec network in the Allgäu region, etc.), car-sharing systems (Electric mobility in the Province of Belluno, EMMA: Electric mobility with connectivity in Friedrichshafen, etc.) or both (Electric vehicules in Eisenkappel, EMorail project, Mobility management between Saas-Fee and Visp). The importance of electric mobility solutions has to be underlined: all car-sharing systems partly offer electric cars, and almost all bike renting systems use inter alia electric bikes. However, in most cases, electric mobility seems to be limited to tourist mobility. The main challenge for these solutions in rural areas is the remoteness between charging stations and the unsolved challenge of returning vehicles after one-way-trips.
- Almost all the collected good practices referring to the Non-mobility solutions are based on information and communications technologies (ERIC: Internet resource centres in PACA, Informatics centre in Vicosoprano, Points visio rendez-vous: Video-conferencing meeting points in the Hautes-Alpes, Teleworking Alcatel). However, these solutions may be more difficult to identify as many of them are organised by private companies (teleworking, etc.) or local retailers (mobile grocery shops, etc.) that do not necessarily communicate regarding their initiatives. Thus, it is very likely that a number of interesting measures has been missed.
- Most of the Organisation and mobility management initiatives seek to enhance complementarity between various mobility services (public transport services, car-sharing, carpooling, taxis, etc.) within a given territory. Some of them provide a listing of these services (Alpentaxi, Immer mobil: Individual transport services for elderly in rural areas, etc.). Others develop unified payment and information systems between different services (e-GAP intermodal, Integrated public transport on Idro Lake, etc.).

Nevertheless, only one good practice with regard to mobility management for commuters or schools or sustainable mobility education have been collected (Cycling training for pupils from primary schools in Maribor). Mobility Management is a concept to promote sustainable transport and manage the demand for car use by changing travellers' attitudes and behaviour⁹. Most of the examples of mobility management measures concentrate in densely populated urban areas, where traffic problems are obvious. But mobility management can be useful in rural areas as well¹⁰, as it contributes to a reduction of health and environmental impacts, improves the image and the social solidarity within a region and saves cost for municipalities and individuals.

D.1.3. The importance of tourism

A core challenge for sustainable mobility offers, and especially for public transport offers, in remote or sparsely populated areas is the lack of demand. Many residents balance the low public transport supply by a high car ownership rate, family or neighbourhood solidarity, or restrictions in mobility.

Tourists' presence can be the trigger for setting up sustainable transport initiatives, as several of them concern both tourists and residents (Free Shuttle in the Ubaye Valley, Integrated public transport on Idro Lake, Reorganization of shuttle services in the Queyras, Talerbus Lungau, Werfenweng Shuttle, etc.). These services operate all-year round for residents, but additional services complete the offer during the tourist season. Other sustainable mobility initiatives, focused on residents, are included in tourist packages (DEF-Mobil, etc.). Handling huge variations in recreational passenger volumes, depending on weather conditions and public holidays, is a real challenge for these mobility offers.

Even if the good practices collection has been focused on non-tourist areas, some of them target exclusively tourists (Alpentaxi, Bergsteigerbus Eng: Hiker's bus in the Karwendel, Bus Alpin, Gseispur, Pedelec network in the Allgau region, etc.). Residents could also benefit from these services, but sometimes only during the tourist season as no service is provided during off-tourist seasons.

D.1.4. A lack of evaluation and monitoring

Some of the collected good practices, particularly those involved in EU- or national-funded projects (DEF-Mobil, Dorfmobil Klaus, ERIC: Internet resource centres in PACA, Gmoa Bus, etc.), have been monitored and assessed. These assessments allow a good knowledge of the use and the costs of the service, but are usually not sufficient to estimate the impacts of the initiative on mobility (number and length of journeys by car avoided, for example).

Moreover, monitoring and, a fortiori, assessment is not available for many of the analysed initiatives. Sometimes, basic information such as the number of passengers or users is not known. This lack of data does not allow to analyse the relevance and adequacy of the measure.

Stakeholders should be encouraged to collect and share strategies, information, evaluation, so that suitable technical solutions can be defined more precisely.

⁹ EPOMM (2012): European Platform On Mobility Management, EPOMM brochure, Karl-Heinz Posch (Coordinator). Available at www.epomm.eu/docs/20110926_Folder_EPOMM_web.pdf, accessed june 26, 2014.

¹⁰ Sustramm (2012), Guidelines and recommendations on mobility management in rural areas and small cities: experiences from the Sustramm EU project, Technische Universitat Dresden (Coordinator). Available at: http://enercitee.eu/files/dokumente/Subprojects/SUSTRAMM/Sustramm_guidelines_en.pdf, accessed june 26, 2014.

D.1.5. Good practices transferability from one territory to another

Many good practices detailed in this study, such as on-demand transport services, carpooling or bike-sharing, are already implemented in various countries. These demonstrations show the transferability of these solutions.

Nevertheless, the transferability of some good practices collected in this study from one territory to another is not obvious at first¹¹. The transport market is often very regulated and legal and regulatory framework are not necessarily the same. What is legal in one country or in a specific territory could be forbidden in another one – or not taken into account in the regulation, as regulatory approaches often focus on conventional public transport services. For example, the Austrian legislation allows “citizen buses” with voluntary drivers for domestic services in a municipality (Dorfmobil Klaus), but not for services between two municipalities (DEF-Mobil).

Moreover, some good practices are implemented in an “experimental” legal environment, which makes it difficult to analyse their transferability. For any “unconventional” or innovative solution, the analysis of the existing legal and regulatory framework is an indispensable prerequisite before transferring this solutions to another legal framework.

D.2. MAIN RECOMMENDATIONS

In rural areas, at present cars remain the main transport mode. This preference is often due to the constraint, as sparsely populated areas do not – cannot ? – have conventional public transport services developed enough to meet the needs of the population. This situation creates economic and social problems: non-motorized citizens are disadvantaged in regard to access to employment and basic public services and costs of individual mobility are increasing. Environmental issues have also to be underlined. In a strained budgetary context, how to develop an environmentally friendly mobility offer adapted to the needs of people ?

This chapter summarizes four key recommendations to improve and promote sustainable mobility solutions in remote or sparsely populated areas. Each key recommendation is subdivided into several thematic recommendations. These recommendations are based on the feedback from the good practices identified in this study. They are not necessarily exhaustive and the order in which they appear does not correspond to a hierarchy of importance.

¹¹ The aim of the study was not to study the transferability of good practices in the legal and regulatory framework of each country of the Alpine Convention perimeter. ARTS project assess the potential for the application to a wide variety of rural transports solutions and formulate recommendations on how to overcome barriers to implementing these solution across various European countries. The ARTS demonstrations took place in 8 Europeans countries (Austria, Finland, Greece, Hungary, Ireland, Spain, Sweden, United Kingdom). Unfortunately, only one of them is in the Alpine Convention perimeter. See: www.rural-transport.net, accessed June 26, 2014.

D.2.1. The need for local expertise and close monitoring of the users' needs

In rural, remote and sparsely populated areas, mobility services should not be considered as usual urban “mass transit” services. Rural services, mostly involving a small number of passengers, must be “customized” to the needs of users, which implies that these are well known and characterize the actual transport demand.

D.2.1.1. Analyse mobility patterns

In rural areas, mobility needs remain, on the whole, misunderstood. Comparatively to urban areas, mobility data in rural areas are often less precise, sometimes even absent. Knowledge of mobility needs in the territory is, however, a key to success when designing a new service.

Identifying transports needs for different “target groups” is a critical step for designing a new mobility offer, even if few data are available. National statistical offices often provide data concerning the demographic and socio-economic profile of the population (age structure, unemployment rate, car ownership, etc.). But these statistics could not be sufficient to explain specific mobility patterns and specific surveys can be necessary to design the new service (DEF-Mobil, etc.)

To be efficient, the service should provide a specific access to local centres and points of interest useful for special needs of transport users. Some good practices collected in this study focus on serving one destination, only during selected days (Einkaufsbus: shopping bus in Niederbüren, Transport on demand for the elderly in Modane, etc.).

D.2.1.2. Involve local stakeholders

Local actors such as local government, non-profit local associations or community members possess knowledge of important factors such as significant local destinations or even of the days of the week when people are most likely to travel. Involving local actors to configure the service optimally to meet the needs of the territory is crucial. During the operational phase, these local actors will be able to adapt or reorient the service according to changing needs.

Many collected good practices involve local stakeholders (Bergsteigerbus Eng: Hiker's bus in the Karwendel, Free Shuttle in the Ubaye Valley, Jugendcard, Reorganization of shuttle services in the Queyras, etc.) and a large part of them has been launched (Tälerbus Lungau) or are still coordinated by associations or local experts (Alpentaxi, AutoSSS: Secure hitch-hiking service in the Trièves, Bus Alpin, Dorfmobil Klaus, Mobility management between Saas-Fee and Visp, InnoV-Net: Education in remote areas, etc.).

This local knowledge is important, but it is not, of its own, enough. Regional transport authorities have obvious know-how in terms of contract management, demand forecasting, timetabling, etc. Thus, transport authorities and municipalities remain major stakeholders for most good practices.

D.2.1.3. Monitor users' needs and expectations

Continuous monitoring of the action throughout the operational phase allows to check the adequacy of the proposed service and, if needed, to adapt it to meet with new expectations: new customers, new transport needs related to the changes in the service offer in the territory, etc. Thus, some good practices collected in this report have been or are regularly assessed (DEF-Mobil, Dorfmobil Klaus, Gmoa Bus, Tälerbus Lungau, etc.).

Being very attentive to users' needs may allow a high level of customer satisfaction. Some good practices (ERIC: Internet resource centres in PACA, Free Shuttle in the Ubaye Valley, etc.) place great importance in monitoring and in adapting to the users' needs.

D.2.2. The need for integrated approaches and improved coordination

More than a massive investment in expensive public transport services, looking for a better coordination of existing services would improve sustainable mobility in sparsely populated areas. The idea would be to take notice of the many local initiatives and improve their coordination in a functional and pricing perspective. Rural local authorities, non-profit associations or other stakeholders have already implemented solutions to meet citizens' needs, such as transport on demand or specific mobility services for schoolchildren or for people looking for a job. The people, in turn, share vehicles in a more or less informal way. A first improvement would be to facilitate these alternatives by making them visible and disseminate their opportunities.

D.2.2.1. Integrate all mobility offers

A key characteristic of rural areas is the large number of organisations involved in the delivery of public transport and sustainable mobility offers (regular bus lines, transport on demand services, taxis, etc.). Moreover, a complex mix of regional and local government, community organisations and volunteer groups are involved in the delivery of specific services for schoolchildren, elderly, people looking for a job, etc. In this context, there is a real risk that the services set up by the different structures compete against each other more than they complement each other.

Before trying to create a new mobility offer, the identification and de-specialization of pre-existing mobility offers can strengthen the supply accessible to the users. Instead of dedicating certain services to specific types of travellers, such as students, some good practices open these services to all travellers (Ilzer Land: Inter-municipal public transport concept, Stadtbuss Kolbermoor: Flexible city bus, etc.). Paradoxically, a cut in the mobility offer combined with the de-specialization of a service can even improve the service quality for users (School transport by cable car in Venosc).

De-specialization of all transport services, however, is not sufficient to meet the needs of all users: schoolchildren transport services, for example, will not necessarily be adapted to serve businesses or stores insofar as their opening hours do not coincide with schools hours.

D.2.2.2. Bring or maintain services in remote territories

The organization of daily life is primarily related to accessibility, that is to say the physical possibility for a person to receive a number of services (employment, shops, leisure, health, school, etc.) in reasonable conditions of costs and time duration. But personal service needs is a complex and poorly understood system, yet crucial to explain the needs of everyday mobility.

In sparsely populated Alpine areas, the lack of these services (disappearance of post offices, health services or retail shops, pooling of public services such as primary schools, etc.) contribute to a gradual increasing of travel time and create transport and mobility issues, particularly for youngsters, elderly and people without a car. But the accessibility to everyday life services does not necessarily imply physical movement: with service consolidation in local "clusters", home services or remote services, the organization of these activities could contribute to substantially reduce the need for travel. In many cases, these solutions could be more effective than the development of additional mobility offers, even though these two approaches can be complementary. For example, a local public transport service organized to serve a local shop cluster

(Dorfmobil Klaus, Einkaufsbus: shopping bus in Niederbüren, Transport on demand in the Drôme, etc.), a marketplace (, etc.) or an e-government centre could reinforce their use and sustain their activities. On the other hand, interview-based studies show that also elderly people prefer to be independent as long as possible and therefore to buy in traditional shops and supermarkets with a big assortment instead of the service of mobile shops with a smaller assortment¹². Therefore mobile services, like rolling shops are not always a welcomed solution.

Almost all good practices collected in this study are based on the use of information and communication technologies. They were first used in workplaces with teleworking (Teleworking Alcatel). They are now used for many other remote services to individuals, such as e-learning or e-government (ERIC: Internet resource centres in PACA, Informatics centre in Vicosoprano, Points visio rendez-vous: Video-conferencing meeting points in the Hautes-Alpes, Public services relay in the Ecrins area, etc.).

Unlike public transport solutions, that are mainly managed by regional and local authorities, these solutions may imply many stakeholders. Only partnership approaches, bringing together key actors in a collaborative environment, are best able to respond to the complex challenges and to find suitable solutions. A close coordination between all stakeholders can allow to implement innovative and really attractive features for users: shops engaged in the Dorfmobil Klaus partnership pay for the fares for travellers who spend more than a certain amount of money in their stores.

Only one good practice related to maintaining or creation of local services (shops, health centres, etc.) has been highlighted in this study (Supporting community shops in Trentino). Of course, this does not mean that this type of measure does not exist in other countries. Unfortunately, it is difficult to gather factual information about them.

D.2.2.3. Spatial integration and economies of scale

If we can notice a certain proliferation of initiatives to promote practical alternatives to private cars, such as car-sharing, bike-sharing, these initiatives are sometimes isolated, with no possibility to a significant change of scale. Even if small-scale experiments are necessary, only the deployment steps on a sufficiently large area will achieve a critical mass to make the service fully effective and recognizable.

Some collected good practices (Alpentaxi, Bus Alpin, ERIC: Internet resource centres in PACA, Go-Mobil, Pedelec network in the Allgäu region, Points visio rendez-vous: Video-conferencing meeting points in the Hautes-Alpes, etc.) are operating or available in multiple territories, creating a network effect necessary to become cost-effective. Other good practices, firstly implemented locally, are being duplicated in neighbouring territories (A bike for my village, my village with a bike in Crévoux, etc.).

¹² Compare MAKAN Research (2011): Der Überlebenskampf ländlicher Nahversorger, available at: www.makan.at/de/portfolio-allgemein/nahmobil, accessed August 21, 2014; and Tatjana Fischer (2013): So lange wie möglich zu Hause, Symposium Wohnen im Alter, 18. April 2013, St.Pölten

D.2.3. The need for a simple and easily understandable mobility offer

Many mobility offers may be implemented in rural areas, involving many stakeholders. However, it is sometimes not obvious that users really perceive and understand these offers, as they are not necessarily very “visible” in the territory. Communication and marketing play an important role all along the operating phase.

D.2.3.1. Centralize, unify and develop information on mobility

Potential users of the mobility service must be able to use it, that is why it is essential to provide complete and accessible information about the service. Nowadays, basic information about mobility services is almost always available, but some difficulties often arise:

- Sources of information are often scattered, each one focussing on only one particular service. From one region to another, information about public transport services can be integrated, even if this integration may be incomplete. But there is a “boundary” between information on public transport services and other mobility services, such as taxis, carpooling, car-sharing, etc. However, increasingly cross-modal information solutions are offered.
- The information on mobility services is sometimes incomplete or difficult to understand: no information on how to access the service, on how to purchase a ticket, etc.
- Moreover, the media used are sometimes not suitable, which does not allow to reach the potential customers. Non-users often have little knowledge about existing mobility services and it is important to make them aware that they can use these services.

The proliferation of information sources affects the overall understanding of the mobility system. Concerning carpooling, for example, many databases compete and can cannibalise each other (MiFaZ: Regional promotion of the carpooling platform).

The function of centralization and dissemination of information on transport and mobility solutions, for all modes and all services is a decisive incentive element for passengers. For users, the effectiveness of public transports, bike-sharing, car-sharing or any mobility system depends on its immediate legibility and on the completeness of information.

Many collected good practices pay attention to the information about the service. Several of them try to unite information on mobility services, by identifying all the offers available in a given territory (e-GAP intermodal, Immer mobil: Individual transport services for elderly in rural areas, etc.). Others seek to integrate the proposed service in a national multimodal information systems (Go-Mobil, Werfenweng Shuttle, etc.). More modestly, others try to gather all mobility services that are not included in public transports services (Alpentaxi). But only by uniting all individual service operators into a single body, the label “Alpentaxi” helps to promote mobility services, as it enhances name recognition and helps users to find a convenient local service provider.

To ensure the operational effectiveness and to the principle of functional continuity, the organization of “mobility centres” must meet some rules: their covered area must be broad to cover living areas with a minimum of border effects, and they should concentrate the information of all modes: all public transport services including on-demand services, social services, carpooling, car-sharing, bike-sharing, so as to maximize complementary use of services.

A single technological solution is not sufficient to effectively disseminate information. The dissemination of information by local actors (municipalities, grocery stores, community centres, tourism boards, local associations, etc.) is also a solution used by project managers to reach their target groups (Bus Alpin, Dorfmobil Klaus, etc.). Furthermore, human assistance can be provided, especially when the service targets the elderly (Immer mobil: Individual transport services for elderly in rural areas, Points visio rendez-vous: Video-conferencing meeting points in the Hautes-Alpes, Public services relay in the Ecrins area, etc.).

D.2.3.2. Integrate pricing and ticketing

The dissemination of comprehensive information is only one of the aspects to improve. The purchase of tickets is another difficulty that arises to potential travellers. The multiplicity of fare structures, pricing rules, registration fees or ticketing systems applying for each service increase the complexity of the mobility system, when each service defines its own fares independently. Administrative difficulties of access to certain services (registration fees, credentials, etc.) may partly explain the failure of these initiatives.

In several collected good practices, actions are engaged to reduce these difficulties: single tickets covering the whole trip including a transfer from train to bus or taxi (Bergsteigerbus Eng: Hiker's bus in the Karwendel), flat-free card giving access to all public transport system and other mobility offers for a fixed term (Bürgerkarte Oberstdorf, Mobility management between Saas-Fee and Visp), single smartphone application used to pay for the use of all mobility services (e-GAP intermodal, etc.). Without seeking to implement integrated pricing, other actions can be taken to make the simple pricing (weekly or monthly passes, etc.).

The main obstacle to integrated pricing is the definition of rules for allocating revenues among the transport authorities and, eventually, other partners. Once again, this argues for a strengthened partnership.

Moreover, some services are free of charge (A bike for my village, my village with a bike in Crévoux, Einkaufsbus: shopping bus in Niederbüren, Free Shuttle in the Ubaye Valley, etc.), which eliminates the difficulties associated with the purchase of tickets but reinforces the problem of financing the service.

D.2.4. The need for long-term funding

Funding the service is often the main issue for the sustainable mobility solutions collected in this study. Financing transport services is a particularly acute problem in remote and sparsely populated areas, as the demand is low and the distances covered are high. In rural areas, the cost per trip can be very high and transport services are hardly ever self-funded. Moreover, some transport services are free of charge, making them entirely dependant on external funding.

Mobility solutions dedicated to tourists generally face less funding problems, insofar as tourists are usually willing to pay higher fares (Gseispur, Pedelec network in the Allgäu region, etc.).

D.2.4.1. Control operating costs

Controlling, and if possible, reducing operating costs is a major issue for all sustainable mobility solutions identified in this study. Several "classical" options are being considered: an extension or a duplication of the service in other territories in order to achieve economies of scale, the de-specialisation of services to optimise the global mobility offer and to limit competition between different services, etc.

Considering the low population densities and disperse settlement patterns, particularly alternatives to conventional public transport systems appear to be promising approaches. Many non-profit organizations

already organise mobility services and could become a starting point for a local platforms to negotiate mobility demand and volunteering. Particularly in regions with an ageing population, the capacity of volunteers to supplement public offers can be capitalized on. However, only one “Citizen bus” driven by volunteers has been identified in remote Alpine territories, in Austria (Dorfmobil Klaus). Apart from the citizen bus Chiemsee, citizen buses have been discussed in other areas in Germany and Austria (Go-Mobil), but not implemented.

D.2.4.2. Secure funding in the long term

For many mobility solutions, due to the limited number of users, it is unlikely to provide a service without a strong financial intervention of the local authorities. High fare rises cannot be envisaged, in order to remain affordable for users. Mobility solutions dedicated to tourists may allow exceptions, as tourists are often willing to pay higher prices, but this is not the focus of this study. As a consequence, it is almost impossible to provide a profitable service, and even to guarantee a high level of cost coverage. This means that a financial support from public authorities must be secured for a long term.

Funding for rural transport and mobility initiatives may involve various stakeholders, in the foreground the local, regional, and sometimes national or federal authorities. Thus, many good practices collected in this study are funded by two or more public authorities, either directly (DEF-Mobil, Free Shuttle in the Ubaye Valley, etc.), or via public-funded associations (Bus Alpin, Go-Mobil, etc.). More rarely, tourist board or private actors are also involved in financing sustainable mobility solutions (Dorfmobil Klaus, etc.).

Time limit on public funding is another common problem. Some of the initiatives collected in this study have been set up in the frame of research programs or territorial cooperation projects (Elastibus in Val del Chiese, Gmoa Bus, Gseispur, Pedelec network in the Allgäu region, Points visio rendez-vous: Video-conferencing meeting points in the Hautes-Alpes, etc.). Thus, they receive funding that may be limited to a given period of time, sometimes only covering the start-up phase. Even if the case does not appear among the selected good practices, some demonstration projects could be endangered once the funds expire.

In sparsely populated and shrinking areas of Eastern Germany, the proposal of funding passengers (“Subjektförderung”) instead of public transportation services has been introduced into the discussion¹³. Instead of being allocated to public transport operators, public funds would be allocated to residents in the form of mobility vouchers. These vouchers can then be used for the whole range of mobility options, from regular public transport to taxi services and car-rental. The promoters of this approach argue that funds would thus be more targeted to actual and potential passengers and be spent more effectively than in the conventional system of funding services that are most of the time utilized well below their capacity. The concept would represent a change of philosophy of mobility funding – instead of funding an inflexible offer, it promotes a flexible support according the citizens’ needs. On the other hand, many open questions remain and an implementation of this still theoretical approach would require modifications e.g. of the legal framework.

¹³ Canzler, W., Karl, A. (2010): Mit der Subjektförderung zur Mobilitätssicherung? Chancen und Barrieren für einen innovativen Landverkehr. In: Informationen zur Raumentwicklung, Heft 7/2010, pg. 505-515

D.3. CONCLUSIONS

The analysis of the 54 collected good practices reveals some key points:

- The understanding of users' needs is essential. Local mobility is not an objective in itself, but a means to access activities of everyday life. As each territory generates its own activities, it is from the understanding of these activities that we can consider possible mobility solutions and assess their impacts in the mobility system.
- There is no single solution to the mobility problem in rural areas such as remote or sparsely populated areas of the Alpine Convention perimeter. Measures taken independently will probably have a limited effect on the local mobility system. In contrast, the combination of several measures (new or improved mobility services, integrated pricing, information, etc.) is likely to have a greater effect, as measures reinforce each other and are mutually beneficial. Thus, some of the collected good practices try to mix different measures.
- All new mobility solutions must be considered in a collaborative way between different local stakeholders: users, transport authorities, transport providers, local businesses, non-profit organizations, etc. The involvement of these actors and the appropriation of the new solutions by the users is a key aspect for its success, as collaboration and partnership between public and private actors can create added value. Of course, transport services traditionally managed by transport authorities can meet a certain success, but most of the particularly interesting good practices collected in this document also imply other actors – sometimes unexpected ones, from the local grocery stores to the tourism board. Also the engagement of private enterprises could be enforced by making sustainable mobility offers or solutions part of the company's corporate profile and marketing issue.
- The small-scale experiments can and should create a ripple effect. A demonstrator can produce training effects within an organization or a territory, and lead to a mobility chain diversification offering new solutions to users. But its development in a wider area will achieve economies of scale, provide better service recognition and is likely to improve its effectiveness.
- Paradoxically, the most relevant solutions in terms of mobility could be the "non-mobility solutions". Maintain or preserve essential services in a territory reinforces its attractiveness and reduces the need for constraint mobility. These policies do not only concern transport and mobility, but require an integrated approach to rural planning.

E. Appendix

E.1. GENERAL MAPPING OF IDENTIFIED REMOTE AREAS PER COUNTRY

This appendix summarizes; for each country:

- the indicators used to identify remote territories;
- a map showing the location of the identified remote municipalities and territories;
- the characteristics of the identified municipalities within these territories.

Appendix E.2 provides more detailed information on methodologies used in each country.

E.1.1. Austria

The Austrian partners did not refer to the proposed features to identify municipalities that could be considered as remote. Austria focused directly on interesting and flexible public transport mobility solutions for people without car. They then used indicators to characterize territories where these public transport mobility solutions have been implemented.

E.1.1.1. Feature used to identify remote municipalities

As a first step, rural, rather than remote regions were identified, where interesting mobility solutions were already implemented for people without private cars. The focus was on good practices, but less successful mobility measures were also discussed in order to identify the reason for their problems.

The definition of rural areas is based on the EU-document “the new degree of urbanisation”¹⁴. The degree of urbanisation (DEGURBA) creates a classification of all LAU2 into the following three categories:

- Densely populated area;
- Intermediate population density area;
- Sparsely populated area.

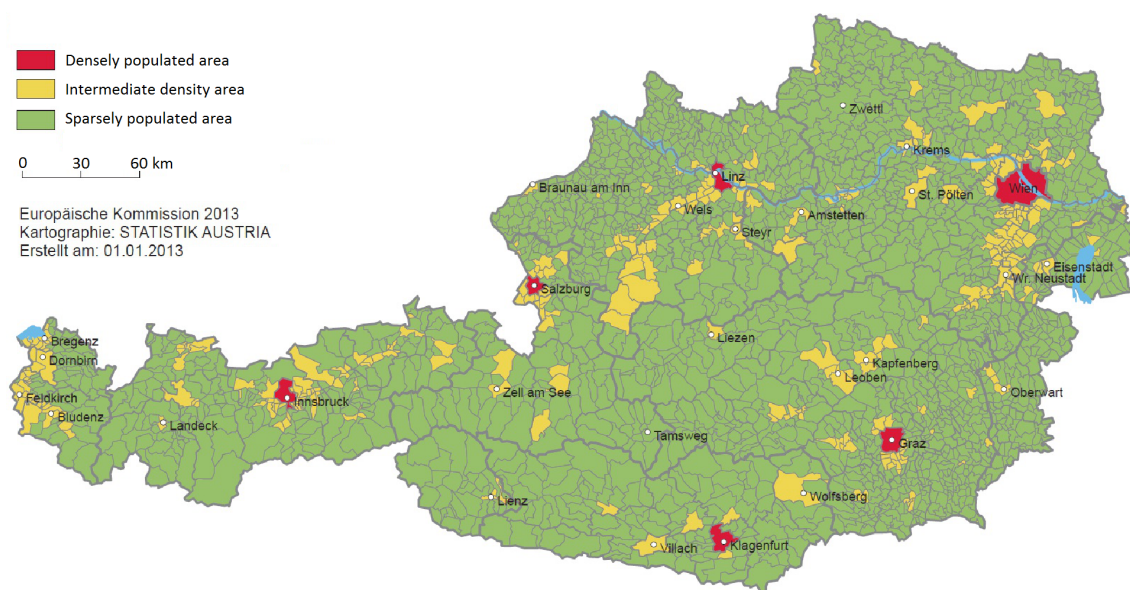


Illustration 7 – Degree of urbanisation per municipality in Austria

¹⁴ Available at: http://ec.europa.eu/eurostat/ramon/miscellaneous/index.cfm?TargetUrl=DSP_DEGURBA, accessed june 26, 2014.

Illustration 8 shows that all known Austrian case studies of mobility solutions for people without a car:

- are situated in rural, “sparsely” populated areas with a population density lower than 300 inhabitants per square kilometre;
- also have a population density of less than 150 inhabitants per square kilometre according to the OECD definition, at www.oecd.org/regional/regional-policy/42392595.pdf.

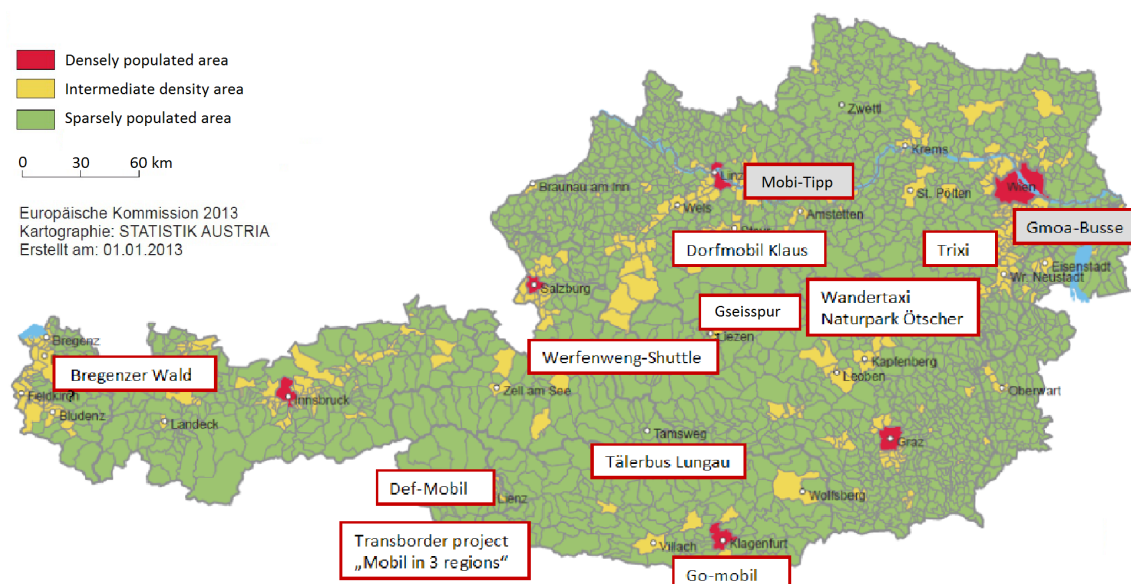


Illustration 8 – Known cases studies of mobility solutions for people without a car

E.1.1.2. Selected indicators to identify remote areas

Table 8 shows the list of Austrian indicators used to characterize territories where public transport mobility solutions have been implemented.

N°	Features	Associated indicators (Austria)
1	Situated beyond the main influence of the metropolitan areas and Alpine cities	
2	Have a limited number of activities/amenities	<ul style="list-style-type: none"> • Distance to well-equipped centres with working places, shopping, leisure and cultural facilities (ÖroK) • Available jobs (Statistics Austria)
3	Do not have the necessary transport infrastructure to facilitate travel to urban centres and potential markets	<ul style="list-style-type: none"> • Travel-time to bigger centres (by public transport) (ÖroK) • Description of the public transport system (timetable of scheduled buses) (ÖBB timetable information) • Inhabitants areas served by an on-demand public transport system (Statistics Austria, 2012)
4	Outside tourist hotspots	<ul style="list-style-type: none"> • Tourism intensity (overnight stays per capita) (Statistics Austria)
5	In demographic decline	<ul style="list-style-type: none"> • Demographic development (growing or shrinking population, etc.) (Statistics Austria)
6	Sparsely populated	<ul style="list-style-type: none"> • Population density in served regions (ÖroK)

Table 3 – List of Austrian indicators

For the purpose of the analysis, Austria selected regions within the Alpine space and the Alpine Convention area, but also selected interesting solutions outside the Alps in other remote regions in Austria if the know-how from the mobility solutions was useful for measures in Alpine regions.

Appendix E.2.1 provides details on the Austrian methodology.

E.1.1.3. The Austrian remote Alpine municipalities

As previously explained, the Austrian partners have focused on a regional model where sustainable mobility solutions for people without a car can be found.

Nevertheless in line with the other country partners, we have provided a map identifying around 254 municipalities with public transport mobility solutions. Illustration 9 shows the location of these municipalities. Dark green municipalities are the ones where our partners will carry out cases studies.

The entire list of municipalities is provided in Appendix E.3.1.

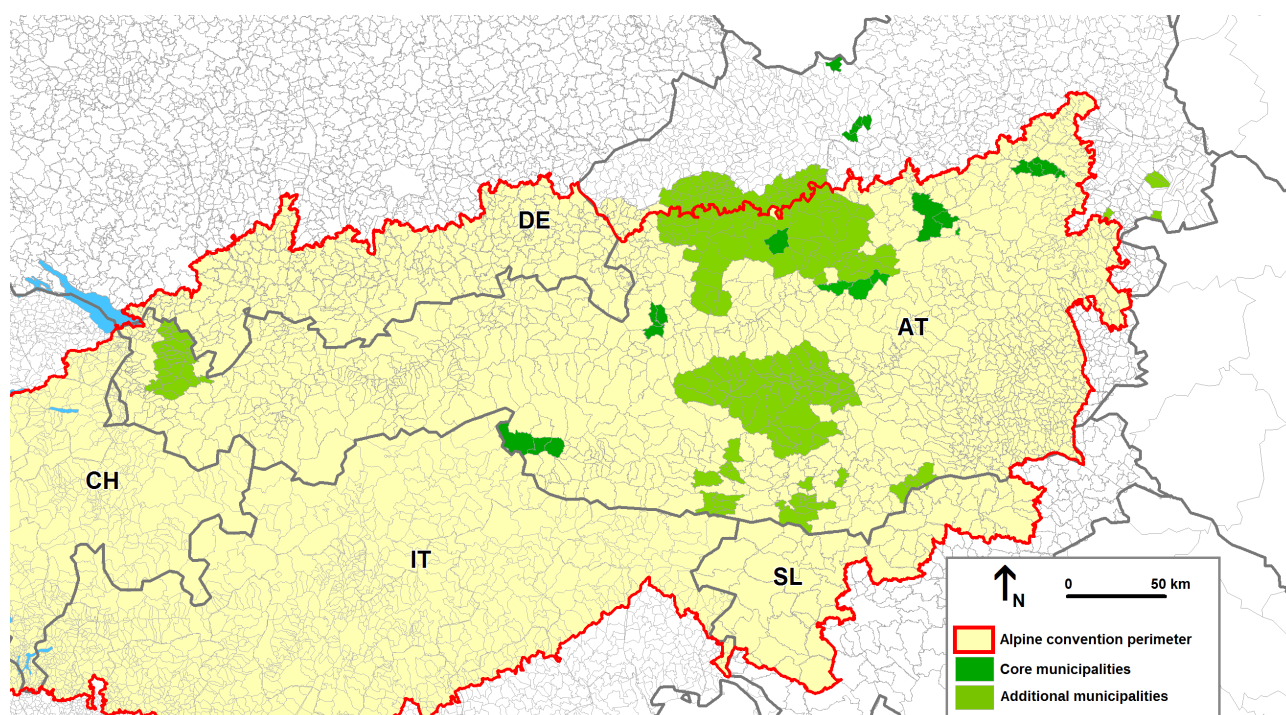


Illustration 9 – Municipalities with best practices in sustainable mobility systems

E.1.1.4. Characteristics of the Austrian remote areas

Austria did not develop specific characteristics of the identified territories.

E.1.2. France

An iterative method was used to identify municipalities that could be considered as remote: each indicator was successively analysed in order to gradually “exclude” municipalities.

E.1.2.1. Selected indicators to identify remote areas

All the indicators used by France can be calculated at a low-level administrative division, the French “commune” (level LAU2 of the European nomenclature of territorial units for statistics). Different territories were established by grouping together municipalities.

Table 4 shows the list of French indicators gradually implemented.

N°	Features	Associated indicators (France)
1	Situated beyond the main influence of the metropolitan areas and Alpine cities	<ul style="list-style-type: none"> Municipalities in a metropolitan area with more than 5,000 jobs (as defined by the French institute of statistics – INSEE)
2	Have a limited number of activities/amenities	<ul style="list-style-type: none"> Municipalities under the influence of urban areas with less than 5,000 jobs (INSEE)
3	Do not have the necessary transport infrastructure to facilitate travel to urban centres and potential markets	<ul style="list-style-type: none"> Number of railway stations / regional buses lines and stations Number of bus / coach stops Average number of buses / coaches per day as an indicator of the quality of service
4	Outside tourist hotspots	<ul style="list-style-type: none"> Average number of tourists on a typical day
5	In demographic decline	<ul style="list-style-type: none"> Demographic decline between 2006 and 2010 according to the national demographic survey (INSEE)
6	Sparsely populated	<ul style="list-style-type: none"> Average population density above 50 inhabitants per square km (INSEE)

Table 4 – List of the French indicators gradually implemented

Appendix E.2.2 provides details of the French methodology.

E.1.2.2. The French remote Alpine municipalities

We identified remote territories without considering the entire list of indicators. We gradually excluded non-selected municipalities without taking into account the two indicators: “tourist hotspots” and “regular bus line services operated by local authorities”.

Remote territories can therefore be:

- with or without tourist hotspots (throughout the year or seasonally);
- with or without regular bus line services.

The remote territories identified are composed of about 31 core municipalities (identified with the entire list of indicators) and 146 additional municipalities (identified without the two last indicators “tourist hotspots” and “regular bus line services operated by local authorities”). The entire list of municipalities provided in Appendix E.3.2 represents 10% of the French Alpine Convention.

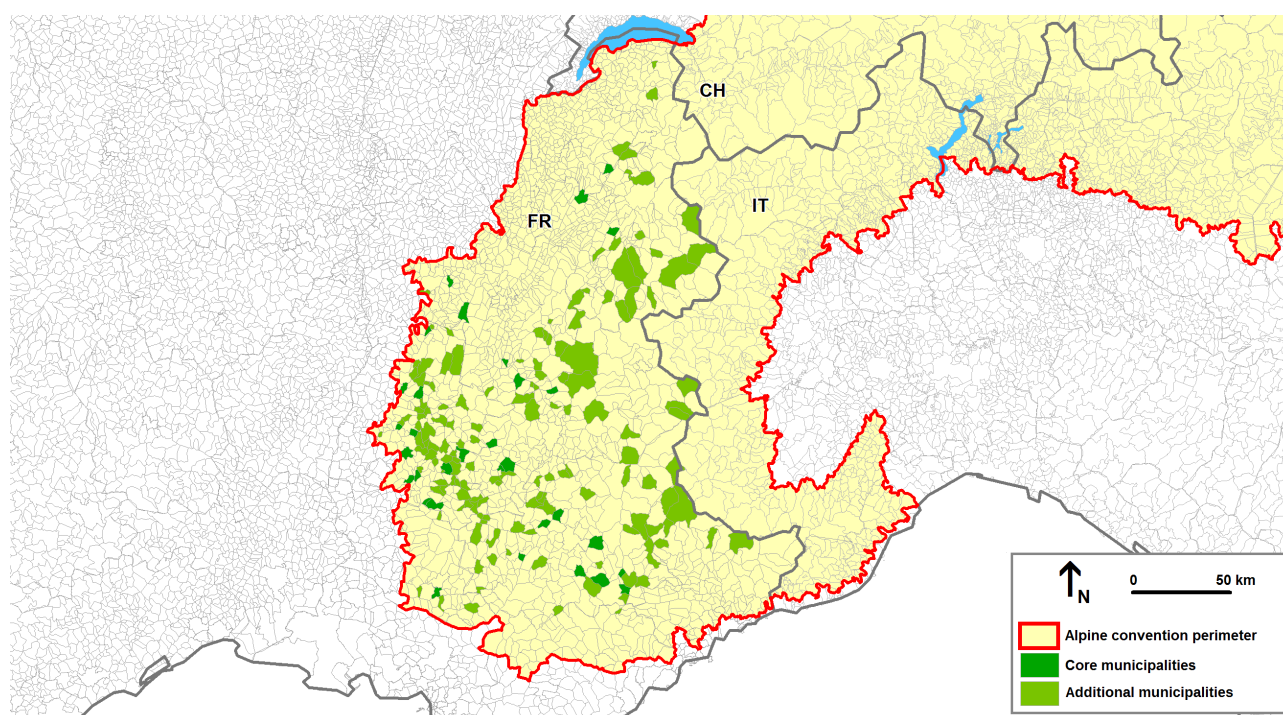


Illustration 10 – Remote territories in France
31 core municipalities (dark green) and 146 additional municipalities (green)

These 177 municipalities total around 45,871 inhabitants (2010 Census). This is around 1,7% of the French Alpine Convention territory population. 87% of the 177 municipalities are mainly located within five territories presented in Table 5 and Illustration 11. Almost 76% of the population of the 177 municipalities are located within these five territories.

N°	French territories	Number of remote municipalities	Population in 2010
1	East of Drôme	82 (46,3%)	10,636 (23,2%)
2	Haute-Maurienne/Vanoise	17 (9,6%)	11,806 (25,7%)
3	Belledonne/Ecrins/Dévoluy	21 (11,9%)	4,689 (10,2%)
4	Digne Prealps	11 (6,2%)	1,422 (3,1%)
5	Ubaye/Mercantour/Verdon	23 (13%)	6,281 (13,7%)
Total		154 (87%)	34,834 (75,9%)

Table 5 – List of the French remote territories

We could also mention certain remote municipalities in the Queyras area. There are 2,120 inhabitants in five municipalities (Abriès, Molines-en-Queyras, Les Orres, Saint-André-d'Embrun, Saint-Véran).

This brief analysis indicates that a wider geographical area covering the five identified territories would be more relevant to highlight good practices and strategies in sustainable mobility than the initial short list of 177 municipalities (even if we focus particularly on these municipalities).

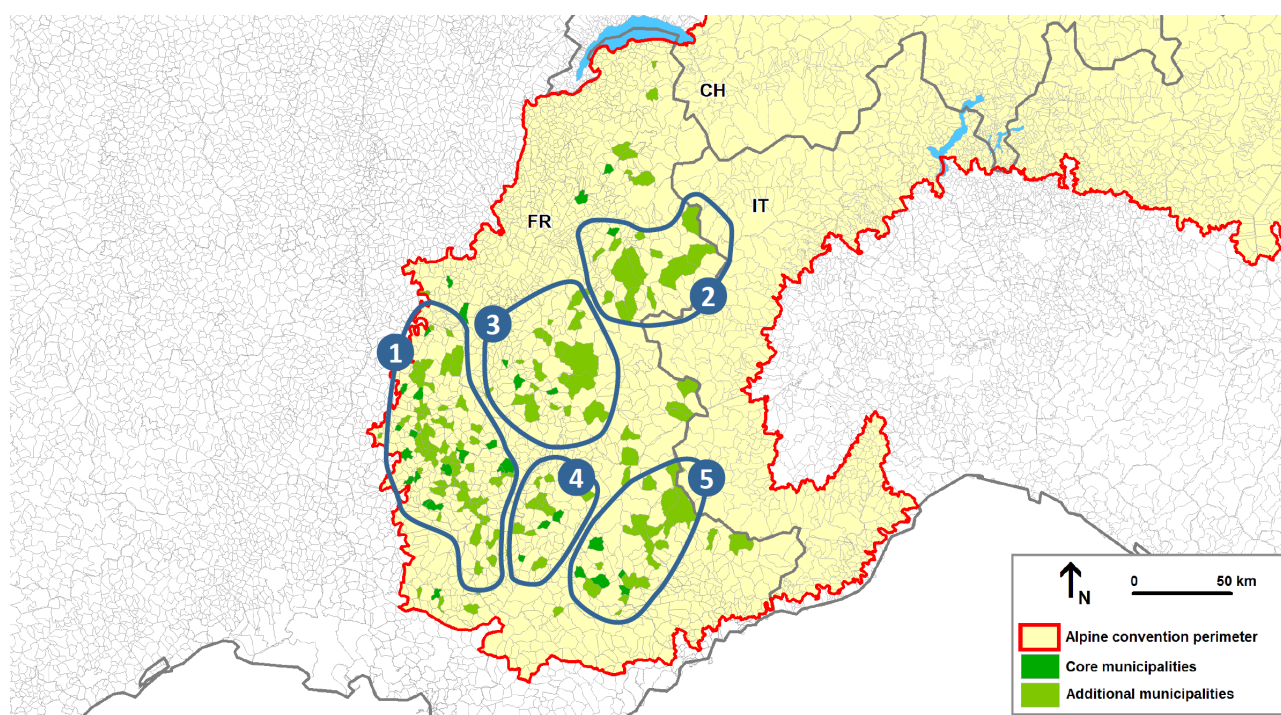


Illustration 11 – Five identified remote territories in France

- ① East of Drôme ② Haute-Maurienne/Vanoise ③ Belledonne/Ecrins/Dévoluy
 ④ Digne Prealps ⑤ Ubaye/Mercantour/Verdon

E.1.2.3. Characteristics of the French remote areas

This section presents the characteristics of the municipalities selected within the five territories previously identified (population density, level of demographic decline, tourism and regular bus line services). Three categories of territories are identified:

a) ② Haute-Maurienne/Vanoise: low demographic decline and high tourism

The 17 remote municipalities of this territory are characterized by a quite high population density with an average of 14,2 inhabitants per square km and a relatively low demographic decline between 2006 and 2010 (more than half of these municipalities lost less than 2,8% of their population).

However, these municipalities are considered tourist hotspots since the average tourist presence is more than twice the annual resident population (tourist presence: 276,5). Only 23% of the municipalities are not considered to attract tourists.

Lastly, 15 of the 17 municipalities have regular local authority bus line services. However, the level of service is not high since the majority (64%) of municipalities have a single bus line. Only one municipality has 3 bus lines (Sainte-Foy-Tarentaise).

In any case, we could not give more weight to transport services because of the lack of information on the daily frequency of each line.

b) ③ Belledonne/Ecrins/Dévoluy and ⑤ Ubaye/Mercantour/Verdon: higher demographic decline and relatively high tourism

This is the case of the two territories called Belledonne/Ecrins/Dévoluy and Ubaye/Mercantour/Verdon that respectively encompass 21 and 23 remote municipalities.

The only difference between the two territories is the higher population density for the Belledonne/Ecrins/Dévoluy territory (an average of 11,1 inhabitants per square km) than the Ubaye/Mercantour/Verdon territory (with an average of 5,5 inhabitants per square km).

All the other characteristics are fairly similar for both territories:

- A relatively high demographic decline between 2006 and 2010 (on average, 6,9% for the Belledonne/Ecrins/Dévoluy territory, and 4,1% for the Ubaye/Mercantour/Verdon territory). This is half of the remote municipalities that lost more than 3,4% of their population.
- A relatively high tourist presence. If the average presence is high (184,2 for the Belledonne/Ecrins/Dévoluy territory and 164,5 for the Ubaye/Mercantour/Verdon territory), it is lower than for the previously mentioned Haute-Maurienne/Vanoise territory. Municipalities remain attractive for tourists since 50% of them have a tourist presence over 12, which is 1,27 higher than the annual resident population. Only 23% of the municipalities are not considered to attract tourists (indicator below 100).
- Relatively few bus line services in these remote municipalities. Indeed, 52,3% of these municipalities have no local authority operated bus lines and 29,5% of municipalities have a single bus line service.

Even if there is a lack of information on bus line frequency, a relatively poor public transport supply can be noted. The next step of the project should focus on this area in order to see if there are good practices in terms of sustainable mobility (use of other transport modes than the car).

c) ① East of Drôme and ④ Digne Prealps: a significant demographic decline and little tourism

This is the case of the two territories called East of Drôme and Digne Prealps that respectively encompass 82 and 10 remote municipalities.

In comparison with the four other territories, these municipalities are characterized by a low population density with an average of 8 (East of Drôme) and 6,5 (Digne Prealps) inhabitants per square km. Moreover there is the highest demographic decline between 2006 and 2010 (on average, municipalities lost 6,7% of their population. More than half of the municipalities lost more than 4,5% of their population).

A significant difference with the previously analysed territories concerns tourism. The East of Drôme and Digne Prealps territories are characterized by low tourism. Indeed the average tourist presence is 100,7 and 92,0. Both these territories can be considered not to attract tourists as:

- 76% of identified municipalities has a tourist presence below 100 (respectively 77,5% for East of Drôme and 63,6% for Digne Prealps);
- and 50% of identified municipalities has a tourist presence below 88 (respectively 88,1% for East of Drôme and 82,1% for Digne Prealps).

This means that overall there are less tourists in the territory than the annual resident population. Thus, municipalities are not considered to be tourist attractions.

The last difference with previously analysed territories is the very low number of bus lines. Indeed, 49,5% of the municipalities have no local authority bus lines and 41,9% of municipalities only have a single bus line service.

As previously mentioned, bus frequency information could provide additional information on the quality of bus services. The next step of the project should also focus on this area in order to find good practices in sustainable mobility.

E.1.3. Germany

An iterative method was used to identify municipalities that could be considered as remote: each feature and associated indicator was successively analysed in order to gradually “exclude” municipalities.

E.1.3.1. Selected indicators to identify remote areas

Table 6 shows the indicators used by Germany:

N°	Features	Associated indicators (Germany)
1	Situated beyond the main influence of the metropolitan areas and Alpine cities	<ul style="list-style-type: none"> • Accessibility of medium-sized town • Accessibility of larger-sized town
2	Have a limited number of activities/amenities	<ul style="list-style-type: none"> • Within/outside DIAMONT labour market region
3	Do not have the necessary transport infrastructure to facilitate travel to urban centres and potential markets	<ul style="list-style-type: none"> • Existence of an hourly train service in municipality
4	Outside tourist hotspots	
5	In demographic decline	<ul style="list-style-type: none"> • Population change 2001-2011
6	Sparsely populated	<ul style="list-style-type: none"> • Population density

Table 6 – List of the German indicators gradually implemented

Appendix E.2.3 provides details on the German methodology (in particular on databases and indicator values for municipalities of the German Alpine Convention perimeter).

In the context of the German Alpine Convention area, the absence of tourist hotspots is not considered a feature of remote territories. On the contrary, tourism is particularly high in areas that otherwise qualify as remote when it comes to population density, decline and accessibility to urban centres (e.g. Berchtesgadener Land, Achental, southern Oberland, Isarwinkel and Oberallgäu). We therefore decided to exclude this feature.

Population density was considered for the identification of remote areas, but given the Alpine topography of the southernmost municipalities in the German Alpine Convention area, the informative value of this indicator is limited. Alpine municipalities with a small share of permanent settlement areas but a relatively large geographic coverage area generally have low population densities, e.g. the municipality of Oberstdorf, which has an urban nature, has 10 residents less per square km than the rural municipality of Bolsterlang.

E.1.3.2. The German remote Alpine municipalities

Not all municipalities in a region feature the same extent of remoteness, yet it is necessary to include less remote areas in the context of potential study areas. Therefore we suggested splitting municipalities into the following two categories:

- **Core municipality:** Municipalities that meet at least half of the remoteness indicators are defined as core municipalities.
- **Additional municipality:** Municipalities meeting some but less than half of the indicators are defined as additional municipalities. Whilst not remote in a strict sense, they are still taken into account within the regional perimeter of potential study areas.

The remote territories would then be composed of about 26 core municipalities and 19 additional municipalities. The entire list of municipalities is provided in Appendix E.3.3.

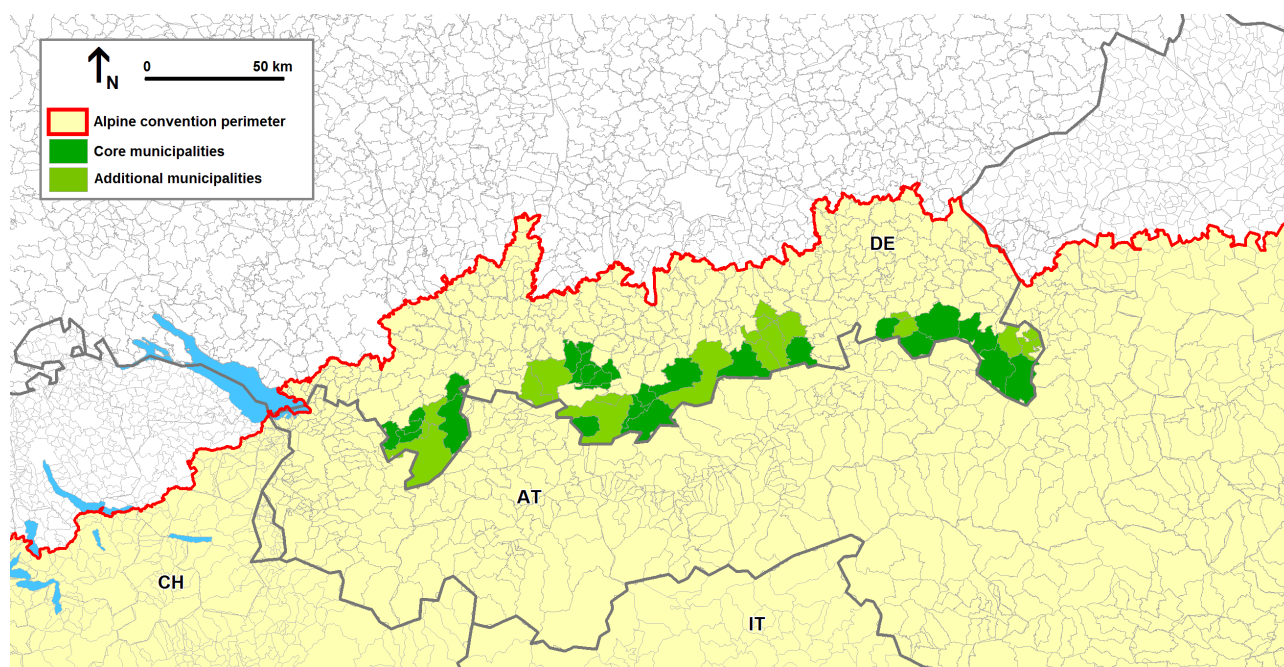


Illustration 12 – Remote territories in Germany
26 core municipalities (dark green) and 19 additional municipalities (green)

E.1.3.3. Characteristics of the German remote areas

We suggest differentiating between core municipalities, that fulfil at least three of the indicator thresholds outlined in appendix E.2.3.2, and additional municipalities, which respect a smaller number of indicators.

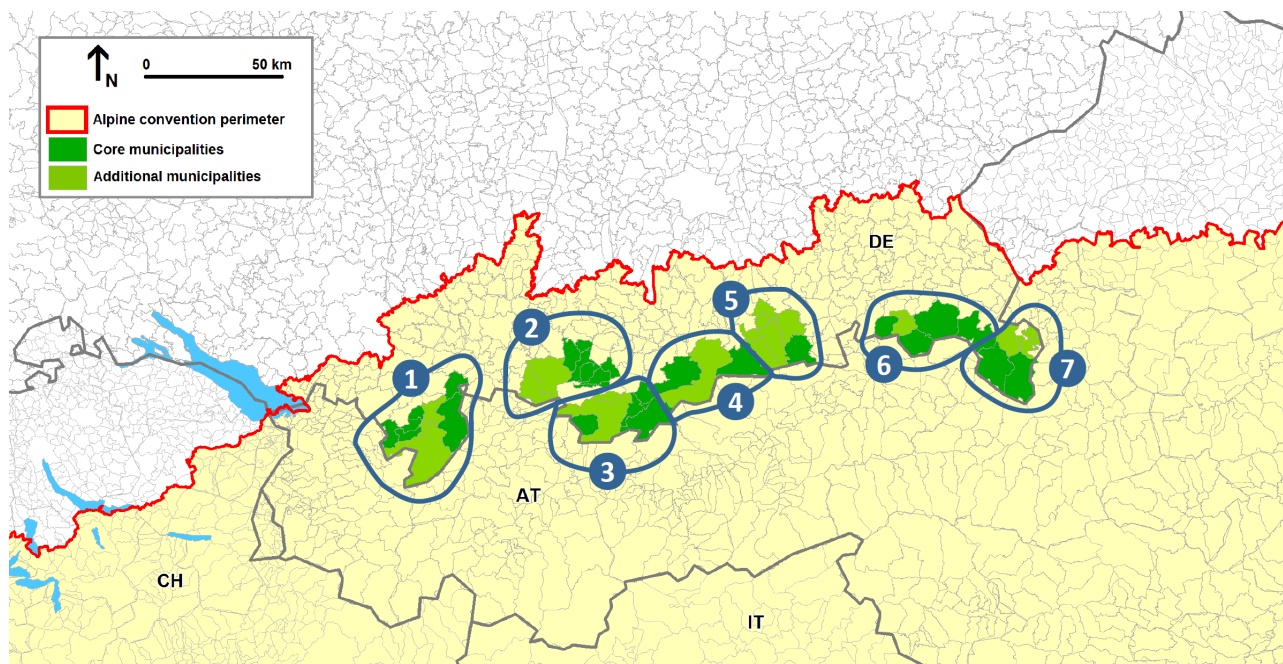


Illustration 13 – Seven identified remote territories in Germany

- ① Oberallgäu/Hörnergruppe ② Ammergau/Halblech ③ Werdenfelser Land ④ Isarwinkel/Achenpaß
 ⑤ Mangfallgebirge ⑥ Achenal/Kaiserwinkel ⑦ Südliches Berchtesgadener Land

a) ① Oberallgäu/Hörnergruppe

This southern part of the district of Oberallgäu is one of the tourist hotspots of the German Alpine Convention area and yet accessibility in its western and eastern municipalities is below standard. Oberstdorf and Sonthofen are urban cores of this area and have hourly train services to Munich and Lindau. Towards the south, the only cross-border road connections link the region with Bregenzerwald and Tannheimer Tal in Austria, themselves rather remote areas.

The municipalities of Fischen, Obermaiselstein, Balderschwang, Ofterschwang and Bolsterlang have formed an administrative cooperation (Verwaltungsgemeinschaft). Situated along the ascent from the Iller valley towards Bregenzerwald, the latter are particularly characterized by steep topographic conditions and low population.

b) ② Ammergau/Halblech

The region is delineated by the Ammer valley to the east and the Lech valley to the west and it encloses the German part of the Ammergau mountain range. It is cut off from the main A95 traffic corridor towards Garmisch-Partenkirchen by the Ettal mountain pass. The train line from Murnau to Oberammergau terminates in the Ammertal. West of Ettal, towards Austria, stretches a large area called “Ettaler Forst”, not included in the study.

c) 3 Werdenfelser Land

The population of this region is in decline, but given its two larger-sized cities of Garmisch-Partenkirchen with their central location in addition to Mittenwald, it qualifies only to a limited extent as a remote territory and has therefore been excluded from the in-depth analysis. Grainau is located along the Außerfernbahn, and has a twice-hourly train service from Garmisch-Partenkirchen to Kempten via Reutte (AT) that runs every two hours. The municipalities of Mittenwald and Grainau, have faced a considerable population decline over the last decade (-8,3 and -6,4% respectively).

d) 4 Isarwinkel/Achenpaß

This remote territory is composed of a small number of large municipalities. In its centre is the Sylvenstein reservoir, intercepting the upper and medium stretch of the Isar river on its way towards Munich. Connections to the south include a federal road towards Achensee and the Inn valley, a dead end road to the Eng valley and a toll road between Jachenau and Wallgau towards the upper Isar valley. Large shares of the region are Alpine slopes and ridges, with very few smaller settlements along the valley bottoms. The northern part of the municipality of Lenggries is more densely populated, Lenggries itself being the terminus of an hourly train service to Munich.

e) 5 Mangfallgebirge

With only Bayrischzell fulfilling a significant number of remote criteria and the rest of the territory featuring good accessibility and a rather stable demographic development, this territory similarly qualifies only to a limited extent as a remote territory and is therefore not part of the following in-depth analysis. Except Rottach-Egern, all municipalities feature an hourly train service to Munich. With ski resorts and Alpine lakes, the region is a popular tourist destination with a large share of day trippers from Munich. The town of Miesbach barely fails to fulfil DIAMONT core city criteria, which explains why the area as a whole is not part of a labour market area.

f) 6 Achental/Kaiserwinkel

The Achental is formed by the Tiroler Achen between the Austrian border and Lake Chiemsee. Bordering to the east is Reit im Winkl, the German part of the Kaiserwinkel, and its neighbouring municipality Ruhpolding.

Apart from Ruhpolding, the region is disconnected from the railroad network. While two main road connections exist towards Austria, the region is oriented towards Lake Chiemsee and the Traunstein area to the north with its motorway and national rail connections.

g) 7 Südliches Berchtesgadener Land

Immediately bordering to the east is the last remote territory of the southern Berchtesgadener Land with the National Park Berchtesgaden and the bordering biosphere reserve in its centre. The region is characterized by its Alpine territory and limited settlement areas in the valley bottoms. Train services exist only in the eastern municipalities with Berchtesgaden the terminus of the train line from Freilassing and the commuter train (S-Bahn) from Salzburg.

E.1.4. Italy

An iterative method was used to identify municipalities that could be considered as remote: each feature and associated indicator was successively analysed in order to gradually “exclude” municipalities.

E.1.4.1. Selected indicators to identify remote areas

Table 7 shows the indicators used by Italy:

N°	Features	Associated indicators (Italy)
1	Situated beyond the main influence of the metropolitan areas and Alpine cities	
2	Have a limited number of activities/amenities	
3	Do not have the necessary transport infrastructure to facilitate travel to urban centres and potential markets	
4	Outside tourist hotspots	
5	In demographic decline	• Population change 2001-2010
6	Sparsely populated	• Population density

Table 7 – List of the Italian indicators gradually implemented

The method used was a procedure of exclusion: a municipality is considered to be remote if its population density is less than 30 inhabitants per square km in 2010 and if its population has decreased between 2001 and 2010. Population density and population changes are given by the Italian statistical office.

E.1.4.2. The Italian remote Alpine municipalities

Italian remote Alpine municipalities have been divided into the following two categories:

- **Core municipality:** Municipalities with less than 15 inhabitants per square km, with a loss of population between 2001 and 2010.
- **Additional municipality:** Municipalities with more than 15 and less than 30 inhabitants per square km, with a loss of population between 2001 and 2010.

The remote territories would then be composed of about 194 core municipalities and 170 additional municipalities. The entire list of municipalities is provided in Appendix E.3.4.

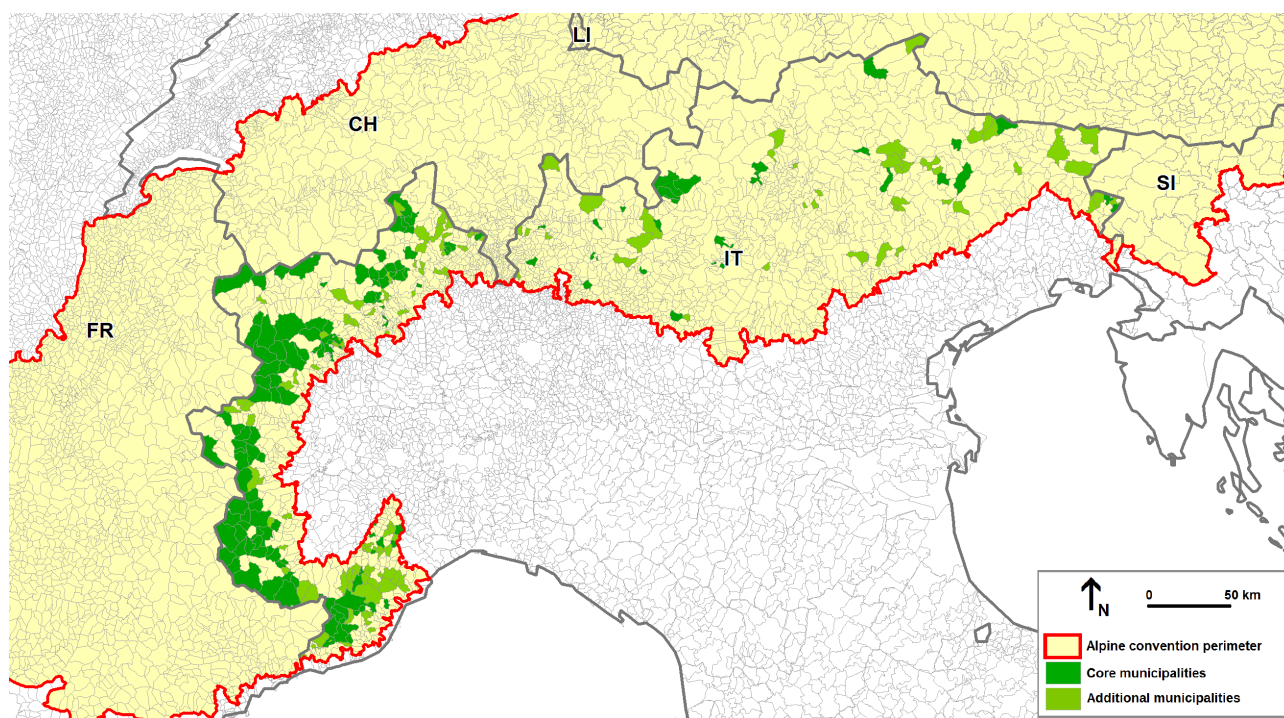


Illustration 14 – Remote territories in Italy
194 core municipalities (dark green) and 170 additional municipalities (green)

E.1.4.3. Characteristics of the Italian remote areas

The Italian Alpine arc extends over a total of six of the twenty Italian regions: Liguria, Piemonte, Lombardia, Veneto, Friuli-Venezia Giulia, the Autonomous region of Valle d'Aosta the Autonomous provinces of Bolzano and Trento.

In general, the municipalities with the highest population densities are concentrated along the lower outer perimeter of the Alps, at the foot of the mountains, along the main river dorsal and/or arterial roads, highways and railways (e.g., along the valley of Adige – and thus along the A22 motorway, in the low Valtellina, in the valley of Piave). At regional level, it can be said that Western Alps and North-Eastern Alps are the ones characterized by the lowest densities of population and the most consistent decrease of population. As the current work on the 5th Report of the State of the Alps on demography dynamics is showing, those areas are also characterized by other related phenomena, such as a high share of elderly population and high unemployment rates. Those areas are generally outside of tourist hotspots (as highlighted in the 4th Report of the State of the Alps) and often not (or only partially) reached by local railway lines.

From the geographical point of view, most of the municipalities and areas concerned lie in “closed valleys” (especially on the Western side) that do not allow communications by road or rail to the crossborder “mountainsides”. Usually, they are connected to the peri-Alpine areas only by narrow and curvy links. Some macroareas within the Italian Alps have been identified, and here summarised.

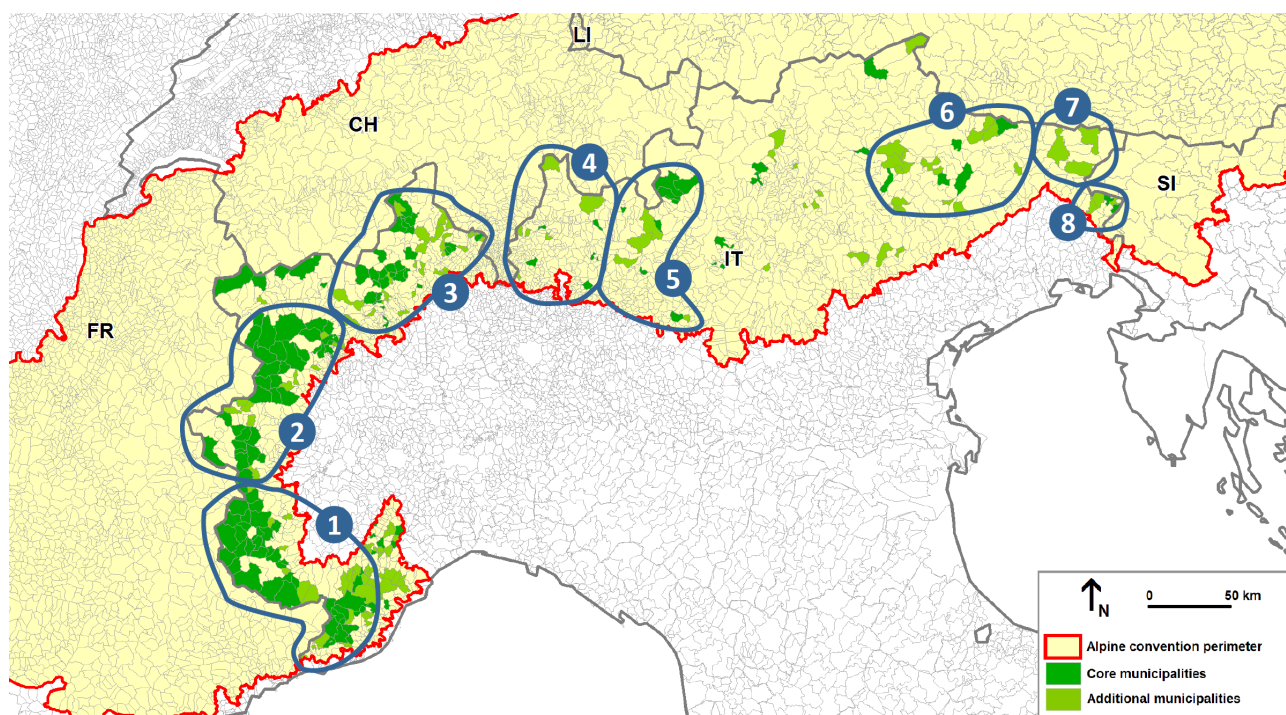


Illustration 15 – Eight identified remote territories in Italy

- 1 Provinces of Imperia and Cuneo 2 Upper Canavese 3 Province of Verbania-Cusio-Ossola
 4 Areas close to the Swiss border 5 Provinces of Brescia and Bergamo
 6 Upper Cadore 7 Upper Carnia 8 Valli del Natisone

a) Western area: 1 Provinces of Imperia and Cuneo, 2 Upper Canavese and 3 Province of Verbania-Cusio-Ossola

Most of the upper municipalities, located at the French border, are suffering population decline and quite negative socio-economic indicators (ageing of population, unemployment and long travel distances to relevant bottom urban centres). Three main zones have been identified:

- Areas located in the provinces of Imperia¹⁵ (Liguria) and Cuneo (Piemonte), particularly municipalities in the Maritime Alps, Valle Stura, valle Maira and valle Varaita.
- Upper Canavese, in the province of Turin, particularly Valle di Locana and Ronco Canavese.
- Western side of the Province of Verbania-Cusio-Ossola, particularly municipalities in the Valle Anzasca, valle Antrona and val Bognanco.

b) Central Alps: 4 Areas close to the Swiss border and 5 Provinces of Brescia and Bergamo

This is the less affected area, (only a few municipalities between the Autonomous Provinces of Bolzano and Trento are considered), as it is quite well infrastructured and most important Italian tourist resorts are situated here. In Lombardy, less accessible and most remote areas are scattered in different areas of the region, and above all located outside of main valleys. The most concerned areas are:

- Municipalities situated close to the Swiss border: valle di San Giacomo, Cavargna, Val Rezzo, Western side of the Lake of Como.
- Upper municipalities of provinces of Brescia and Bergamo, within the Orobic Alps.

¹⁵ Imperia is the least densely populated Alpine province (31 inhabitants per square km)

c) Eastern Alps: ⑥ Upper Cadore, ⑦ Upper Carnia and ⑧ Valli del Natisone

Existing conditions are similar to the Western side of Italian Alps, as well as difficult accessibility. Most isolated areas of the North-Eastern fringe, affected also by strong depopulation trends, are located in:

- Upper Cadore in the province of Belluno.
- Upper Carnia in the province of Pordenone, particularly municipalities of Forni di Sopra, Forni di Sotto, Prato Carnico and Forni Avoltri and Paluzza.
- Valli del Natisone in Julian Alps (Drenchia, Pulfero, Stregna).

E.1.5. Slovenia

An iterative method was used to identify municipalities that could be considered as remote: each feature and associated indicator was successively analysed in order to gradually “exclude” municipalities.

E.1.5.1. Selected indicators to identify remote areas

Table 8 shows the indicators used by Slovenia:

N°	Features	Associated indicators (Slovenia)
1	Situated beyond the main influence of the metropolitan areas and Alpine cities	
2	Have a limited number of activities/amenities	
3	Do not have the necessary transport infrastructure to facilitate travel to urban centres and potential markets	
4	Outside tourist hotspots	
5	In demographic decline	• Population change 2006-2012
6	Sparsely populated	• Population density

Table 8 – List of the Slovenian indicators gradually implemented

The method used was a procedure of exclusion: a municipality is considered to be remote if its population density is less than 50 inhabitants per square km in 2012 and if its population has decreased between 2006 and 2012. Population density and population changes are given by the Slovenian statistical office. They are available at www.stat.si.

E.1.5.2. The Slovenian remote Alpine municipalities

Slovenian remote Alpine municipalities have been divided into the following two categories:

- **Core municipality:** Municipalities with less than 25 inhabitants per square km, with a loss of population between 2006 and 2012.
- **Additional municipality:** Municipalities with more than 25 and less than 50 inhabitants per square km, with a loss of population between 2006 and 2012.

The remote territories would then be composed of about 5 core municipalities and 8 additional municipalities. The entire list of municipalities is provided in Appendix E.3.5.

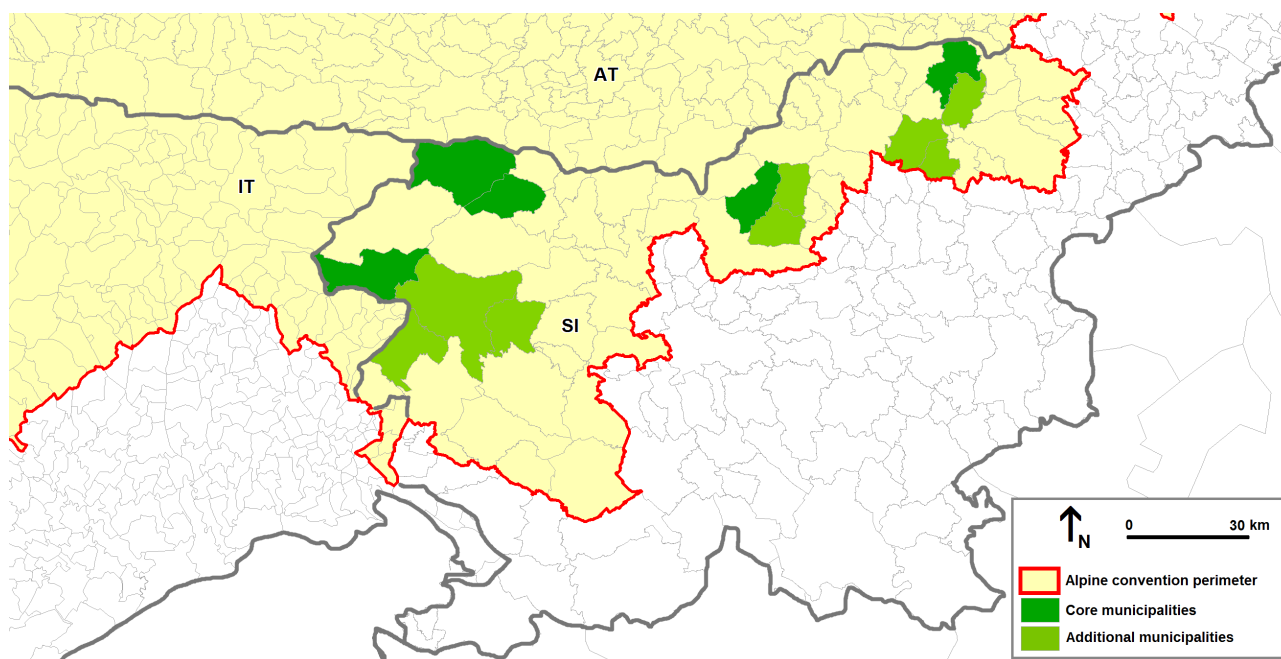


Illustration 16 – Remote territories in Slovenia
5 core municipalities (dark green) and 8 additional municipalities (green)

E.1.5.3. Characteristics of the Slovenian remote areas

Slovenia did not develop specific characteristics of the identified territories.

E.1.6. Switzerland

An iterative method was used to identify municipalities that could be considered as remote, with urban and non-urban municipalities as a starting point.

E.1.6.1. Selected indicators to identify remote areas

The starting point was the classification of urban and non-urban municipalities, used by the Federal Statistical Office (FSO). Urban municipalities consist of towns, cities and conurbations. The Swiss Federal Office for Spatial Development (ARE) has developed a typology for non-urban municipalities. Three different types are identified:

- Periurban rural municipalities;
- Alpine tourist resorts;
- Other rural municipalities.

The definition of “other rural municipalities” nearly fits the definition suggested in the guidelines of the Alpine Convention and corresponds best to its fourth category: “declining rural area”. However, as the term “declining rural area” sounds rather negative, this term is not used in Switzerland.

According to the Spatial Development report 2005, published by the Federal Office for Spatial Development¹⁶, rural municipalities are situated outside the catchment area of agglomerations as well as outside the densely populated area between Lake Geneva and Lake Constance. They consist of municipalities with 5 000 to 10 000 inhabitants, smaller municipalities with 2000 to 5000 inhabitants or 500 to 2000 inhabitants and sparsely populated communities with less than 500 inhabitants.

When the study was published in 2005, 387 municipalities (out of a total of about 2500) with a total of approximately 278 000 inhabitants and 99 000 jobs were considered part of remote territories. Some of these municipalities are situated in the Jura but most are part of the Alps and its foothills. They therefore lie within the Alpine Convention territory.

Table 9 shows the list of Swiss indicators gradually implemented.

N°	Features	Associated indicators (Switzerland)
1	Situated beyond the main influence of the metropolitan areas and Alpine cities	• Urban / non urban municipalities (Federal Statistical Office – FSO)
2	Have a limited number of activities/amenities	• Typology for non-urban municipalities (periurban, Alpine tourist resorts, other rural municipalities)
3	Do not have the necessary transport infrastructure to facilitate travel to urban centres and potential markets	
4	Outside tourist hotspots	• Typology for non-urban municipalities
5	In demographic decline	
6	Sparsely populated	• Population density

Table 9 – List of the Swiss indicators gradually implemented

E.1.6.2. The Swiss remote Alpine territories

We identified remote municipalities by gradually applying the entire list of indicators and excluding non-selected municipalities.

The remote territories identified are composed of about 133 core municipalities (identified with a population density that is below 500 inhabitants per municipality) and 88 additional municipalities (identified with a population density that is over 500 inhabitants per municipality). The entire list of municipalities is provided in Appendix E.3.6.

¹⁶ ARE (2005), Spatial Development Report 2005. ARE, Bern, march 2005. Available at: www.are.admin.ch/themen/raumplanung/00228/00275/index.html, accessed may 26, 2014.

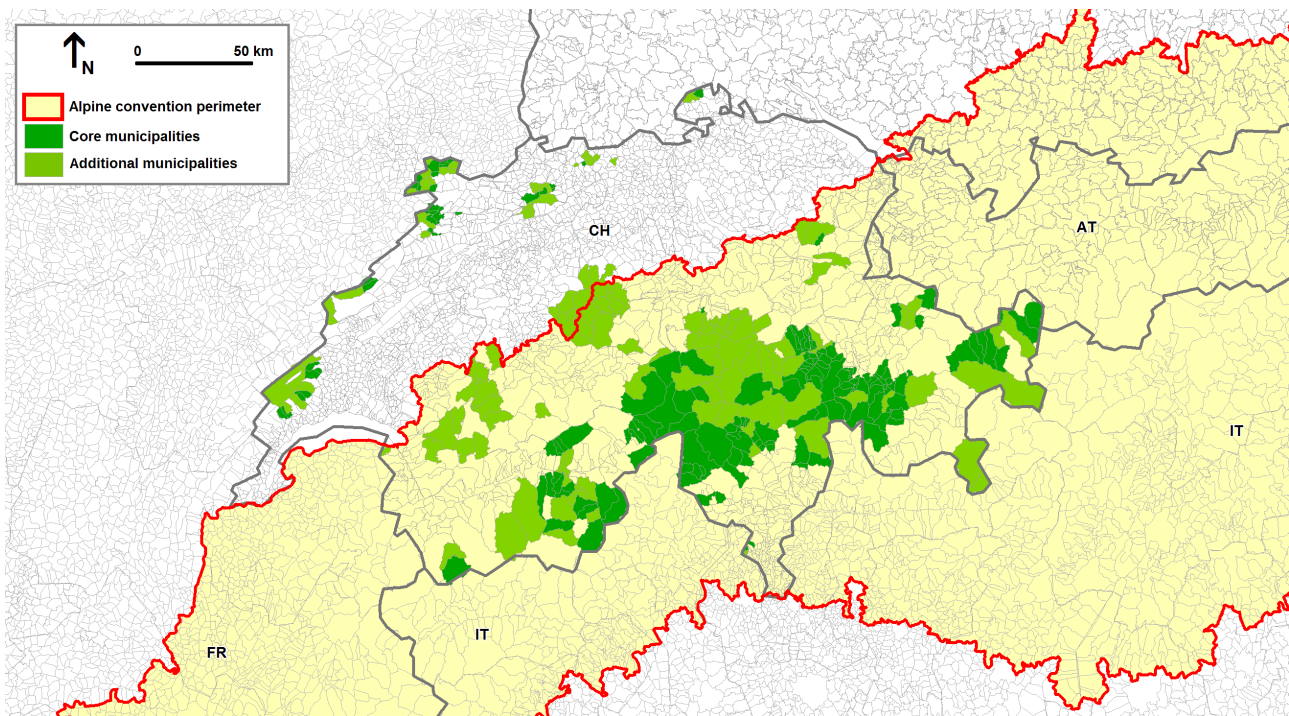


Illustration 17 – Remote territories in Switzerland
133 core municipalities (dark green) and 88 additional municipalities (green)

E.1.6.3. Characteristics of the Swiss remote areas

Switzerland did not develop specific characteristics of the identified territories. The method used was a procedure of exclusion: an area is considered to be remote if it is a non urban municipality, which is neither periurban nor is it an Alpine tourist resort.

E.2. DETAILED METHODOLOGIES TO IDENTIFY REMOTE AREAS PER COUNTRY

This appendix details the methodology developed by each country to identify remote areas.

E.2.1. Austria

The indicators used by Austria are the following:

- Inhabitants of territory served by on-demand public transport system;
- Population density in served regions;
- Importance of tourism;
- Accessibility of regions.

An excellent source for all relevant data of municipalities is “a view on the municipality” from Statistics Austria (www.statistik.at/blickgem/index.jsp). This data provides demographic development (e.g. growing or shrinking population, proportion of under 15 and elderly people over 65) and employment and jobs in the communities and commuter statistics.

Moreover, some websites of the municipalities provide relevant information.

E.2.1.1. Inhabitants of territory served by the on-demand public transport system

Statistics Austria (the national office for statistics) provides a table with the inhabitants of all Austrian municipalities, actual from January 1st, 2012)¹⁷. For our study it is interesting to consider the populationst outside a regional centre, where the public transport service to remote regions start, because the centres are more densely populated than the served remote municipalities.

E.2.1.2. Population density in served regions

The Austrian Conference on Spatial Planning – ÖROK a cooperation board of national and regional authorities provides many maps with regional indicators in the Internet, so a map to the population density is available. Two different variants of indicators are available:

- Inhabitants in the whole administrative territory;
- Inhabitants in the settlements of the territory.

In the Alpine Space, the administrative territories are much bigger than the geographic coverage of settlements, because the mountains are not suitable for settlements. Illustration 18 shows the example of East Tyrol, where some case studies are situated. Illustration 19 shows that the population density for the entire administrative area in the Alpine space is very low.

¹⁷ See www.statistik.at/web_de/klassifikationen/regionale_gliederungen/gemeinden/index.html, accessed August 28, 2013

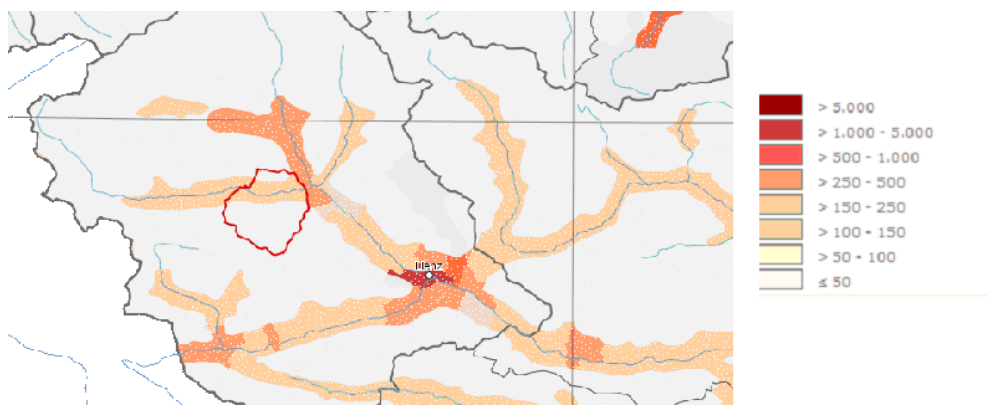


Illustration 18 – Population density in East Tyrol, settlement area of municipalities
(Inhabitants per square km in the year 2005) - Source: www.oerok-atlas.at/gui/map.php

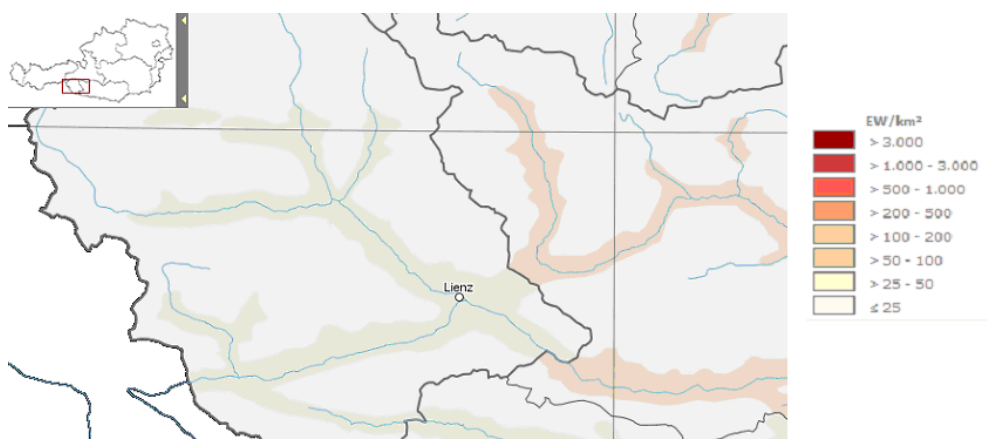


Illustration 19 – Population density in East Tyrol, administrative territory of municipalities
(Inhabitants per square km in the year 2005) - Source: www.oerok-atlas.at/gui/map.php

E.2.1.3. Importance of Tourism

Also tourism data are well documented in Austria. Statistics Austria provides interactive maps on arrivals, overnight stays, number of guest beds. A good overview of tourism gives the tourism intensity factor, meaning overnight stays per capita. This factor is shown in Illustration 20:

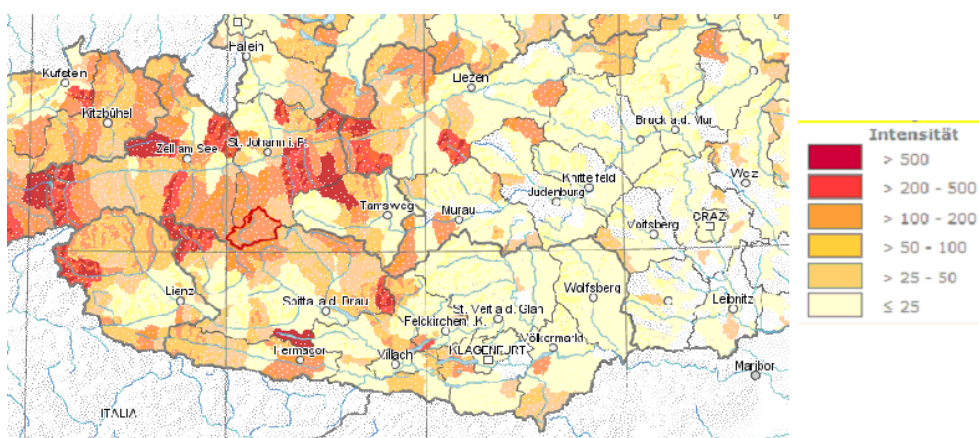


Illustration 20 – Overnight stays per capita in Austria
Source: www.oerok-atlas.at/gui/map.php

E.2.1.4. Accessibility of Regions

A main factor for the selection of case studies is accessibility, with a focus on public transport, because the road network in Austria is dense and in good condition almost everywhere. The Austrian Conference on Spatial Planning carried out an analysis on accessibility by public transport and by private cars. The currently available data are from the year 2005.

The accessibility analysis by ÖROK gives a first overview. For a more solid analysis, more detailed information is useful, therefore in the Austrian contribution for every case study region, the current timetables of scheduled buses and trains will be analysed. The results of these timetable-checks will show in many cases, how valuable on-demand public transport services are for the mobility of people without private cars and also for groups who cannot drive a car because of health or age. In some remote regions, there is no public transport by bus or train and on-demand public transport services are the only means of mobility for people who cannot use cars or bikes.

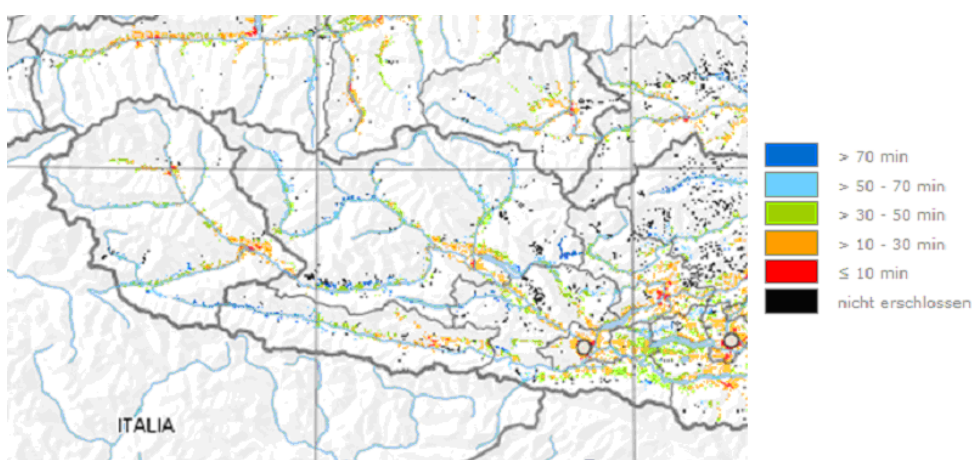


Illustration 21 – Accessibility by public transport in East Tyrol and Carinthia
(travel time to the next regional centre in minutes – black: communities without any public transport connections) - Source: www.oerok-atlas.at/gui/map.php

As an example for a timetable analysis in a rural, remote region, figure 4 shows the connections from the regional centre Lienz to the Defreggen Valley, where the minibus service “Def-mobil” is provided. Typical for rural bus services in remote, rural regions are many footnotes in the bus timetables, often an indicator that buses are focused on schoolchildren commuting (the shown case is not the worst case).

Lienz in Osttirol Bahnhof (Vorplatz) – St.Jakob in Defereggen Ort

Ab Zug	An Umsteigen	Ab Zug	An Dauer Verkehrstage
9:05 Bus 4412	9:29 Huben in Osttirol Ort	9:31 Bus 4414	10:04 0:59 Mo - Sa a
12:05 Bus 4412	12:29 Huben in Osttirol Ort	12:31 Bus 4414	13:04 0:59 Mo - Sa a
13:05 Bus 4412	13:29 Huben in Osttirol Ort	13:31 Bus 4414	14:04 0:59 Mo - Mi, Fr b
14:05 Bus 4412	14:33 Huben in Osttirol Ort	14:35 Bus 4414	15:08 1:03 Mo - Sa a
16:20 Bus 4410	16:40 Huben in Osttirol Ort	16:41 Bus 4414	17:14 0:54 Mo - Mi, Fr b
17:20 Bus 4410	17:40 Huben in Osttirol Ort	17:41 Bus 4414	18:14 0:54 Mo - Fr c
17:20 Bus 4412	17:44 Huben in Osttirol Ort	17:46 Bus 4414	18:19 0:59 So d

Index

- a = nicht 9., 20., 30. Mai, 15. Aug, 26. Okt, 1. Nov
- b = nicht 20., 21. Mai, 8. Jul bis 6. Sep, 1. Nov; auch 16., 23. Mai, 6., 13., 20., 27. Jun, 4. Jul, 12., 19., 26. Sep, 3., 10., 17., 24., 31. Okt, 7., 14., 21., 28. Nov, 5., 12. Dez
- c = nicht 9., 20., 30. Mai, 15. Aug, 1. Nov
- d = auch 9., 20., 30. Mai, 15. Aug, 26. Okt, 1. Nov

Illustration 22 – Typical timetable of scheduled buses in a remote and rural area in East Tyrol
Source: ÖBB timetable information “Scotty” at www.oebb.at

E.2.2. France

E.2.2.1. Databases and measures used

This section presents the databases used to measure each indicator.

a) Municipalities situated beyond the main influence of the metropolitan areas and Alpine cities

The indicator selected for this criterion enabled the identification of municipalities not under the influence of metropolitan areas with more than 5,000 jobs.

Databases were used from the French National Institute of Statistics and Economic Studies (INSEE), and in particular the latest French definition of urban areas from the year 2010¹⁸. We used the specific indicator called “Catégorie de la commune dans le zonage en aires urbaines 2010” (CATAEU2010, Municipality category in 2010 urban area classification).

Table 10 shows details of the urban area zoning:

id	Observations
111	Municipality belonging to a large metropolitan area (more than 10,000 jobs)
112	Municipality belonging to a suburb of a large metropolitan area
120	Commuter town belonging to a large metropolitan area
211	Municipality belonging to a medium sized metropolitan area (from 5,000 to 10,000 jobs)
212	Municipality belonging to the suburb of medium sized metropolitan area
221	Municipality in a small urban area (from 1,500 to 5,000 jobs)
222	Suburb of small sized urban area
300	Other commuter towns
400	Isolated municipality outside the influence of the urban area

Table 10 – Urban area classification in France
Identified territories are the municipalities with an “id” other than “111”, “112”, “120”, “211” and “212”.

b) Municipalities with limited activities/amenities

The indicator selected for this criteria enabled the identification of municipalities that are not under the influence of urban areas with less than 5,000 jobs.

INSEE databases were used, and in particular the last French definition of urban areas (from the year 2010)¹⁹. We used the specific indicator called “Type de commune” (“Type of municipality”). Here, each municipality is identified as either an “urban” municipality or a “rural” municipality.

Thus, identified territories include municipalities that are not under the influence of metropolitan areas of more than 5,000 jobs (see previous indicator) and that are characterized as “rural”.

¹⁸ Information is available at: www.insee.fr/fr/methodes/default.asp?page=zonages/aires_urbaines.htm

¹⁹ Available at: www.insee.fr/fr/methodes/default.asp?page=zonages/unites_urbaines.htm

c) Sparsely populated municipalities

The average population density of each municipality was calculated by using the INSEE database that provides the area (in square km) and the population of each municipality in the National General Population Census²⁰.

In order to identify sparsely populated municipalities, it was decided to select only municipalities with a density of less than 50 inhabitants per square km.

d) Municipalities without public transport infrastructure

In order to identify municipalities without public transport infrastructure, it was decided to focus on railway infrastructures, regional bus lines and stations, and other local bus lines operated by local authorities located in the Alpine Convention perimeter.

Railway infrastructures

Railway infrastructures were located on maps thanks to a database available on the dedicated SNCF open-data website (<http://test.data-sncf.com>). We focused on the list of passenger stations of the National Railway Network with detailed location coordinates (<http://test.data-sncf.com/index.php/gares-connexions.html>). Regional Express Train stations (TER) and regular Intercity Train stations were identified.

The database does not include:

- High speed train stations. This was not a real problem within the frame of our study, since in most cases, high speed train stations also provide Regional Express Train lines.
- Regional bus lines and stations that are identified like railway infrastructures. Within the frame of our study, we needed to take into account these bus lines in both the Rhône-Alpes and the Provence-Alpes-Côte d’Azur Regions.

Regional bus lines and stations

In the case of the Rhône-Alpes Region, we compared information from the SNCF open-data website and regional maps of the Regional Express Network²¹. We were able to identify some stations of regional bus lines operated by SNCF.

In the case of the Provence-Alpes-Côte d’Azur Region, we were able to identify Regional Bus Express lines and stations thanks to the regional dedicated website www.info-ler.fr/ that hosts the network maps and timetables of the network.

In both regions, we entered these stations (when they were different from railway stations) into a Geographical Information System in order to identify in which municipalities they are located.

Local authority bus lines and stations

Thanks to different local authority websites and online timetable information about each bus network, we created an Excel table of the number of regular bus lines that offer services per municipality. We excluded seasonal and school bus services.

This work was done for each of the following French “départements”: Isère, Drôme, Savoie, Haute-Savoie, Hautes-Alpes, Alpes de Haute-Provence, Alpes Maritimes, Var and Vaucluse. Around 9109 bus stops were identified in municipalities of the Alpine Convention perimeter. The number of bus lines per municipality is

²⁰ Available at: www.insee.fr/fr/themes/detail.asp?reg_id=99&ref_id=base-cc-resume-stat

²¹ Available at: www.openstreetmap.org/browse/relation/2827194

between 0 and 32 lines (the latter being for metropolitan areas or large cities). The average within the Alpine Convention Perimeter is around 1,2 lines per municipality.

Since the bus networks are well developed in all the Alpine territories, we did not necessarily use this transport service indicator as a discriminatory factor for identifying remote or sparsely areas. It was used as a final indicator in order to provide certain characteristics of the final identified territories.

e) Municipalities outside tourist hotspots

In order to identify the municipalities outside tourist hotspots, we referred to an indicator developed in the Magali Talandier PhD (method for estimating tourist presence). The indicator estimates the tourist presence in the municipality as a function of the inhabitants incomes and a tourist potential index:

$$TXPRES = 69,87 - 0,0008 * REV/HAB + 29,44 * IPAT$$

Where:

- “REV/HAB” is the inhabitants’ incomes²². They are estimated thanks to the INSEE database (Net household income registered in 2009, number of inhabitants in 2010);
- “IPAT” is the tourist potential index estimated thanks to the INSEE database: number of rooms in classified hotels and in unclassified chain hotels in 2010, number of pitches in classified campsites in 2010, number of holiday/weekend homes and occasional accommodation in 2010²³.

Thus, municipalities outside tourist hotspots are those where the indicator value is below the reference value of “100” (when it is over “100”, the municipality is considered popular with tourists).

f) Municipalities in demographic decline

Thanks to the National General Population Census provided by the INSEE, the number of inhabitants per municipality is available for the years 2006 and 2010.

Thus, identified territories are municipalities where the population in 2010 was lower than in 2006.

E.2.2.2. Precautions required for certain indicators

All the indicators were quite easy to measure. However, two indicators were implemented with precaution.

a) Tourist presence

The indicator measured is an approximation since it is based on an equation established in Talandier’s PhD (2007). The equation is used for data from 2009-2010.

Thus, in order to obtain accurate results, we should have identified all the parameters of the equation between:

- the inhabitants’ incomes and the tourist potential index (existing data bases at the municipal level)
- and tourist presence statistics available at a regional level (Tourism Ministry sources).

We did not identify parameters because we assumed that parameter results between the year 2007 and 2009-2010 were very close.

²² Available at: www.insee.fr/fr/themes/detail.asp?reg_id=99&ref_id=base-cc-irpp-nouv-serie

²³ Available at: www.insee.fr/fr/bases-de-donnees/default.asp?page=statistiques-locales/tourisme.htm

b) Public transport services

As previously mentioned, the SNCF database used (<http://test.data-sncf.com/>) to identify railway infrastructures does not include high speed train (TGV) stations.

19 high speed train stations are located in the Alpine Convention perimeter:

- 14 stations are located in metropolitan areas with more than 5,000 jobs. They are therefore not taken into account since the first indicator excludes municipalities that are under the influence of metropolitan areas with more than 5,000 jobs;
- 5 stations remain in the territory: Modane, Moûtiers-Salins-Brides-les-Bains, Saint-Avre-La Chambre, Saint-Jean-de-Maurienne/Arvan and Saint-Michel-Valloire. There are all located in the Savoie. However, they were not taken into account since the second indicator excludes municipalities that are under the influence of urban with less than 5,000 jobs.

We determined the number of regular local authority bus lines services per municipality.

As mentioned, we did not necessarily consider this indicator as discriminatory when identifying remote territories. It was used in order to provide certain characteristics of final identified territories.

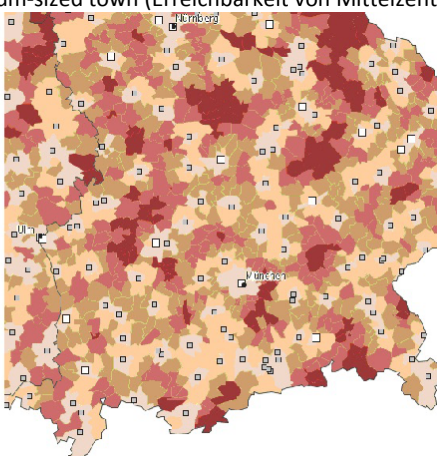
However, since bus service information was very limited, these services could only be considered as a very partial characterization of remote territories. In order to be more relevant, it would be useful to obtain additional information such as bus line frequency, the quality of services, bus times, the number of seats and kilometres offered, etc.

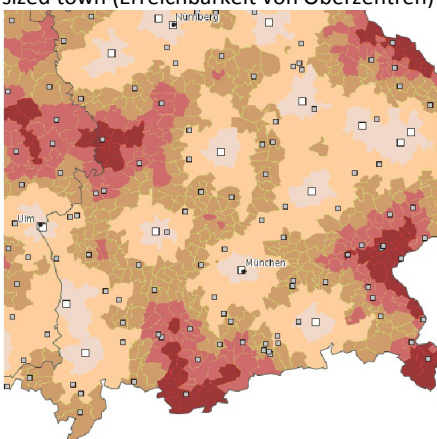
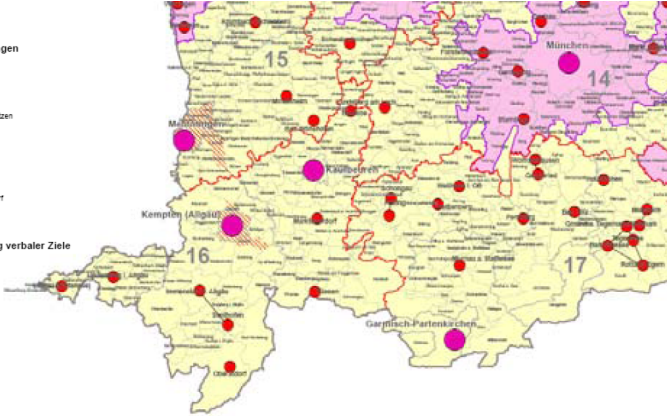
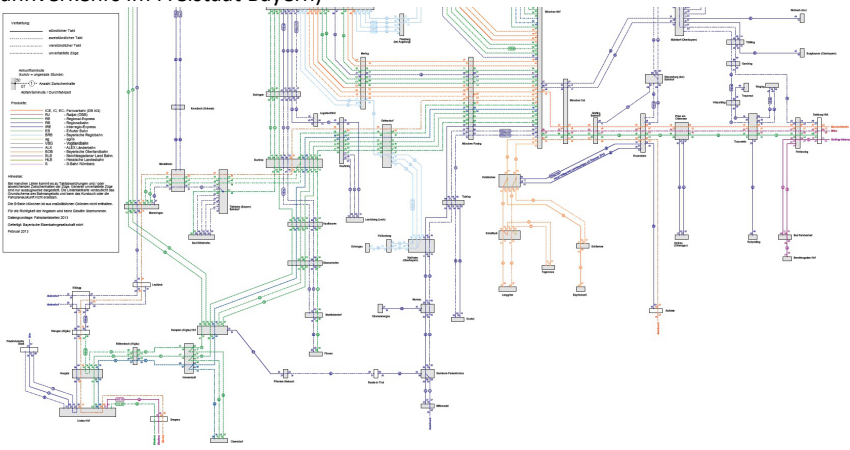
It remains difficult to define and measure a more specific bus service indicator that could be useful to identify remote territories, since access to information and databases is limited to local authority bus timetables (only available on websites). This work was quite time-consuming in terms of the added-value for this study.


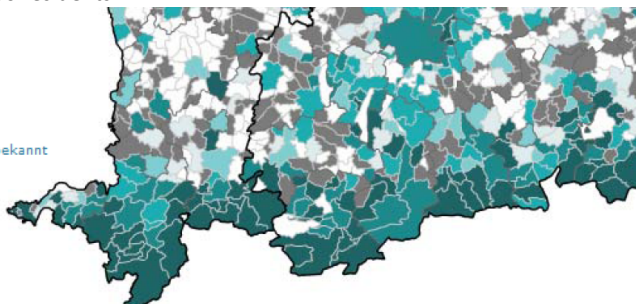
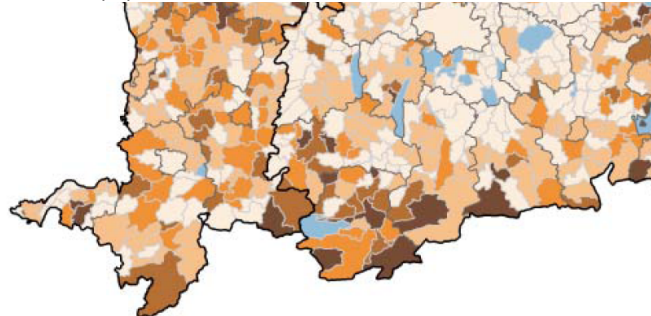
E.2.3. Germany

E.2.3.1. Situation in Germany in relation to the features of remote areas

The following table depicts available data with regards to indicators as proposed by the Subgroup. Data sources as well as data holders are indicated in the “Source” column.

Feature	Associated indicators in Germany	Source
Situated beyond the main influence areas of the metropolises and Alpine cities	<p>Accessibility of medium-sized town (Erreichbarkeit von Mittelzentren)</p> <p>Erreichbarkeit von Mittelzentren</p> <p>Namst: keine Auswahl</p> <p>Wert: keine Auswahl</p> <p>Pkw-Fahrzeit zum nächsten Mittel- oder Oberzentrum 2012 in Minuten</p> <p>bis unter 5</p> <p>5 bis unter 10</p> <p>10 bis unter 15</p> <p>15 bis unter 20</p> <p>20 bis unter 25</p> <p>25 und mehr</p> 	<p>Federal Spatial Observatory (Raumbeobachtung des Bundes)</p> <p>http://78.46.82.146/raumbeobachtung/</p>

Feature	Associated indicators in Germany	Source
	<p>Accessibility of large-sized town (Erreichbarkeit von Oberzentren) Erreichbarkeit von Oberzentren</p> <p>Name: keine Auswahl Wert: keine Auswahl</p> <p>PKW-Fahrzeit zum nächsten Oberzentrum 2012 in Minuten</p> <ul style="list-style-type: none"> bis unter 15 15 bis unter 30 30 bis unter 45 45 bis unter 60 60 bis unter 75 75 und mehr 	<p>Federal Spatial Observatory (Raumbeobachtung des Bundes) http://78.46.82.146/raumbeobachtung/</p>
Have a limited endowment in smaller cities	<p>Situated outside German DIAMONT labour market regions (within 17 min. drive to next core city (> 5,000 jobs, positive commuter balance, > 10,000 inhabitants): Rosenheim, Kempten (Allgäu), Bad Reichenhall, Freilassing, Wolfratshausen, Garmisch-Partenkirchen, Murnau a. Staffelsee, Prien a. Chiemsee, Wasserburg a. Inn, Traunreut, Traunstein, Trostberg, Penzberg, Schongau, Weilheim i. OB, Lindau (Bodensee), Lindenberg i. Allgäu, Füssen, Marktoberdorf, Immenstadt i. Allgäu, Oberstdorf</p>	DIAMONT project
	<p>Structural map of the State Development Programme” (Strukturkarte des Landesentwicklungsprogramms Bayern 2013)”</p> <p>Ziele der Raumordnung</p> <p>a) Zeichnerisch verbindliche Darstellungen</p> <ul style="list-style-type: none"> Algemeiner ländlicher Raum Ländlicher Raum mit Verdichtungsansätzen Verdichtungsraum Raum mit besonderem Handlungsbedarf <p>b) Zeichnerisch erläuternde Darstellung verbaler Ziele</p> <ul style="list-style-type: none"> Oberzentrum Mittelzentrum 	<p>www.stmwi.bayern.de/fileadmin/user_upload/stmwit/themen/landesentwicklung/dokumente_und_cover/instrumente/lep_08_2013/anhang_2_-_strukturkarte.pdf</p>
Do not have the transport infrastructure and needed to compensate for the distance to urban centres	<p>Service frequency map of the Bavarian Railway Association (Linientaktkarte des Bahnverkehrs im Freistaat Bayern)</p> 	<p>Bavarian Railway Association http://beg.bahnland-bayern.de/planung/verkehrplanung?file=tl_files/corporate-portal/files/planung/verkehrplanung/beg_linientaktkarte_bayern.pdf</p>

Feature	Associated indicators in Germany	Source
	<p>Rail commuter relations (Übersichtskarte der Pendlerstrecken in Bayern)</p> 	
Outside tourist hotspots	<p>Overnight stays per 1000 residents</p> <ul style="list-style-type: none"> 176,0 - 1.698,0 1.698,1 - 3.392,0 3.392,1 - 6.339,0 6.339,1 - 16.371,0 16.371,1 - 441.404,0 Zahlenwert geheim oder unbekannt nichts vorhanden 	Bavarian state office for statistics and data processing (Bayerisches Landesamt für Statistik und Datenverarbeitung)
In demographic decline	<p>Population in 2002 in relation to population 2012 in %</p> <ul style="list-style-type: none"> -30,9 - -3,2 -3,1 - 0,1 0,2 - 2,8 2,9 - 5,8 5,9 - 38,9 Aussage nicht sinnvoll 	Bavarian state office for statistics and data processing (Bayerisches Landesamt für Statistik und Datenverarbeitung)

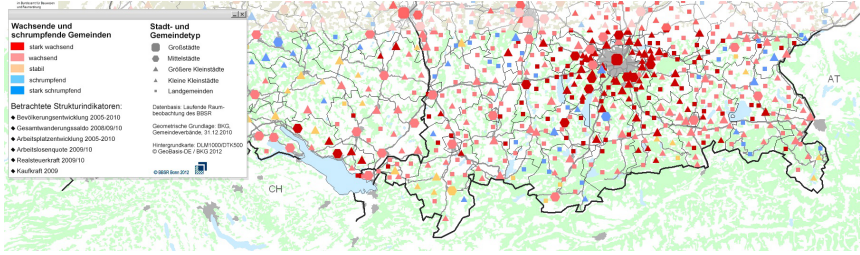
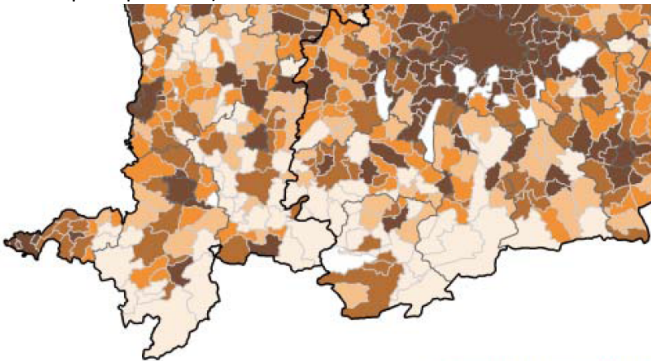
Feature	Associated indicators in Germany	Source
	<p>Aggregated indicator “Growing and shrinking municipalities”</p> <p>The aggregated indicator comprises the following indicators:</p> <ul style="list-style-type: none"> Population change 2005-2010 Net migration 2008/09/10 Job market development 2005-2010 Unemployment rate 2009/2010 Taxable capacity 2009/10 Purchasing power 2009 	<p>Federal Spatial Observatory (Raumbeobachtung des Bundes)</p> <p>http://info.bbr.bund.de/imagemap/swsgem/web/index.html</p>
Sparsely populated	<p>Population density (residents per square km)</p> 	

Table 11 – Indicators used within the German Alpine Convention Area

E.2.3.2. Indicators values for remote territories: methodology details and information

The column heads contain threshold values that have been set to identify disproportionately peripheral municipalities. Municipalities meeting the values are not considered as remote, whilst municipalities failing to fulfil these threshold values are considered as remote. A regular font indicates that the municipality has better accessibility than the threshold values, a bold font shows that it is below these threshold values and thus shows signs of remoteness.

As already explained in the report, not all municipalities in a region feature the same extent of remoteness, yet it is necessary to include less remote territories in the context of potential study areas. Therefore we suggest splitting municipalities into the following two categories:

- Core municipality: Municipalities that meet at least half of the remoteness indicators are defined as core municipalities.
- Additional municipality: Municipalities meeting some but less than half of the indicators are defined as additional municipalities that while not remote in a strict sense still qualify as potential study areas.

Region	Municipality	Population density ²⁴ (bold: below 60 residents per square km)	Hourly train service	Accessibility of medium sized town ²⁵ (bold: above 15 min. drive)	Accessibility of larger-sized town ²⁶ (bold: above 60 min. drive)	DIAMONT labour market region ²⁷	Population change 2001-2011 (bold: below -1%)	Core / Additional municipality
Oberallgäu/ Hörnergruppe	Oberstdorf	43	Yes	< 15 min.	< 60 min.		-1,3	Additional
	Hindelang	35	No	< 15 min.	< 60 min.		1	Additional
	Obermaiselstein	39	No	> 15 min.	< 60 min.		8,5	Core
	Balderschwang	6	No	> 15 min.	< 60 min.		25	Core
	Ofterschwang	107	No	> 15 min.	< 60 min.		9,3	Additional
	Bolsterlang	53	No	> 15 min.	< 60 min.		6,1	Core
	Wertach	54	No	> 15 min.	< 60 min.		3,8	Core
	Sonthofen	449	Yes	< 15 min.	< 60 min.		-2,2	Additional
	Fischen i. Allgäu	223	Yes	< 15 min.	< 60 min.		5,7	Additional
Ammergau/ Halblech	Unterammergau	49	Yes	> 15 min.	> 60 min.	Outside	1,2	Core
	Oberammergau	170	Yes	> 15 min.	> 60 min.		-4,2	Core
	Ettal	54	No	> 15 min.	> 60 min.		-4,8	Core
	Saulgrub	46	Yes	> 15 min.	< 60 min.		-3,0	Core
	Schwaigen	27	No	> 15 min.	> 60 min.		-4,1	Core
	Bad Bayersoien	65	No	> 15 min.	> 60 min.		-0,4	Core
	Wildsteig	27	No	> 15 min.	< 60 min.		5,8	Core
	Halblech	27	No	< 15 min.	< 60 min.		-4,4	Core
	Schwangau	45	No	< 15 min.	< 60 min.		0,9	Additional
Werdenfeller Land	Garmisch-Partenkirchen	127	Yes	< 15 min.	> 60 min.		-1,7	Additional
	Grainau	72	No	< 15 min.	> 60 min.		-6,4	Core
	Farchant	145	Yes	< 15 min.	< 60 min.		0,2	Additional
	Krün	54	No	> 15 min.	> 60 min.		-1,0	Core
	Mittenwald	56	Yes	> 15 min.	> 60 min.		-8,3	Core
Isarwinkel/ Achenpaß	Jachenau	7	No	> 15 min.	> 60 min.	Outside	-2,9	Core
	Lenggries	40	Yes	< 15 min.	< 60 min.		5,3	Additional
	Kreuth	31	No	< 15 min.	< 60 min.	Outside	-0,3	Core
	Wallgau	41	No	> 15 min.	> 60 min.		-0,6	Core
Südliches Oberland ²⁸	Bayrischzell	20	Yes	> 15 min.	< 60 min.	Outside	0,5	Core
	Fischbachau	72	Yes	< 15 min.	< 60 min.	Outside	-0,5	Additional
	Hausham	359	Yes	< 15 min.	< 60 min.	Outside	-3,7	Additional
	Miesbach	344	Yes	< 15 min.	< 60 min.	Outside	0,6	Additional
	Rottach-Egern	95	No	< 15 min.	< 60 min.	Outside	8,5	Additional
	Schliersee	84	Yes	< 15 min.	< 60 min.	Outside	2,7	Additional
	Tegernsee	172	Yes	< 15 min.	< 60 min.	Outside	-1,7	Additional

²⁴ The least densely populated county in Bavaria (Neustadt a.d. Waldnaab) features a population density of 68 residents per square km. To identify sparsely populated municipalities, the threshold has therefore been set to 60.

²⁵ Accessibility standards strongly depend on the type of town we refer to. While featuring a very good accessibility to medium-sized towns, the Berchtesgadener Land e.g. is one of the least accessible areas in the German Alpine Convention area in regard to major cities, partly also due to the fact that Austrian cities are not included in the Federal Spatial Observatory. Garmisch-Partenkirchen is considered as a medium-sized town.

²⁶ Central-place category of large-sized towns includes Kempten and Rosenheim in the German Alpine Convention area.

²⁷ The INTERREG IIIB-project DIAMONT has delineated labour market regions, formed by a major city above 10,000 residents and 5,000 work places and municipalities within a catchment area of a 17 minute-drive.

²⁸ Only one municipality qualifies as core peripheral municipality. Therefore, this region has been excluded from the in-depth-analysis

Region	Municipality	Population density (bold: below 60 residents per square km)	Hourly train service	Accessibility of medium sized town (bold: above 15 min. drive)	Accessibility of larger-sized town (bold: above 60 min. drive)	DIAMONT labour market region	Population change 2001-2011 (bold: below -1%)	Core / Additional municipality
Achtental, Kaiserwinkel	Schleching	38	No	> 15 min.	< 60 min.	Outside	-3,7	Core
	Unterwössen	85	No	> 15 min.	< 60 min.		4,3	Additional
	Marquartstein	236	No	> 15 min.	< 60 min.		4,1	Additional
	Reit im Winkl	33	No	> 15 min.	< 60 min.		-11	Core
	Ruhpolding	42	Yes	> 15 min.	< 60 min.		-0,3	Core
Südliches Berchtesgadener Land	Schönau am Königssee	41	No	< 15 min.	> 60 min.		-3,0	Core
	Ramsau bei Berchtesgaden	14	No	< 15 min.	> 60 min.		-0,1	Core
	Schneizlreuth	13	No	< 15 min.	< 60 min.		-8,1	Core
	Bischofswiesen	122	Yes	< 15 min.	> 60 min.		3,2	Additional
	Berchtesgaden	217	Yes	< 15 min.	> 60 min.		0,9	Additional
	Marktschellenberg	102	No	< 15 min.	< 60 min.		0,4	Additional

Table 12 – Details of indicator values per remote municipality

E.3. LIST OF REMOTE MUNICIPALITIES PER COUNTRY

This appendix presents the list of identified remote territories in each country of the Alpine Convention perimeter.

E.3.1. Austria

The municipalities that “host” sustainable mobility solutions highlighted in Austria are the following:

Land	Municipality	Core / Additional municipality	Alpine Convention perimeter
Burgenland	Breitenbrunn		
Burgenland	Mörbisch am See		
Burgenland	Purbach am Neusiedler See		
Burgenland	Pöttsching		
Kärnten	Albeck		Yes
Kärnten	Bad Bleiberg		Yes
Kärnten	Bleiburg		Yes
Kärnten	Deutsch-Griffen		Yes
Kärnten	Feistritz a.d. Gail		Yes
Kärnten	Feistritz i. R.		Yes
Kärnten	Ferndorf		Yes
Kärnten	Fresach		Yes
Kärnten	Glödnitz		Yes
Kärnten	Gurk		Yes
Kärnten	Hohenthurn		Yes
Kärnten	Keutschach		Yes
Kärnten	Köttmannsdorf		Yes
Kärnten	Lavamünd		Yes
Kärnten	Ludmannsdorf		Yes
Kärnten	Magdalensberg		Yes
Kärnten	Maria Rain		Yes
Kärnten	Maria Wörth		Yes
Kärnten	Metnitz		Yes
Kärnten	Moosburg		Yes

Land	Municipality	Core / Additional municipality	Alpine Convention perimeter
Kärnten	Neuhaus		Yes
Kärnten	Nötsch		Yes
Kärnten	Radenthein		Yes
Kärnten	Rosegg		Yes
Kärnten	Schiefling		Yes
Kärnten	St. Jakob i. Ros.		Yes
Kärnten	St. Stefan i. G.		Yes
Kärnten	Stockenboi		Yes
Kärnten	Straßburg		Yes
Kärnten	Weitensfeld		Yes
Salzburg	Bischofshofen		Yes
Salzburg	Pfarrwerfen		Yes
Salzburg	Werfenweng		Yes
Salzburg	Göriach		Yes
Salzburg	Lessach		Yes
Salzburg	Mariapfarr		Yes
Salzburg	Mauterndorf		Yes
Salzburg	Muhr		Yes
Salzburg	Ramingstein		Yes
Salzburg	Sankt Andrä im Lungau		Yes
Salzburg	Sankt Margarethen im Lungau		Yes
Salzburg	Sankt Michael im Lungau		Yes
Salzburg	Tamsweg		Yes
Salzburg	Thomatal		Yes
Salzburg	Tweng		Yes
Salzburg	Unternberg		Yes
Salzburg	Weißpriach		Yes
Salzburg	Zederhaus		Yes
Niederösterreich	Kaumberg		Yes
Niederösterreich	Altenmarkt an der Triesting		Yes
Niederösterreich	Hainfeld		Yes
Niederösterreich	Weissenbach an der Triesting		Yes
Niederösterreich	Mitterbach am Erlaufsee		Yes
Niederösterreich	Gaming		Yes
Steiermark	Mariazell		Yes
Steiermark	Hieflau		Yes
Steiermark	Admont		Yes
Steiermark	Ardning		Yes
Steiermark	Gams		Yes
Steiermark	Johnsbach		Yes
Steiermark	Landl		Yes
Steiermark	Palfau		Yes
Steiermark	St.Gallen		Yes
Steiermark	Weißbach		Yes
Steiermark	Weng		Yes
Steiermark	Dürnstein		Yes
Steiermark	Frojach		Yes
Steiermark	Krakaudorf		Yes
Steiermark	Krakauhintermühlen		Yes
Steiermark	Krakauschatten		Yes
Steiermark	Kulm		Yes
Steiermark	Laßnitz		Yes
Steiermark	Mariahof		Yes
Steiermark	Mühlen		Yes
Steiermark	Murau		Yes
Steiermark	Neumarkt		Yes
Steiermark	Niederwölz		Yes

Land	Municipality	Core / Additional municipality	Alpine Convention perimeter
Steiermark	Oberwölz		Yes
Steiermark	Oberwölz		Yes
Steiermark	Perchau		Yes
Steiermark	Predlitz		Yes
Steiermark	Ranten		Yes
Steiermark	Rinegg		Yes
Steiermark	St.Blasen		Yes
Steiermark	St.Georgen		Yes
Steiermark	St.Lambrecht		Yes
Steiermark	St.Lorenzen		Yes
Steiermark	St.Marein		Yes
Steiermark	St.Peter		Yes
Steiermark	Scheifling		Yes
Steiermark	Schöder		Yes
Steiermark	Schönberg		Yes
Steiermark	Stadl		Yes
Steiermark	Stolzalpe		Yes
Steiermark	Teufenbach		Yes
Steiermark	Triebendorf		Yes
Steiermark	Winklarn		Yes
Steiermark	Zeutschach		Yes
Steiermark	St.Ruprecht		Yes
Tirol	Hopfgarten im Deferegggen		Yes
Tirol	St Jakob im Deferegggen		Yes
Tirol	St Veit im Deferegggen		Yes
Vorarlberg	Sulzberg		Yes
Vorarlberg	Riefensberg		Yes
Vorarlberg	Doren		Yes
Vorarlberg	Krumbach		Yes
Vorarlberg	Alberschwende		Yes
Vorarlberg	Hittisau		Yes
Vorarlberg	Langenegg		Yes
Vorarlberg	Lingenau		Yes
Vorarlberg	Egg		Yes
Vorarlberg	Sibratsgfall		Yes
Vorarlberg	Schwarzenberg		Yes
Vorarlberg	Andelsbuch		Yes
Vorarlberg	Bezau		Yes
Vorarlberg	Reuthe		Yes
Vorarlberg	Bizau		Yes
Vorarlberg	Mellau		Yes
Vorarlberg	Schnepfau		Yes
Vorarlberg	Schopfernau		Yes
Vorarlberg	Au		Yes
Vorarlberg	Damüls		Yes
Vorarlberg	Fontanella		Yes
Vorarlberg	Warth		Yes
Vorarlberg	Schröcken		Yes
Vorarlberg	Sonntag		Yes
Vorarlberg	Blons		Yes
Vorarlberg	St. Gerold		Yes
Vorarlberg	Thüringerberg		Yes
Vorarlberg	Raggal		Yes
Oberösterreich	Steyr		
Oberösterreich	Windhaag bei Freistadt		
Oberösterreich	Altmünster		Yes
Oberösterreich	Bad Goisern am Hallstättersee		Yes

Land	Municipality	Core / Additional municipality	Alpine Convention perimeter
Oberösterreich	Bad Ischl		Yes
Oberösterreich	Ebensee		Yes
Oberösterreich	Gmunden		Yes
Oberösterreich	Gosau		Yes
Oberösterreich	Grünau im Almtal		Yes
Oberösterreich	Gschwandt		Yes
Oberösterreich	Hallstatt		Yes
Oberösterreich	Kirchham		Yes
Oberösterreich	Laakirchen		
Oberösterreich	Obertraun		Yes
Oberösterreich	Ohlsdorf		
Oberösterreich	Pinsdorf		Yes
Oberösterreich	Roitham		
Oberösterreich	St. Konrad		Yes
Oberösterreich	St. Wolfgang im Salzkammergut		Yes
Oberösterreich	Traunkirchen		Yes
Oberösterreich	Scharnstein		Yes
Oberösterreich	Vorchdorf		
Oberösterreich	Edlbach		Yes
Oberösterreich	Grünburg		Yes
Oberösterreich	Hinterstoder		Yes
Oberösterreich	Kirchdorf an der Krems		
Oberösterreich	Klaus an der Pyhrnbahn		Yes
Oberösterreich	Kremsmünster		
Oberösterreich	Micheldorf in Oberösterreich		Yes
Oberösterreich	Molln		Yes
Oberösterreich	Nußbach		
Oberösterreich	Oberschlierbach		Yes
Oberösterreich	Pettenbach		
Oberösterreich	Ried im Traunkreis		
Oberösterreich	Rosenau am Hengstpaß		Yes
Oberösterreich	Roßleithen		Yes
Oberösterreich	St. Pankraz		Yes
Oberösterreich	Schlierbach		
Oberösterreich	Spital am Pyhrn		Yes
Oberösterreich	Steinbach am Ziehberg		Yes
Oberösterreich	Steinbach an der Steyr		Yes
Oberösterreich	Vorderstoder		Yes
Oberösterreich	Wartberg an der Krems		
Oberösterreich	Windischgarsten		Yes
Oberösterreich	Perg		
Oberösterreich	Rechberg		
Oberösterreich	St. Thomas am Blasenstein		
Oberösterreich	Windhaag bei Perg		
Oberösterreich	Adlwang		
Oberösterreich	Aschach an der Steyr		
Oberösterreich	Bad Hall		
Oberösterreich	Dietach		
Oberösterreich	Gafrenz		Yes
Oberösterreich	Garsten		Yes
Oberösterreich	Großraming		Yes
Oberösterreich	Laussa		Yes
Oberösterreich	Losenstein		Yes
Oberösterreich	Maria Neustift		Yes
Oberösterreich	Pfarrkirchen bei Bad Hall		
Oberösterreich	Reichraming		Yes
Oberösterreich	Rohr im Kremstal		

Land	Municipality	Core / Additional municipality	Alpine Convention perimeter
Oberösterreich	St. Ulrich bei Steyr		Yes
Oberösterreich	Schiedlberg		
Oberösterreich	Sierning		
Oberösterreich	Ternberg		Yes
Oberösterreich	Waldneukirchen		
Oberösterreich	Wolfert		
Oberösterreich	Weyer		Yes
Oberösterreich	Ampflwang im Hausruckwald		
Oberösterreich	Attersee am Attersee		Yes
Oberösterreich	Attnang-Puchheim		
Oberösterreich	Atzbach		
Oberösterreich	Aurach am Hongar		Yes
Oberösterreich	Berg im Attergau		
Oberösterreich	Desselbrunn		
Oberösterreich	Fornach		
Oberösterreich	Frankenburg am Hausruck		
Oberösterreich	Frankenmarkt		
Oberösterreich	Gampert		
Oberösterreich	Innerschwand am Mondsee		Yes
Oberösterreich	Lenzing		
Oberösterreich	Manning		
Oberösterreich	Mondsee		Yes
Oberösterreich	Neukirchen an der Vöckla		
Oberösterreich	Niederthalheim		
Oberösterreich	Nußdorf am Attersee		Yes
Oberösterreich	Oberhofen am Irrsee		Yes
Oberösterreich	Oberndorf bei Schwanenstadt		
Oberösterreich	Oberwang		Yes
Oberösterreich	Ottang am Hausruck		
Oberösterreich	Pfaffing		
Oberösterreich	Pilsbach		
Oberösterreich	Pitzenberg		
Oberösterreich	Pöndorf		
Oberösterreich	Puchkirchen am Trattberg		
Oberösterreich	Pühret		
Oberösterreich	Redleiten		
Oberösterreich	Redlham		
Oberösterreich	Regau		
Oberösterreich	Rüstorf		
Oberösterreich	Rutzenham		
Oberösterreich	St. Georgen im Attergau		Yes
Oberösterreich	St. Lorenz		Yes
Oberösterreich	Schlatt		
Oberösterreich	Schörfing am Attersee		Yes
Oberösterreich	Schwanenstadt		
Oberösterreich	Seewalchen am Attersee		Yes
Oberösterreich	Steinbach am Attersee		Yes
Oberösterreich	Straß im Attergau		Yes
Oberösterreich	Tiefgraben		Yes
Oberösterreich	Timelkam		
Oberösterreich	Ungenach		
Oberösterreich	Unterach am Attersee		Yes
Oberösterreich	Vöcklabruck		
Oberösterreich	Vöcklamarkt		
Oberösterreich	Weißkirchen im Attergau		Yes
Oberösterreich	Weyregg am Attersee		Yes
Oberösterreich	Wolfsegg am Hausruck		

Land	Municipality	Core / Additional municipality	Alpine Convention perimeter
Oberösterreich	Zell am Moos		Yes
Oberösterreich	Zell am Pettenfirst		

Table 13 – List of the 254 Austrian remote municipalities

E.3.2. France

The entire list of remote municipalities is the following:

Department	Municipality	Core / Additional municipality	Alpine Convention perimeter
Alpes-de-Haute-Provence	Angles	Core	Yes
Alpes-de-Haute-Provence	Aubignosc	Additional	Yes
Alpes-de-Haute-Provence	Auzet	Additional	Yes
Alpes-de-Haute-Provence	Beauvezer	Additional	Yes
Alpes-de-Haute-Provence	Bellaire	Additional	Yes
Alpes-de-Haute-Provence	Blieux	Additional	Yes
Alpes-de-Haute-Provence	Le Caire	Additional	Yes
Alpes-de-Haute-Provence	Le Castellard-Melan	Core	Yes
Alpes-de-Haute-Provence	Castellet-lès-Sausses	Additional	Yes
Alpes-de-Haute-Provence	Châteaufort	Additional	Yes
Alpes-de-Haute-Provence	Colmars	Additional	Yes
Alpes-de-Haute-Provence	Curel	Additional	Yes
Alpes-de-Haute-Provence	Demandlox	Core	Yes
Alpes-de-Haute-Provence	Enchastrayes	Additional	Yes
Alpes-de-Haute-Provence	Ganagobie	Core	Yes
Alpes-de-Haute-Provence	La Garde	Additional	Yes
Alpes-de-Haute-Provence	Larche	Additional	Yes
Alpes-de-Haute-Provence	Lardiers	Additional	Yes
Alpes-de-Haute-Provence	Limans	Additional	Yes
Alpes-de-Haute-Provence	Melve	Additional	Yes
Alpes-de-Haute-Provence	Montjustin	Additional	Yes
Alpes-de-Haute-Provence	Nibles	Additional	Yes
Alpes-de-Haute-Provence	Puimichel	Additional	Yes
Alpes-de-Haute-Provence	Redortiers	Additional	Yes
Alpes-de-Haute-Provence	Revest-Saint-Martin	Additional	Yes
Alpes-de-Haute-Provence	Sainte-Croix-de-Verdon	Additional	Yes
Alpes-de-Haute-Provence	Saint-Geniez	Additional	Yes
Alpes-de-Haute-Provence	Saint-Lions	Additional	Yes
Alpes-de-Haute-Provence	Senez	Core	Yes
Alpes-de-Haute-Provence	Sourribes	Core	Yes
Alpes-de-Haute-Provence	Tartonne	Additional	Yes
Alpes-de-Haute-Provence	Les Thuiles	Additional	Yes
Alpes-de-Haute-Provence	Turriers	Additional	Yes
Alpes-de-Haute-Provence	Ubraye	Additional	Yes
Alpes-de-Haute-Provence	Vachères	Additional	Yes
Alpes-de-Haute-Provence	Valbelle	Additional	Yes
Alpes-de-Haute-Provence	Valernes	Additional	Yes
Alpes-de-Haute-Provence	Vergons	Additional	Yes
Hautes-Alpes	Abriès	Additional	Yes
Hautes-Alpes	Bénévent-et-Charbillac	Additional	Yes
Hautes-Alpes	Le Bersac	Core	Yes
Hautes-Alpes	Bruis	Core	Yes
Hautes-Alpes	La Chapelle-en-Valgodémar	Additional	Yes
Hautes-Alpes	Lagrand	Additional	Yes
Hautes-Alpes	Molines-en-Queyras	Additional	Yes
Hautes-Alpes	Orcières	Additional	Yes
Hautes-Alpes	Les Orres	Additional	Yes
Hautes-Alpes	Ribeyret	Additional	Yes

Department	Municipality	Core / Additional municipality	Alpine Convention perimeter
Hautes-Alpes	Rosans	Additional	Yes
Hautes-Alpes	Saint-André-d'Embrun	Additional	Yes
Hautes-Alpes	Saint-Disdier	Additional	Yes
Hautes-Alpes	Saint-Étienne-en-Dévoluy	Additional	Yes
Hautes-Alpes	Saint-Genis	Additional	Yes
Hautes-Alpes	Saint-Jacques-en-Valgodémar	Core	Yes
Hautes-Alpes	Saint-Michel-de-Chaillol	Additional	Yes
Hautes-Alpes	Saint-Pierre-d'Argençon	Core	Yes
Hautes-Alpes	Saint-Véran	Additional	Yes
Hautes-Alpes	Savournon	Core	Yes
Hautes-Alpes	Trescléoux	Additional	Yes
Hautes-Alpes	Villar-Loubière	Additional	Yes
Alpes-Maritimes	Châteauneuf-d'Entraunes	Additional	Yes
Alpes-Maritimes	Saint-Dalmas-le-Selvage	Additional	Yes
Alpes-Maritimes	Saint-Étienne-de-Tinée	Additional	Yes
Alpes-Maritimes	Saint-Martin-d'Entraunes	Additional	Yes
Alpes-Maritimes	Saint-Martin-Vésubie	Additional	Yes
Alpes-Maritimes	Saint-Sauveur-Sur-Tinée	Additional	Yes
Alpes-Maritimes	Sauze	Additional	Yes
Var	Brenon	Additional	Yes
Vaucluse	Buoux	Core	Yes
Vaucluse	Grambois	Additional	Yes
Vaucluse	Lcaoste	Additional	Yes
Vaucluse	Savoillan	Additional	Yes
Vaucluse	Vagnies	Additional	Yes
Drôme	Arnayon	Additional	Yes
Drôme	Aucelon	Additional	Yes
Drôme	Ballons	Additional	Yes
Drôme	Bouvières	Additional	Yes
Drôme	Le Chaffal	Additional	Yes
Drôme	La Charce	Additional	Yes
Drôme	Chastel-Arnaud	Additional	Yes
Drôme	Châteauneuf-de-Bordette	Core	Yes
Drôme	Châtillon-en-Diois	Additional	Yes
Drôme	Chaudebonne	Additional	Yes
Drôme	La Chaudière	Additional	Yes
Drôme	Chauvac	Additional	Yes
Drôme	Cornillac	Additional	Yes
Drôme	Crupies	Core	Yes
Drôme	Curnier	Additional	Yes
Drôme	Échevis	Additional	Yes
Drôme	Espenel	Additional	Yes
Drôme	Eygalayes	Core	Yes
Drôme	Eygaliers	Additional	Yes
Drôme	Eygluy-Escoulin	Additional	Yes
Drôme	Val-Maravel	Additional	Yes
Drôme	Gumiane	Additional	Yes
Drôme	Izon-la-Bruisse	Additional	Yes
Drôme	Montauban-sur-l'Ouvèze	Additional	Yes
Drôme	Montaulieu	Core	Yes
Drôme	Montferrand-la-Fare	Additional	Yes
Drôme	Montfroc	Additional	Yes
Drôme	Montmaur-en-Diois	Additional	Yes
Drôme	Mornans	Additional	Yes
Drôme	La Motte-Chalançon	Additional	Yes
Drôme	La Motte-Fanjas	Additional	Yes
Drôme	Omlèze	Additional	Yes

Department	Municipality	Core / Additional municipality	Alpine Convention perimeter
Drôme	Pelonne	Additional	Yes
Drôme	Plaisians	Core	Yes
Drôme	Plan-de-Baix	Additional	Yes
Drôme	Le Poët-Célard	Additional	Yes
Drôme	Pommerol	Additional	Yes
Drôme	Poyols	Additional	Yes
Drôme	Les Prés	Additional	Yes
Drôme	Rochechinard	Core	Yes
Drôme	Roussieux	Additional	Yes
Drôme	Saint-Agnan-en-Vercors	Additional	Yes
Drôme	Saint-Benoit-en-Diois	Additional	Yes
Drôme	Sainte-Croix	Additional	Yes
Drôme	Saint-Dizier-en-Diois	Additional	Yes
Drôme	Sainte-Euphémie-sur-Ouvèze	Additional	Yes
Drôme	Saint-May	Additional	Yes
Drôme	Saint-Nazaire-le-Désert	Additional	Yes
Drôme	Saint-Sauveur-Gouvernet	Additional	Yes
Drôme	Souspierre	Additional	Yes
Drôme	Suze	Core	Yes
Drôme	Teyssières	Core	Yes
Drôme	Les Tonils	Additional	Yes
Drôme	Truinas	Core	Yes
Drôme	Vachères-en-Quint	Additional	Yes
Drôme	Vassieux-en-Vercors	Additional	Yes
Drôme	Verclause	Core	Yes
Drôme	Vercoiran	Additional	Yes
Drôme	Véronne	Core	Yes
Drôme	Vers-sur-Méouge	Additional	Yes
Drôme	Villefranche-le-Château	Additional	Yes
Drôme	Villeperdrix	Additional	Yes
Isère	Ambel	Additional	Yes
Isère	Beaufin	Additional	Yes
Isère	Besse	Additional	Yes
Isère	Cordéac	Core	Yes
Isère	Dionay	Additional	Yes
Isère	Entraigues	Additional	Yes
Isère	Serre-Nerpol	Core	Yes
Isère	Ornon	Additional	Yes
Isère	Prunières	Core	Yes
Isère	Rencurel	Core	Yes
Isère	Saint-Christophe-en-Oisans	Additional	Yes
Isère	Saint-Maurice-en-Trièves	Additional	Yes
Isère	La Salette-Fallavaux	Additional	Yes
Isère	Siévoz	Additional	Yes
Isère	Venosc	Additional	Yes
Isère	Villard-Notre-Dame	Additional	Yes
Isère	Villaerd-Eculas	Additional	Yes
Isère	Villard-Reymond	Additional	Yes
Savoie	Les Allues	Additional	Yes
Savoie	Les Avanchers-Valmorel	Additional	Yes
Savoie	Bonneval	Core	Yes
Savoie	Crest-Voland	Additional	Yes
Savoie	La Giettaz	Additional	Yes
Savoie	Hauteluce	Additional	Yes
Savoie	Jarsy	Core	Yes
Savoie	Montgellafrey	Additional	Yes
Savoie	Montricher-Albanne	Additional	Yes

Department	Municipality	Core / Additional municipality	Alpine Convention perimeter
Savoie	Notre-Dame-du-Pré	Additional	Yes
Savoie	Orelle	Additional	Yes
Savoie	Planay	Additional	Yes
Savoie	Sainte-Foy-Tarentaise	Additional	Yes
Savoie	Saint-Martin-de-Belleville	Additional	Yes
Savoie	Saint-Sorlin-d'Arves	Additional	Yes
Savoie	Termignon	Additional	Yes
Savoie	Val-d'Isère	Additional	Yes
Savoie	Valmeinier	Additional	Yes
Savoie	Villarembert	Additional	Yes
Savoie	Villarodin-Bourget	Additional	Yes
Haute-Savoie	Bonnevaux	Additional	Yes
Haute-Savoie	Le Bouchet	Core	Yes
Haute-Savoie	La Clusaz	Additional	Yes
Haute-Savoie	Les Gets	Additional	Yes

Table 14 – List of the 177 French remote municipalities

E.3.3. Germany

The entire list of remote municipalities is the following:

District	Municipality	Core / Additional municipality	Alpine Convention perimeter
Oberallgäu/Hörnergruppe	Balderschwang	Core	Yes
Oberallgäu/Hörnergruppe	Bolsterlang	Core	Yes
Oberallgäu/Hörnergruppe	Fischen i. Allgäu	Additional	Yes
Oberallgäu/Hörnergruppe	Hindelang	Core	Yes
Oberallgäu/Hörnergruppe	Obermaiselstein	Core	Yes
Oberallgäu/Hörnergruppe	Oberstdorf	Additional	Yes
Oberallgäu/Hörnergruppe	Ofterschwang	Core	Yes
Oberallgäu/Hörnergruppe	Sonthofen	Additional	Yes
Oberallgäu/Hörnergruppe	Wertach	Core	Yes
Ammergau/Halblech	Bad Bayersoien	Core	Yes
Ammergau/Halblech	Ettal	Core	Yes
Ammergau/Halblech	Halblech	Additional	Yes
Ammergau/Halblech	Oberammergau	Core	Yes
Ammergau/Halblech	Saulgrub	Core	Yes
Ammergau/Halblech	Schwaigen	Core	Yes
Ammergau/Halblech	Schwangau	Additional	Yes
Ammergau/Halblech	Unterammergau	Core	Yes
Ammergau/Halblech	Wildsteig	Core	Yes
Werdenfelser Land	Farchant	Additional	Yes
Werdenfelser Land	Garmisch-Partenkirchen	Additional	Yes
Werdenfelser Land	Grainau	Core	Yes
Werdenfelser Land	Krün	Core	Yes
Werdenfelser Land	Mittenwald	Core	Yes
Mangfallgebirge	Bayerischzell	Core	Yes
Mangfallgebirge	Fischbachau	Additional	Yes
Mangfallgebirge	Hausham	Additional	Yes
Mangfallgebirge	Miesbach	Additional	Yes
Mangfallgebirge	Rottach-Egern	Additional	Yes
Mangfallgebirge	Schliersee	Additional	Yes
Mangfallgebirge	Tegernsee	Additional	Yes
Isarwinkel/Achenpaß	Jachenau	Core	Yes
Isarwinkel/Achenpaß	Kreuth	Core	Yes
Isarwinkel/Achenpaß	Lenggries	Additional	Yes
Isarwinkel/Achenpaß	Wallgau	Core	Yes
Achental/Kaiserwinkel	Marquartstein	Additional	Yes

District	Municipality	Core / Additional municipality	Alpine Convention perimeter
Achental/Kaiserwinkel	Reit im Winkl	Core	Yes
Achental/Kaiserwinkel	Ruhpolding	Core	Yes
Achental/Kaiserwinkel	Schleching	Core	Yes
Achental/Kaiserwinkel	Unterwössen	Additional	Yes
Südliches Berchtesgadener	Berchtesgaden	Additional	Yes
Südliches Berchtesgadener	Bischofswiesen	Additional	Yes
Südliches Berchtesgadener	Marktschellenberg	Additional	Yes
Südliches Berchtesgadener	Ramsau bei Berchtesgaden	Core	Yes
Südliches Berchtesgadener	Schönau am Königssee	Core	Yes
Südliches Berchtesgadener	Schneizlreuth	Core	Yes

Table 15 – List of the 45 German remote municipalities

E.3.4. Italy

The entire list of remote municipalities is the following:

Province	Municipality	Core / Additional municipality	Alpine Convention perimeter
Turin	Ala di Stura	Core	Yes
Turin	Balme	Core	Yes
Turin	Bobbio Pellice	Core	Yes
Turin	Canischio	Additional	Yes
Turin	Castelnuovo Nigra	Core	Yes
Turin	Ceresole Reale	Core	Yes
Turin	Cesana Torinese	Core	Yes
Turin	Chialamberto	Core	Yes
Turin	Exilles	Core	Yes
Turin	Fenestrelle	Core	Yes
Turin	Frassinetto	Core	Yes
Turin	Giaglione	Additional	Yes
Turin	Groscavallo	Core	Yes
Turin	Ingria	Core	Yes
Turin	Lemie	Core	Yes
Turin	Locana	Core	Yes
Turin	Massello	Core	Yes
Turin	Mattie	Additional	Yes
Turin	Meugliano	Additional	Yes
Turin	Mezzenile	Additional	Yes
Turin	Mompantero	Additional	Yes
Turin	Monastero di Lanzo	Additional	Yes
Turin	Moncenisio	Core	Yes
Turin	Noasca	Core	Yes
Turin	Novalesa	Additional	Yes
Turin	Perrero	Core	Yes
Turin	Prali	Core	Yes
Turin	Pramollo	Core	Yes
Turin	Ribordone	Core	Yes
Turin	Ronco Canavese	Core	Yes
Turin	Rorà	Additional	Yes
Turin	Roure	Core	Yes
Turin	Salza di Pinerolo	Core	Yes
Turin	Trausella	Core	Yes
Turin	Traversella	Core	Yes
Turin	Usseaux	Core	Yes
Turin	Usseglio	Core	Yes
Turin	Valprato Soana	Core	Yes
Turin	Vico Canavese	Additional	Yes
Turin	Villar Pellice	Additional	Yes

Province	Municipality	Core / Additional municipality	Alpine Convention perimeter
Turin	Viù	Core	Yes
Vercelli	Alagna Valsesia	Core	Yes
Vercelli	Boccioleto	Core	Yes
Vercelli	Breia	Additional	Yes
Vercelli	Cervatto	Core	Yes
Vercelli	Cravagliana	Core	Yes
Vercelli	Fobello	Core	Yes
Vercelli	Mollia	Core	Yes
Vercelli	Piode	Core	Yes
Vercelli	Rassa	Core	Yes
Vercelli	Rima San Giuseppe	Core	Yes
Vercelli	Rimasco	Core	Yes
Vercelli	Rimella	Core	Yes
Vercelli	Rossa	Additional	Yes
Vercelli	Sabbia	Core	Yes
Vercelli	Scopello	Additional	Yes
Cuneo	Acceglio	Core	Yes
Cuneo	Argentera	Core	Yes
Cuneo	Battifollo	Additional	Yes
Cuneo	Bellino	Core	Yes
Cuneo	Bergolo	Additional	Yes
Cuneo	Bonvicino	Core	Yes
Cuneo	Briga Alta	Core	Yes
Cuneo	Brondello	Additional	Yes
Cuneo	Camerana	Additional	Yes
Cuneo	Canosio	Core	Yes
Cuneo	Caprauna	Core	Yes
Cuneo	Casteldelfino	Core	Yes
Cuneo	Castelletto Uzzone	Additional	Yes
Cuneo	Castellino Tanaro	Additional	Yes
Cuneo	Castelmagno	Core	Yes
Cuneo	Celle di Macra	Core	Yes
Cuneo	Cissone	Core	Yes
Cuneo	Crissolo	Core	Yes
Cuneo	Elva	Core	Yes
Cuneo	Entracque	Core	Yes
Cuneo	Frabosa Soprana	Additional	Yes
Cuneo	Frassino	Additional	Yes
Cuneo	Garessio	Additional	Yes
Cuneo	Gorzegno	Additional	Yes
Cuneo	Gottasecca	Core	Yes
Cuneo	Isasca	Additional	Yes
Cuneo	Levice	Additional	Yes
Cuneo	Limone Piemonte	Additional	Yes
Cuneo	Lisio	Additional	Yes
Cuneo	Macra	Core	Yes
Cuneo	Marmora	Core	Yes
Cuneo	Marsaglia	Additional	Yes
Cuneo	Melle	Core	Yes
Cuneo	Moiola	Additional	Yes
Cuneo	Mombarcaro	Core	Yes
Cuneo	Monasterolo Casotto	Core	Yes
Cuneo	Montaldo di Mondovì	Additional	Yes
Cuneo	Montemale di Cuneo	Additional	Yes
Cuneo	Monterosso Grana	Core	Yes
Cuneo	Oncino	Core	Yes
Cuneo	Ormea	Core	Yes

Province	Municipality	Core / Additional municipality	Alpine Convention perimeter
Cuneo	Pamparato	Core	Yes
Cuneo	Paroldo	Additional	Yes
Cuneo	Pezzolo Valle Uzzone	Core	Yes
Cuneo	Pietraporzio	Core	Yes
Cuneo	Pontechianale	Core	Yes
Cuneo	Pradleves	Core	Yes
Cuneo	Prazzo	Core	Yes
Cuneo	Priola	Additional	Yes
Cuneo	Rittana	Core	Yes
Cuneo	Roaschia	Core	Yes
Cuneo	Roascio	Core	Yes
Cuneo	Roburent	Additional	Yes
Cuneo	Rocca Cigliè	Additional	Yes
Cuneo	Sale San Giovanni	Additional	Yes
Cuneo	Sampeyre	Core	Yes
Cuneo	San Damiano Macra	Core	Yes
Cuneo	Scagnello	Additional	Yes
Cuneo	Torre Bormida	Additional	Yes
Cuneo	Torre Mondovì	Additional	Yes
Cuneo	Torresina	Additional	Yes
Cuneo	Valdieri	Core	Yes
Cuneo	Valloriate	Core	Yes
Cuneo	Vernante	Additional	Yes
Cuneo	Vinadio	Core	Yes
Cuneo	Viola	Additional	Yes
Aosta	Bionaz	Core	Yes
Aosta	Brusson	Additional	Yes
Aosta	Champorcher	Core	Yes
Aosta	Cogne	Core	Yes
Aosta	Courmayeur	Core	Yes
Aosta	Gaby	Core	Yes
Aosta	La Magdeleine	Core	Yes
Aosta	Lillianes	Additional	Yes
Aosta	Ollomont	Core	Yes
Aosta	Perloz	Additional	Yes
Aosta	Pontboset	Core	Yes
Aosta	Rhemes-Notre-Dame	Core	Yes
Aosta	Rhemes-Saint-Georges	Core	Yes
Aosta	Saint-Nicolas	Additional	Yes
Aosta	Saint-Rhémy-en-Bosses	Core	Yes
Aosta	Valsavarenche	Core	Yes
Imperia	Aquila d'Arroscia	Additional	Yes
Imperia	Armo	Core	Yes
Imperia	Borghetto d'Arroscia	Additional	Yes
Imperia	Carpasio	Core	Yes
Imperia	Castel Vittorio	Core	Yes
Imperia	Cosio d'Arroscia	Core	Yes
Imperia	Mendatica	Core	Yes
Imperia	Molini di Triora	Core	Yes
Imperia	Montalto Ligure	Additional	Yes
Imperia	Montegrosso Pian Latte	Core	Yes
Imperia	Olivetta San Michele	Additional	Yes
Imperia	Pigna	Additional	Yes
Imperia	Pornassio	Additional	Yes
Imperia	Rezzo	Core	Yes
Imperia	Triora	Core	Yes
Savona	Bormida	Additional	Yes

Province	Municipality	Core / Additional municipality	Alpine Convention perimeter
Savona	Calizzano	Additional	Yes
Savona	Castelvecchio di Rocca Barbena	Core	Yes
Savona	Massimino	Additional	Yes
Savona	Murialdo	Additional	Yes
Savona	Nasino	Core	Yes
Savona	Osiglia	Additional	Yes
Savona	Rialto	Additional	Yes
Savona	Testico	Additional	Yes
Varese	Curiglia con Monteviasco	Additional	Yes
Varese	Pino sulla Sponda del Lago Maggiore	Additional	Yes
Varese	Tronzano Lago Maggiore	Additional	Yes
Varese	Veduggio	Core	Yes
Como	Cavargna	Additional	Yes
Como	Cusino	Additional	Yes
Como	Dosso del Liro	Core	Yes
Como	Garzeno	Additional	Yes
Como	Livo	Core	Yes
Como	Montemezzo	Additional	Yes
Como	Peglio	Additional	Yes
Como	San Nazzaro Val Cavargna	Additional	Yes
Como	Val Rezzo	Additional	Yes
Sondrio	Albaredo per San Marco	Additional	Yes
Sondrio	Bema	Core	Yes
Sondrio	Campodolcino	Additional	Yes
Sondrio	Chiesa in Valmalenco	Additional	Yes
Sondrio	Fusine	Additional	Yes
Sondrio	Gerola Alta	Core	Yes
Sondrio	Madesimo	Core	Yes
Sondrio	Lanzada	Core	Yes
Sondrio	San Giacomo Filippo	Core	Yes
Sondrio	Spriana	Core	Yes
Sondrio	Tartano	Core	Yes
Sondrio	Torre di Santa Maria	Additional	Yes
Sondrio	Valfurva	Core	Yes
Sondrio	Val Masino	Core	Yes
Sondrio	Vervio	Additional	Yes
Bergamo	Averara	Additional	Yes
Bergamo	Azzone	Additional	Yes
Bergamo	Branzi	Additional	Yes
Bergamo	Carona	Core	Yes
Bergamo	Cusio	Additional	Yes
Bergamo	Foppolo	Core	Yes
Bergamo	Isola di Fondra	Core	Yes
Bergamo	Mezzoldo	Core	Yes
Bergamo	Oltressenda Alta	Core	Yes
Bergamo	Ornica	Core	Yes
Bergamo	Piazzatorre	Additional	Yes
Bergamo	Piazzolo	Additional	Yes
Bergamo	Roncobello	Additional	Yes
Bergamo	Schilpario	Additional	Yes
Bergamo	Valbondione	Core	Yes
Bergamo	Valgoglio	Additional	Yes
Bergamo	Valleve	Core	Yes
Bergamo	Valtorta	Core	Yes
Bergamo	Vedeseta	Core	Yes
Brescia	Capovalle	Additional	Yes
Brescia	Cevo	Additional	Yes

Province	Municipality	Core / Additional municipality	Alpine Convention perimeter
Brescia	Cimbergo	Additional	Yes
Brescia	Corteno Golgi	Additional	Yes
Brescia	Incudine	Additional	Yes
Brescia	Irma	Additional	Yes
Brescia	Lavenone	Additional	Yes
Brescia	Magasa	Core	Yes
Brescia	Monno	Additional	Yes
Brescia	Paisco Lovenò	Core	Yes
Brescia	Pertica Alta	Additional	Yes
Brescia	Pertica Bassa	Additional	Yes
Brescia	Ponte di Legno	Additional	Yes
Brescia	Saviore dell'Adamello	Core	Yes
Brescia	Valvestino	Core	Yes
Brescia	Vione	Additional	Yes
Bolzano	Avelengo	Additional	Yes
Bolzano	Lauregno	Additional	Yes
Bolzano	Martello	Core	Yes
Bolzano	Moso in Passiria	Core	Yes
Bolzano	Predoi	Core	Yes
Bolzano	Proves	Core	Yes
Bolzano	San Pancrazio	Additional	Yes
Bolzano	Selva dei Molini	Core	Yes
Bolzano	Senales	Core	Yes
Bolzano	Stelvio	Core	Yes
Bolzano	Ultimo	Core	Yes
Bolzano	Senale-San Felice	Additional	Yes
Trento	Bersone	Additional	Yes
Trento	Breguzzo	Additional	Yes
Trento	Bresimo	Core	Yes
Trento	Brione	Core	Yes
Trento	Campitello di Fassa	Additional	Yes
Trento	Canal San Bovo	Core	Yes
Trento	Castel Condino	Additional	Yes
Trento	Castello Tesino	Core	Yes
Trento	Cinte Tesino	Core	Yes
Trento	Frassilongo	Additional	Yes
Trento	Grauno	Additional	Yes
Trento	Montagne	Additional	Yes
Trento	Palù del Fersina	Core	Yes
Trento	Pieve Tesino	Core	Yes
Trento	Rabbi	Core	Yes
Trento	Sagron Mis	Additional	Yes
Trento	Valfloriana	Core	Yes
Trento	Vallarsa	Additional	Yes
Verona	Erbezzo	Additional	Yes
Verona	Selva di Progno	Additional	Yes
Vicenza	Cismon del Grappa	Additional	Yes
Vicenza	Laghi	Core	Yes
Vicenza	Lastebasse	Core	Yes
Vicenza	Posina	Core	Yes
Belluno	Auronzo di Cadore	Additional	Yes
Belluno	Cibiana di Cadore	Additional	Yes
Belluno	Colle Santa Lucia	Additional	Yes
Belluno	Comelico Superiore	Additional	Yes
Belluno	Cortina d'Ampezzo	Additional	Yes
Belluno	Canale d'Agordo	Additional	Yes
Belluno	Gosaldo	Core	Yes

Province	Municipality	Core / Additional municipality	Alpine Convention perimeter
Belluno	La Valle Agordina	Additional	Yes
Belluno	Livinallongo del Col di Lana	Core	Yes
Belluno	Lorenzago di Cadore	Additional	Yes
Belluno	Ospitale di Cadore	Core	Yes
Belluno	Rivamonte Agordino	Additional	Yes
Belluno	Rocca Pietore	Additional	Yes
Belluno	San Nicolò di Comelico	Additional	Yes
Belluno	Santo Stefano di Cadore	Additional	Yes
Belluno	Sappada	Additional	Yes
Belluno	Selva di Cadore	Additional	Yes
Belluno	Soverzene	Additional	Yes
Belluno	Sovramonte	Additional	Yes
Belluno	Taibon Agordino	Additional	Yes
Belluno	Vigo di Cadore	Additional	Yes
Belluno	Vodo Cadore	Additional	Yes
Belluno	Zoldo Alto	Additional	Yes
Udine	Ampezzo	Core	Yes
Udine	Cavazzo Carnico	Additional	Yes
Udine	Chiusaforte	Core	Yes
Udine	Comeglians	Additional	Yes
Udine	Dogna	Core	Yes
Udine	Drenchia	Core	Yes
Udine	Forni Avoltri	Core	Yes
Udine	Forni di Sopra	Core	Yes
Udine	Forni di Sotto	Core	Yes
Udine	Grimacco	Additional	Yes
Udine	Lauco	Additional	Yes
Udine	Ligosullo	Core	Yes
Udine	Lusevera	Core	Yes
Udine	Malborghetto Valbruna	Core	Yes
Udine	Moggio Udinese	Core	Yes
Udine	Pontebba	Core	Yes
Udine	Prato Carnico	Core	Yes
Udine	Preone	Core	Yes
Udine	Prepotto	Additional	Yes
Udine	Pulfero	Additional	Yes
Udine	Ravascletto	Additional	Yes
Udine	Resia	Core	Yes
Udine	Resiutta	Additional	Yes
Udine	Rigolato	Additional	Yes
Udine	Savogna	Additional	Yes
Udine	Socchieve	Core	Yes
Udine	Stregna	Additional	Yes
Udine	Taipana	Core	Yes
Udine	Tarvisio	Additional	Yes
Udine	Trasaghis	Additional	Yes
Udine	Verzegnis	Additional	Yes
Gorizia	Dolegna del Collio	Additional	Yes
Pordenone	Andreis	Core	Yes
Pordenone	Barcis	Core	Yes
Pordenone	Cimolais	Core	Yes
Pordenone	Claut	Core	Yes
Pordenone	Clauzetto	Core	Yes
Pordenone	Erto e Casso	Core	Yes
Pordenone	Frisanco	Core	Yes
Pordenone	Tramonti di Sopra	Core	Yes
Pordenone	Tramonti di Sotto	Core	Yes

Province	Municipality	Core / Additional municipality	Alpine Convention perimeter
Pordenone	Vito d'Asio	Additional	Yes
Biella	Campiglia Cervo	Core	Yes
Biella	Caprile	Additional	Yes
Biella	Curino	Additional	Yes
Biella	Quittengo	Additional	Yes
Lecco	Dorio	Additional	Yes
Lecco	Tremenico	Additional	Yes
Lecco	Vendrogno	Additional	Yes
Verbano-Cusio-Ossola	Antrona Schieranco	Core	Yes
Verbano-Cusio-Ossola	Aurano	Core	Yes
Verbano-Cusio-Ossola	Baceno	Core	Yes
Verbano-Cusio-Ossola	Bannio Anzino	Core	Yes
Verbano-Cusio-Ossola	Bognanco	Core	Yes
Verbano-Cusio-Ossola	Calasca-Castiglione	Core	Yes
Verbano-Cusio-Ossola	Caprezzo	Additional	Yes
Verbano-Cusio-Ossola	Cavaglio-Spocchia	Core	Yes
Verbano-Cusio-Ossola	Ceppo Morelli	Core	Yes
Verbano-Cusio-Ossola	Craveggia	Additional	Yes
Verbano-Cusio-Ossola	Crodo	Additional	Yes
Verbano-Cusio-Ossola	Cursolo-Orasso	Core	Yes
Verbano-Cusio-Ossola	Falmenta	Core	Yes
Verbano-Cusio-Ossola	Formazza	Core	Yes
Verbano-Cusio-Ossola	Gurro	Additional	Yes
Verbano-Cusio-Ossola	Intragna	Core	Yes
Verbano-Cusio-Ossola	Loreglia	Additional	Yes
Verbano-Cusio-Ossola	Macugnaga	Core	Yes
Verbano-Cusio-Ossola	Madonna del Sasso	Additional	Yes
Verbano-Cusio-Ossola	Massiola	Additional	Yes
Verbano-Cusio-Ossola	Miazzina	Additional	Yes
Verbano-Cusio-Ossola	Montescheno	Additional	Yes
Verbano-Cusio-Ossola	Premia	Core	Yes
Verbano-Cusio-Ossola	Quarna Sopra	Additional	Yes
Verbano-Cusio-Ossola	Quarna Sotto	Additional	Yes
Verbano-Cusio-Ossola	Re	Additional	Yes
Verbano-Cusio-Ossola	Trasquera	Core	Yes
Verbano-Cusio-Ossola	Trontano	Additional	Yes
Verbano-Cusio-Ossola	Vanzone con San Carlo	Additional	Yes
Verbano-Cusio-Ossola	Varzo	Additional	Yes
Verbano-Cusio-Ossola	Viganella	Core	Yes

Table 16 – List of the 364 Slovenian remote municipalities

E.3.5. Slovenia

The entire list of remote municipalities is the following:

Regija	Municipality	Core / Additional municipality	Alpine Convention perimeter
Goriška	Cerkno	Additional	Yes
Gorenjska	Gorje	Core	Yes
Savinja	Gornji Grad	Additional	Yes
Goriška	Kanal	Additional	Yes
Goriška	Kobarid	Core	Yes
Gorenjska	Kranjska Gora	Core	Yes
Savinja	Ljubno	Additional	Yes
Drava	Lovrenc Na Pohorju	Additional	Yes
Savinja	Luče	Core	Yes
Carinthia	Mislinja	Additional	Yes
Carinthia	Podvelka	Core	Yes

Regija	Municipality	Core / Additional municipality	Alpine Convention perimeter
Goriška	Tolmin	Additional	Yes
Savinja	Vitanje	Additional	Yes

Table 17 – List of the 13 Slovenian remote municipalities

E.3.6. Switzerland

The entire list of Swiss remote municipalities are the following:

Canton	Municipality	Core / Additional municipality	Alpine Convention perimeter
Bern	Kandergrund	Additional	Yes
Bern	Gadmen	Core	Yes
Bern	Guttannen	Core	Yes
Bern	Innertkirchen	Additional	Yes
Bern	Boltigen	Additional	Yes
Bern	St. Stephan	Additional	Yes
Bern	Zweisimmen	Additional	Yes
Bern	Gsteig	Additional	Yes
Bern	Lauenen	Additional	Yes
Bern	Rüschegg	Additional	Yes
Bern	Schangnau	Additional	Yes
Lucerne	Doppleschwand	Additional	Yes
Lucerne	Entlebuch	Additional	Yes
Lucerne	Escholz matt	Additional	Yes
Lucerne	Flühli	Additional	Yes
Lucerne	Hasle (LU)	Additional	Yes
Lucerne	Marbach (LU)	Additional	Yes
Lucerne	Romoos	Additional	Yes
Lucerne	Schüpfheim	Additional	Yes
Uri	Altdorf (UR)	Additional	Yes
Uri	Andermatt	Additional	Yes
Uri	Attinghausen	Additional	Yes
Uri	Bauen	Core	Yes
Uri	Bürglen (UR)	Additional	Yes
Uri	Erstfeld	Additional	Yes
Uri	Göschenen	Additional	Yes
Uri	Gurtellen	Additional	Yes
Uri	Hospental	Core	Yes
Uri	Isenthal	Additional	Yes
Uri	Realp	Core	Yes
Uri	Schattdorf	Additional	Yes
Uri	Seedorf (UR)	Additional	Yes
Uri	Silenen	Additional	Yes
Uri	Spiringen	Additional	Yes
Uri	Unterschächen	Additional	Yes
Uri	Wassen	Core	Yes
Obwalden	Lungern	Additional	Yes
Glarus	Glarus Süd	Additional	Yes
Glarus	Glarus	Additional	Yes
Fribourg	Jaun	Additional	Yes
Fribourg	Plaffeien	Additional	Yes
St. Gallen	Quarten	Additional	Yes
St. Gallen	Walenstadt	Additional	Yes
St. Gallen	Ebnat-Kappel	Additional	Yes
St. Gallen	Stein (SG)	Core	Yes
St. Gallen	Nesslau-Krummenau	Additional	Yes
Graubünden	Alvaschein	Core	Yes
Graubünden	Mon	Core	Yes

Canton	Municipality	Core / Additional municipality	Alpine Convention perimeter
Graubünden	Mutten	Core	Yes
Graubünden	Stierva	Core	Yes
Graubünden	Tiefencastel	Core	Yes
Graubünden	Brien/Brinzauls	Core	Yes
Graubünden	Lantsch/Lenz	Core	Yes
Graubünden	Surava	Core	Yes
Graubünden	Bergün/Bravuogn	Additional	Yes
Graubünden	Filisur	Core	Yes
Graubünden	Cunter	Core	Yes
Graubünden	Marmorera	Core	Yes
Graubünden	Mulegns	Core	Yes
Graubünden	Riom-Parsonz	Core	Yes
Graubünden	Salouf	Core	Yes
Graubünden	Savognin	Additional	Yes
Graubünden	Sur	Core	Yes
Graubünden	Tinizong-Rona	Core	Yes
Graubünden	Brusio	Additional	Yes
Graubünden	Poschiavo	Additional	Yes
Graubünden	Castrisch	Core	Yes
Graubünden	Falera	Additional	Yes
Graubünden	Ilanz	Additional	Yes
Graubünden	Ladir	Core	Yes
Graubünden	Luven	Core	Yes
Graubünden	Pitasch	Core	Yes
Graubünden	Riein	Core	Yes
Graubünden	Ruschein	Core	Yes
Graubünden	Sagogn	Additional	Yes
Graubünden	Schluein	Additional	Yes
Graubünden	Schnaus	Core	Yes
Graubünden	Sevgein	Core	Yes
Graubünden	Valendas	Core	Yes
Graubünden	Cumbel	Core	Yes
Graubünden	Duvin	Core	Yes
Graubünden	Degen	Core	Yes
Graubünden	Lumbrein	Core	Yes
Graubünden	Morissen	Core	Yes
Graubünden	St. Martin	Core	Yes
Graubünden	Suraua	Core	Yes
Graubünden	Vals	Additional	Yes
Graubünden	Vignogn	Core	Yes
Graubünden	Vella	Core	Yes
Graubünden	Vrin	Core	Yes
Graubünden	Andiast	Core	Yes
Graubünden	Obersaxen	Additional	Yes
Graubünden	Pigniu	Core	Yes
Graubünden	Rueun	Core	Yes
Graubünden	Siat	Core	Yes
Graubünden	Waltensburg/Vuorz	Core	Yes
Graubünden	Mundaun	Core	Yes
Graubünden	Safien	Core	Yes
Graubünden	Tenna	Core	Yes
Graubünden	Flerden	Core	Yes
Graubünden	Masein	Core	Yes
Graubünden	Tschappina	Core	Yes
Graubünden	Urmein	Core	Yes
Graubünden	Avers	Core	Yes
Graubünden	Hinterrhein	Core	Yes

Canton	Municipality	Core / Additional municipality	Alpine Convention perimeter
Graubünden	Nufenen	Core	Yes
Graubünden	Splügen	Core	Yes
Graubünden	Sufers	Core	Yes
Graubünden	Andeer	Additional	Yes
Graubünden	Casti-Wergenstein	Core	Yes
Graubünden	Donat	Core	Yes
Graubünden	Lohn (GR)	Core	Yes
Graubünden	Mathon	Core	Yes
Graubünden	Rongellen	Core	Yes
Graubünden	Zillis-Reischen	Core	Yes
Graubünden	Ferrera	Core	Yes
Graubünden	Ardez	Core	Yes
Graubünden	Guarda	Core	Yes
Graubünden	Lavin	Core	Yes
Graubünden	Susch	Core	Yes
Graubünden	Tarasp	Core	Yes
Graubünden	Zernez	Additional	Yes
Graubünden	Ramosch	Core	Yes
Graubünden	Tschlin	Core	Yes
Graubünden	Ftan	Additional	Yes
Graubünden	Sent	Additional	Yes
Graubünden	Bregaglia	Core	Yes
Graubünden	Cauco	Core	Yes
Graubünden	Rossa	Core	Yes
Graubünden	Mesocco	Additional	Yes
Graubünden	Soazza	Core	Yes
Graubünden	Val Müstair	Additional	Yes
Graubünden	Fideris	Additional	Yes
Graubünden	Furna	Core	Yes
Graubünden	Jenaz	Additional	Yes
Graubünden	Conters im Prättigau	Core	Yes
Graubünden	Luzein	Additional	Yes
Graubünden	St. Antönien	Core	Yes
Graubünden	Breil/Brigels	Additional	Yes
Graubünden	Disentis/Mustér	Additional	Yes
Graubünden	Medel (Lucmagn)	Core	Yes
Graubünden	Sumvitg	Additional	Yes
Graubünden	Tujetsch	Additional	Yes
Graubünden	Trun	Additional	Yes
Ticino	Ludiano	Core	Yes
Ticino	Semione	Core	Yes
Ticino	Acquarossa	Core	Yes
Ticino	Blenio	Additional	Yes
Ticino	Airolo	Additional	Yes
Ticino	Anzonico	Core	Yes
Ticino	Bedretto	Core	Yes
Ticino	Calpiogna	Core	Yes
Ticino	Campello	Core	Yes
Ticino	Cavagnago	Core	Yes
Ticino	Chironico	Core	Yes
Ticino	Dalpe	Core	Yes
Ticino	Faido	Additional	Yes
Ticino	Giornico	Additional	Yes
Ticino	Mairengo	Core	Yes
Ticino	Oscio	Core	Yes
Ticino	Prato (Leventina)	Core	Yes
Ticino	Quinto	Additional	Yes

Canton	Municipality	Core / Additional municipality	Alpine Convention perimeter
Ticino	Sobrio	Core	Yes
Ticino	Brione (Verzasca)	Core	Yes
Ticino	Frasco	Core	Yes
Ticino	Sonogno	Core	Yes
Ticino	Onsernone	Core	Yes
Ticino	Isorno	Core	Yes
Ticino	Astano	Core	Yes
Ticino	Migliaglia	Core	Yes
Ticino	Monteggio	Additional	Yes
Ticino	Sessa	Additional	Yes
Ticino	Bosco/Gurin	Core	Yes
Ticino	Campo (Vallemaggia)	Core	Yes
Ticino	Cerentino	Core	Yes
Ticino	Cevio	Core	Yes
Ticino	Linescio	Core	Yes
Ticino	Lavizzara	Core	Yes
Vaud	Ormont-Dessous	Additional	Yes
Vaud	Château-d'Oex	Additional	Yes
Vaud	Rougemont	Additional	Yes
Valais	Simplon	Core	Yes
Valais	Zwischbergen	Core	Yes
Valais	Bourg-Saint-Pierre	Core	Yes
Valais	Liddes	Additional	Yes
Valais	Bellwald	Core	Yes
Valais	Binn	Core	Yes
Valais	Blitzingen	Core	Yes
Valais	Grafschaft	Core	Yes
Valais	Münster-Geschinen	Core	Yes
Valais	Reckingen-Gluringen	Core	Yes
Valais	Obergoms	Core	Yes
Valais	Evolène	Additional	Yes
Valais	Ergisch	Core	Yes
Valais	Oberems	Core	Yes
Valais	Saint-Gingolph	Additional	Yes
Valais	Blatten	Core	Yes
Valais	Bürchen	Additional	Yes
Valais	Eischoll	Core	Yes
Valais	Ferden	Core	Yes
Valais	Kippel	Core	Yes
Valais	Niedergesteln	Additional	Yes
Valais	Raron	Additional	Yes
Valais	Unterbäch	Core	Yes
Valais	Wiler (Lötschen)	Core	Yes
Valais	Anniviers	Additional	Yes
Valais	Eisten	Core	Yes
Valais	Embd	Core	Yes
Valais	Grächen	Additional	Yes
Valais	Randa	Core	Yes
Valais	Saas-Almagell	Core	Yes
Valais	Saas-Balen	Core	Yes
Valais	Saas-Grund	Additional	Yes
Valais	St. Niklaus	Additional	Yes
Valais	Stalden (VS)	Additional	Yes
Valais	Staldenried	Additional	Yes
Valais	Täsch	Additional	Yes
Valais	Törbel	Core	Yes
Valais	Visperterminen	Additional	Yes























Canton	Municipality	Core / Additional municipality	Alpine Convention perimeter
Bern	Mont-Tramelan	Core	
Bern	Rebévelier	Core	
Bern	Eggiwil	Additional	
Bern	Langnau im Emm.	Additional	
Bern	Signau	Additional	
Bern	Trub	Additional	
Bern	Trubschachen	Additional	
Lucern	Hergiswil bei Willisau	Additional	
Lucern	Luthern	Additional	
Lucern	Menznau	Additional	
Solothurn	Aedermannsdorf	Additional	
Solothurn	Herbetswil	Additional	
Solothurn	Mümliswil-Ramiswil	Additional	
Solothurn	Beinwil (SO)	Core	
Solothurn	Nunningen	Additional	
Solothurn	Zullwil	Additional	
Basel-Landschaft	Hemmiken	Core	
Basel-Landschaft	Rickenbach (BL)	Additional	
Basel-Landschaft	Bretzwil	Additional	
Basel-Landschaft	Lauwil	Core	
Basel-Landschaft	Liedertswil	Core	
Basel-Landschaft	Reigoldswil	Additional	
Basel-Landschaft	Titterten	Core	
Schaffhausen	Beggingen	Core	
Schaffhausen	Schleitheim	Additional	
Aargau	Hornussen	Additional	
Aargau	Hellikon	Additional	
Aargau	Schupfart	Additional	
Aargau	Wegenstetten	Additional	
Aargau	Zuzgen	Additional	
Vaud	Berolle	Core	
Vaud	Bière	Additional	
Vaud	Longirod	Core	
Vaud	Marchissy	Core	
Vaud	Mollens (VD)	Core	
Vaud	Saint-George	Additional	
Vaud	Mont-la-Ville	Core	
Vaud	Montricher	Additional	
Vaud	La Praz	Core	
Vaud	Vallorbe	Additional	
Vaud	Vaulion	Core	
Vaud	L'Abbaye	Additional	
Vaud	Le Chenit	Additional	
Vaud	Le Lieu	Additional	
Neuchâtel	La Brévine	Additional	
Neuchâtel	Le Cerneux-Péquignot	Core	
Neuchâtel	La Chaux-du-Milieu	Core	
Neuchâtel	La Côte-aux-Fées	Additional	
Neuchâtel	Les Verrières	Additional	
Jura	Le Bémont (JU)	Core	
Jura	Les Breuleux	Additional	
Jura	La Chaux-des-Breuleux	Core	
Jura	Les Enfers	Core	
Jura	Montfaucon	Core	
Jura	Saignelégier	Additional	
Jura	Soubey	Core	
Jura	Beurnevésin	Core	

Canton	Municipality	Core / Additional municipality	Alpine Convention perimeter
Jura	Boncourt	Additional	
Jura	Bonfol	Additional	
Jura	Bressaucourt	Core	
Jura	Bure	Additional	
Jura	Coeuve	Additional	
Jura	Courchavon	Core	
Jura	Courtedoux	Additional	
Jura	Damphreux	Core	
Jura	Fahy	Core	
Jura	Grandfontaine	Core	
Jura	Lugnez	Core	
Jura	Rocourt	Core	
Jura	Vendlincourt	Additional	
Jura	Basse-Allaine	Core	

Table 18 – List of the 221 Swiss remote municipalities

E.4. OVERVIEW OF COLLECTED GOOD PRACTICES

The following table provides an overview of the 54 collected good practices:

Good practice	Country	Category	Area	Main target group	
				Tourists	Residents
A bike for my village, my village with a bike in Crévoux		Other mobility services	Additional municipalities	X	
ALIAS Project: hospitals networking for telemedicine		Non-mobility solutions	Alpine Convention municipalities		X
Allô-Bus near Aosta		Micro public transport services	Alpine Convention municipalities		X
Alpentaxi		Organisation and mobility management	Core municipalities	X	
AutoSSS: Secure hitch-hiking service in the Trièves		Other mobility services	Alpine Convention municipalities		X
Bergsteigerbus Eng: Hiker's bus in the Karwendel		Micro public transport services	Core municipalities	X	
Breitbandoffensive: investment offensive for high-speed Internet		Non-mobility solutions	Alpine Convention municipalities		X
Broadband Internet access and shared office space		Non-mobility solutions	Core municipalities		X
Broadband project: Internet connectivity in Trentino		Non-mobility solutions	Core municipalities		X
Bürgerkarte Oberstdorf		Organisation and mobility management	Additional municipalities		X
Bus Alpin		Micro public transport services	Core municipalities	X	X
Cycling training for pupils from primary schools in Maribor		Organisation and mobility management	Alpine Convention municipalities		X
DEF-Mobil		Micro public transport services	Alpine Convention municipalities	X	X
Dorfmobil Klaus		Micro public transport services	Alpine Convention municipalities		X
e-GAP intermodal		Organisation and mobility management	Additional municipalities	X	X
Einkaufsbuss: shopping bus in Niederbüren		Micro public transport services	Outside Alpine Convention		X
Elastibus in Val del Chiese		Micro public transport services	Core municipalities		X
Electric mobility in the Province of Belluno		Other mobility services	Additional municipalities		X
Electric vehicles in Eisenkappel		Other mobility services	Alpine Convention municipalities	X	X
EMMA: Electric mobility with connectivity in Friedrichshafen		Other mobility services	Outside Alpine Convention	X	X
EMorail project		Other mobility services	Alpine Convention municipalities		X
ERIC: Internet resource centres in PACA		Non-mobility solutions	Core municipalities		X

































Good practice	Country	Category	Area	Main target group	
				Tourists	Residents
Free Shuttle in the Ubaye Valley		Micro public transport services	Additional municipalities	X	X
Gmoa Bus		Micro public transport services	Outside Alpine Convention	X	X
Go-Mobil		Micro public transport services	Alpine Convention municipalities		X
Gorenjska Electro-Trip		Other mobility services	Core municipalities	X	
Gseispur		Micro public transport services	Alpine Convention municipalities	X	
Ilzer Land: Inter-municipal public transport concept		Organisation and mobility management	Outside Alpine Convention		X
Immer mobil: Individual transport services for elderly in rural areas		Organisation and mobility management	Core municipalities		X
Informatics centre in Vicosoprano		Non-mobility solutions	Alpine Convention municipalities		X
InnoV-Net: Education in remote areas		Non-mobility solutions	Core municipalities		X
Integrated public transport on Idro Lake		Organisation and mobility management	Additional municipalities	X	X
Jugendcard		Organisation and mobility management	Core municipalities		X
Malteser mobility services		Other mobility services	Alpine Convention municipalities		X
MiFaZ: Regional promotion of the carpooling platform		Organisation and mobility management	Core municipalities		X
Mobility management between Saas-Fee and Visp		Other mobility services	Core municipalities	X	X
MORECO: Mobility and residential costs		Organisation and mobility management	Alpine Convention municipalities		X
Next bike		Other mobility services	Alpine Convention municipalities	X	
Nightliner		Micro public transport services	Core municipalities		X
Optical fibres in Budoia		Non-mobility solutions	Alpine Convention municipalities		X
Pedelec network in the Allgäu region		Other mobility services	Core municipalities	X	
Points visio rendez-vous: Video-conferencing meeting points in the Hautes-Alpes		Non-mobility solutions	Core municipalities		X
Provibus		Micro public transport services	Core municipalities		X
Public services relay in the Ecrins area		Non-mobility solutions	Alpine Convention municipalities		X
Reorganization of shuttle services in the Queyras		Organisation and mobility management	Alpine Convention municipalities	X	X
School transport by cable car in Venosc		Organisation and mobility management	Additional municipalities		X
Stadtbuss Kolbermoor: Flexible city bus		Micro public transport services	Alpine Convention municipalities		X
Supporting community shops in Trentino		Non-mobility solutions	Core municipalities		X
Tälerbus Lungau		Micro public transport services	Alpine Convention municipalities	X	
Talente carpooling in Voralberg		Other mobility services	Alpine Convention municipalities		X
Teleworking Alcatel		Non-mobility solutions	Alpine Convention municipalities		X
Transport on demand for the elderly in Modane		Micro public transport services	Alpine Convention municipalities		X
Transport on demand in the Drôme		Micro public transport services	Core municipalities		X
Werfenweng Shuttle		Micro public transport services	Alpine Convention municipalities	X	X

Table 19 – Overview of the 54 collected good practices

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