

LAST MILE

Sustainable mobility for the 'last mile' in tourism regions

Policy exchange about flexible mobility alternatives for tourists and locals



Pixabay

Let's travel the last mile together!

THE PROJECT

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



The exchange of best practices will help the participating regions to improve their policies for the promotion and development of flexible small scale mobility solutions. Regional actors shall profit from an interregional focused policy and experience learning on flexible solutions. In the first phase of the project, action plans will be developed which, in a second phase, will be implemented in the regions and monitored. Conclusions drawn will contribute to policy learning.

Financed under **INTERREG EUROPE, LAST MILE** is a European wide interregional project, led by the Environment Agency Austria, with 7 partners from 6 countries comprising a group of about 50 stakeholders. The partnership is mainly built by authorities who are capable to design regional policy, having on board players from transport, tourism, and environment. The project addresses the 'Low carbon economy' strategy set by the European Union through the angle of tourism.



BACKGROUND

Tourism accounts for about 5% of the world's total CO₂-emissions*, mostly for transport, and is one of the causes of climate change; however, it is also affected by it. As sustainable public transport and non-motorized mobility, especially to rural areas, are often limited, tourism increasingly involves the use of private cars, which causes negative effects.

Destinations must offer and advertise door-to-door accessibility. Still, in terms of the full distance to cover between origin and destination, there is often a bottleneck on the last link of the journey, i.e. the distance between the regional railway station and accommodations. This missing link is crucial for many to decide on the car.

Experiences have shown that a demand-responsive transport system combined with regular public transport, is a thankful enhancement in many cases. While various models of services have been tested in fore-going projects, operators are still confronted with institutional barriers and/or the sustained financing in the long run.

*UNWTO-UNEP-WMO 2008 (<http://sdt.unwto.org/sites/all/files/docpdf/climate2008.pdf>).



PROJECT TIMELINE

*Phase 1 – Interregional Exchange
(04/2016 - 09/2018)*

Framework conditions and barriers	State of the art in the regions 'flexible transport'	Good practice Study visit Evaluation
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Synthesis & Recommendations



Regional action plans

*Phase 2 – Implementation
(10/2018 - 09/2020)*



Implementation of regional action plans	Monitoring the implementation
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Interregional exchange

Final public dissemination event

AIMS AND OBJECTIVES

*The overall objectives of the
LAST MILE project are :*

- Integration of the 'last mile' issue in regional policy instruments
- Capitalizing on the interregional policy exchange and making use of previous results / lessons learned, 'not reinventing the wheel'
- Actual implementation of energy-efficient integrated 'last mile' solutions (going beyond pilot actions)
- Pushing learning and policy development at EU level – in regard to the support of 'last mile' systems.

Main outputs

- Analysis of the legal/institutional/ economic frameworks and barriers of flexible transport
- Analysis of the technical state-of-the-art of sustainable transport, in particular flexible systems in the different regions
- Evaluation of existing practices in regional flexible transport policies
- Synthesis and policy recommendations
- Regional action plans for implementing measures

Overall project budget : **1.607.720 €**

ERDF contribution : 1.346.442 €

Project duration phase 1 : 04/2016 to 09/2018

Project duration phase 2 : 10/2018 to 09/2020



THE PROJECT PARTNERS



- 1 – Environment Agency Austria (Austria)
- 2 – Regional Management East Tyrol (Austria)
- 3 – Agency for the Support of Regional Development Kosice (Slovakia)
- 4 – Club " Sustainable Development of Civil Society " (Bulgaria)
- 5 – Mobility and Transport Direction. Ministry of Territory and Sustainability. Government of Catalonia (Spain)
- 6 – Upper Sûre Nature Park (Luxembourg)
- 7 – Westpomeranian Voivodeship - Regional Office for Spatial Planning of Westpomeranian Voivodeship (Poland)



Each region also cooperates with a local stakeholder group, which is involved in the interregional exchange.

Lead Partner

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