



TIME TO



**RURAL
MOBILITY**



*Frameworks in European countries for
Rural Shared Mobility*

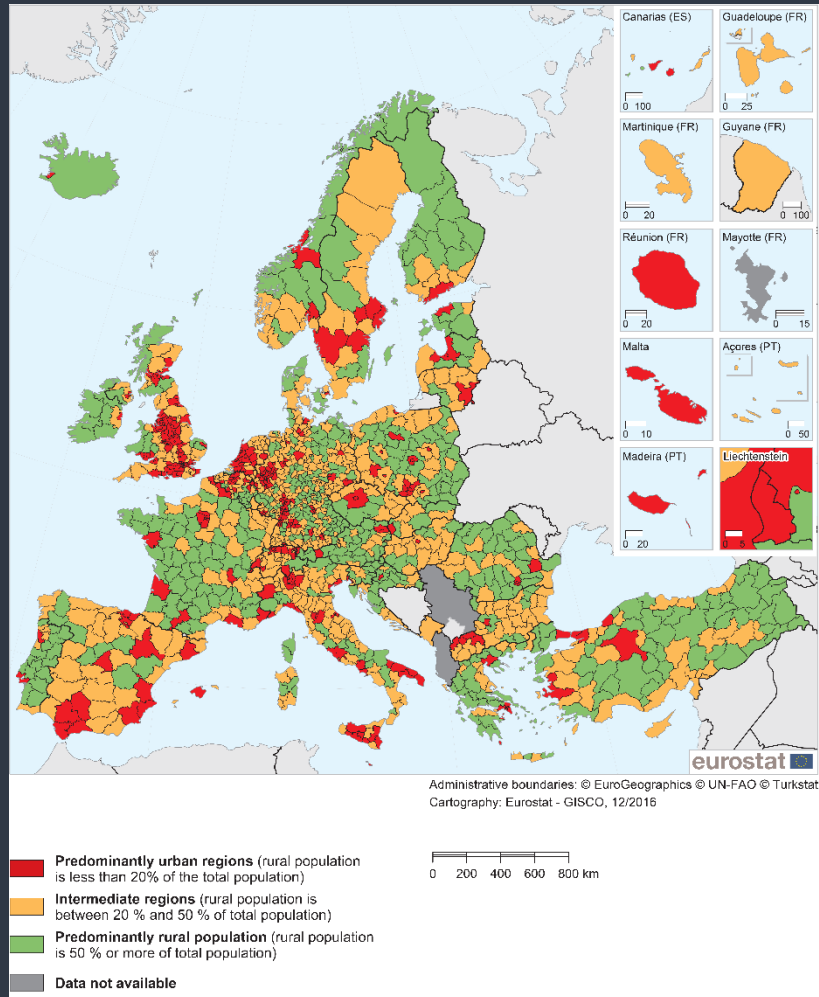
Brendan Finn

MemExSrl

www.ruralsharedmobility.eu

Europe is more rural in nature than is generally understood

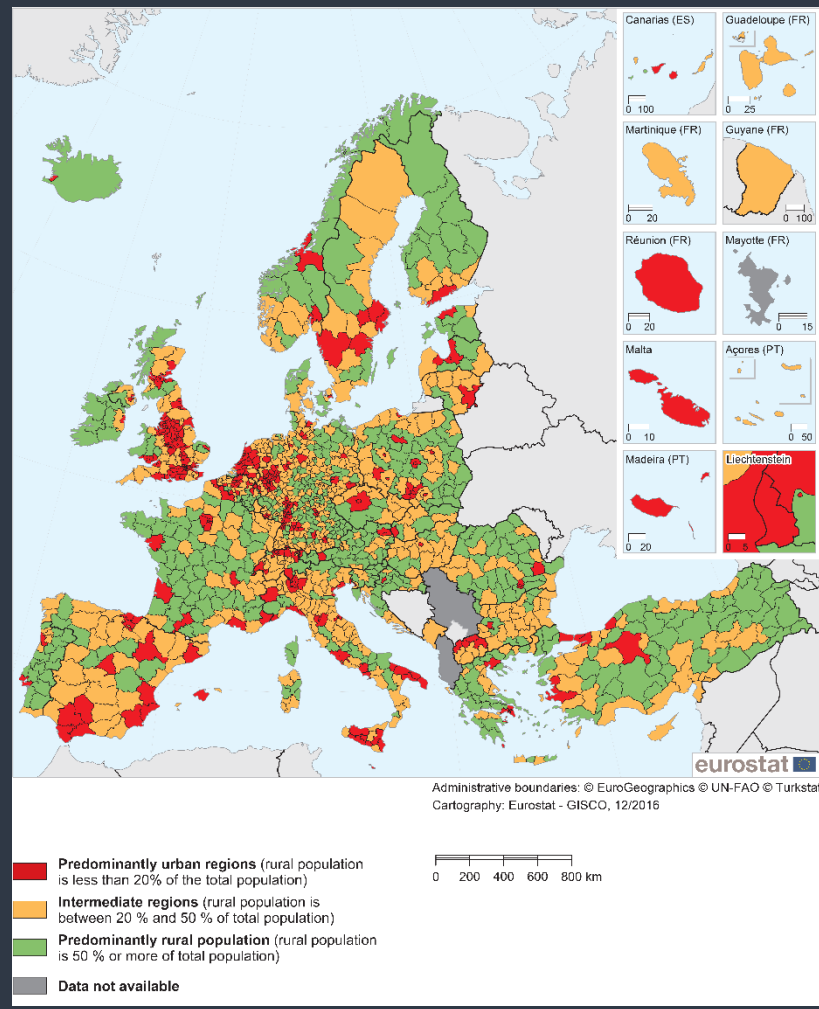
Source: Eurostat 2016



At regional level, it looks strongly urban

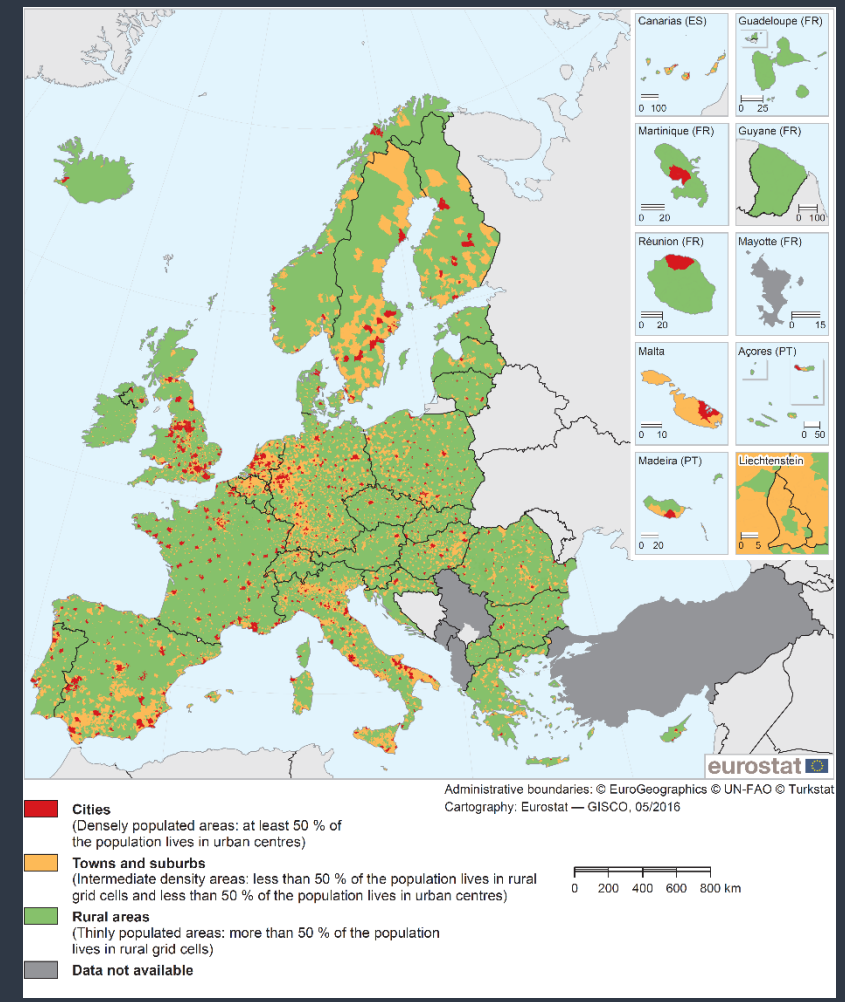
Europe is more rural in nature than is generally understood

Source: Eurostat 2016



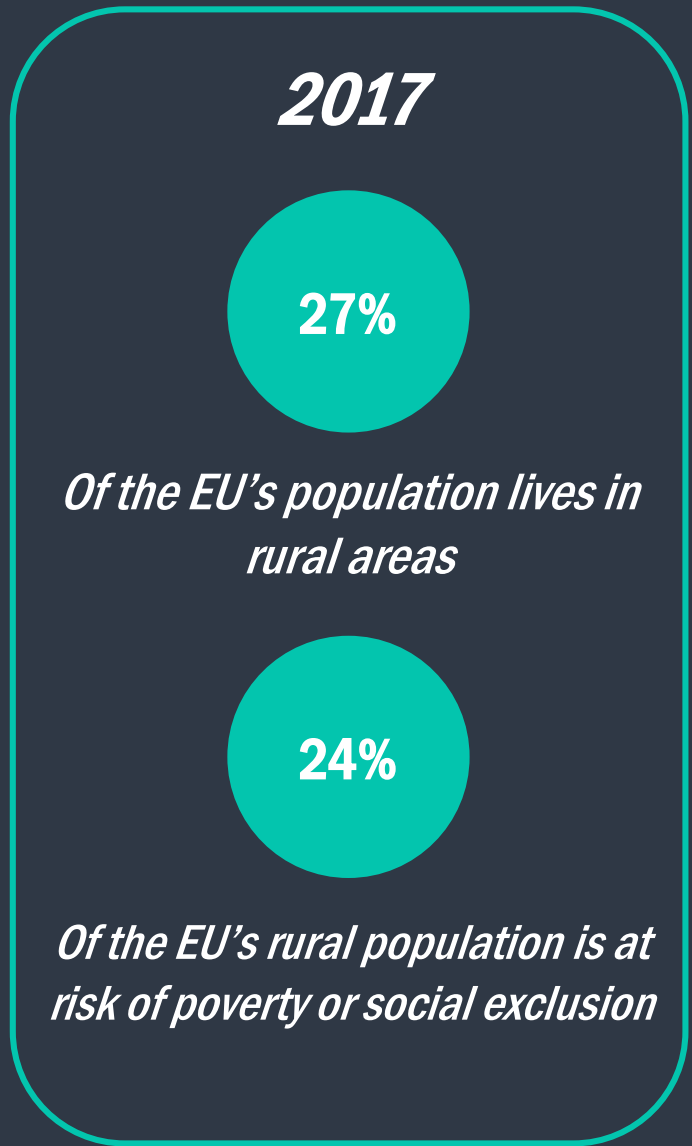
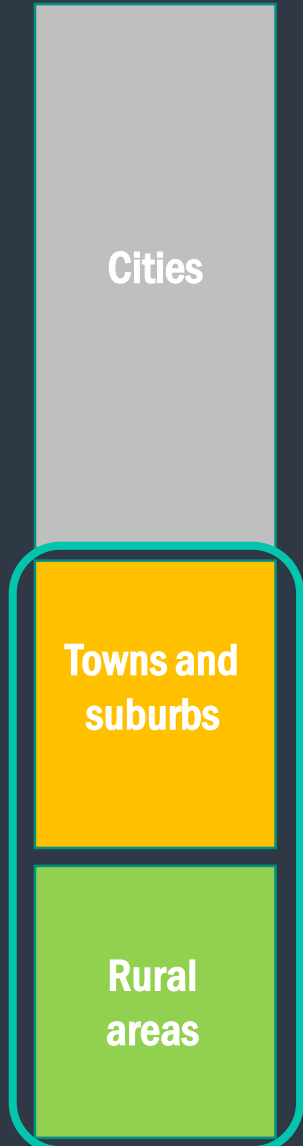
At regional level, it looks strongly urban

Source: Eurostat 2016



At local level, a very different picture emerges

Mobility in rural areas needs attention



Distribution of population (%) by degree of urbanisation, EU-28 Eurostat 2017 (estimated)



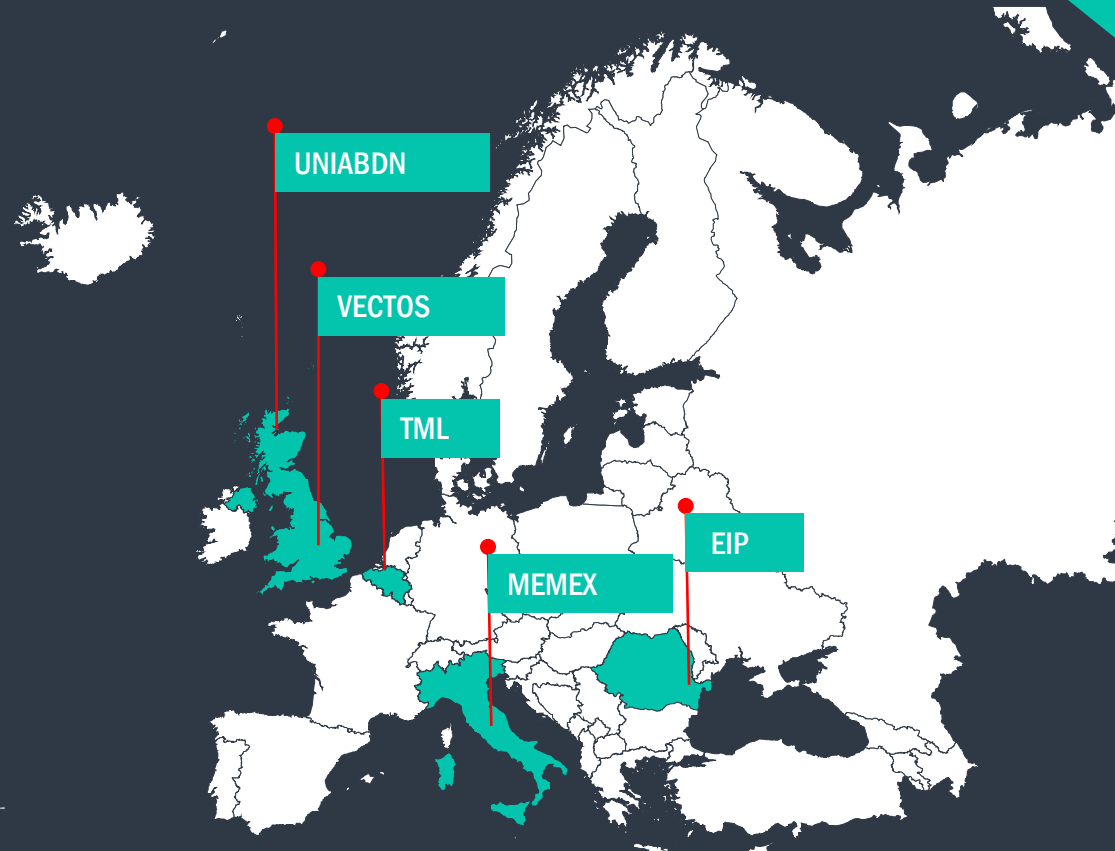
27% of Europe's population means 137 million people, which equates to the population of the 40 largest Metropolitan areas in Europe

There can be little doubt which 137 million gets more attention in transport policy, innovation, capital investment and ongoing subsidy for their mobility needs.

The SMARTA Project



Explore ways to ensure sustainable mobility by improving shared/public transport services across different European rural areas



The SMARTA Project



The particular focus of SMARTA is “**shared mobility**” in rural areas integrated with **public transport**, in order to make more extended and accessible the public transport **network** and the local **services**

Shared mobility in rural area

Combining travellers more efficiently by different service schemes

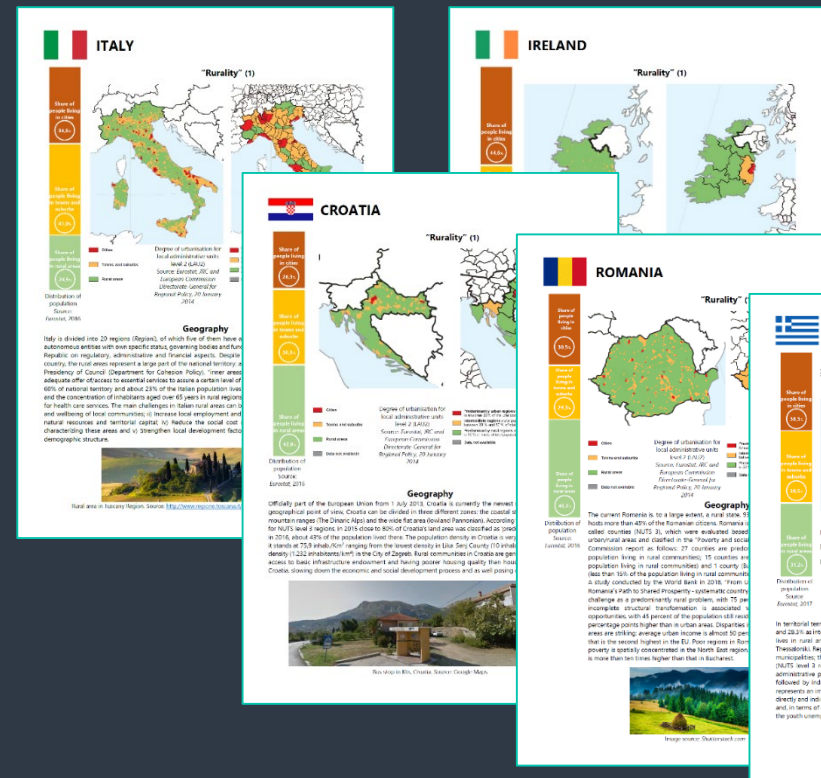
Improving the availability and integration of transport offer and mobility options

Support (e)-services such as user info, booking, ticketing, fleet control,



“Insight Papers”

Analysis of the challenges of mobility in rural areas and the framework in each of the 28 EU countries (including selected EEA states, North America and Australia)



“Good Practices”

Comprehensive overview of Good Practices in rural shared mobility from around Europe and beyond

New software to better direct on-demand bus services to customer

Italy, Emilia Romagna Region

Overview
Piacenza is an on-demand Bus service which aims to improve urban and inter-urban public transport services with the neighbouring villages and rural areas in the Province of Piacenza, within the Municipality of B.S. MARINO (Empireo) Project, a new software has been developed with the aim of improving the quality of information of the service. The project has started in September of the year 2016, in the Municipality of Casalechio in the area of Casalechio in the Province of Piacenza. The software is available from 2016, since October 2017, with some updates. The use of this system can help to improve the use of the information via a web portal or smartphone app and also the handling of the service on the day-to-day level. It allows the staff to be more efficient, to coordinate the service and to be more flexible in the use of the software. The software is available on the website of the Municipality of Piacenza - B.S. MARINO.

Main objectives of the good practice
The software allows, only not developed by the Agency for Mobility and Local Transport (AMT) of Piacenza, to improve the quality of service of the Province of Piacenza in rural areas, which is more difficult to reach. The software allows the staff to be more efficient in the use of the software and to be more flexible in the use of the software.

Description of the area
Region: Emilia Romagna
Population: 100,000
Population density: 100 inhabitants/km²

Other
The Municipality of Casalechio in the Province of Piacenza is a small village with a railway station. The software is available on the website of the Municipality of Piacenza - B.S. MARINO.

Target user groups and needs

The target user groups are the citizens of the Province of Piacenza, who are interested in using the on-demand bus service. The software is available on the website of the Municipality of Piacenza - B.S. MARINO.

Detailed description of the practice
Overview
The software is available on the website of the Municipality of Piacenza - B.S. MARINO. It allows the staff to be more efficient in the use of the software and to be more flexible in the use of the software.

Benefits involved
The software allows the staff to be more efficient in the use of the software and to be more flexible in the use of the software.

Mobility services provided/developed
The software allows the staff to be more efficient in the use of the software and to be more flexible in the use of the software.

Legislative/Institutional Framework
The software is available on the website of the Municipality of Piacenza - B.S. MARINO.

Assessment

The software is available on the website of the Municipality of Piacenza - B.S. MARINO. It allows the staff to be more efficient in the use of the software and to be more flexible in the use of the software.

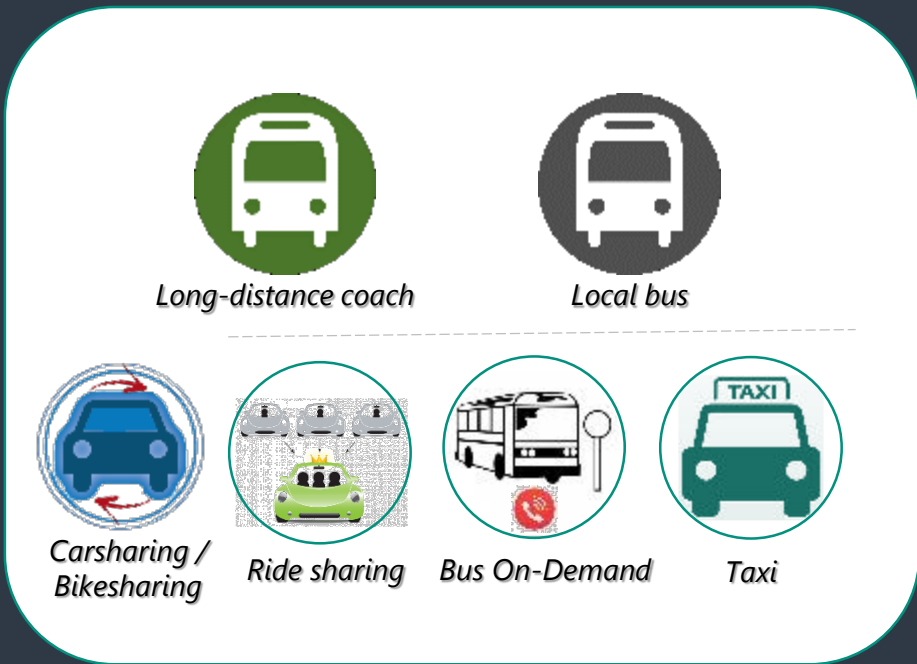
References for further details
The software is available on the website of the Municipality of Piacenza - B.S. MARINO.

Author's note
The software is available on the website of the Municipality of Piacenza - B.S. MARINO.

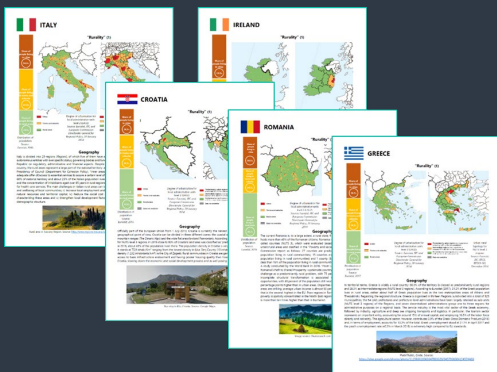
Other info and/or pictures
The software is available on the website of the Municipality of Piacenza - B.S. MARINO.

Pilot Demonstration sites

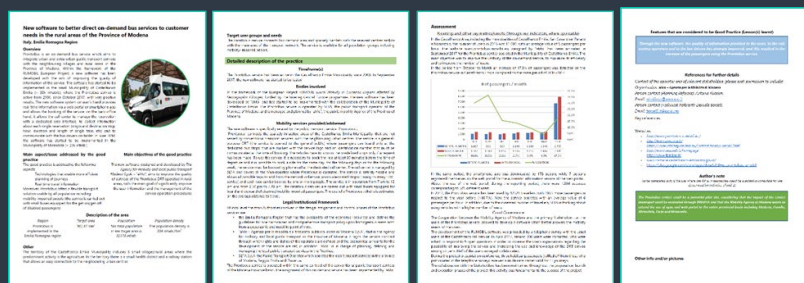
✓ **Validation and evaluation in real-field conditions** of the **effectiveness, efficiency, response, impacts** and **future prospects** for shared mobility services connected with public transport



“Insight Papers”



“Good Practices”



Pilot sites



Stakeholder's Engagement

Gain a deep understanding about the key findings, lessons learnt and transferability issues of different mobility experiences in rural areas across Europe

3rd May 2018

November 2020

Source: <http://www.unsabenculturall.it>

Deeper **answers** to the questions facing **European** and **national political, administration and practitioner** layers.

How policy should be developed for rural shared mobility



*What solutions work best in what contexts?
What impacts they can have on economic, social and environmental challenges?*



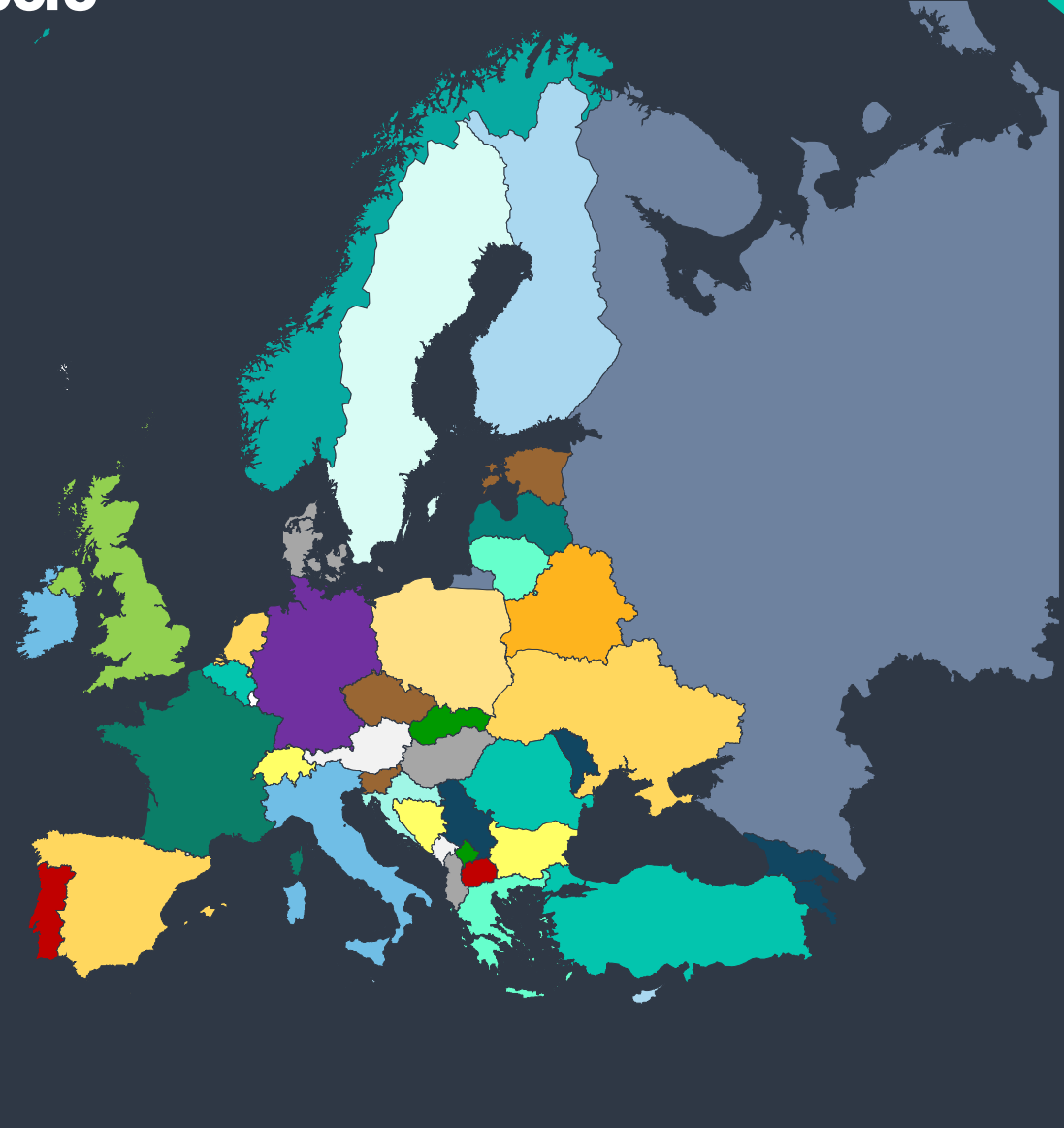
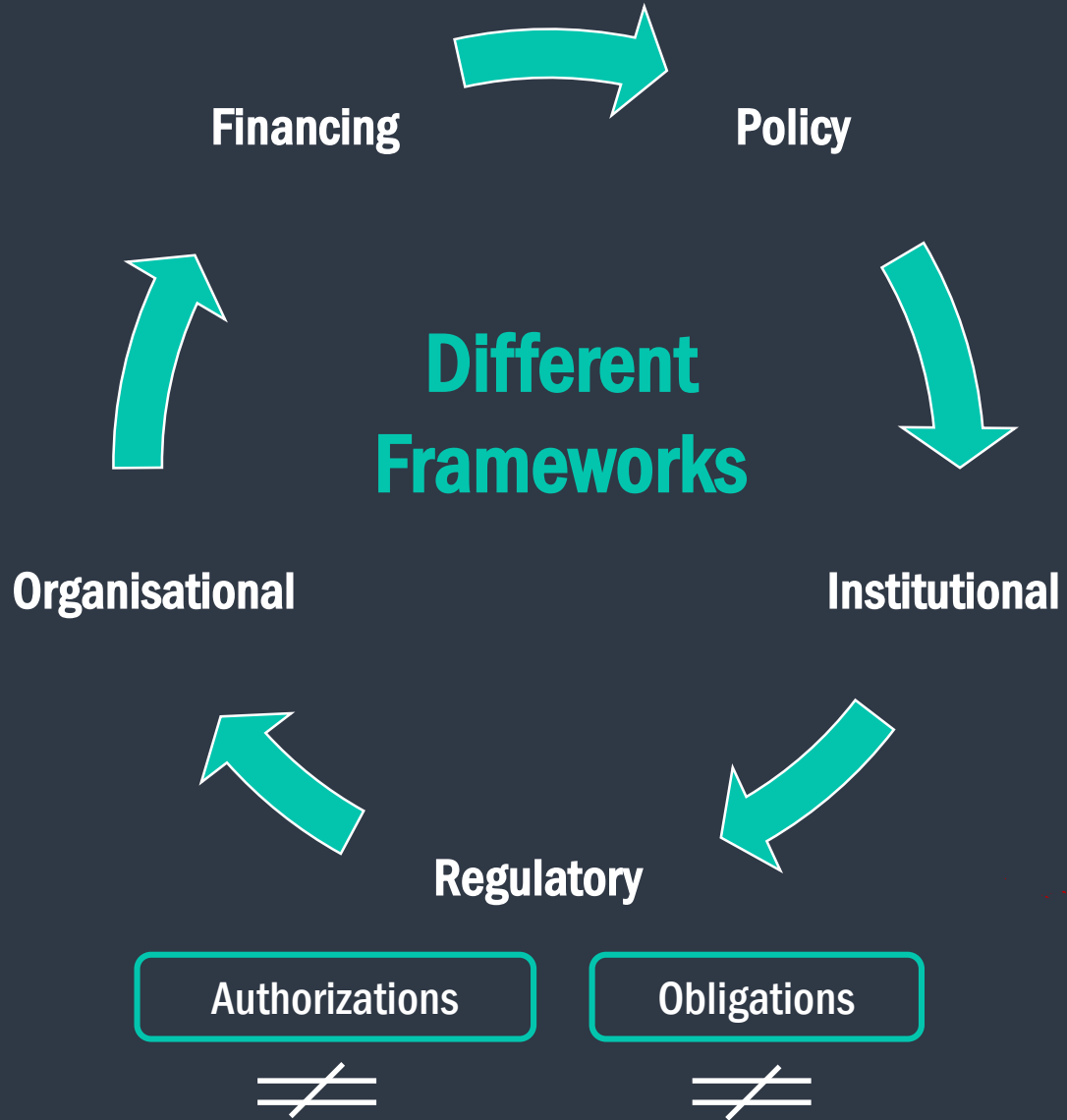
Whether/how to develop shared mobility solutions integrated with public transport



Which are the appropriate roles for communities, authorities and private sector



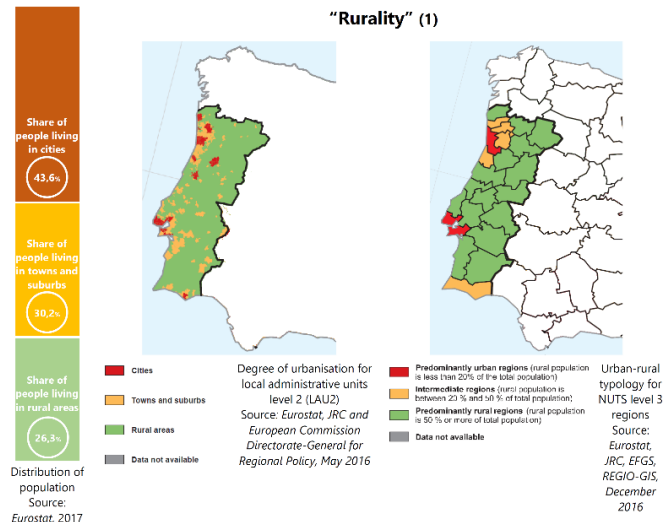
Insight Papers





PORTUGAL

"Rurality" (1)



Geography

Portugal is the most westerly country of the European Union. Located mostly on the Iberian Peninsula in southwestern Europe, it borders to the north and east only with Spain, while to the north and south it borders the Atlantic Ocean with about 830 kilometres of coastlines. Thanks to its strategic position and to the considerable maritime experience, over the centuries Portugal affirmed its Atlantic strategic role, with the extension of the Atlantic archipelagos of the Azores and Madeira, both autonomous regions with special status of EU Outermost Regions (article 349 and 355 TFEU). Portugal's territory is mainly plains (53%), 26% hilly and 21% mountainous, and it is split by its main rivers, the Tagus, that flows from Spain and discharges in Tagus Estuary, in Lisbon, and Douro in the North section until Porto city. In both cases the main rivers flow into the Atlantic Ocean. Portugal covers an area of 89 089 km² of which 81% is rural. Of the total area, 47% is agricultural land while forests cover 39%. The total population is 10 million, with an average density of 92 inhab./km².

Rural depopulation and increased ageing of the population are key challenges. Rural regions are more and more facing the negative effects of these issues. In 2017, the share of people living in rural areas was 26.3% (decreased of 1.4% in the latest 5 years) and 27.5% of the rural population was considered at risk of poverty or social exclusion. Although the level of instruction has progressed between the last two censuses, in 2011 approximately 55.9% of the population in rural areas continues to have only basic education, only 9.7% higher education, below the continent average (11.9%), and 7.1% do not know how to read or write.

In recent years, a large proportion of the people which was working in agriculture moved to other sectors, which in most cases forces them to change to urban areas, with negative effects on rural areas. The migration of people to the urban cities and the consequent abandonment of the land for agricultural and forestry purposes has contributed to the partial downfall of these territories. Anyway, rural tourism in Portugal has a high potential that can contribute to reinforce the economies of local communities. In 2017, the share of people aged 18-24 neither in employment nor in education and training was 13.7%.



PORTUGAL

Institutional framework

Portugal is divided into 18 Districts (Distritos), two Autonomous Regions (Madeira and Azores) and two metropolitan areas (Lisbon and Porto). As regards the relevant layers of government, in Portugal the authorities responsible for the planning, management and public transport market organisation have been going through a slow evolution over the last few decades.

Currently, there are two levels of Government:

- National level. It is the higher level of Government. Key actors addressing transport and mobility issues are i) The Ministry of Infrastructure and Planning, responsible for defining, managing and implementing policies on transport issues and for providing oversight over the Institute for Mobility and Transport; ii) The Institute for Mobility and Transport (*Instituto da Mobilidade e Transportes*, IP), a central administration body established in 2012 responsible for regulating, supervising and coordinating inland transport, promoting safety and quality standards and ensuring the protection of consumer's rights, and iii) Mobility and Transport Authority (*Autoridade da Mobilidade e dos Transportes*, AMT), created in 2014 as an independent economic regulator, took over responsibility for regulation, promotion and defence of competition in public transport in Portugal. None of the above has a specific focus on rural mobility.

- The local level. Three sub-layers can be identified: the *Municípios* (i.e. the Municipalities) that are responsible for the management of the road public transport network and for the organisation of the regular urban and suburban transport services. The *Comunidades Intermunicipais* (i.e. the inter-municipal level) that from the entry in force of the Decree n.º 75/2013, manage the intermunicipal and regional services, and the *Áreas Metropolitanas* (i.e. the Lisbon and Porto) that are the responsible for the organisation of public transport services in the target metropolitan areas. Currently, there are 21 Intermunicipal Communities and 2 Metropolitan areas.

The organisation of the public transport services in the archipelagos of the Azores and Madeira is delegated to specific regional authorities. In most of the cases in the mainland the responsibilities for mobility and transport in rural areas are delegated to the Municipality level. Several municipalities, mainly the ones who have municipal transport services, have broadened their action in the entire municipal territory, with (dozens of) municipalities which have opened tenders for urban transport concessions or signing contracts with local operators holding concessions authorised by the State, altering the exploitation conditions in force.

Regulatory framework

In recent times, the public passenger transport in Portugal has been regulated by the *Regulamento dos Transportes em Automóveis* (Regulation of the Transportation in Road Vehicles) (RTA) from 1948, and by the *Lei de Bases do Sistema de Transportes Terrestres* (Basic Law on Inland Transportation) (LBTI), from 1990. The LBTI established the concept of Metropolitan Transport Region, acknowledging the systemic and intense dependency relationships between the central area and the urban surroundings ("neighbouring areas, where there may also exist secondary settlements, with which the main urban centre maintains an intense relationship, in the form of daily commuting between home and work") in a broad space with several peripheral areas.

In 1999 (Law no. 159/99 of 14 September), the Parliament established the framework to transfer attributions and responsibilities to the local authorities, conferring them the responsibility of planning, managing and undertaking investment, in the areas of i) Regular urban passenger transport network and ii) Regular local passenger transport network (if carried out exclusively within the municipality territory).

The Publication of the new European Regulation 1370/2007, on public passenger transport services by rail and by road, forced the amendment of this regulatory framework, as well as of the regime of the current regular public passenger transport "concessions", which were until now set under RTA, towards a model of public passenger transport services contracting, in a system of controlled competition.

Law No. 52 of 9 June 2015 - *Regime Jurídico do Serviço Público de Transporte de Passageiros* (RJSPTP) replaces the RTA, transferring the European guidelines to the national framework and laying down the conditions under which the competent authorities may impose public service obligations under a public service passengers' contract. Currently, the public transport provision in metropolitan, urban and rural areas is regulated by the RJSPTP, which set the roles and related responsibilities for the organisation, planning, management and financing of all land public transport modes. RJSPTP also launched the concept of "Serviço público de transporte de passageiros flexível" (Flexible Transport Services), establishing it as an integral part of the public transport system. Decree Law no. 60/2016, of September 8, establishes the specific rules applicable to the provision of FTS, aiming at creating conditions for the implementation of this type of services.



PORTUGAL

Key stakeholders and Ministries addressing Rural areas

Title	Role
<i>Ministry of Infrastructure and Planning</i>	Responsible for defining, managing and implementing policies on transport issues and for providing oversight over the Institute for Mobility and Transport.
<i>Institute for Mobility and Transport</i>	The Institute for Mobility and Transport (<i>Instituto da Mobilidade e Transportes</i> , IP), is responsible for transport planning and coordination and for supervising and regulating transport operators in the country, and so acts as the technical regulator.
<i>Mobility and Transport Authority</i>	The Mobility and Transport Authority (<i>Autoridade da Mobilidade e dos Transportes</i> , AMT) took over responsibility for regulation, promotion and defence of competition in public transport in Portugal.
<i>Working Group for the Training of Transport Authorities</i> (GTAT)	The Working Group for the Training of Transport Authorities (Grupo de Trabalho para a Capacitação das Autoridades de Transportes (GTAT)), created in July 2017, has the mission of technically qualifying the transport authorities, with a view to contracting by December 2019 networks and public passenger transport services at national level.
<i>National Association of Portugal Municipalities</i>	The National Association of Portugal Municipalities (<i>Associação Nacional de Municípios Portugueses</i> (ANMP)) is a private law entity, founded in May 1984. ANMP members are all Portuguese Municipalities and Associations of Municipalities that have the volunteer to join the Association. ANMP's general purpose is the promotion, defence, dignification and representation of Local Powers.
<i>Metropolitan Areas of Lisbon and Porto</i>	The Metropolitan Areas of Lisbon and Porto are the two metropolitan areas established by Portuguese Law; they are respectively composed of 18 and 17 municipalities.

Link to Websites

- Rede Nacional de Expressos: <https://www.rede-expressos.pt/>
- Working Group for the Training of Transport Authorities (GTAT): <https://gtat.pt/>
- National Association of Portugal Municipalities: <https://www.anmp.pt>
- Mobility and Transport Authority: <https://www.amt-autoridade.pt/>
- Institute for Mobility and Transport: <http://www.imt-ip.pt/sites/IMTT/Portugues/Paginas/IMTHome.aspx>
- Metropolitan Area of Lisbon: <https://www.aml.pt/>
- Metropolitan Area of Porto: <http://www.amp.pt/>

References (include URLs where possible)

- Decree Law no. 60/2016, of September 8, *Serviço Público de Transporte de Passageiros Flexível* Decree n.º 37272, of 31 December 1948.
- Dunmore, D. (2016). *Comprehensive Study on Passenger Transport by Coach in Europe* (No. MOVE/D3/2014-261), Member State Fiches – Portugal, available at <https://ec.europa.eu/transport/sites/transport/files/modes/road/studies/doc/2016-04-passenger-transport-by-coach-in-europe.pdf>
- Governo De Portugal, Ministério da Economia, Gabinete do Secretário de Estado das Infraestruturas, Transportes e Comunicações, *Plano Estratégico dos Transportes e Infraestruturas - Horizonte 2014-2020*, April 2014, available at: <https://www.portugal.gov.pt/media/1385664/PET13.pdf>
- Institute for Mobility and Transport, Ana Pereira de Miranda, Seminar, Decree-Lei N.º 60/2016 *Serviço Público de Transporte de Passageiros Flexível*, October 2016, available at <http://www.logistel.pt/docs/apresentacaoDI.60-2016.pdf>
- Institute for Mobility and Transport, *Guião para o período transitório do Regime Jurídico do Serviço Público de Transporte de Passageiros e Linhas Orientadoras* (edition of February 2016, revised on 01.04.2016), available at: http://www.imt-ip.pt/sites/IMTT/Portugues/RJSPTP/Documents/GuiaoRJSPTP_01-04-2016.pdf

Mapping the diversity within European frameworks

- 1) Which is the layer of Government at which rural mobility is primarily determined?
- 2) Is there a common framework throughout the country?
- 3) Is there a specific rural mobility/transport policy with objectives and targets?
- 4) Are there Sustainable Urban Mobility Plans (SUMP) or equivalent for rural areas
- 5) On what basis does the public transport give coverage of villages and rural areas?
- 6) Are additional mobility services provided for (school, healthcare)?
- 7) Is there comprehensive territorial coverage by transport/mobility units which coordinate a range of mobility services?
- 8) Is there widespread provision of “bottom up” and community mobility services?
- 9) At what level are DRT and other forms of shared mobility services linked to the regular public transport system?
- 10) To what extent does the regulatory framework provide for DRT and emerging forms of rural shared mobility?

Which is the layer of Government at which rural mobility is primarily determined?

National

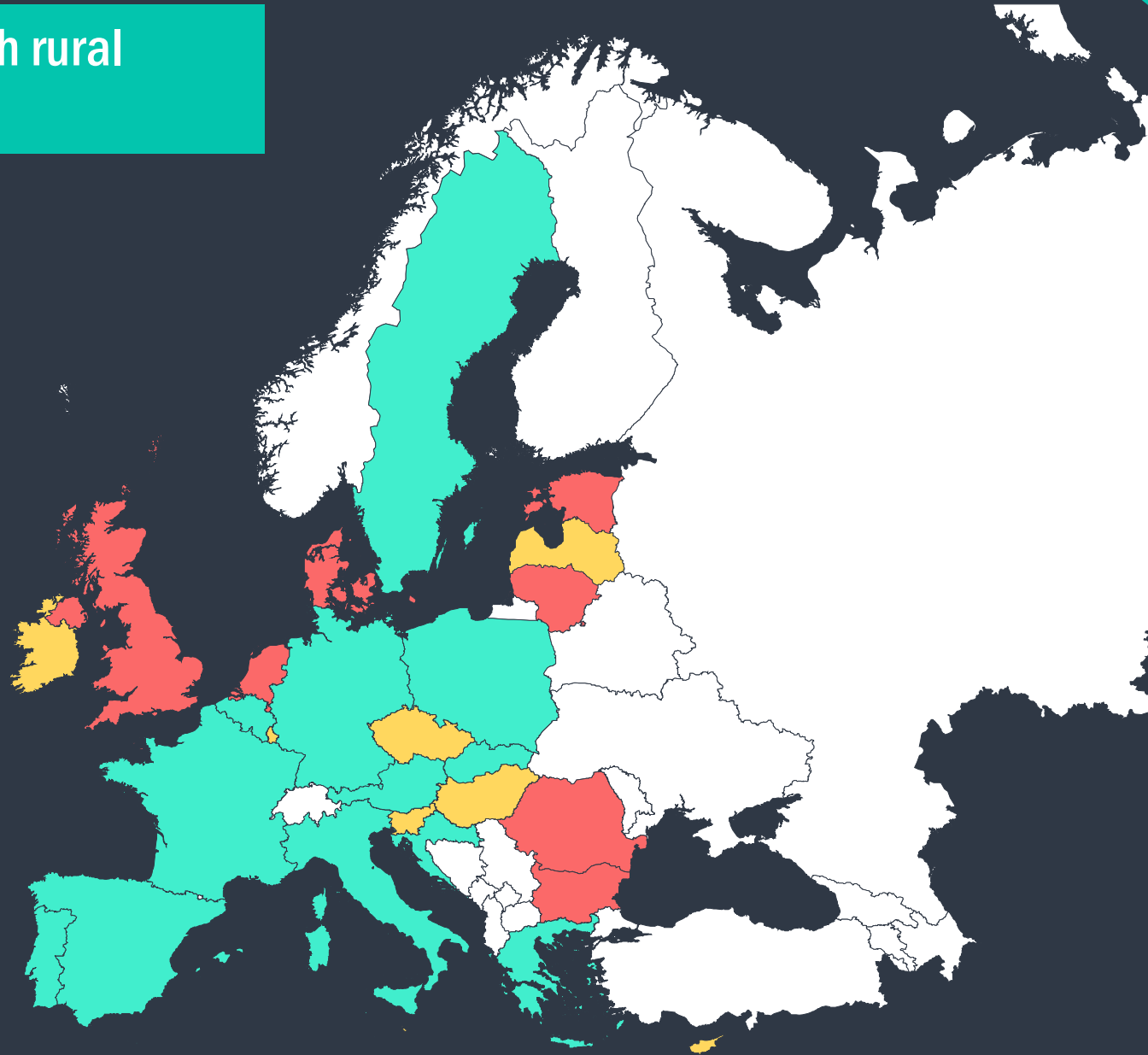
Cyprus, Czech Republic, Hungary, Ireland, Latvia, Luxemburg, Malta, Slovenia

State/Region

Austria, Belgium, Croatia, France, Germany, Greece, Italy, Poland, Portugal, Slovakia, Spain, Sweden

Municipality/Country

Bulgaria, Denmark, Estonia, Lithuania, Netherlands, Romania, Scotland, UK



Is there a common framework throughout the country?

Single framework consistent throughout the country

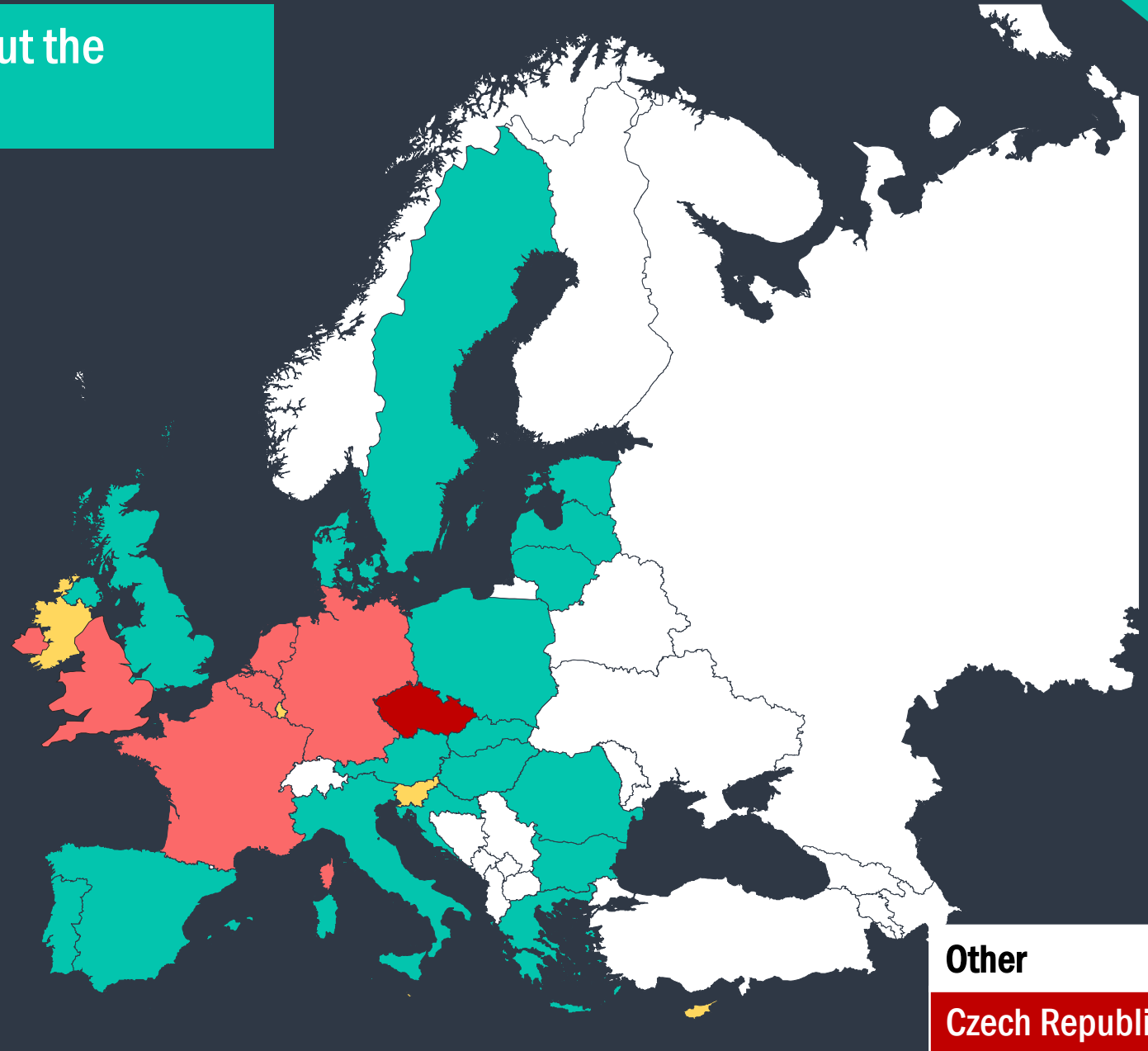
Cyprus, Ireland, Luxemburg, Malta, Slovenia

Single framework with regional/local variations

Austria, Bulgaria, Croatia, Denmark, Estonia, Greece, Hungary, Italy, Latvia, Lithuania, Poland, Portugal, Romania, Scotland, Slovakia, Spain, Sweden

Devolved/autonomous framework

Belgium, France, Germany, Netherlands, UK



Other

Czech Republic

Is there a specific rural mobility/transport policy with objectives and targets?

Yes, with specified objectives and target outcomes

Latvia

Yes, but only with aspirational goals and without target objectives

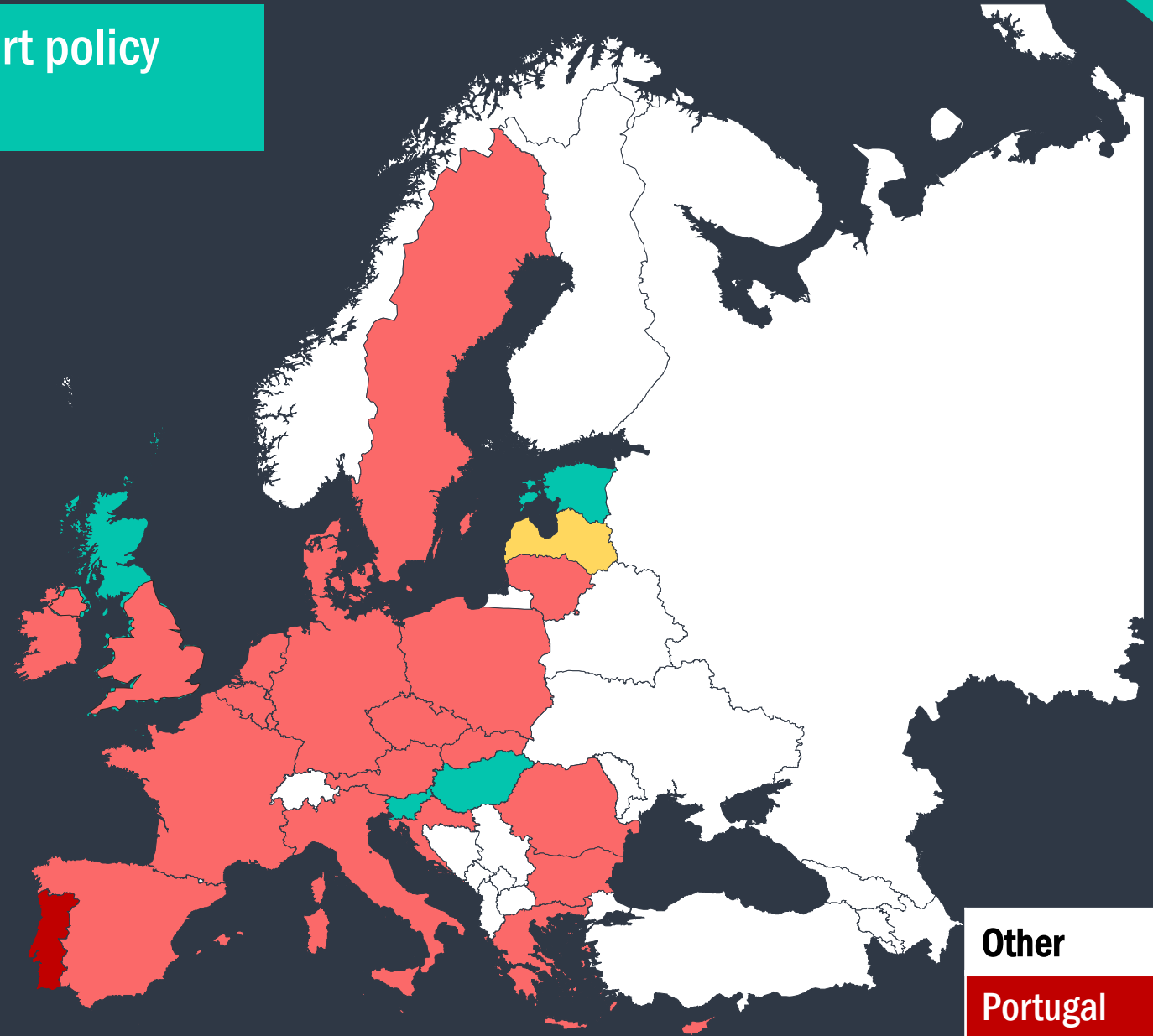
Estonia, Hungary, Scotland, Slovenia

No

Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, France, Germany, Greece, Ireland, Italy, Lithuania, Luxemburg, Malta, Netherlands, Poland, Romania, Slovakia, Spain, Sweden, UK

Other

Portugal



Are there Sustainable Urban Mobility Plans (SUMP) or equivalent for rural areas

Yes, SUMPs (and similar tools) includes rural areas (in most cases)

Slovenia

Yes, occasionally (i.e. there are few examples of SUMP including rural areas)

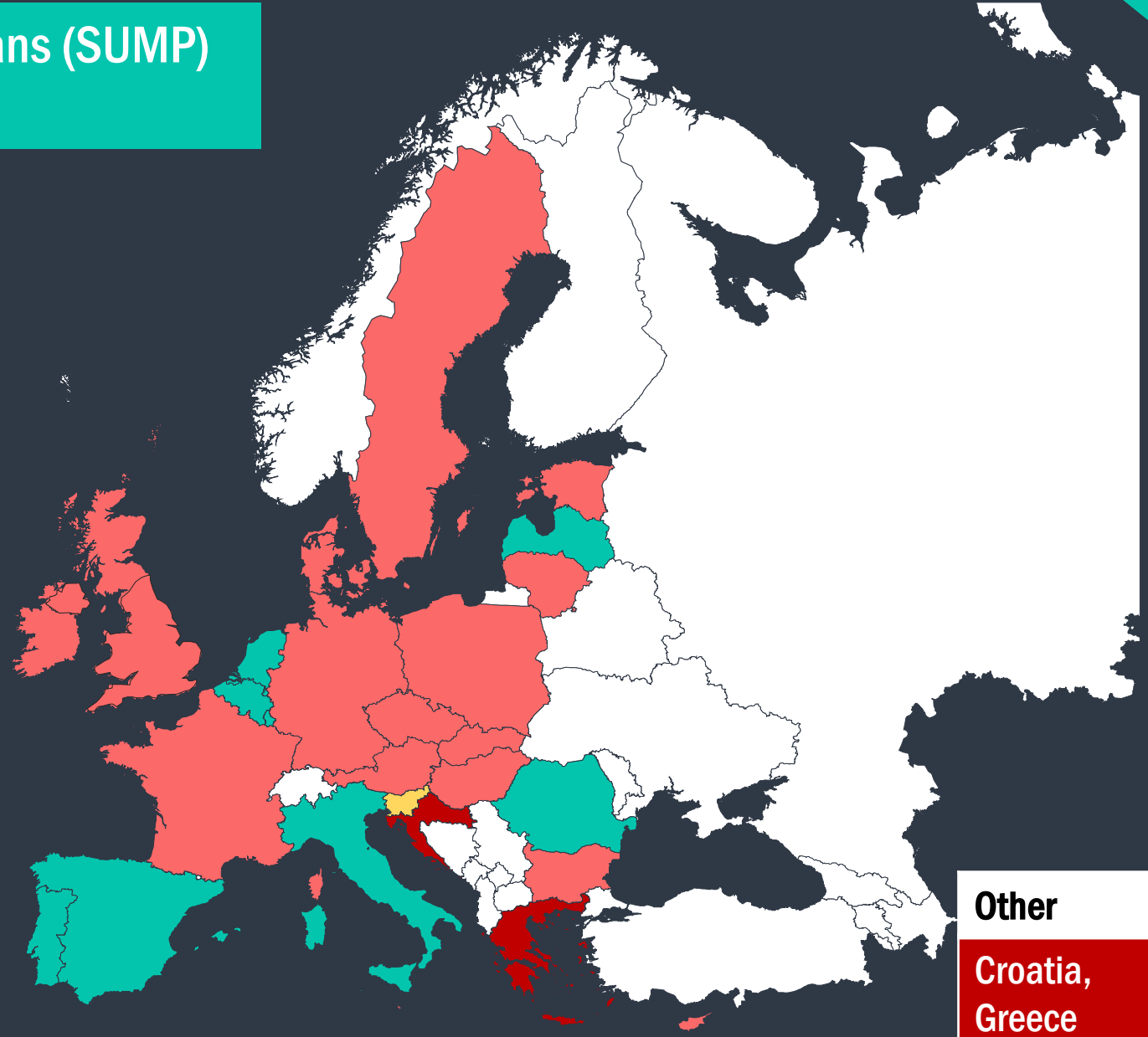
Belgium, Italy, Latvia, Luxemburg, Netherlands, Poland, Portugal, Romania, Spain

No

Austria, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, France, Germany, Hungary, Ireland, Lithuania, Malta, Poland, Slovakia, Scotland, Sweden, UK

Other

Croatia, Greece



On what basis does the public transport give coverage of villages and rural areas?

Mandatory/Obligation to provide services

Belgium, Cyprus*, Hungary, Latvia*

At the discretion of the authorities, but there is the tradition to provide coverage

Austria, Denmark, Estonia, Greece, Luxemburg, Malta, Netherlands, Poland, Slovenia, Sweden,

At the discretion of the authorities, no consistent or systematic provision

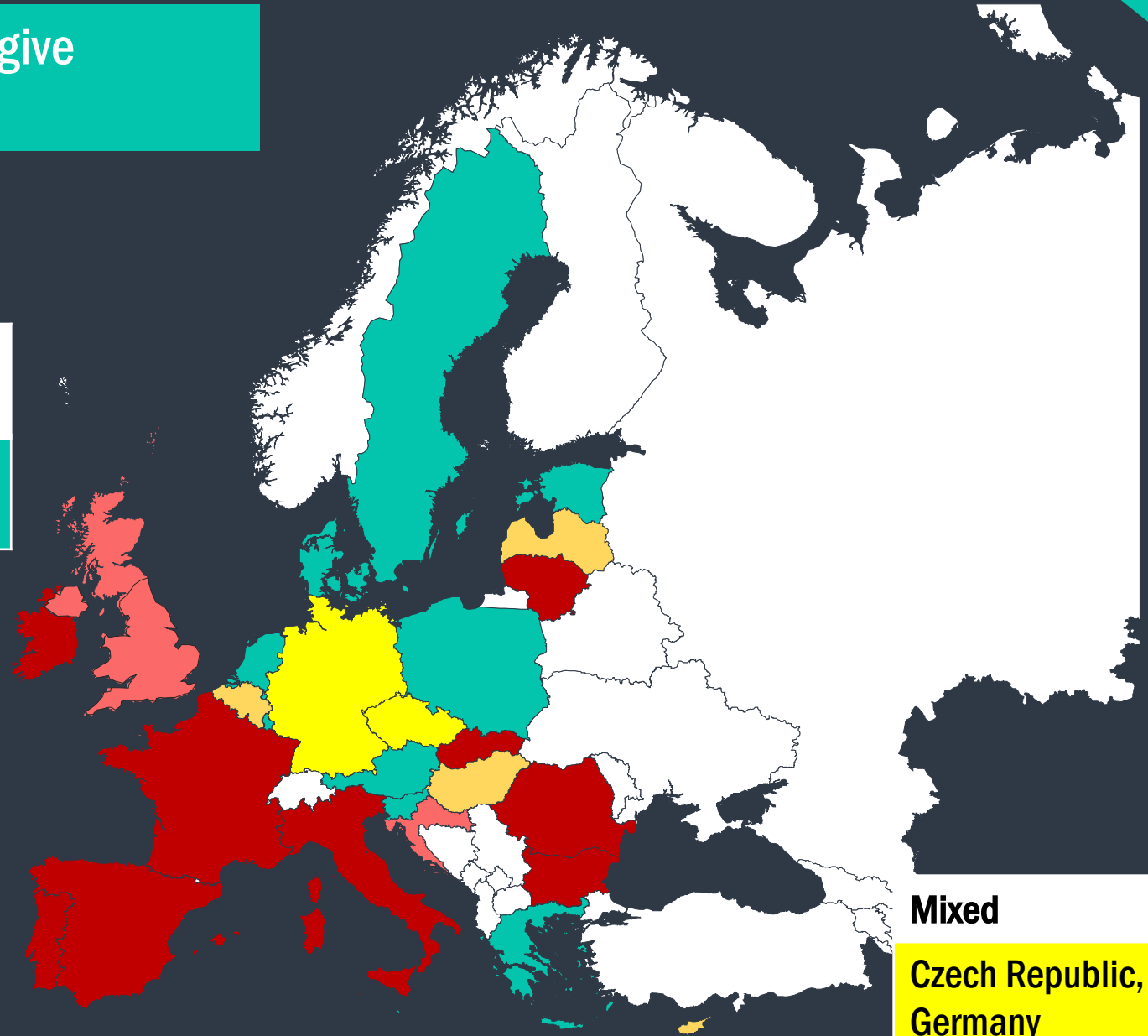
Croatia, Scotland, UK

Only to the extent that inter-urban routes pass through

Bulgaria, France, Ireland, Italy, Lithuania, Portugal, Romania, Slovakia, Spain

Mixed

Czech Republic, Germany



Are additional mobility services provided for (school, healthcare)?

Yes, with specific obligations

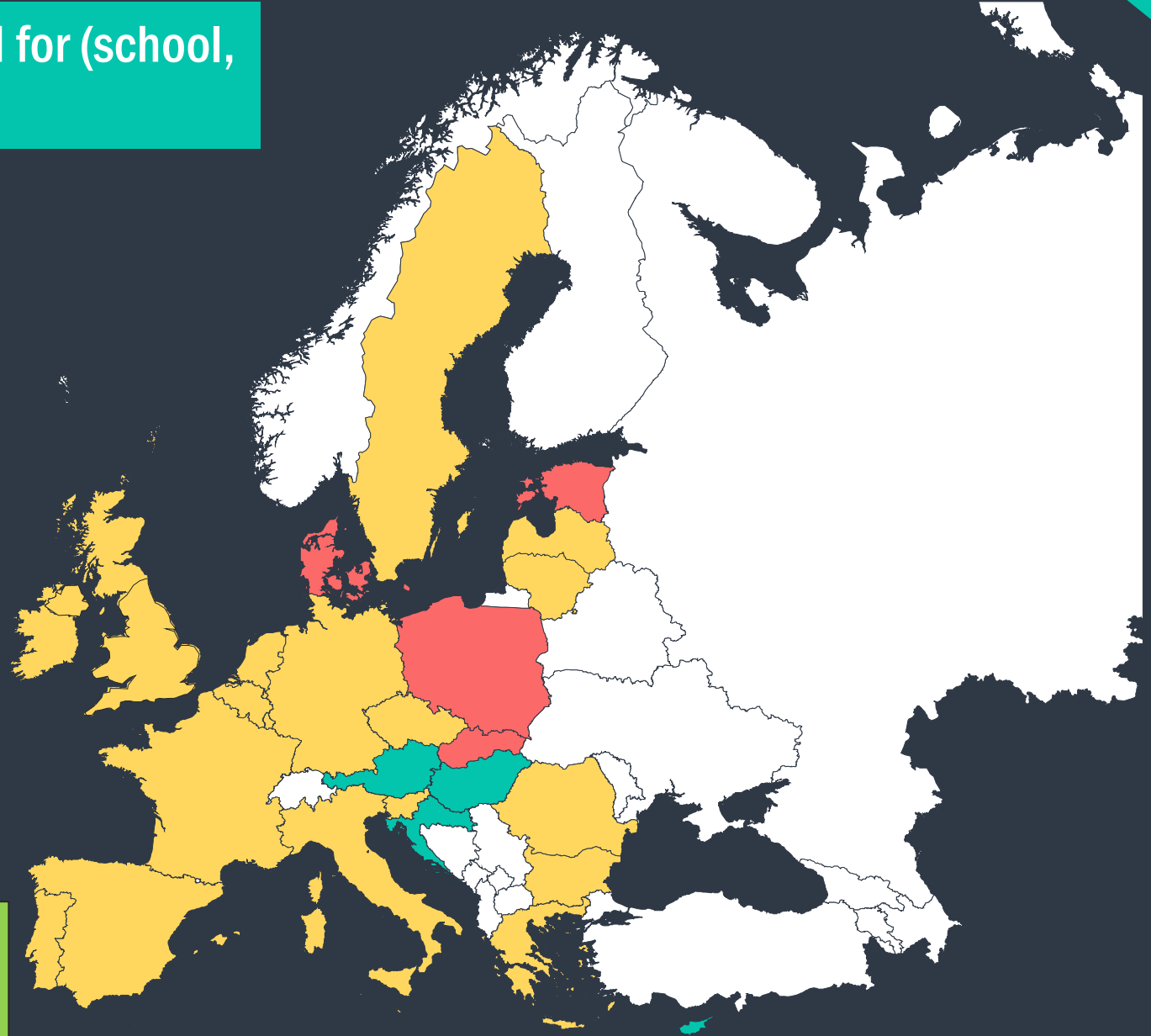
Belgium, Bulgaria, Czech Republic, France, Germany, Greece, Ireland, Italy, Latvia, Lithuania, Luxemburg, Malta, Netherlands, Portugal, Romania, Scotland, Slovenia, Spain, Sweden, UK,

Yes, through de facto initiatives

Austria, Croatia, Cyprus, Hungary

No

Denmark, Estonia, Poland, Slovakia



Note: Schools only; almost nowhere are mobility services provided or mandated for general healthcare trips, although many countries provide dedicated services for people of reduced mobility and to attend daycare

Is there comprehensive territorial coverage by transport/mobility units which coordinate a range of rural mobility services?

Substantial

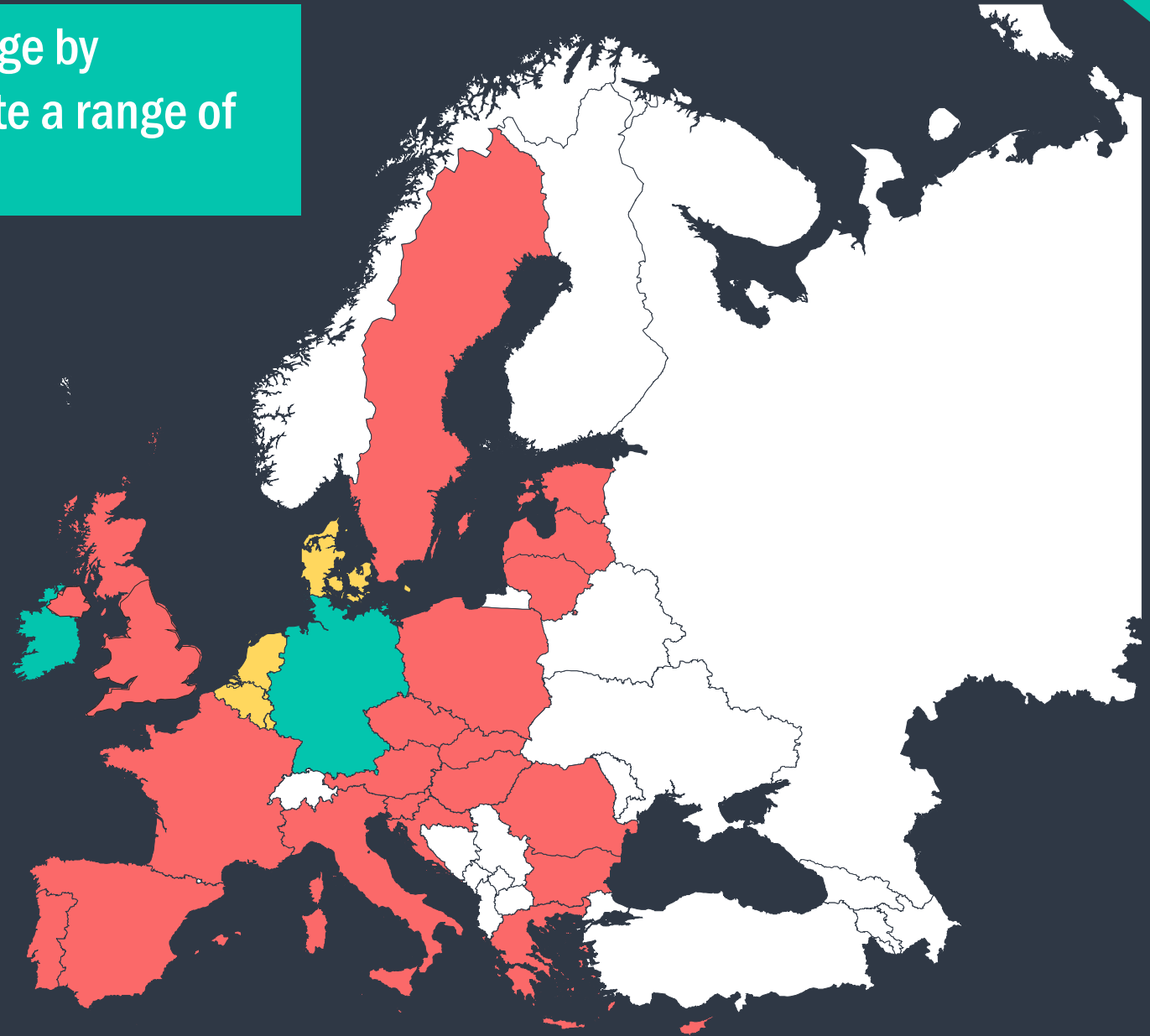
Belgium, Denmark, Luxemburg, Netherlands

Partial

Germany, Ireland

No

Austria, Bulgaria, Croatia, Cyprus, Czech Republic, Estonia, France, Greece, Hungary, Italy, Latvia, Lithuania, Malta, Poland, Portugal, Romania, Scotland, Slovakia, Slovenia, Spain, Sweden, UK,



Is there widespread provision of “bottom up” and community mobility services?

Yes, with a good coverage of the national territory

None

Yes, with target initiatives in some regions

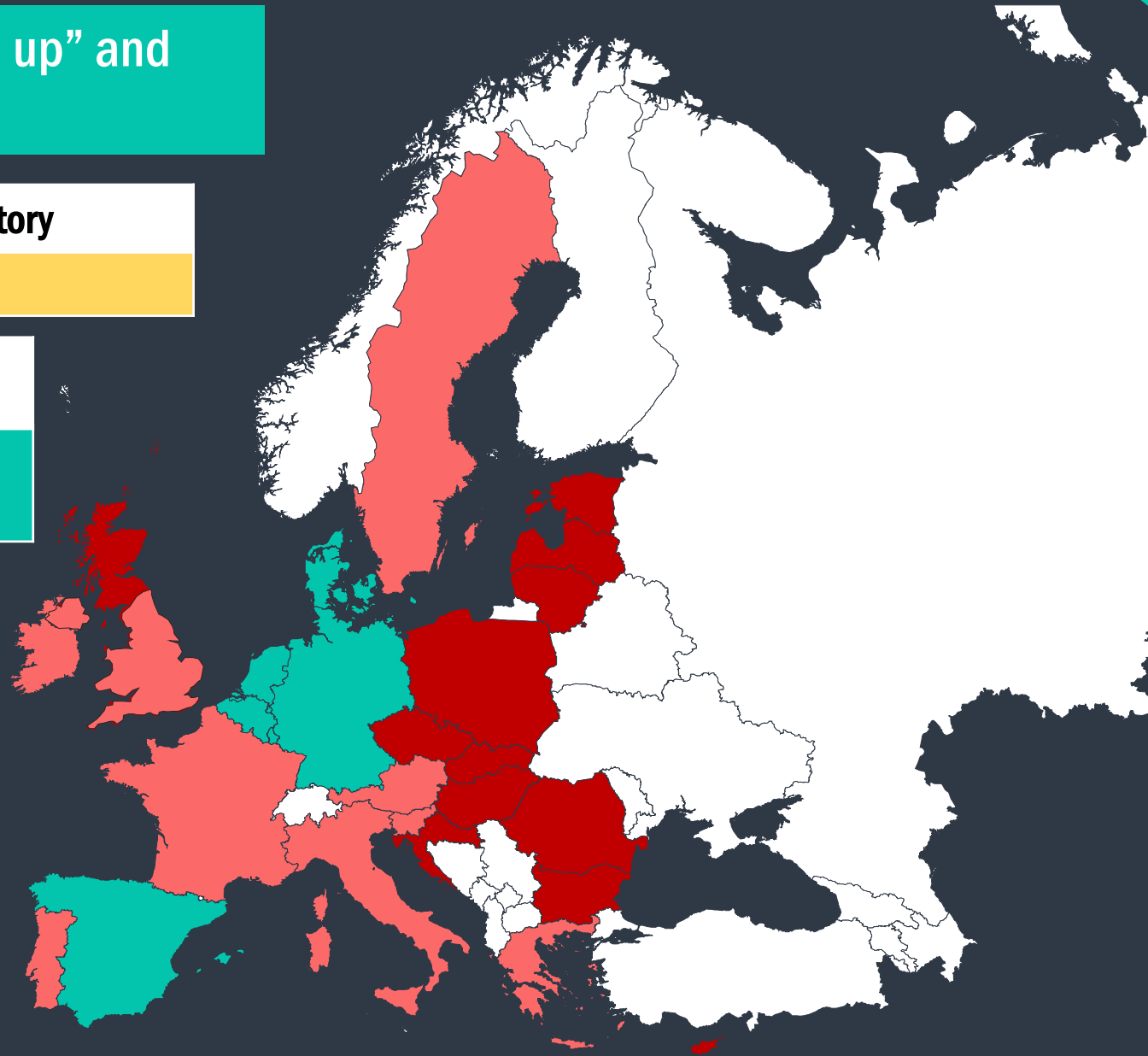
Belgium, Denmark, Germany, Luxemburg, Netherlands, Spain

Limited, with only few initiatives

Austria, France, Greece, Ireland, Italy, Portugal, Slovenia, Sweden, UK

No

Bulgaria, Croatia, Cyprus, Czech Republic, Estonia, Hungary, Latvia, Lithuania, Malta, Poland, Romania, Scotland, Slovakia



At what level are DRT and other forms of shared mobility services linked to the regular public transport system?

Yes, fully connected

Austria, Netherlands, Denmark

Yes, physical layer (and maybe also information layer)

Belgium, Germany, Ireland, Portugal, Sweden

Yes, information layer only

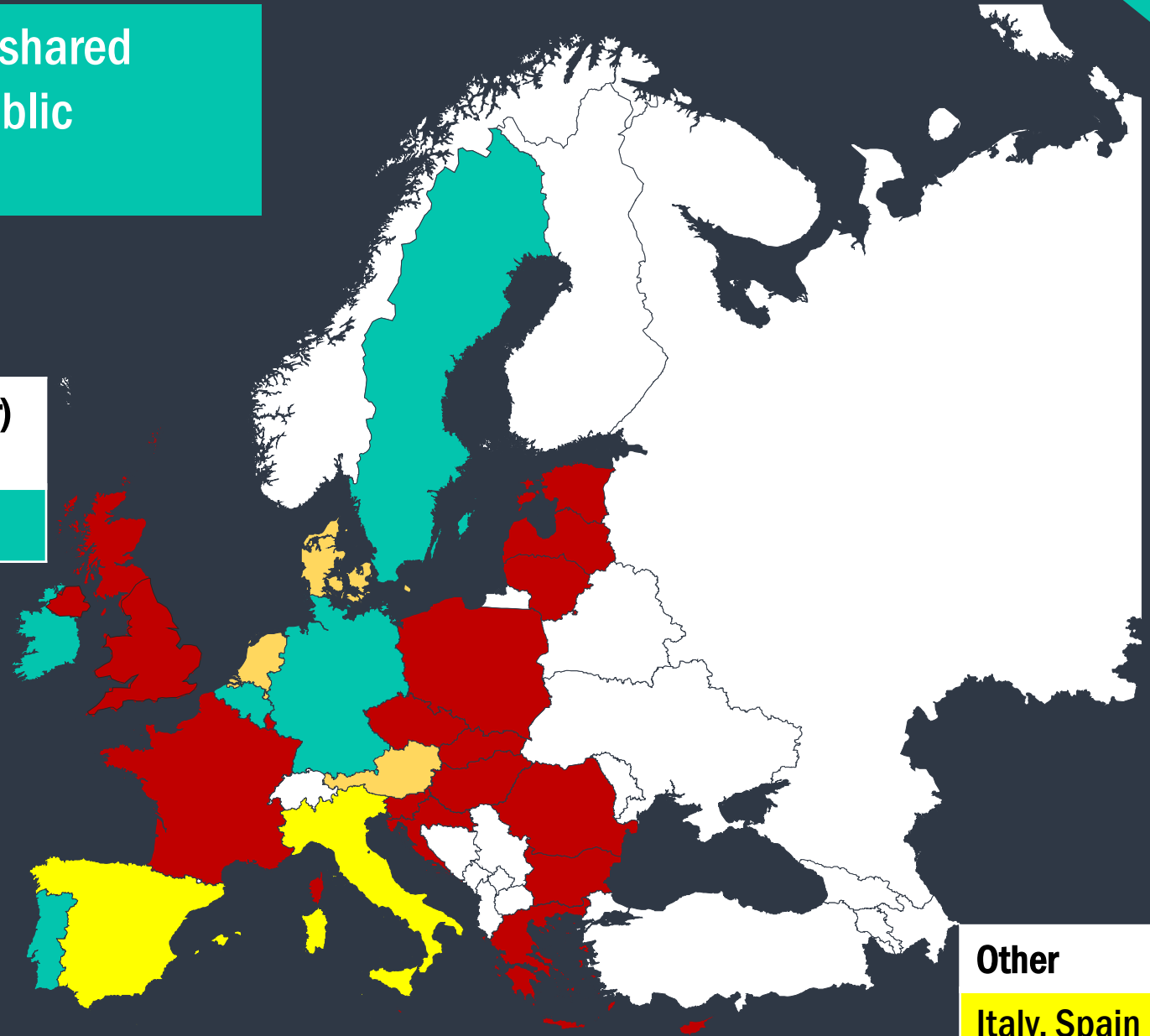
None

No

Bulgaria, Croatia, Cyprus, Czech Republic, Estonia, France, Greece, Hungary, Latvia, Lithuania, Luxemburg, Malta, Poland, Romania, Scotland, Slovakia, Slovenia, UK

Other

Italy, Spain



To what extent does the regulatory framework provide for DRT and emerging forms of rural shared mobility?

** Note: Allowing some forms of rural shared mobility does not imply that all forms are permitted*

It specifically provides for forms of rural shared mobility*

Scotland, Slovenia, UK

It allows with some limits forms of rural shared mobility*

Belgium, Denmark, Germany, Ireland, Italy, Luxemburg, Netherlands, Portugal, Spain

It is a major barrier to forms of rural shared mobility

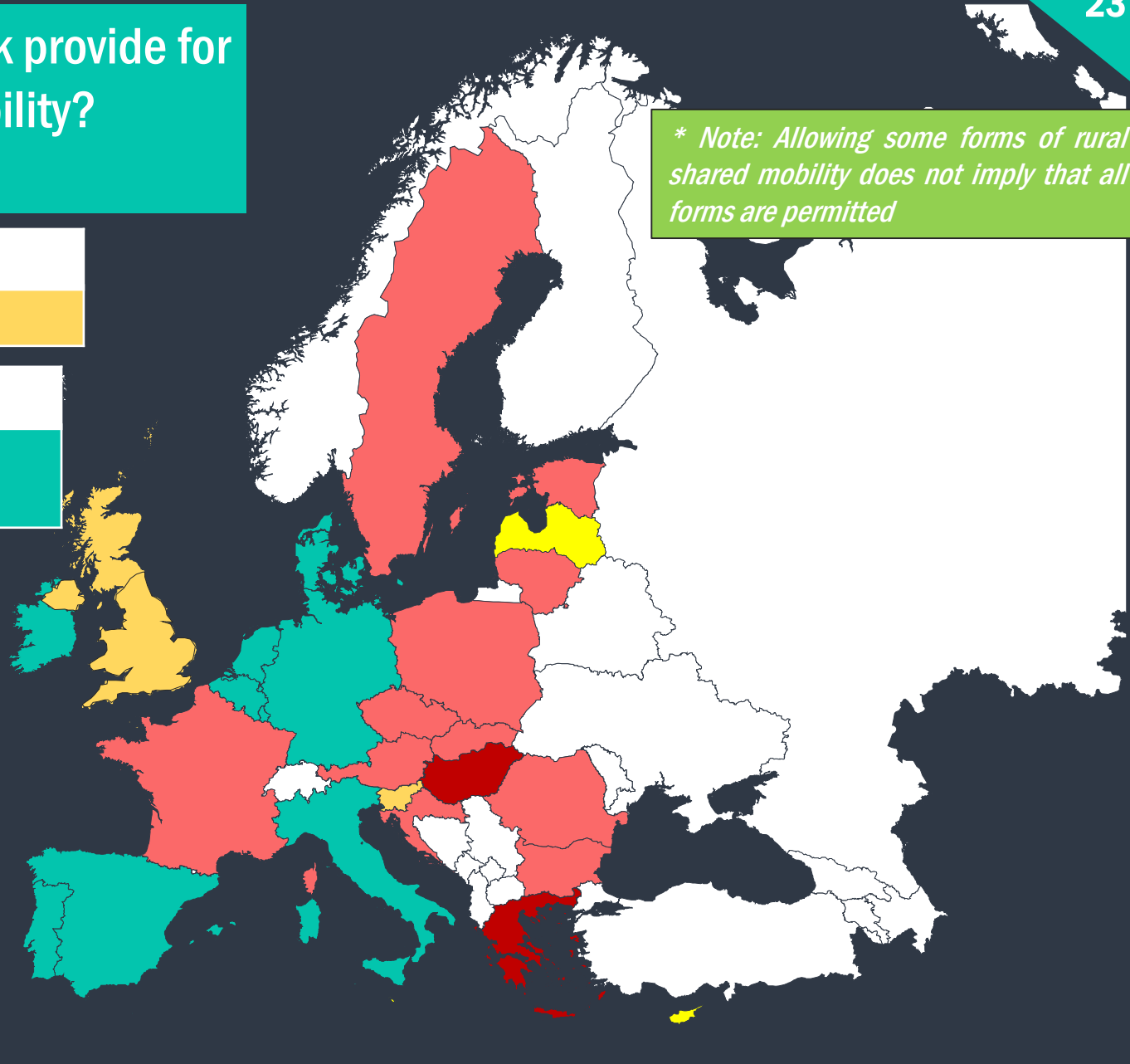
Greece, Hungary

It is “silent” about forms of rural shared mobility*

Austria, Bulgaria, Croatia, Czech Republic, Estonia, France, Lithuania, Poland, Romania, Slovakia, Sweden

Exclusive Area Contracts restrict any services that would be deemed competitors*

Cyprus, Latvia, Malta



Key findings (1)

There is near-total **absence** of **specific policy** for mobility in rural areas

- Most countries do not have any policy at all on rural mobility
- Some countries have aspirational statements, but lack targets
- No country has specified levels of rural mobility, let alone any for which a public agency could be held accountable if they are not met



Mobility policy
in rural areas



There are **different arrangements** for the primary actor in rural mobility

- There is a mix among national, regional and local authorities
- Local authorities are often limited by dependency on central budgets

Key findings (2)

There are **few hard obligations** to provide rural mobility services

- Some countries ensure that villages are served from legacy sense of obligation
- In some countries, villages and rural areas are only served by through-routes
- Provision of schools transport is the exception, which is strongly mandated

The organisational **arrangements** for rural shared mobility are **weak**

- Only a few countries have comprehensive coverage by mobility coordination units
- DRT is widely provided as a social safety net, but not well integrated to PT networks
- Very few regulatory frameworks explicitly provide for rural shared mobility

Frameworks are **not conducive** to developing rural shared mobility

- Lack of directives and policy are the key issue, as institutions and mechanisms are there





TIME TO



**RURAL
MOBILITY**



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