



IMPROVING ACCESSIBILITY OF SERVICES OF GENERAL INTEREST - ORGANISATIONAL INNOVATIONS IN RURAL MOUNTAIN AREAS

Amt der Tiroler Landesregierung
Raumordnung-Statistik

Regional Intermediate Report Region Land Tirol Test Area Bezirk Landeck

Edition: Manfred Riedl and Gustav Schneider

Translation: Ulrike Egger

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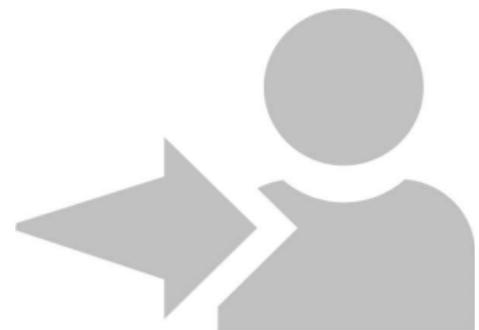


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1. Introduction

1.1. ACCESS: Project Background

ACCESS is an INTERREG IV B project developed in the framework of the Alpine Space Programme. It involves nine partners from Austria, France, Germany, Italy and Switzerland. The partners have come together to improve the accessibility to services of general interest (SGI) in sparsely populated mountain regions.

Problems to be addressed

The maintenance of a spatially and socially equal accessibility to SGI is a core issue to the functionality of mountain areas and any regional development strategy both on a national as well as on a transnational level. Already in the third Cohesion Report of the European Commission, it is specified that the equality of access to basic facilities, essential services and knowledge for everyone, wherever they happen to live, is a key condition for territorial cohesion. However the INTERREG III B project PUSEMOR confirmed that sparsely populated areas in all alpine countries are facing difficulties to maintain existing services due to their poor profitability and due to the need to respond to new or changing needs of the local population. The ongoing territorial concentration of SGI leads to a vicious circle of further deterioration in the quality of provision which in turn causes a decreasing demand in the existing services. This process has many negative consequences for the affected regions. In fact the withdrawal of SGI causes a reduced functionality, competitiveness and a higher amount of motorised mobility in communities of sparsely populated areas. Furthermore it aggravates social inequalities – persons who do not dispose of a car, not having the knowledge to use ICT etc. face problems to reach services. Often these areas are characterised by important population losses and/or excessive ageing. The main challenge for the concerned communities and regions is therefore the furthering of the access to demand-oriented and flexible SGI with innovative cooperation structures in order to capitalise best the potentials of sparsely populated areas. Mobility is an important issue in the whole framework. Contrary to a still widespread opinion this must not necessarily mean in every case physical transport of goods or persons but implies the promotion of integrated mobility systems (Report on the state of the Alps, Alpine Convention).

Objectives of the Project

The PUSEMOR project identified a major challenge and urgent need for action in the field of public transport and the accessibility of SGI. ACCESS therefore aims at improving the accessibility to SGI in sparsely populated mountain areas by finding 1) new forms of organisation of SGI (e.g. substitute stationary services with mobile ones, improving governance) 2) using ICT (e.g. broadband internet access) and 3) fostering demand oriented, integrated mobility systems.

The project is guided by the following objectives:

- a) Improve the competitiveness and the quality of life in sparsely populated areas – as a precondition for maintaining and attracting new inhabitants and SMEs by making use of the potentials of these areas (environmental quality, heritage, culture).



- b) Develop models that will contribute to regional development and spatial planning, (e.g. efficient use of infrastructures, networks and cooperation between centres and rural areas).
- c) Mitigate social inequalities in the access of SGI and reduce environmental pollution.
- d) Test and apply various elements of the concept of governance in order to empower the population and to ensure that society owns the process.
- e) New approaches to providing services will be tested and put into practice in all test areas. They will be based on the demands of the local population and Enterprises and be developed together with the service providers.

Workpackages and time schedule

ACCESS is structured along eight workpackages with specifically defined objectives, activities and outputs. Fig. 1 gives an overview on workpackage themes and time schedule, WP 5 will be described in detail in the following section. This report constitutes the final product of WP 5.

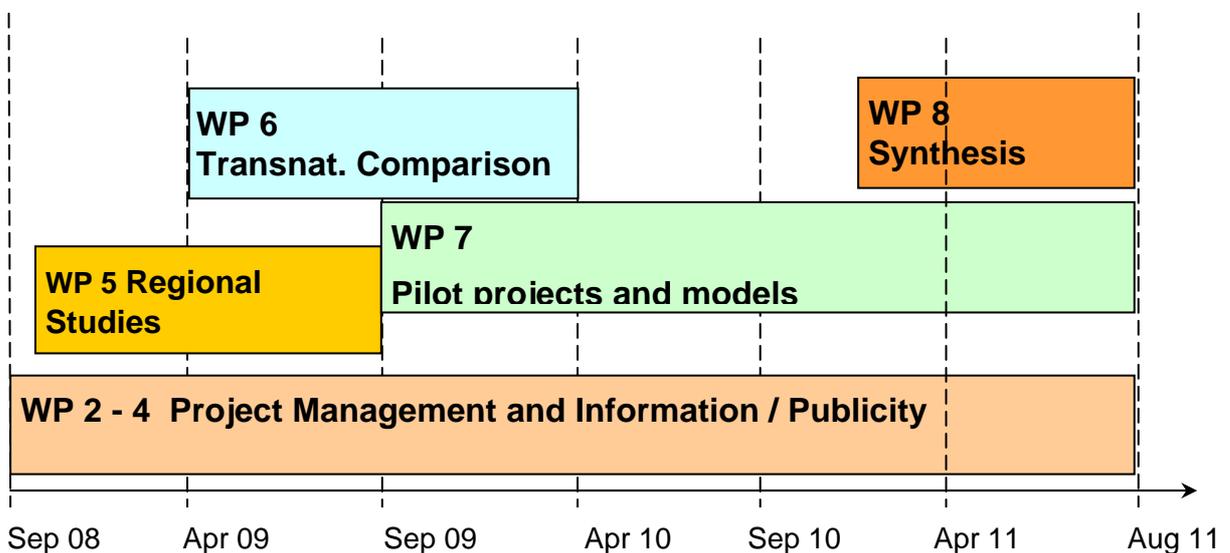


Fig. 1: Workpackages and time schedule of the ACCESS project

1.2. Work Package 5 Regional Studies: Goals, Objectives and Activities

General Objective

This workpackage aims at clarifying the degree of accessibility and the users need with regard to SGI in selected areas (1 – 3 test areas per participating region). Furthermore, an inventory of best practices to improve the provision of SGI in sparsely populated areas is drawn up. This WP also benefits from the results and experiences gained in the regional analysis of the preceding PUSEMOR project.

Activities

The activities taking place within WP 5 can be structured as follows:



- To elicit methodologies how to approach best local actors in order to assess their needs and to mount projects (largely based on the PUSEMOR approach)
- Improvement of the approach of regional studies used for PUSEMOR and to analyse demand and supply as well as the accessibility of SGI in selected test areas
- Search for best practices
- Data collection, based on (a) evaluation of available literature / materials, (b) expert interviews in order to draw a picture of the economic, political and institutional framework
- Elaboration of Regional Intermediate Reports

The envisaged outputs are:

- Output 1: Identification of Test Areas:

When identifying the test areas, the general guidelines and criteria of the project have to be complied with (e.g. with regard to organisational aspects, test area size etc.). Primarily areas were chosen which are considered less-favoured from a regional viewpoint. With regard to SGIs, the test areas have to be coherent functional, administrative and organisational units. A comparison within the region is possible by the application of statistical indicators. The identification of the test areas is the responsibility of the regional project partners.

- Output 2: Common Methodology to Approach Local Stakeholders:

Internal communication is guaranteed by the continuous involvement of important institutions such as local regional development agencies, representatives of the local authorities (mayors) and representations of interest groups (chambers) as well as providers of SGIs. There are regular working group meetings at the regional level and in the test areas. Expert interviews are conducted to obtain the opinion of important individual stakeholders.

- Output 3: Current Standard of SGIs:

The current standard of SGIs is mainly the result of national or even regional decisions and practices. Therefore, the legal, organisational and actual criteria of access to SGIs may differ considerably when the project partners are compared. These differences can be highlighted by drawing up thematic maps using uniform classification systems at the transnational level.

- Output 4: Assessment of Users Needs:

Access to SGIs is determined by the relationships between supply and demand. Major factors are the spatial situation (location – reachability), the social context (services provided – demands) and the economic situation (price – income). Data collection and conclusions on consumer behaviour have to be as differentiated as possible, e.g. with regard to social aspects according to age, gender and income.



- Output 5: Detailed Description of Good Practices (form):

The questionnaire employed to describe good practice examples is a standardised transnational instrument.

- Output 6: Outline of the Relevant Framework Conditions:

The answer the question of access to SGIs, the fields of public transport, ICT and every day needs have to be investigated. With regard to organisation, the positions of the public authorities awarding contracts for SGIs and the (sometimes private) providers of SGIs are relevant. A reaction to the expected differences in the situation of the users when it comes to access to SGIs is to include interest group representations and local stakeholders.



2. Country Profile: Austria

2.1. Territorial Organisation

Austria is a federal state with three levels of territorial authorities: the federal government, the governments of the federal provinces and the local authorities. Austria has legislative institutions both at the level of the federation and at the level of the individual federal provinces. The federal level is responsible for the core areas of public functions. Numerous policy areas are implemented on several levels according to the principle of subsidiarity.

2.2. Spatial Policies in Austria

All levels of territorial authorities are involved in spatial policies. The federal level is responsible for planning in the public core areas. The federal provinces have vast competence in overall regional territorial planning, whereas the municipalities are responsible for local spatial planning. All levels of territorial authorities are involved in regional planning. The principal aim is to further regional economic strengths and to make possible the independent development of less-favoured areas.

2.3. Roles and Responsibilities in Services of General Interest (SGI) Themes

2.3.1. Public Transport

In Austria, the federal level is responsible for legislation and basic funding in the field of public transport. In addition, the federal government is responsible for the basic transport infrastructure (such as motorways and railroad), while the implementation is assigned to private enterprises such as ASFINAG and ÖBB-Schieneinfrastruktur Bau AG. Third companies such as Österreichische Bundesbahn AG and ÖBB Postbus GmbH act as the providers of federal public transport services. Within the limits of the available federal funds, the federal provinces are responsible for the organisation of the local public transport system.

2.3.2. Information and Communication Technology (ICT): Internet

The federal level is responsible for legislation and regulation in the field of ICT. Infrastructures and ICT services are provided by private enterprises on the basis of a market-oriented approach. The largest company which is active all over Austria is Telekom Austria AG, of which the Austrian state is a shareholder.

2.3.3. Every Day Needs

In Austria, local supply with essential goods is market-oriented. The spatial planning policies of the federal provinces and municipalities have an influence on the choice of location and the size of the retail businesses. The Tyrolean Spatial Planning Act (TROG 2006) permits a very detailed and differentiated regulation of the settlement of retail businesses.



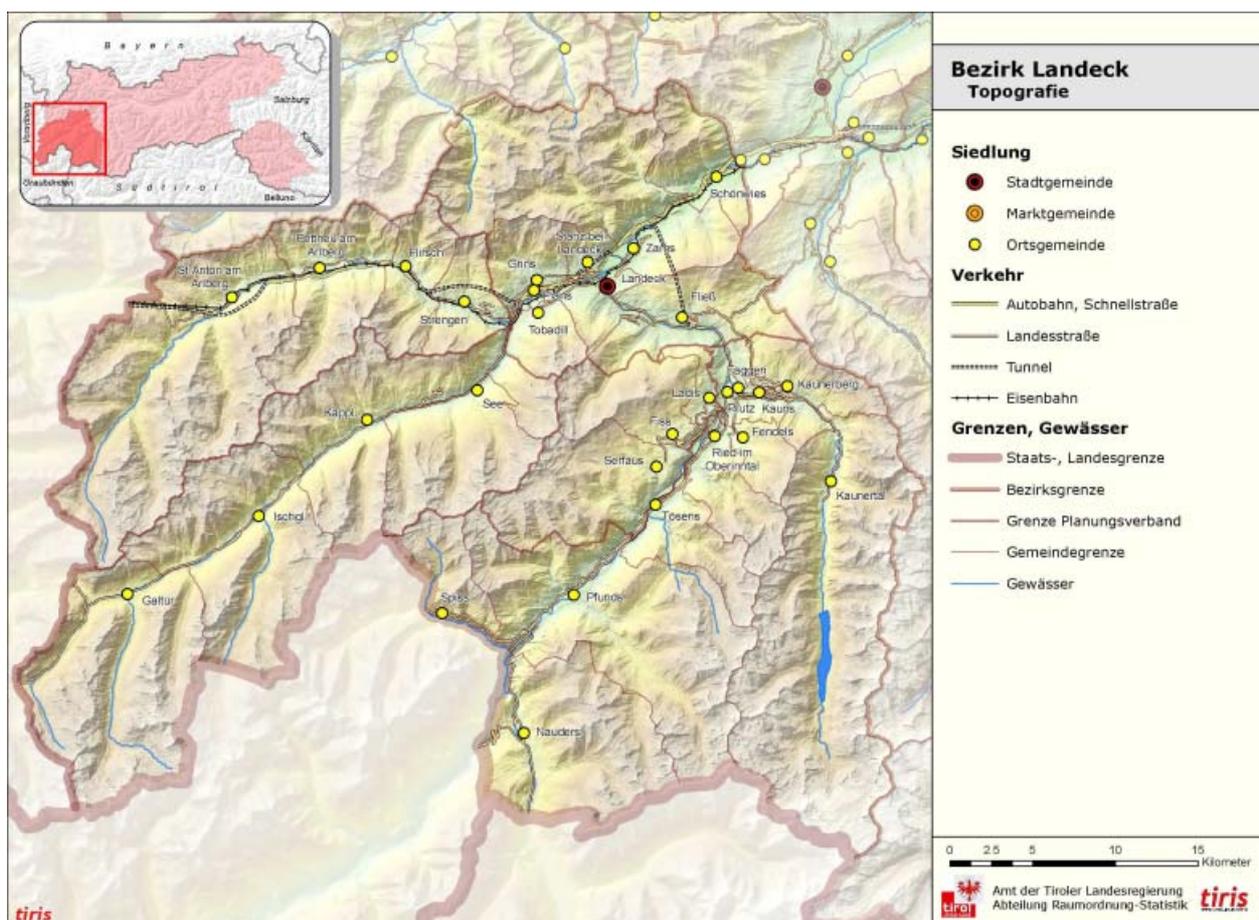
3. Regional and Test Area Profile

3.1. Geographical Situation

3.1.1. Topographical Specifics of the Test Area

The Tyrol is a mountain region, which has a strong impact not only on the natural environment but also on the general living conditions and on the economic situation. Landeck district, the ACCESS test area in the Tyrol, is located in the west of the Tyrolean territory and borders on the neighbouring regions Grisons, South Tyrol and Vorarlberg.

From the main settlement area Landeck-Zams in the Upper Inn Valley narrow but nonetheless populated valleys branch off which reach the high alpine zone. Due to its supraregional importance, the road infrastructure is very well developed.



Map 1: Topography – District Landeck



3.1.2. Settlement Pattern

3.1.2.1. Tyrol Region

The Tyrol has about 706.000 inhabitants. The total area of the region is 12.648 sqkm, only 12 % of which is settlement area. All valleys and terrace spaces are populated. The central and lower sections of the Inn Valley as well as the main towns of the districts located outside the Inn Valley are densely populated.

3.1.2.2. Test Area District Landeck

In the district of Landeck the settlement area is limited to 8 % of the total area of 1.595 sqkm. 42 % of the district's resident population totalling 44.256 live in the central area of Landeck and its environs. The valleys are densely populated despite their peripheral location. With the exception of the main towns, the settlements are generally small-structured when compared to other districts of the region. In the test area, only 56 % of the resident population live in villages and towns with more than 500 inhabitants and only one third of the resident population lives in villages and towns with more than 1.000 inhabitants.

3.1.3. Role of the Major Settlements

Landeck, the capital of the district, together with its neighbouring village Zams is the commercial and service centre of the district (except for the tourism industry). Public facilities are well developed. However, bypass roads and the restrictions of the natural space limit development opportunities.

In the valleys of the district some of the main villages offer SGIs also for the inhabitants of the surrounding municipalities. Most of these places are characterised by a strong tourism industry.

3.2. Demographic Development

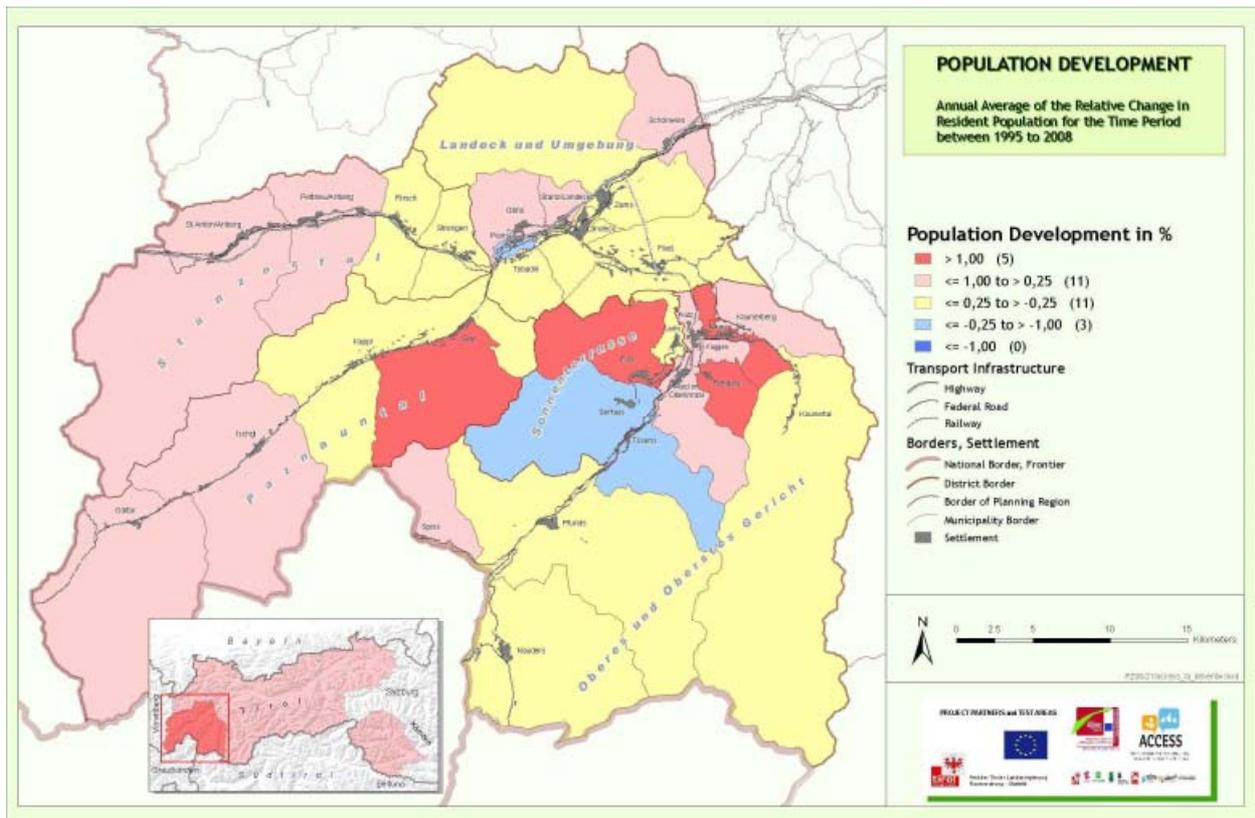
3.2.1. Tyrol Region

The Tyrol is a growth region. A population increase of 10 % is expected for the period from 2001 to 2031 (source: Austrian Conference on Spatial Planning - ÖROK). Marked differences are expected within the region, and the central areas with good employment opportunities and sufficient SGI facilities will benefit. The share of the elderly population (65+) is expected to increase from 22 % to 30 %, whereas the share of young people in the total population will drop considerably. Urban areas will stay rather "young" because of immigration, whereas rural areas will "age" more rapidly.

3.2.2. Test Area District Landeck

Compared to the regional level the population of the district of Landeck grows at about half the rate. Compared to the other districts the significant demographic development which was recorded in the peripheral areas, while the central area of Landeck and its environs nearly stagnates, is rather unusual.





Map 2: Population Development – District Landeck

Demographic development is expected to stagnate at best in the long term. The reasons for this are decreasing fertility and a negative migration balance in numerous places. The number of young people is expected to decrease by 25 % by the year 2031.

3.3. Socio-Economic Situation

3.3.1. Economic Structure

The Tyrolean economy is much diversified: In addition to some leading industrial enterprises and commercial enterprises, the service sector and the tourism industry, in particular, play a key role. Due to different local conditions a marked spatial differentiation of the economic structure can be observed. Apart from few exceptions the businesses are small and medium sized.

3.3.1.1. Tyrol Region

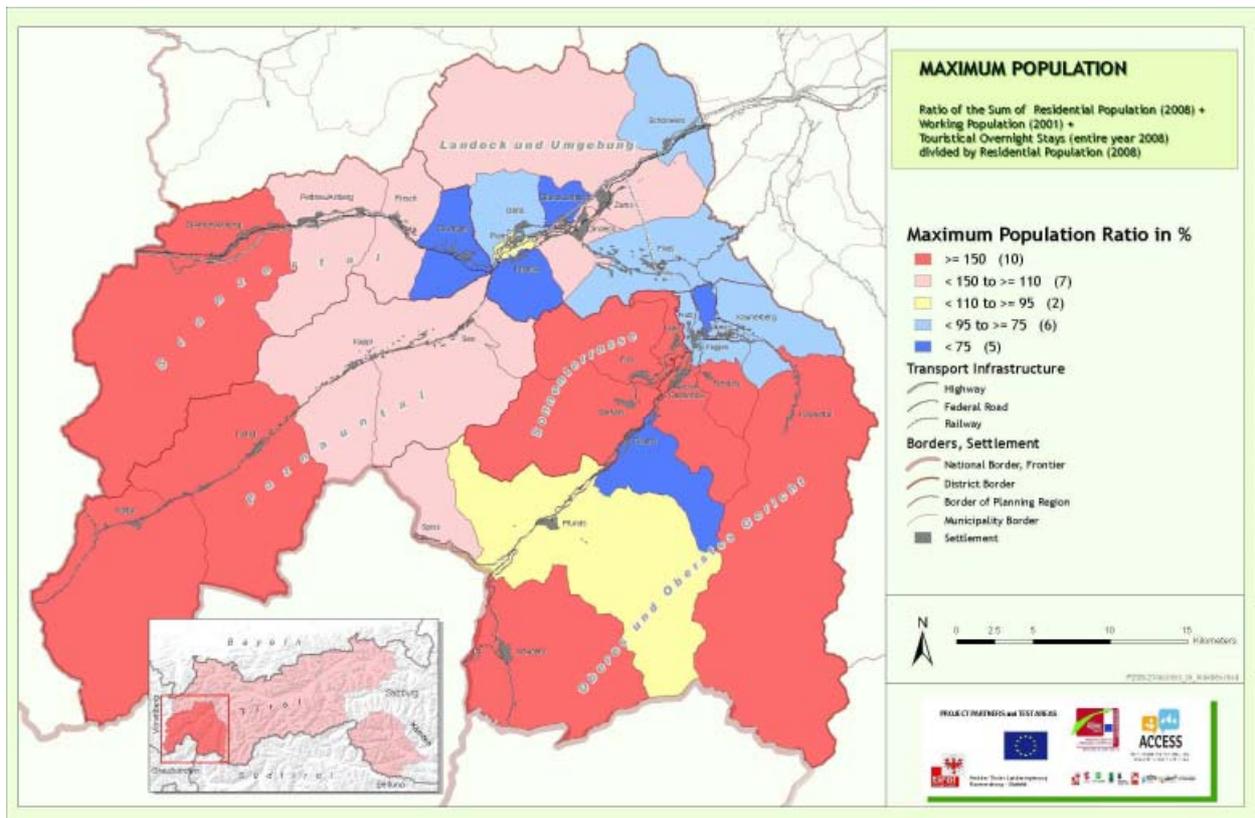
In its economic development, the Tyrol focuses on a knowledge-based and innovative economy. The existing differences in the potential for development within the region have to be highlighted and furthered. In view of the mainly small business structures, networking and strengthening existing cooperation is of utmost importance.

3.3.1.2. Test Area District Landeck

Tourism and winter tourism, in particular, is the most important industry in the district of Landeck, whose natural space is particularly suitable for this purpose. Other economic sectors such as the building industry or the craft industries, but also public and private services are dependent on the value added created in this dominant branch of the economy.



Due to the large number of tourist overnight stays the indicator “maximum population“ shows a population ratio of 145 % referring to the whole the year (compared to the resident population). The considerable variation in the values of “maximum population“ at the level of the municipalities illustrates the situation of the tourist and working centres as well as the situation of structurally underdeveloped locations.



Map 3: Maximum Population Ratio – District Landeck

3.3.2. Commuting to and from Work

3.3.2.1. Tyrol Region

Due to the distribution of residential areas and workplaces, 56 % of Tyrolean employees have to commute to work outside their municipality of residence every day. The about 180.000 commuters are the reason for considerable traffic flows in the morning and in the evening. In the central areas these mobility needs can be satisfied by public transport services to a large extent, whereas private transport clearly prevails on the periphery.

3.3.2.2. Test Area District Landeck

In the district of Landeck more than 10.000 employees (nearly 60 % of all employees) commute between their place of residence and their workplace. On the basis of the existing transport infrastructure it can be expected that only in the central area Landeck – Zams public transport services can cater for the needs of a major share of commuters.



Commuting to work requires a considerable amount of time and money, but at the same time it gives commuters the opportunity to benefit from SGIs at their place of work and on the way to work. In rural areas with lack of or inappropriate work opportunities it is difficult for women, in particular, to reconcile gainful employment with domestic work and family life.

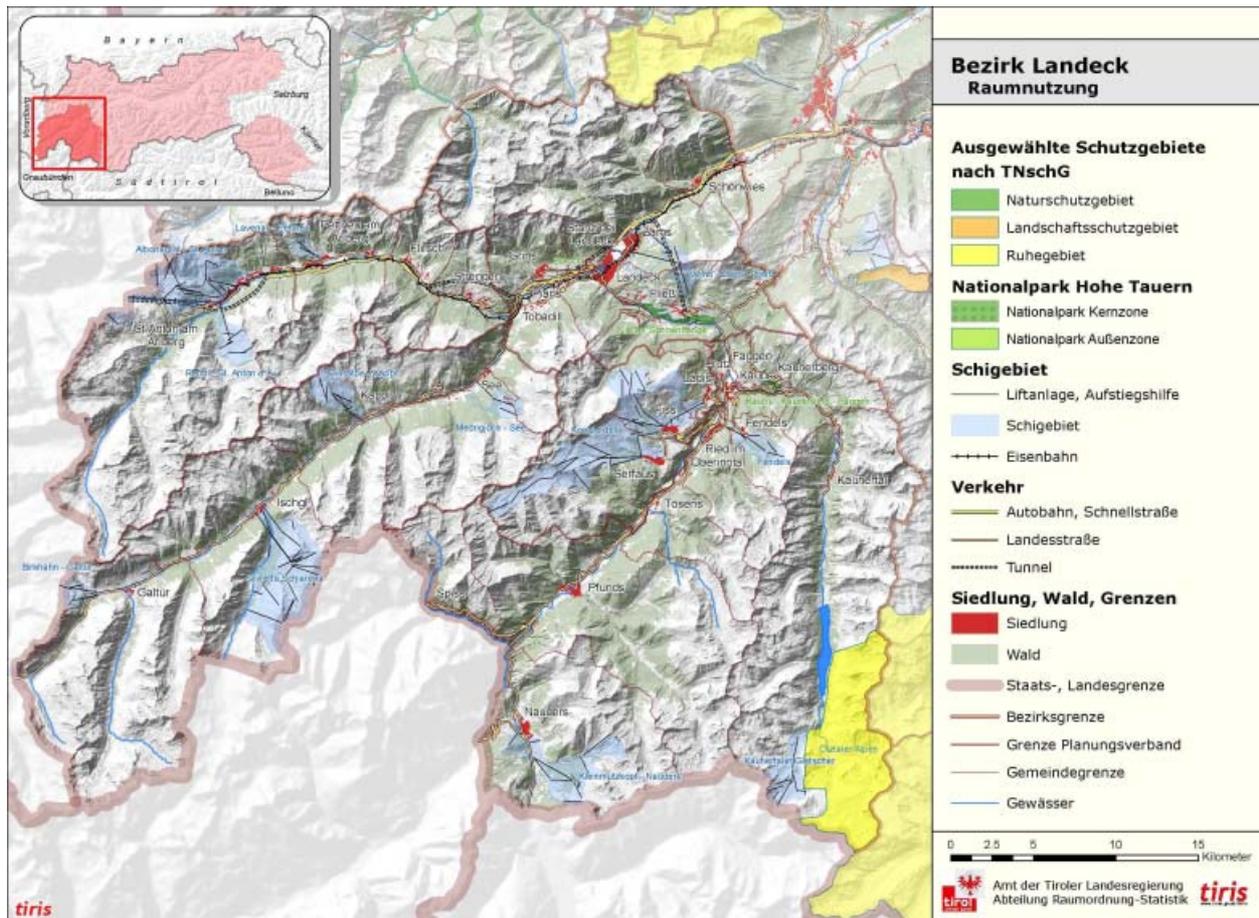
3.4. Development of Tourism

3.4.1. Tyrol Region

The considerable number of 43,4 million overnight stays (61 overnight stays per inhabitant) and the continuous increase in this figure show the vital importance of the tourism industry in the Tyrol. Winter tourism dominates, particularly because the value added it creates is notably higher. The tourism industry increasingly focuses on a small number of favourably located areas: 53 % of total overnight stays refer to those 10 % of the municipalities which are most visited by tourists.

3.4.2. Test Area District Landeck

7,6 million overnight stays are recorded in the district of Landeck (171 overnight stays per inhabitant). Winter tourism in a few highly developed tourist centres is very strong because they are located at an altitude where snow is guaranteed and because the skiing areas in the district are particularly suitable.



Map 4: Land Use – District Landeck



4. Services of General Interest(SGI) in the Test Areas: Description, Evaluation, Problems and Perspectives

4.1. Methodology of Evaluation of Services of General Interest

Every three years, the Statistical Office of the Tyrolean Government (Tiroler Landesstatistik) in cooperation with the local authorities systematically collects data on the SGI facilities available to meet the basic needs of the population, e.g. old people's homes, pharmacies, grocer's shops and medical care. The last survey in the Tyrol, and therefore also in the district of Landeck, was carried out in 2008. The outcome served as the basis for a study of the SGI situation in the district of Landeck, which was conducted by the Institut für Verwaltungsmanagement Innsbruck. Within the scope of this study, i.a. 10 expert interviews with decision makers in the district were conducted.

The company Gesellschaft für Markt- und Absatzforschung GmbH (GMA) carried out a structural analysis of the entire retail industry in the district of Landeck in 2009. In three (of five) planning associations of municipalities (Planungsverbände) of the district an in-depth analysis of the supply and demand was carried out for the product categories foodstuffs and cosmetics and toiletries, which are relevant for local supply.

There is no comparable systematic collection of data relating to available public transport services. The Verkehrsverbund Tirol and tiris (Tyrolean regional planning information system) record updated information on bus lines and rail tracks as well as stops and stations. On this basis, the concrete offer in a specific area (e.g. in the test district Landeck) can be deduced from the information provided by the transport organisations which operate in this area.

In the field of ICT, information on the availability of the required infrastructure can only be obtained by the providers of the infrastructure networks. In the district of Landeck the relevant data were provided by Telekom Austria AG.

4.2. Situation Transport: Public Transport

4.2.1. Overview Tyrol Region

In the Tyrol, public transport services are provided by about 50 transport companies. The Österreichischen Bundesbahnen (ÖBB) are the most important provider of supraregional and regional rail services, while ÖBB-Postbus GmbH is the main regional bus service provider. Both companies operate at the national level. The remaining companies limit their services to specific areas of the region (e.g. Innsbrucker Verkehrsbetriebe, Zillertaler Verkehrsbetriebe) or operate only some routes and supplement the basic offer of the main companies. Verkehrsverbund Tirol GmbH (VVT) is responsible for coordinating and developing the offer of regional public transport services as well as for harmonized ticket pricing.

The demand for public transport services in the tourism industry plays a major role in the Tyrol. In some areas of the region the supply management and funding of transport services is coordinated with the businesses of the tourism industry.



4.2.2. Test Area District Landeck

In the district of Landeck, there are six providers of public transport services (bus services) in addition to the Österreichischen Bundesbahnen (ÖBB) and ÖBB-Postbus GmbH. The main transport hub is Landeck railway station offering numerous connections.

The offer is very well developed in the central area of Landeck - Zams and along the main axes of the valleys. Companies of the tourism industry and cable car companies, in particular, make their contribution to creating and maintaining a good offer of public transport services.

The situation is different in the remote valleys and in areas where tourism is less developed: Here, the supply is reduced to a minimum and the synchronization of timetables and the coordination of connections are not sufficient. The population has to put up with major restrictions during off-peak times and on Sundays and public holidays. Therefore, the accessibility of the regional centres by public transport is considerably limited; the inhabitants of peripheral municipalities sometimes have to put up with more than one hour's travel time.

4.3. Situation Information and Communication Technology (ICT): Internet

4.3.1. Overview Tyrol Region

In the Tyrol, the access to the broadband – LAN provided by Telekom Austria AG is well developed. 94 % of the households of the Tyrol have the possibility to establish a connection to the broadband – LAN of the Telekom Austria (2009).

According to a survey 75 % of the resident population of the Tyrol Region use the services of Internet.

4.3.2. Test Area District Landeck

With the exception of two communities the District Landeck has an excellent developed broadband – LAN provided by Telekom Austria AG. 97 % of the households have the possibility to establish a connection to this broadband – LAN.

In fact the utilisation of Internet in the District Landeck is below average. According to a survey, only 57 % of responding households in the Landeck planning association have access to the internet at home. The elderly sections of the population show a lower degree of utilisation of Internet-services. The degree of utilisation also depends on the level of income: households with average income or higher income show a very higher degree of utilisation than households with low incomes.

4.4. Situation Every day Needs: Food Stores

4.4.1. Overview Tyrol Region

In the Tyrol there are 611 food retailers, with selling space totalling 292.000 sqm. In addition, there are 315 bakeries and 213 butcheries. Statistically speaking, there is one such shop for 620 persons (Indicator 8: Food Shop ACCESS). Nearly half of the food retailers are medium-sized supermarkets and discount retailers with 400 – 800 sqm selling space. Larger



hypermarkets play a secondary role. 57 of the 279 Tyrolean municipalities don't have their own grocer's shop, most of them being very small municipalities with less than 1.000 inhabitants.

4.4.2. Test Area District Landeck

In the district of Landeck, the food retailing industry is well developed in terms of territorial distribution and shop size with a total of 136 businesses (including bakeries and butcheries). This situation is strongly influenced by the brisk demand in the tourism industry. Statistically speaking, one shop caters for 481 persons.

A concentration of shops can be found in the district's centre Landeck-Zams as well as in the main villages of the valleys. Here, in some cases, new and easily accessible locations on the outskirts have been developed in the recent past. This involves the risk of vacancies and of the centres losing their function and contributes to a situation in which food supply becomes increasingly dependent on private transport. 5 of the 30 municipalities don't have their own grocer's shop. All these municipalities with only one exception are located directly in the catchment area of the main villages which offer well-developed infrastructures.

4.5. Assessment of Services of General Interest– Barriers and Main Problems

4.5.1. Barriers and Main Problems Public Transport

Cost structure and financing issues are decisive when it comes to creating the offer of public transport services. In areas of low population density, with dispersed settlements and a less developed tourism industry it is hardly possible to develop or maintain much frequented public transport routes and a sufficient network of stops. In these areas, a minimum level of individual mobility is indispensable to get from one's home to the stops of regional and supraregional public transport routes, in the first place. With the increasing concentration of the supply of public transport services it becomes more and more difficult for people without a private car to make use of the public transport system and to reach the centralised locations of SGI provision. These "mobility losers" include elderly people (without driving licence) as well as young people and mainly female family members living in households with no second car. For these population groups, the combination of individual and flexible transport solutions for the stretch close to the place of residence and coordinated public transport services for the further stretches becomes more and more important. In the end it depends on income (second car) and social factors (including family networks) whether and how these people can benefit from mobility.

4.5.2. Barriers and Main Problems ICT

Lack of technical equipment (broadband internet connection, availability of computers etc.), lack of computer literacy and an offer which doesn't meet the needs of the users restrict access to ICT (particularly internet).

The technical infrastructure supplied by the network providers to enable consumers to make use of ICT services is excellent in the central urban area and good in the rural areas. As far as the technical equipment of the users is concerned, there is still major need for improvement, with the availability of equipment depending on household income and the age of the members of a household.



Much more young people than elderly people (and those who are no longer in gainful employment, in particular) have the skills required to make use of ICT services. Various internet trainings (among other things within the scope of the LEADER programme) are offered to remedy this situation.

The development of internet contents which are tailored to suit users' needs is a prerequisite for this medium to gain a high degree of acceptance among the population. Contents of local and regional relevance can contribute to reducing the reluctance to use this means of communication (lack of relevance, lack of confidence).

4.5.3. Barriers and Main Problems Every Day Needs

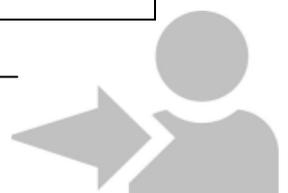
Due to the spatial concentration of retail businesses in easily accessible favoured locations, the population has to travel long distances to buy convenience goods. The private car becomes indispensable for shopping. This is a problem for the group of "mobility losers" in rural and peripheral areas and in those settlement areas and places close to the centres where there are no grocer's shops.

The population places high demands on local supply in terms of product range and quality and is very price conscious. If there is no adequate supply at the place of residence (e.g. a discounter), an increasing number of people are prepared to travel a longer distance for shopping. Against this background, small-sized grocer's shops focussing on local supply have reduced chances of economic success. Most people shop in supermarkets and discounters. Alternative supply concepts such as internet shopping are not very popular in the sector of convenience goods.



5. Good Practice Examples as a Pool of Ideas for Pilot Projects and Identification of Gaps

Good practice examples 1: miniM Ladis					
1. Domain(s) of public services involved					
	ICT		Public transport	x	Every day needs
Others:					
2. Locality / Region / Country					
Municipality of Ladis / Tyrol / Austria					
3. Territorial level / extent					
Municipality of Ladis: 524 inhabitants (2008), 1,400 tourist beds (2008), 205,000 overnight stays (2007/08)					
4. Target Groups					
Municipality of Ladis: resident population, overnight visitors, day trippers					
5. Basic Idea / Aims / How does it work					
<p>Development of a new kind of branch store by a chain store company (Mpreis) to guarantee local food supply in small municipalities.</p> <p>The branch store is adjusted to the specific local conditions both in terms of size and building design. The branch store is located either in the village centre or close to it, and, if possible, the shop is housed in an existing building which is adapted to suit this purpose. In Ladis, this building is a small hotel situated on the central through road. Similar projects have been carried out in four other municipalities, so far.</p> <p>The products on offer in the miniM shops are the same as those in the larger branch stores (supermarkets) in terms of quality and price, while the product range is reduced to essential goods. Considerable importance is given to the products of local producers.</p> <p>The aim was to guarantee local food supply to the resident population, tourists and day trippers in the municipality of Ladis. The closest grocer's shops are located in Fiss, Serfaus, Prutz and Ried at a distance of 4 – 5 km.</p> <p>Positive experience with miniM has been gained, so far; major seasonal fluctuations in the demand with the highest customer frequency in the winter season, whereas demand significantly drops in mid-season (May – June, October – November).</p>					
6. Why it is considered innovative					
<p>The miniM concept is a new approach to guarantee local food supply in small municipalities or villages. The shops are part of a chain store company, and therefore it is possible to make use of existing resources in the fields of administration, organisation and logistics, which allows a cost structure which is different than in individually run retail businesses. The integration into the network of branch stores of the company also makes possible a quality standard which is comparable to the standard of larger shops as well as comparable pricing.</p>					



With the miniM shops a company concept is pursued which is strongly oriented towards the aims of local food supply and villages centre revitalisation and which can be implemented in various locations with similar conditions.

7. Start / How long it has been running

18 months

8. Costs / Funding

Reconstruction costs of about 80,000 € - financed by Mpreis

9. Transferability to other regions / conditions for a transfer (Please give also an estimation 1) good 2) medium 3) not transferable

1) good; in principle, the concept is transferable provided that there is a company which adopts and pursues this approach.

10. More information (website, contact person)

Mag. Anton Mölk
MPREIS Warenvertriebs GmbH
www.mpreis.at, info@mpreis.at

Good practice examples 2: Regiobus Pillerseetal

1. Domain(s) of public services involved

	ICT	x	Public transport		Every day needs
	Others:				

2. Locality / Region / Country

Planning association / LEADER region Pillerseetal and municipality of St. Johann in Tirol / Tyrol / Austria

3. Territorial level / extent

6 municipalities in total with 16,261 inhabitants (2008)

4. Target groups

6 municipalities; resident population, tourists

5. Basic idea / Aims / How does it work

Creation of public transport services which are adjusted to the specific spatial situation and seasonal fluctuations in demand. All municipalities in the Pillerseetal region are included in the system and linked. The services meet the needs of both resident population and tourists.

A lack in supply, i.e. a missing connection between the various villages of the region was the starting point of the development of this model; the aim was particularly to integrate small municipalities which are not located on the main transport routes into the public transport system.

Bus service at two-hourly intervals in spring and autumn, every hour in summer (summer season) and every 30 minutes in winter; coordinated by the Verkehrsverbund Tirol (VVT)



6. Why it is considered innovative
The local authorities and the tourism industry (among other things cable car operators) cooperated to create a demand-oriented supply of public transport services which takes into account the particular spatial structure and also includes peripheral villages.
7. Start / How long it has been running
Pilot project in 1999, regular operation since 2003
8. Costs / Funding
€ 42,000,- (2003), financed by the 6 municipalities involved in the project and the government of the Tyrol (via VVT)
9. Transferability to other regions / conditions for a transfer (Please give also an estimation 1) good 2) medium 3) not transferable
1) good
10. More information (website, contact person)
Stefan Niedermoser Regionalentwicklung Pillerseetal – Leogang Regio-Tech 1 A-6395 Hochfilzen www.regio-tech.at



6. Conclusion and Outlook on Pilot Activities

6.1. Conclusions on the Regional Level

The Tyrol aims at maintaining a network of SGI facilities which is as dense as possible. Supply gaps have to be put up with in the sparsely populated rural and peripheral areas of the region. Exceptions are areas with a strong tourism industry, where a basic offer can be guaranteed because of higher demand.

Mobility is the central issue when it comes to the question of access to SGIs. The degree of individual mobility and the possibility to make use of public transport services are decisive factors determining whether the inhabitants of peripheral areas can benefit from SGIs and which effort they have to make for this. In these areas, it is an urgent priority to create and maintain a well-coordinated and flexible system of public transport services. For cost reasons and to ensure an appropriate utilisation rate, transport services should cater for as many different user groups as possible. In tourist resorts, cooperation models with businesses of the tourism industry would be reasonable.

In the field of information and communication technologies (particularly internet) the aim is to create the required basic infrastructure all over the territory of the region. There are barriers to increased use on part of the users: internet skills and particularly the skills of elderly people need to be improved and the contents have to be of greater regional relevance.

With regard to local food supply, regional planning departments have to continue to create the framework conditions required to maintain a size and distribution structure which is suitable for the specific spatial situation. Marketable and innovative solutions and projects are developed to maintain local food supply. In individual cases of major public interest, shops are maintained with the aid of public subsidies (granted by the Tyrolean government and the local authorities).

6.2. Outlook on Pilot Activities

Although the district of Landeck shows a good situation concerning SGI, a closer look reveals nevertheless some deficiencies. Therefore pilot activities have the aim to reduce these disadvantages. The content and procedure of the pilot projects are geared to the following strategies:

- to assure local access to SGI wherever supply is sustainable
- to cumulate SGI offering on regional locations
- to meliorate accessibility of regional SGI location
- to consider social aspects and needs in SGI
- to focus on SGI with the tools of regional planning

Pilot activities in the district of Landeck mainly aim at improving public transport services in this peripheral and sparsely populated valley space and to maintain local food supply in small villages. 2 pilot activities concerning public transport services, 1 pilot activity concerning local food supply are announced by local stakeholders. The aim is a targeted improvement of the services to meet the concrete needs of various user groups, while within the scope of ACCESS only the organisational foundations that are required for this purpose are created.

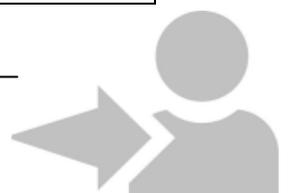


7. Appendix I: Good Practice Examples (long version)

Good Practice Examples 1: miniM Ladis					
1. Domain(s) of public services involved					
	ICT		Public transport	x	Every day needs
	Others:				
2. Target group					
Municipality of Ladis: resident population, overnight visitors, day trippers					
3. Territorial level or extent					
Municipality of Ladis: 524 inhabitants (2008), 1,400 tourist beds (2008), 205,000 overnight stays (2007/08)					
4. For how long it has been running / operating?					
18 months					
5. Basic idea and aim of your good practice in the provision of public services?					
<p>Development of a new kind of branch store by a chain store company (Mpreis) to guarantee local food supply in small municipalities.</p> <p>The branch store is adjusted to the specific local conditions both in terms of size and building design. The branch store is located either in the village centre or close to it, and, if possible, the shop is housed in an existing building which is adapted to suit this purpose. In Ladis, this building is a small hotel situated on the central through road. Similar projects have been carried out in four other municipalities, so far.</p> <p>The products on offer in the miniM shops are the same as those in the larger branch stores (supermarkets) in terms of quality and price, while the product range is reduced to essential goods. Considerable importance is given to the products of local producers.</p>					
6. Background / main reasons for implementation of this particular service and how did the operation emerge?					
<p>The aim was to guarantee local food supply to the resident population, tourists and day trippers in the municipality of Ladis. The closest grocer's shops are located in Fiss, Serfaus, Prutz and Ried at a distance of 4 – 5 km.</p> <p>The former grocer's shop in the building of the present miniM, which used to be independently run, was closed down because it was not profitable. Therefore, the local authorities, represented by the mayor, approached chain store companies in the food trade, and finally the project was carried out in cooperation with Mpreis.</p>					
7. Who was the initiator?					
Municipality of Ladis					



8. How does it work / function?
Positive experience with miniM has been gained, so far; major seasonal fluctuations in the demand with the highest customer frequency in the winter season, whereas demand significantly drops in mid-season (May – June, October – November).
9. Who is the provider?
Mpreis
10. Why is it considered innovative?
The miniM concept is a new approach to guarantee local food supply in small municipalities or villages. The shops are part of a chain store company, and therefore it is possible to make use of existing resources in the fields of administration, organisation and logistics, which allows a cost structure which is different than in individually run retail businesses. The integration into the network of branch stores of the company also makes possible a quality standard which is comparable to the standard of larger shops as well as comparable pricing. With the miniM shops a company concept is pursued which is strongly oriented towards the aims of local food supply and villages centre revitalisation and which can be implemented in various locations with similar conditions.
11. Has the provision required special institutional arrangements?
No.
12. What were the initial costs (in €) and how was it financed?
Reconstruction costs of about 80,000 € - financed by Mpreis
13. What are the annual running costs (in €) and how are they financed?
Approx. 40,000 € - financed by Mpreis, rent allowance paid by the local authorities
14. Are there any problems / obstacles encountered / identified so far?
<ul style="list-style-type: none"> – no possibility to enlarge the selling floor – high labour and logistics costs etc., while revenues are relatively low – strong fluctuations in demand depending on tourism
15. Any feedback and/or evaluation available? Do you plan to assess the operation? How?
The miniM concept is in its test phase. So far, 4 shops have been opened in addition to Ladis (Pettneu, Grinzens, Sistrans, Tulfes). If the concept is successful, it will also be implemented in other municipalities.
16. Future plans
See 15.
17. Do you think that this good practice is transferable to other regions? (Please give also an estimation 1) good 2) medium 3) not transferable)
1) good; in principle, the concept is transferable provided that there is a company which adopts and pursues this approach.
18. Do you think that this good practice is transferable to other areas of domain in public services? (Please give also an estimation 1) good 2) medium 3) not transferable)



3) not transferable.
19. Contact information
Mag. Anton M \ddot{o} lk MPREIS Warenvertriebs GmbH www.mpreis.at , info@mpreis.at

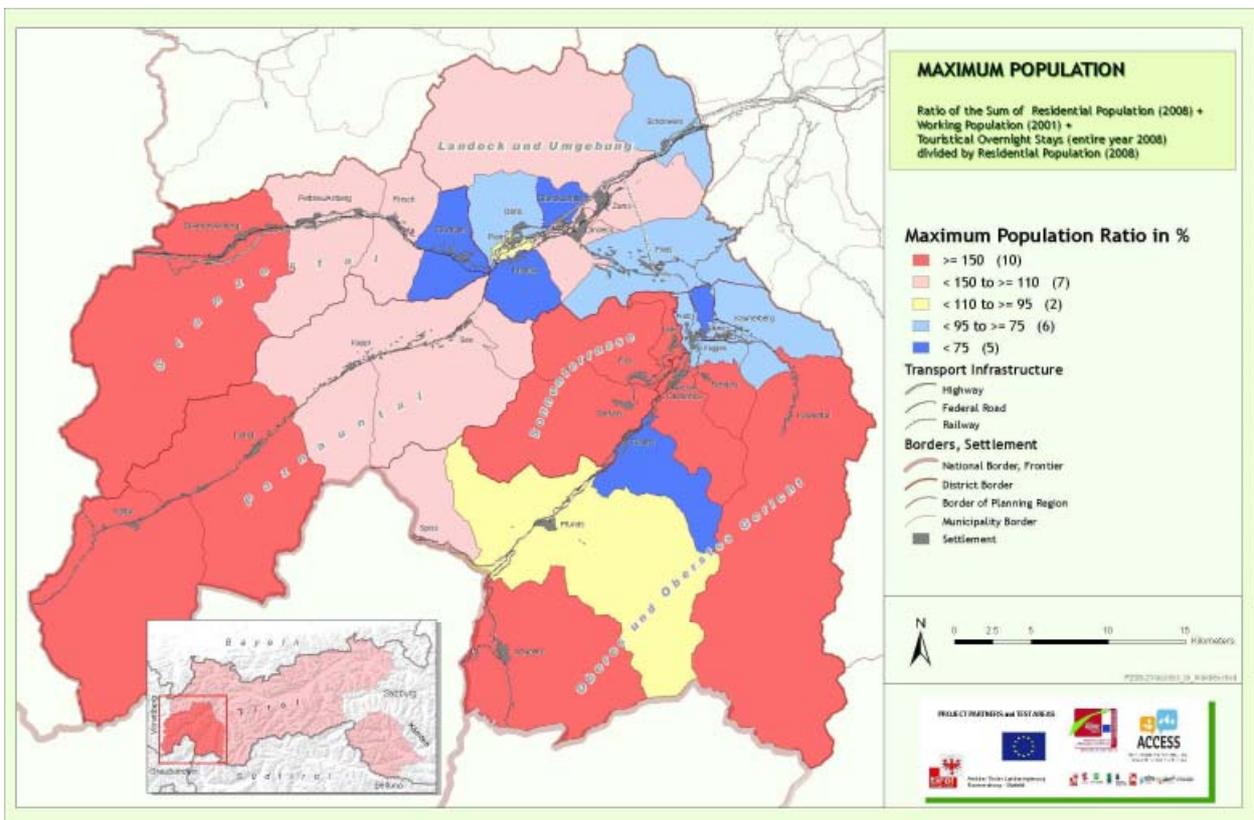
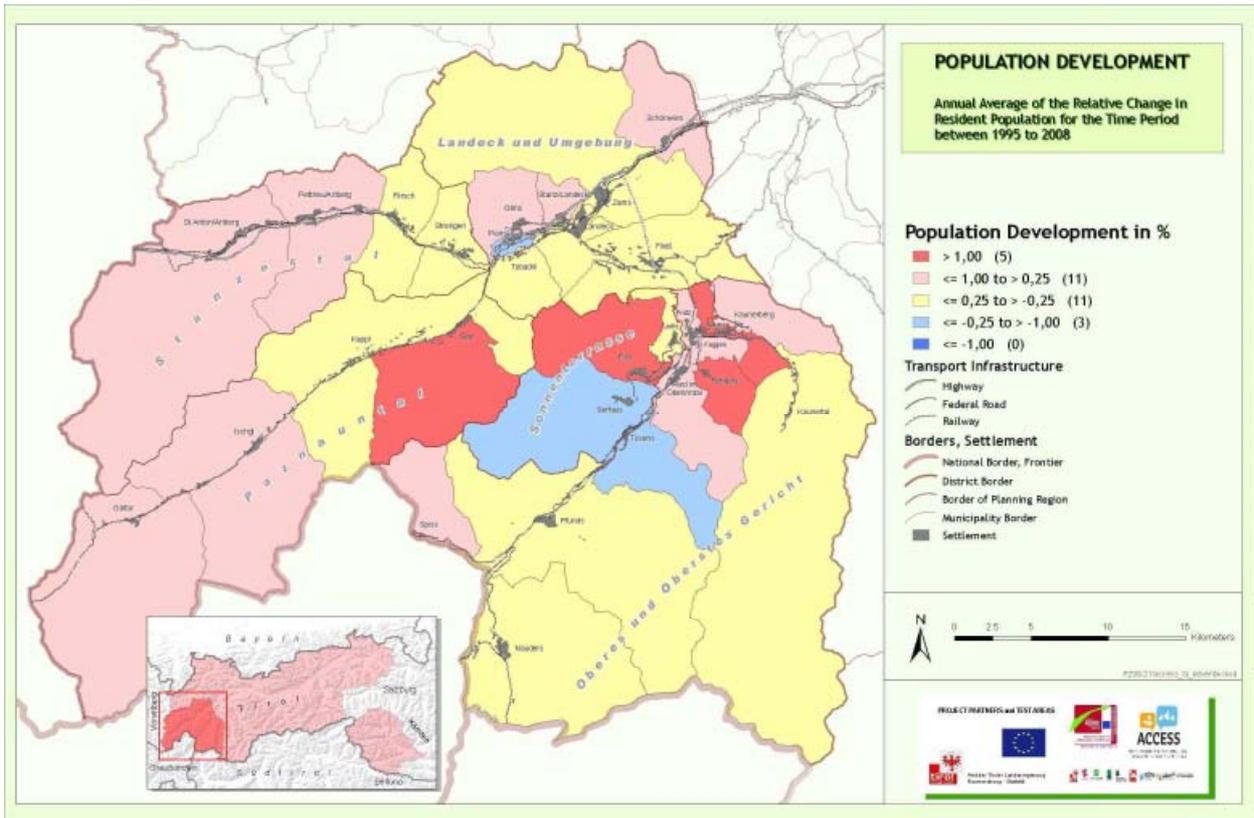
Good Practice Examples 2: Regiobus Pillerseetal				
1. Domain(s) of public services involved				
	ICT	x	Public transport	Every day needs
	Others:			
2. Target group				
6 municipalities; resident population, tourists				
3. Territorial level or extent				
Planning association / LEADER region Pillerseetal and municipality of St. Johann in Tirol (6 municipalities in total with 16,261 inhabitants, 2008)				
4. For how long it has been running / operating?				
Pilot project in 1999, regular operation since then				
5. Basic idea and aim of your good practice in the provision of public services?				
Creation of public transport services which are adjusted to the specific spatial situation and seasonal fluctuations in demand. All municipalities in the Pillerseetal region are included in the system and linked. The services meet the needs of both resident population and tourists.				
6. Background / main reasons for implementation of this particular service and how did the operation emerge?				
A lack in supply, i.e. a missing connection between the various villages of the region was the starting point of the development of this model; the aim was particularly to integrate small municipalities which are not located on the main transport routes into the public transport system.				
7. Who was the initiator?				
Municipalities and tourist board				
8. How does it work / function?				
Bus service at two-hourly intervals in spring and autumn, every hour in summer (summer season) and every 30 minutes in winter; coordinated by the Verkehrsverbund Tirol (VVT)				
9. Who is the provider?				
Regional company				

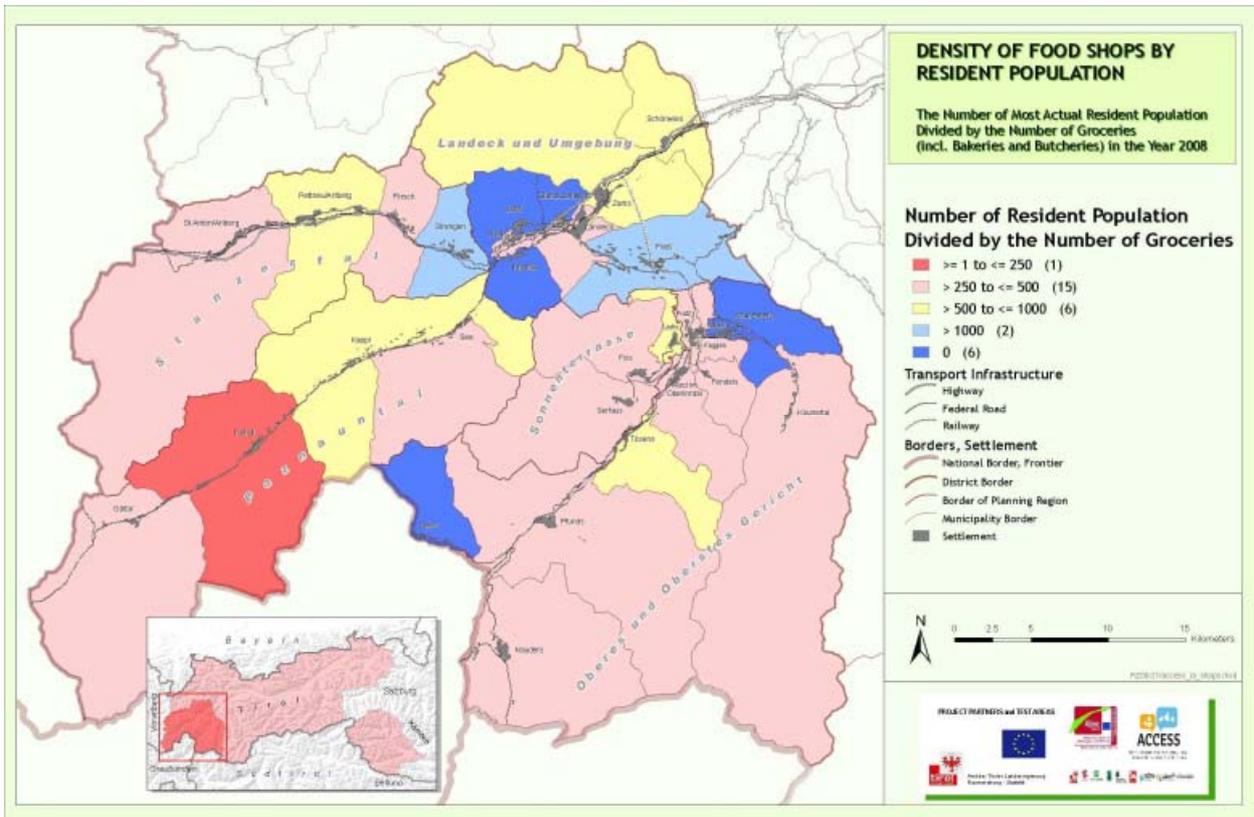
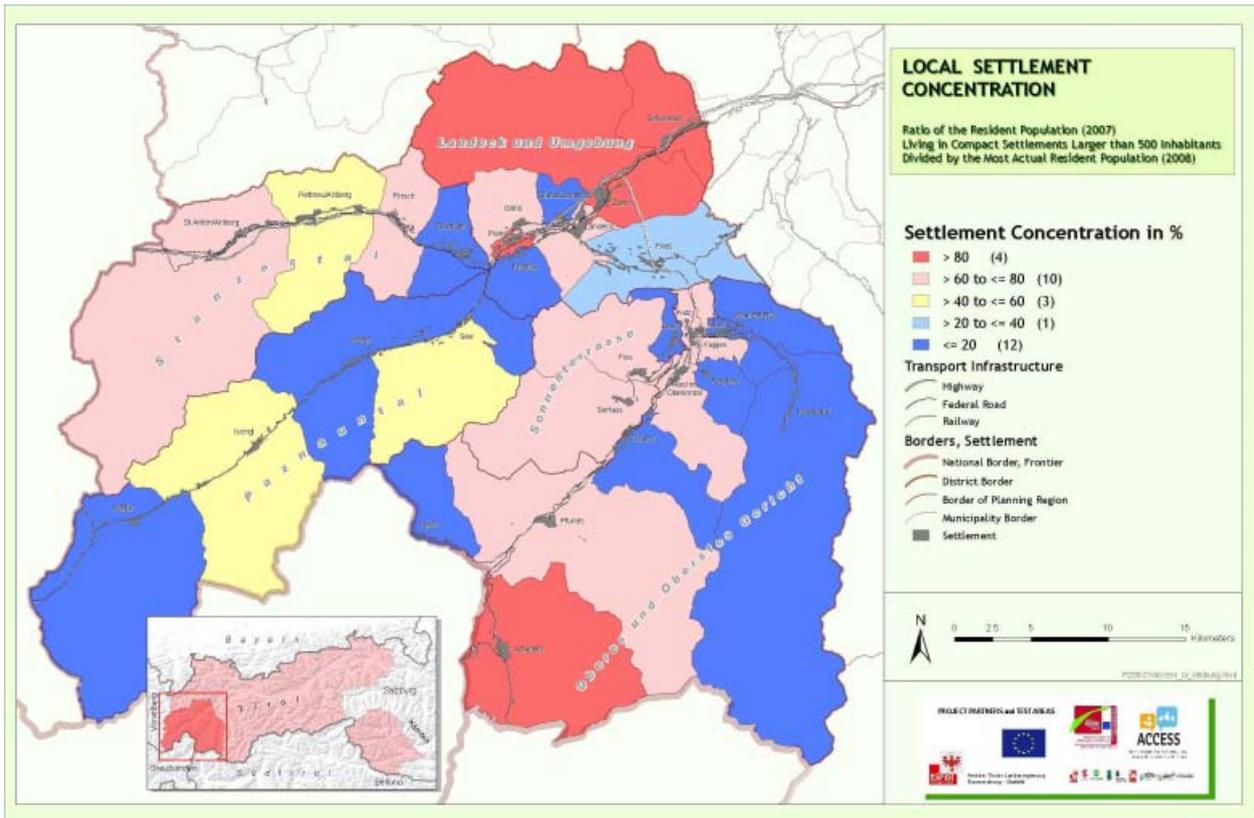


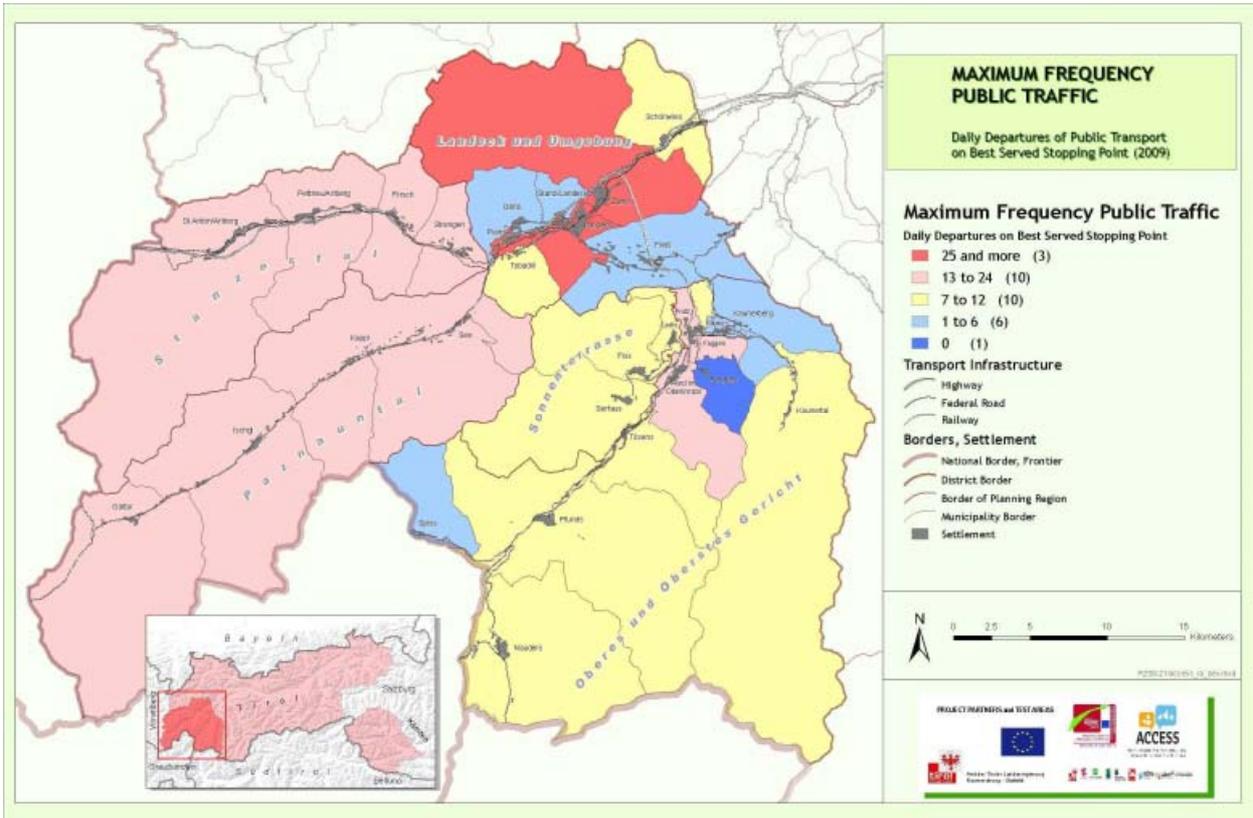
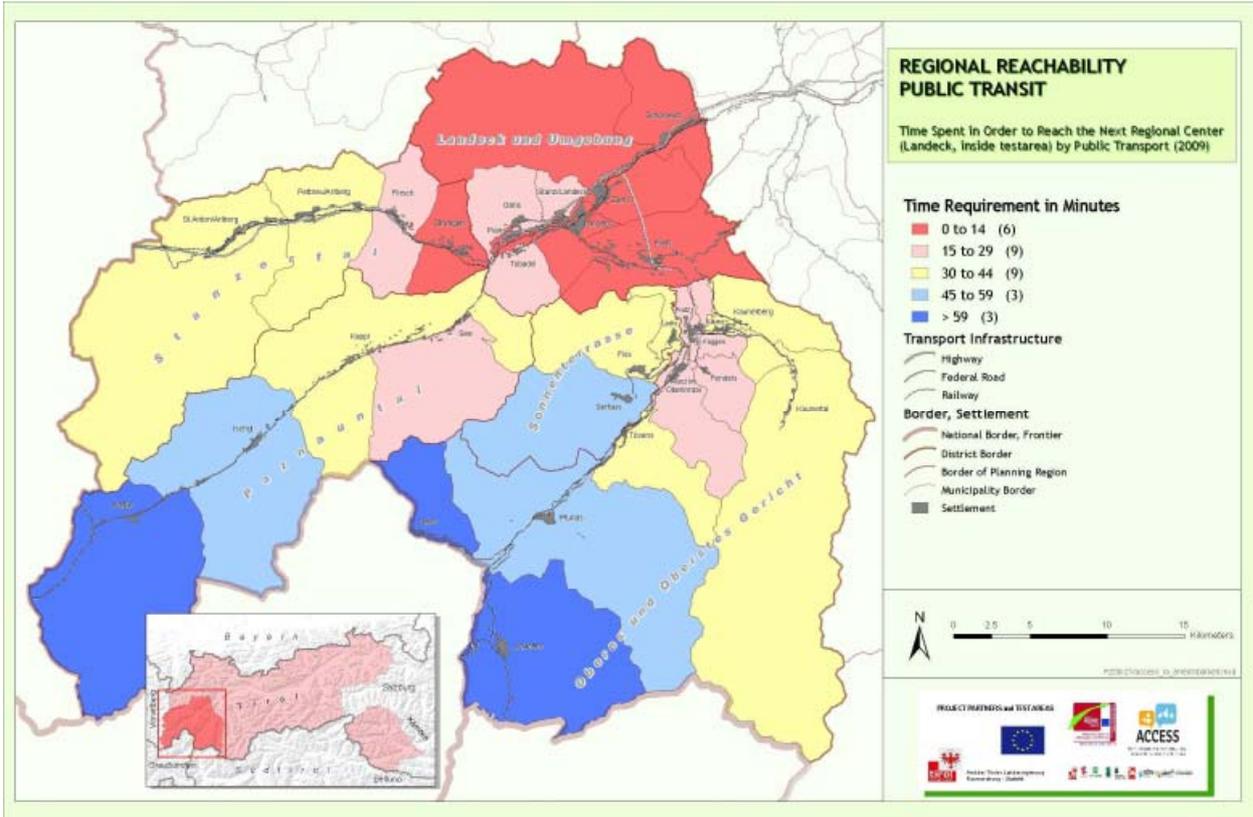
10. Why is it considered innovative?
The local authorities and the tourism industry (among other things cable car operators) cooperated to create a demand-oriented supply of public transport services which takes into account the particular spatial structure and also includes peripheral villages.
11. Has the provision required special institutional arrangements?
No, the offer is created by the Verkehrsverbund Tirol (VVT).
12. What were the initial costs (in €) and how was it financed?
€ 42.000,- (2003), financed by the 6 municipalities involved in the project and the government of the Tyrol (via VVT)
13. What are the annual running costs (in €) and how are they financed?
€ 323.000,-, financed by the municipalities involved, the cable car operators, the Pillerseetal tourism board and the government of the Tyrol (VVT)
14. Are there any problems / obstacles encountered / identified so far?
No
15. Any feedback and/or evaluation available? Do you plan to assess the operation? How?
The Regiobus Pillerseetal service is organised in a very flexible way and can easily be adjusted to changing circumstances; the service was extended to include Sundays in 2008, to mention just one example.
16. Future plans
Open concept with opportunities for further development
17. Do you think that this good practice is transferable to other regions? (Please give also an estimation 1) good 2) medium 3) not transferable)
1) good
18. Do you think that this good practice is transferable to other areas of domain in public services? (Please give also an estimation 1) good 2) medium 3) not transferable)
2) medium
19. Contact information
Stefan Niedermoser Regionalentwicklung Pillerseetal – Leogang Regio-Tech 1 A-6395 Hochfilzen www.regio-tech.at



8. Appendix II: Maps and Statistical Data







Social Data – Population Structure and Area				
	population development	resident population	number of households	area
	<i>from 1995 to 2008</i>	year 2008	year 2001	
	in percent per anno	in unit person	Number of	in square km
	<i>Indicator 1</i>	<i>POP_ACT</i>	<i>HOHO_ACT</i>	<i>AREA_ACT</i>
AT33 # Land Tirol	0,59	705.816	261.008	12.647,71
AT334 # Region Tiroler Oberland	0,56	101.097	32.476	3.319,63
706 # Bezirk Landeck	0,25	44.256	14.469	1.594,82
70601 # Gemeinde Faggen	2,17	342	89	3,63
70602 # Gemeinde Fendels	1,26	265	80	13,48
70603 # Gemeinde Fiss	1,05	1.020	262	37,7
70604 # Gemeinde Fließ	-0,21	2.992	881	47,57
70605 # Gemeinde Flirsch	0,09	989	322	31,05
70606 # Gemeinde Galtür	0,48	864	302	121,17
70607 # Gemeinde Grins	0,87	1.379	435	21,09
70608 # Gemeinde Ischgl	0,37	1.634	485	103,33
70609 # Gemeinde Kappl	0,11	2.629	781	97,48
70610 # Gemeinde Kaunerberg	0,35	355	96	23,45
70611 # Gemeinde Kaunertal	0,04	606	172	193,51
70612 # Gemeinde Kauns	1,39	489	142	8,23
70613 # Gemeinde Ladis	-0,17	524	172	7,11
70614 # Stadtgemeinde Landeck	0,21	7.658	2.841	15,87
70615 # Gemeinde Nauders	-0,20	1.522	545	90,29
70616 # Gemeinde Pettneu/Arlberg	0,52	1.494	466	56,80
70617 # Gemeinde Pfunds	0,2	2.557	856	140,4
70618 # Gemeinde Pians	-0,45	790	272	2,90
70619 # Gemeinde Prutz	0,70	1.730	584	9,74
70620 # Gemeinde Ried/Oberinntal	0,71	1.278	369	27,43
70621 # Gemeinde St. Anton/Arlberg	0,55	2.646	923	165,81
70622 # Gemeinde Schönwies	0,29	1.693	561	31,33
70623 # Gemeinde See	1,14	1.172	308	58,10
70624 # Gemeinde Serfaus	-0,73	1.140	359	59,64
70625 # Gemeinde Spiss	0,66	146	55	24,57
70626 # Gemeinde Stanz	0,61	599	182	7,32
70627 # Gemeinde Strengen	0,05	1.237	392	23,18
70628 # Gemeinde Tobadill	0,07	518	169	16,48
70629 # Gemeinde Tösens	-0,40	669	205	31,12
70630 # Gemeinde Zams	-0,02	3.319	1163	125,04



A Social Data – Age Pattern				
	old age dependency ratio	young age dependency ratio	population elder 64 years	population younger 15 years
	year 2008	year 2008	year 2008	year 2008
	in percent	in percent	in unit person	in unit person
	<i>Indicator 2a</i>	<i>Indicator 2b</i>	<i>POP_OLD</i>	<i>POP_YOUNG</i>
AT33 # Land Tirol	23	23	111.906	111.559
AT334 # Region Tiroler Oberland	21	25	14.276	17.501
706 # Bezirk Landeck	22	25	6.637	7.553
70601 # Gemeinde Faggen	16	34	37	78
70602 # Gemeinde Fendels	16	29	30	53
70603 # Gemeinde Fiss	16	23	115	172
70604 # Gemeinde Fließ	20	26	404	534
70605 # Gemeinde Flirsch	26	21	177	139
70606 # Gemeinde Galtür	20	24	119	145
70607 # Gemeinde Grins	23	27	214	249
70608 # Gemeinde Ischgl	15	27	177	311
70609 # Gemeinde Kappl	20	29	354	507
70610 # Gemeinde Kaunerberg	16	26	41	65
70611 # Gemeinde Kaunertal	21	21	89	88
70612 # Gemeinde Kauns	19	31	63	101
70613 # Gemeinde Ladis	20	23	72	86
70614 # Stadtgemeinde Landeck	27	26	1.335	1.288
70615 # Gemeinde Nauders	21	23	218	241
70616 # Gemeinde Pettneu/Arlberg	22	23	224	234
70617 # Gemeinde Pfunds	19	24	345	427
70618 # Gemeinde Pians	22	22	121	121
70619 # Gemeinde Prutz	19	26	224	314
70620 # Gemeinde Ried/Oberinntal	23	24	200	212
70621 # Gemeinde St. Anton/Arlberg	24	21	440	388
70622 # Gemeinde Schönwies	23	29	259	324
70623 # Gemeinde See	19	32	146	249
70624 # Gemeinde Serfaus	17	23	141	185
70625 # Gemeinde Spiss	21	25	21	25
70626 # Gemeinde Stanz	20	24	82	100
70627 # Gemeinde Strengen	21	25	178	212
70628 # Gemeinde Tobadill	21	21	77	78
70629 # Gemeinde Tösens	20	22	96	104
70630 # Gemeinde Zams	30	24	638	523



B Socio-Economic Data – Maximum Population Ratio (with commuters and tourists)				
	maximum population ratio	commuters coming in to work	commuters leaving out for work	overnight stays in tourism
	year 2001/2008	year 2001	year 2001	year 2008
	in percent	in unit person	in unit person	in unit person per day
	<i>Indicator 3</i>	<i>WORK_IN</i>	<i>WORK_OUT</i>	<i>OVNSTAY_T</i>
AT33 # Land Tirol	116	166.964	172.284	43.396.758
AT334 # Region Tiroler Oberland	130	19.088	24.469	12.993.305
706 # Bezirk Landeck	145	9.240	10.260	7.591.165
70601 # Gemeinde Faggen	74	12	112	3.933
70602 # Gemeinde Fendels	170	21	66	83.834
70603 # Gemeinde Fiss	306	217	114	727.969
70604 # Gemeinde Fließ	81	180	936	71.509
70605 # Gemeinde Flirsch	110	79	287	111.502
70606 # Gemeinde Galtür	241	114	75	428.890
70607 # Gemeinde Grins	87	290	483	5.831
70608 # Gemeinde Ischgl	368	564	112	1.433.508
70609 # Gemeinde Kappl	133	185	556	448.132
70610 # Gemeinde Kaunerberg	81	5	118	16.102
70611 # Gemeinde Kaunertal	223	131	122	269.494
70612 # Gemeinde Kauns	80	14	145	12.550
70613 # Gemeinde Ladis	186	40	151	205.410
70614 # Stadtgemeinde Landeck	122	2.837	1.476	119.701
70615 # Gemeinde Nauders	186	167	222	499.450
70616 # Gemeinde Pettneu/Arlberg	115	73	440	213.658
70617 # Gemeinde Pfunds	107	154	594	225.495
70618 # Gemeinde Pians	100	238	262	9.468
70619 # Gemeinde Prutz	94	256	526	60.822
70620 # Gemeinde Ried/Oberinntal	166	443	266	241.871
70621 # Gemeinde St. Anton/Arlberg	234	798	286	1.106.505
70622 # Gemeinde Schönwies	79	192	558	2.740
70623 # Gemeinde See	126	88	305	189.064
70624 # Gemeinde Serfaus	354	379	112	957.791
70625 # Gemeinde Spiss	118	26	46	17.082
70626 # Gemeinde Stanz	68	43	234	465
70627 # Gemeinde Strengen	73	71	445	14.707
70628 # Gemeinde Tobadill	71	7	211	20.382
70629 # Gemeinde Tösens	73	19	237	12.791
70630 # Gemeinde Zams	132	12	112	80.509



B Socio-Economic Data – Economic Structure				
	develop- ment of enterprises	actual number of enterprises	number of enterprises before	
	year 1991 to 2001	year 2001	year 1991	
	in percent per anno	in unit enterprise	in unit enterprise	
	<i>Indicator 4</i>	<i>ENT_ACT</i>	<i>ENT_BACK</i>	
AT33 # Land Tirol	2,13	39.792	32.170	
AT334 # Region Tiroler Oberland	1,88	5.922	4.906	
706 # Bezirk Landeck	1,69	2.837	2.396	
70601 # Gemeinde Faggen	10,12	11	4	
70602 # Gemeinde Fendels	6,93	20	10	
70603 # Gemeinde Fiss	1,54	147	126	
70604 # Gemeinde Fließ	3,73	90	62	
70605 # Gemeinde Flirsch	0,82	38	35	
70606 # Gemeinde Galtür	1,17	109	97	
70607 # Gemeinde Grins	1,02	31	28	
70608 # Gemeinde Ischgl	2,13	255	206	
70609 # Gemeinde Kappl	1,87	141	117	
70610 # Gemeinde Kaunerberg	0;00	7	7	
70611 # Gemeinde Kaunertal	0,94	56	51	
70612 # Gemeinde Kauns	2,41	14	11	
70613 # Gemeinde Ladis	3,93	40	27	
70614 # Stadtgemeinde Landeck	1,74	476	400	
70615 # Gemeinde Nauders	1,81	133	111	
70616 # Gemeinde Pettneu/Arlberg	0,31	66	64	
70617 # Gemeinde Pfunds	1,82	114	95	
70618 # Gemeinde Pians	0,32	32	31	
70619 # Gemeinde Prutz	2,45	69	54	
70620 # Gemeinde Ried/Oberinntal	2,60	83	64	
70621 # Gemeinde St. Anton/Arlberg	-0,34	346	358	
70622 # Gemeinde Schönwies	1,30	41	36	
70623 # Gemeinde See	2,59	57	44	
70624 # Gemeinde Serfaus	2,48	191	149	
70625 # Gemeinde Spiss	1,18	9	8	
70626 # Gemeinde Stanz	8,87	17	7	
70627 # Gemeinde Strengen	0,98	32	29	
70628 # Gemeinde Tobadill	3,79	19	13	
70629 # Gemeinde Tösens	0,47	22	21	
70630 # Gemeinde Zams	2,66	171	131	



C Spatial Data – Settlement				
	local settlement concentration ratio	local settlement concentration ratio	population living in compact settlements	population living in compact settlements
	larger 500	larger 1.000	larger 500	larger 1.000
	year 2007	year 2007	year 2007	year 2007
	In percent	in percent	in unit person	In unit person
	<i>Indicator 5a</i>	<i>Indicator 5b</i>	<i>SETT_L500</i>	<i>SETT_L1000</i>
AT33 # Land Tirol	not available	not available	not available	not available
AT334 # Region Tiroler Oberland	not available	not available	not available	not available
706 # Bezirk Landeck	56	34	24.758	15.244
70601 # Gemeinde Faggen	61	60	204	204
70602 # Gemeinde Fendels	0	0	0	0
70603 # Gemeinde Fiss	74	0	695	0
70604 # Gemeinde Fließ	32	0	954	0
70605 # Gemeinde Flirsch	75	0	736	0
70606 # Gemeinde Galtür	0	0	0	0
70607 # Gemeinde Grins	69	0	928	0
70608 # Gemeinde Ischgl	51	0	847	0
70609 # Gemeinde Kappl	0	0	0	0
70610 # Gemeinde Kaunerberg	0	0	0	0
70611 # Gemeinde Kaunertal	0	0	0	0
70612 # Gemeinde Kauns	0	0	0	0
70613 # Gemeinde Ladis	0	0	0	0
70614 # Stadtgemeinde Landeck	79	79	6.079	6.079
70615 # Gemeinde Nauders	83	84	1.283	1.283
70616 # Gemeinde Pettneu/Arlberg	59	0	874	0
70617 # Gemeinde Pfunds	69	69	1.767	1.767
70618 # Gemeinde Pians	93	0	731	0
70619 # Gemeinde Prutz	70	70	1.203	1.203
70620 # Gemeinde Ried/Oberinntal	70	0	903	0
70621 # Gemeinde St. Anton/Arlberg	66	67	1.765	1.765
70622 # Gemeinde Schönwies	85	0	1.430	0
70623 # Gemeinde See	52	0	598	0
70624 # Gemeinde Serfaus	69	0	818	0
70625 # Gemeinde Spiss	0	0	0	0
70626 # Gemeinde Stanz	7	7	40	40
70627 # Gemeinde Strengen	0	0	0	0
70628 # Gemeinde Tobadill	0	0	0	0
70629 # Gemeinde Tösens	0	0	0	0
70630 # Gemeinde Zams	87	87	2.903	2.903



C Spatial Data – Individual Traffic and Public Transport				
	regional reachability	regional reachability	maximum frequency	
	individual traffic	public transit	public traffic	
	year 2009	year 2009	year 2009	
	in minutes	in minutes	number of	
	<i>Indicator 6a</i>	<i>Indicator 6b</i>	<i>Indicator 7</i>	
AT33 # Land Tirol				
AT334 # Region Tiroler Oberland				
706 # Bezirk Landeck	19,8	28,0	13,8	Values weighted according to inhabitants
70601 # Gemeinde Faggen	13	26	7	
70602 # Gemeinde Fendels	18	not reachable	0	
70603 # Gemeinde Fiss	23	40	9	
70604 # Gemeinde Fließ	9	14	6	
70605 # Gemeinde Flirsch	19	19	17	
70606 # Gemeinde Galtür	46	60	14	
70607 # Gemeinde Grins	8	15	6	
70608 # Gemeinde Ischgl	35	48	14	
70609 # Gemeinde Kappl	25	30	13	
70610 # Gemeinde Kaunerberg	24	40	3	
70611 # Gemeinde Kaunertal	27	39	7	
70612 # Gemeinde Kauns	17	30	6	
70613 # Gemeinde Ladis	19	30	8	
70614 # Stadtgemeinde Landeck	0	0	178	disregarded
70615 # Gemeinde Nauders	41	63	11	
70616 # Gemeinde Pettneu/Arlberg	27	31	17	
70617 # Gemeinde Pfunds	34	46	11	
70618 # Gemeinde Pians	6	7	31	
70619 # Gemeinde Prutz	12	15	17	
70620 # Gemeinde Ried/Oberinntal	15	20	17	
70621 # Gemeinde St. Anton/Arlberg	24	36	16	
70622 # Gemeinde Schönwies	14	14	12	
70623 # Gemeinde See	15	17	13	
70624 # Gemeinde Serfaus	28	48	9	
70625 # Gemeinde Spiss	41	85	2	
70626 # Gemeinde Stanz	5	15	6	
70627 # Gemeinde Strengen	12	13	17	
70628 # Gemeinde Tobadill	9	17	10	
70629 # Gemeinde Tösens	24	31	11	
70630 # Gemeinde Zams	4	9	29	



C Spatial Data – Every Day Needs and ICT				
	food shop density by resident population	food shops	private broadband access	private internet usage
	year 2008	year 2008	year 2009	year 2009
	in unit person	number of	in percent	in percent
	<i>Indicator 8</i>	<i>FOOD_SHO</i>	<i>Indicator 9a</i>	<i>Indicator 9b</i>
AT33 # Land Tirol	620	1.139	94	75
AT334 # Region Tiroler Oberland	535	189	not available	not available
706 # Bezirk Landeck	481	92	97	not available
70601 # Gemeinde Faggen	342	1	100	not available
70602 # Gemeinde Fendels	265	1	100	not available
70603 # Gemeinde Fiss	340	3	97	not available
70604 # Gemeinde Fließ	2.992	1	93	34
70605 # Gemeinde Flirsch	495	2	98	not available
70606 # Gemeinde Galtür	432	2	98	not available
70607 # Gemeinde Grins	0	0	100	68
70608 # Gemeinde Ischgl	233	7	96	not available
70609 # Gemeinde Kappl	526	5	97	not available
70610 # Gemeinde Kaunerberg	0	0	73	not available
70611 # Gemeinde Kaunertal	303	2	97	not available
70612 # Gemeinde Kauns	0	0	97	not available
70613 # Gemeinde Ladis	524	1	99	not available
70614 # Stadtgemeinde Landeck	403	19	96	55
70615 # Gemeinde Nauders	304	5	99	not available
70616 # Gemeinde Pettneu/Arlberg	747	2	93	not available
70617 # Gemeinde Pfunds	426	6	97	not available
70618 # Gemeinde Pians	263	3	100	62
70619 # Gemeinde Prutz	288	6	94	not available
70620 # Gemeinde Ried/Oberinntal	426	3	100	not available
70621 # Gemeinde St. Anton/Arlberg	441	6	99	not available
70622 # Gemeinde Schönwies	847	2	97	52
70623 # Gemeinde See	391	3	98	not available
70624 # Gemeinde Serfaus	285	4	100	not available
70625 # Gemeinde Spiss	0	0	89	not available
70626 # Gemeinde Stanz	0	0	100	77
70627 # Gemeinde Strengen	1.237	1	100	not available
70628 # Gemeinde Tobadill	0	0	96	58
70629 # Gemeinde Tösens	669	1	93	not available
70630 # Gemeinde Zams	553	6	100	75



Description of ACCESS Statistical Data

ACCESS Statistical Data contains data about **region**, subregion(s) and **local units** referring to **test area(s)**

Data Definition

Description is following columns of Excel sheet

Obligatory content in boldface

NUTS_2	Identifier of NUTS_2 Region European Type
NUTS_3	Identifier of NUTS_3 Region European Type
DISTRICT	Identifier of Political or Administration Unit between NUTS_3 and Local Unit Level
ASS_LAU	Identifier of Political or Administration Association of Local Units
LAU_NAT	Identifier of Local Unit National Type
PUB_ORG	Description of Public Organisation from NUTS_2 to Local Unit National Type
NAME_NAT	Name of Public Organisation National Type
	<i>Insert Census Year into next row below field name!</i>
AREA_ACT	Most actual Area Unit Square Kilometre 2 decimal places
POP_ACT	Most actual Resident Population Unit Person
POP_BACK	Resident Population 10 to 20 years before actual census Unit Person
POP_OLD	Most actual Population elder than 64 years Unit Person
POP_YOUNG	Most actual Population younger than 15 years Unit Person
HOHO_ACT	Most actual Number of Households
POP_WORK_IN	Commuters coming to work from another Municipality Unit Person
POP_WORK_OUT	Commuters leaving for work to another Municipality Unit Person
OVNSTAY_TOUR	Annual Over Night Stays in Tourism Unit Person
ENT_ACT	Most actual Number of Enterprises (<u>without</u> agricultural ones)
ENT_BACK	Number of Enterprises 10 to 20 years before actual census
POP_SETT_L500	Resident Population living in compact settlements larger 500 Inhabitants Unit Person
POP_SETT_L1000	Resident Population living in compact settlements larger 1.000 Inhabitants Unit Person
REACH_REG_IT	Time to reach Regional Centre by motorized <u>individual</u> Traffic Unit Minutes
REACH_REG_PT	Time to reach Regional Centre by Public Traffic Unit Minutes
FREQ_PTRAF	Daily Departures of Public Bus at the best served Station (line-stops only in <u>one</u> direction)
FOOD_SHOP	Number of Shops offering Food (also baker and butcher but no petrol station)
HOHO_BBAND	Number of Households with Internet <u>Broadband</u> Access
POP_INTUSE	Population using Internet Unit Person



Description of ACCESS Indicators

The Indicators of ACCESS represent statistical characteristics of preconditions for the establishment, the establishment itself and the impact of SGI. On one hand the indicators will be able to reveal disparities on a local level on the other they will also serve for the transnational comparison. It is important to mention that indicators are designed to get a clear picture of a sometimes complex process influenced by society, economy etc. It is not always possible to capture all components of such a process.

In the following 2 indicators in the sphere of society, socio-economy and spatial development completed by indicators for ACCESS core themes (goods of daily need, Mobility and ICT).

The information for the indicators shall be collected on the municipality level (example Tyrol: Gemeinden), test area (example Tyrol: Bezirk Landeck) and region (example Tyrol: Bundesland Tirol). The indicators themselves will be calculated automatically on the basis of the statistical data filled in. Calculations of (regional) averages follow equal rules.

A recommendation of transnational classification of indicators values is raised finally.

A Social Indicators

Indicator 1 Population Development (Bevölkerungsentwicklung)

Annual average of the relative change in resident population for a time period of 10 – 20 years

$$\text{POP_DEV} = (\text{fx LN POP_ACT} - \text{fx LN POP_BACK}) / \text{YEARS} \quad \text{Percent 2 decimal places}$$

fx LN Logarithmus Naturalis

Indicator 2a Old-age Dependency Ratio (Altenquotient)

The ratio of the number of the most actual Population elder than 64 years generally economically inactive divided by the number of persons of working age (15 – 65 years).

$$\text{POP_OLD_RATE} = \text{POP_OLD} / (\text{POP_ACT} - \text{POP_OLD} - \text{POP_YOUNG}) * 100 \quad \text{Percent 0 decimal places}$$

Indicator 2b Young age Dependency Ratio (Jugendquotient)

The young-age dependency ratio is the ratio of the most actual Population younger than 15 years divided by the number of persons of working age (15 – 65 years).

$$\text{POP_YOUNG_RATE} = \text{POP_YOUNG} / (\text{POP_ACT} - \text{POP_OLD} - \text{POP_YOUNG}) * 100$$

Percent 0 decimal places

B Socio-economic Indicators

Indicator 3 Maximum Population Ratio (Quotient der Maximalbevölkerung)

The ratio of the total of resident and working population as well as the number of touristic overnight stays (entire year) divided by the number of the resident population.

$$\text{POP_MAX_RATE} = (\text{POP_ACT} + \text{POP_WORK_IN} - \text{POP_WORK_OUT} + \text{OVNSTAY_TOUR} / 365) / \text{POP_ACT} * 100 \quad \text{Percent 0 decimal places}$$



Indicator 4 Development of Enterprises (Entwicklung von Unternehmen)

Average annual change in the number of enterprises (not including farms) for a time period of 10 – 20 years.

ENT_DEV = (fx LN ENT_ACT – fx LN ENT_BACK) / YEARS Percent 2 decimal places

C Spatial Indicators**Indicator 5a Settlement Concentration Ratio 500 (Siedlungskonzentration über 500 EW)**

Ratio of the resident population living in compact settlements larger than 500 inhabitants divided by the most actual resident population.

SETT_CONC_L500 = POP_SETT_L500 / POP_ACT * 100 Percent 0 decimal places

Indicator 5a Settlement Concentration Ratio 1.000 (Siedlungskonzentration 1.000 EW)

Ratio of the resident population living in compact settlements larger than 1.000 inhabitants divided by the most actual resident population.

SETT_CONC_L1.000 = POP_SETT_L1.000 / POP_ACT * 100 Percent 0 decimal places

Indicator 6a Regional Reachability Individual Traffic (Regionale Erreichbarkeit im Individualverkehr)

Time spent in order to reach the next regional center (appoint name in data set and if it is outside or inside of testarea) by individual motorised traffic. Calculation of regional average is to weight on (local) resident population numbers without regard to that value of the regional center.

REACH_REG_IT Minutes 0 decimal places

Indicator 6b Regional Reachability Public Transit (Regionale Erreichbarkeit im öffentlichen Personennahverkehr)

Time spent in order to reach the next regional center (appoint name in data set and if it is outside or inside of testarea) by public transport. Calculation of regional average is to weight on (local) resident population numbers without regard to that value of the regional center.

REACH_REG_PT Minutes 0 decimal places

C Special Indicators (optional)**Indicator 7 Maximum Frequency Public Traffic (Maximale Bedienungsfrequenz im öffentlichen Nahverkehr)**

Daily departures of public transport on best served stopping points (line stops only in one direction). Calculation of regional average is to weight on (local) resident population numbers without regard to that value of the regional center.

FREQ_PTRAF_MAX Number 0 decimal places

Indicator 8 Density of Groceries by Resident Population (Dichte an Einzelhandelsgeschäften mit Lebensmittelangebot nach der Wohnbevölkerung)

The number of most actual resident population divided by the number of groceries (incl. bakeries and butcheries)

$DENS_GROC_POP = POP_ACT / FOOD_SHOP$ Person 0 decimal places

Indicator 9a **Private Broadband Access (Breitband Zugang für Haushalte)**

The ratio of the number of households with broad band access divided by the most actual number of households.

$BBAND_PRVACC_RATE = HOHO_BBAND / HOHO_ACT * 100$ Percent 0 decimal places

Indicator 9b **Private Internet Usage (Internetnutzung durch Private)**

The ratio of the population using internet divided by the most actual resident population.

$INTERNET_PRVUSE_RATE = POP_INTUSE / POP_ACT * 100$ Percent 0 decimal places

D Classification

Similar legend of classification

Indicator	Very low	Low	mean	high	very high
Color	dark blue	Blue	yellow	pink	red

Value Ranges

1 POP_DEV	< -0,99	-0,99 to -0,25	-0,24 to 0,25	0,26 to 1,00	> 1,00
2a POP_OLD_R.	< 21	21 – 25	26 -30	31 - 35	> 35
2b POP_YOUNG_R.	< 16	16 – 20	21 - 25	26 - 30	> 30
3 POP_MAX_RATE	< 75	75 – 94	95 - 109	110 - 150	> 150
4 ENT_DEV	< -0,99	-0,99 to -0,00	-0,01 to 1,00	1,01 to 2,00	> 2,00
5a SETT_CONC_L500	< 21	21 – 40	41 - 60	61 - 80	> 80
5b SETT_CONC_L1.000	< 21	21 – 40	41 - 60	61 - 80	> 80
6a REACH_REG_IT	> 59	59 – 45	44 - 30	29 - 15	14 – 0
6b REACH_REG_PT	> 59	59 – 45	44 - 30	29 - 15	14 – 0
7 FREQ_PTRAF_MAX	0	1 – 6	7 - 12	13 - 24	> 24
8 DENS_GROC_POP	0	> 1.000	501 – 1.000	251 – 500	1 - 250
9a BBAND_PRVACC_R.	0 -19	20 – 39	40 - 59	60 - 79	80 - 100
9b I.NET_PRVUSE_R.	0 -19	20 – 39	40 - 59	60 - 79	80 - 100

