

Mobility Management in Austria

State of the Art

Report for ECOMM 2007

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Contact

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1 Introduction

The position of MM is ambivalent. On the one hand, Austria is among the pioneers of MM, with almost all aspects of MM realised somewhere in the country, some even in a quite advanced state. On the other hand, systematic support of MM is lacking, and in Austria there is only a low awareness about the possible benefits of MM.

This report is written by the managing director of FGM-AMOR and therefore possibly a bit biased as some information was more easily available than other, and there was no time to crosscheck all the information with the relevant players in the field. In a future edition, this will be corrected.

1.1 General info Austria

Area:	84.000 km ²
Population:	8.3 million inhabitants
Major agglomerations:	Vienna 1.9 Million, Graz 310,000, Linz 280,000, Salzburg 220,000, Innsbruck 190,000, Bregenz-Dornbirn 190,000, Klagenfurt 100,000
GDP per capita:	Austria: 123 (EU-25: 100 (2005 data), on purchasing parity basis) making Austria the third richest country in the EU

The Republic of Austria is a parliamentary democracy with elements of a presidential system. Austria is a federal state consisting of nine federal provinces (Bundesländer). There are three levels of government.

The federal government has legislative and executive power in many important matters such as finances, foreign affairs, public security, defence, railways, etc.

The nine Bundesländer all have their own provincial parliaments and have legislative and executive power in various matters, such as nature conservation, land use (partly also federal body), building and housing matters, etc.. The province also regulates the general powers and tasks delegated to local government.

The third level consists of the over 2500 communities, from the biggest with 1.7 million down to the smallest with just a few 100 inhabitants. In a range of matters the communities enjoy a largely independent status, implying that, within the national and provincial constitutional framework, communities have wide scope to implement and enforce (national and provincial) law. This arrangement leaves a considerable amount of discretionary powers with the communities. The granting of planning permission for most of the development is a chief area of competence for communities.

1.2 Basic information on the transport system

Motorisation:	503 passenger cars on 1000 inhabitants (2005), slightly above EU-25 average (476)
Road fatalities:	92 per million inhabitants (EU25: 90), 92 per 100 million person km (EU25: 90), Austria is European average, but still has double the number of accidents of the Netherlands (where the numbers are 46 and 50, respectively)
Modal split:	About 75% of all personkilometers in Austria are made by car. This is one of the lowest shares in Western Europe. This is mainly due to a relatively high share of public transport. In medium sized cities like Graz, Linz and Salzburg cycling has a trip share of 12-19%. The average in Austria, however, is 5%.

Austria is for large parts a mountainous country, therefore road and rail construction tends to be expensive and difficult, requiring bridges, tunnels and often relatively steep and curvy ascents and descents.

Still, Austria has a relatively dense road and rail network and in the large agglomerations high quality public transport (especially in Vienna, with a world class Metro). The high motorisation has led to an ever higher reliance on the car, in parallel public transport in rural areas has declined and is still in decline. Transport problems are gravest around and in the major agglomerations.

1.3 Division of competences in the transport system

Transport competencies are split in a great variety of ways, making the implementation of a consistent transport policy very difficult. There are the three levels – federal, Länder and municipal or community – as described above. But moreover the transport competencies are divided between ministries – Ministry of transport, Ministry of finance, Ministry of economics and the Ministry of environment. These ministries are mirrored by similar competences on the lower levels – e.g. the Bundesland Steiermark (Styria) has a councillor for transport and one for environment – similar again to the City of Graz that has both councillors for transport and for environment. Moreover, there are also chambers of commerce as well as a chamber of labour, that also assume certain powers as these institutions are traditionally narrowly interwoven with political parties.

This leads to absurd situations where e.g. the city of Graz can be in favour of speed restrictions because of fine particles, while this can be blocked by the Styrian government, represented by the traffic councillor. After a political change the environment councillor of the Styrian Government undid the blocking, the speed limit was carried out, but now the federal level, after another political change, threatens to block this again by federal overruling.

Another example is the so called “Pendlerpauschale”. This is a substantial tax break for commuters – however only for such, that can prove that they do not have a good public transport alternative. So this measure actively supports commuting by car – in this way contradicting all efforts to reduce this. Just recently, within the same week, the decision was made to increase CO₂ tax (to disincentive cardriving), and at the same time the “Pendlerpauschale” was also increased (to support cardrivers).

There is no powerful political decision structure for the large metropolitan areas. Thus transport policy of the large cities is made difficult by the non-supportive role of relative small communities on the edge of the city. They build large shopping centres, offer relatively large and cheap building sites and in this way contribute to a car-oriented suburbanisation – causing ever growing influxes of cars (for commutes and leisure activities into the cities, disrupting urban life).

For mobility management, there are initiatives and support to be found from all these levels: national ministries, Bundesländer councillors, from the two chambers (also on federal, provincial and municipal level) and from municipal councillors. It is a complicated jungle, and sites that show interest (like schools, companies, hospitals) can only find their way either by having specialised staff on this subject or by searching the help of consultancies.

2 The position of MM in the national, regional and local policy

The fragmented character of Austria's political system is possibly the main cause for the comparatively low level of mobility management on an institutional level. However, Austria's strength lies in individual initiative. Through this, remarkable achievements have been attained.

2.1 Short history

One of the main drivers for the development of MM in Austria is FGM-AMOR. Founded in 1993, it started the first carsharing initiative in 93 (today a successful private enterprise), the first (9-month!) courses for mobility consultancy in 94, the first mobility centre in 1997, organised several conferences on mobility management and participated in the main European research projects on MM: in MOMENTUM and TAPESTRY as partner, in MOST as coordinator. Currently it is coordinator of the MAX research project and of the European Platform on Mobility Management, EPOMM. Through other EU-projects in the SAVE and STEER programmes, FGM-AMOR managed to develop and test many innovations in MM in Austria: MM for events, for schools, for companies, for housing, quickscans, emotional campaigns, the bicycle policy audit (BYPAD), to name but a few. However, it has as of yet not achieved a breakthrough – a possible reason is their location in Graz – and not in the rather dominant capital, Vienna.

Through the initiative of FGM-AMOR, the Austrian Transport Ministry became a member of EPOMM (in 2000), and also started to develop a national network for MM (Netzwerk für Mobilitätsmanagement, NEMO), however, due to budget restrictions and other priorities within the Ministry this was discontinued in 2004.

The region of Vienna developed integrated ticketing already in the seventies, this has especially in the nineties spread to all of Austria – every region is today part of some kind of integrated ticketing system (Verkehrsverbund).

Austria is also sort of a pioneer in collective taxi systems, several of these are in use, e.g. in Linz, Weiz, and several communities in Vorarlberg.

Another driver for MM in Austria is the NGO called Verkehrs Club Österreich (VCÖ), an alternative traffic club. They do a lot of lobbying work for sustainable mobility through their newspaper, their publications, their excellent PR-work and their yearly mobility awards.

A third motor for MM is the Ministry for Environment, that has taken several initiatives, supporting the development of sustainable transport in tourism. Since a few years it carries out the programme klima:aktiv mobil – which currently is the major MM programme in Austria. Details see below:

2.2 Definitions of MM

There is no broad knowledge about MM as a concept. The few that know about it more in depth, largely follow the definitions as formulated by MOMENTUM and as to be found on EPOMM. However, as this is rather elaborate, in general, MM is perceived as something that can be done to influence persons in their travel behaviour on a site based level. MM as an integrated concept and structure to be implemented in a systematic way is not perceived by many decision makers.

In the Bundeland Niederösterreich (Lower Austria) mobility management is implemented under the term “Verkehrssparen”, which (hard to translate) means literally “traffic savings” – thereby reducing traffic. Under Verkehrssparen a whole set of mobility management measures is carried out, e.g. carpooling, buying local produce instead of going to shopping centres, MM for schools, awareness campaigns etc.

2.3 MM in the national transport policy

MM has no strong position in the basic policy documents. The programme of the new coalition government vaguely mentions the necessity for a mobility management strategy, without any detail. There is the call to implement an Austrian wide integrated ticketing system, to support the implementation of intermodal ITS (intelligent transport systems) and to implement an Austrian-wide public transport information system. Interestingly, walking and cycling are not even mentioned in the traffic chapter.

However, under the chapter „Environment“ can be found the objective to double the share of cycling trips from 5% to 10%, and there is also the call to develop a sustainability concept for the Euro 2008 (the European football championship, to be held in Austria and Switzerland in 2008).

Road safety, while not exactly being MM, receives more and more attention, as the record for Austria could be much better than it is (e.g. the Netherlands and the UK have only 50-60% of the fatality rate in Austria). While most of the investments for road safety go to technology and better controls, there are also increasingly awareness campaigns, that not only focus on safer behaviour in cars but also on the higher safety of using other, more sustainable modes of transport. In this way, road safety touches upon MM.

The largest programme: Klima:aktiv

The largest national programme for MM is run by the Ministry for Environment, it is called klima:aktiv. It is a general programme against climate change structured into energy saving, renewable energy and mobility. The mobility part is almost entirely on MM, having the following subprogrammes: MM for companies, MM for schools, MM for administrations, MM for leisure and tourism, MM for municipalities and regions and MM and land use planning. The subprogrammes are tendered, in the tender procedure quantified objectives are negotiated (mostly in terms of CO₂ savings, but also in terms like “having 10 new mobility centres within 2 years”).

More info can be found on: www.klimaaktivmobil.at

2.4 MM in the regional transport policy

There is no Bundesland that has a systematic MM policy. However, many Bundesländer have initiatives in the field of MM. A few examples:

In Niederösterreich (Lower Austria) the regional government supports “Verkehrssparen”. This is an integrated package of measures and campaigns in which small communities and villages (generally well under a population of 10,000) aim to reduce traffic.

Vorarlberg is generally active in sustainable transport, has several collective taxi operations, uses the BYPAD scheme in several communities and has implemented several MM schemes for companies.

Steiermark (Styria) supports the local mobility centre, implements a very successful road safety programme that also contains MM measures. The most recent programme is “wer radelt gewinnt” – who cycles wins – made cycling contest in which employees from over 70 large companies participated. There is also the initiative by the regional chamber of commerce called WIN (Wirtschafts Initiative Nachhaltigkeit – economic initiative for sustainability). WIN supports mobility consultancy in companies by paying half the fee for a consultancy day.

2.5 MM in the local transport policy

Just as on the regional level, also on the local level there is no city or community that has a systematic MM policy. However, there are many cities and communities that have a range of MM initiatives and support programmes. Here are a few examples:

In Graz, the home location of FGM-AMOR, the city has been and still is learning and profiting from a whole range of EU-programmes in the field of MM. Through this, MM for companies is relatively common, the city supports bicycle training on all primary schools, the local mobility centre and implements MM-pilots at schools, for housing, for parts of its own administration and for events. It also connects its ambitious parking management policy with MM.

Weiz, a small city in Styria, is the only city that has a permanent mobility management working group. Through this, it has initiated a collective taxi, MM at schools, companies and even kindergardens, awareness programmes for cycling and walking and a mobility fair.

The capital city Vienna (which by its sheer size is also a Bundesland (region), has implemented MM for companies and schools and has a quite innovative marketing campaign for its (excellent) public transport system. It has also implemented the citybike system, that offers (almost) free bikes throughout the inner city. Vienna also implemented Austria's only large car free housing project.

Werfenweng, a small tourism resort town, developed an integrated mobility policy for tourists.
<http://www.werfenweng-austria.com>

2.6 MM through EU-projects

In Austria a large number of MM pilot-, demonstration- and research projects have been realised, that brought considerable knowhow and awareness about MM to Austria. The major ones are listed in the following:

MOMENTUM: Graz and FGM-AMOR participated in this fundamental programme, and through it realised the mobility centre, a first state of the art report on MM as well first pilot projects with MM in companies and schools.

In **MOST** FGM-AMOR was the coordinator and could further develop implementation strategies and evaluation techniques. It also realised MM connected to health.

Graz was and is the only Austrian CIVITAS-city (with **CIVITAS-TRENDSETTER**). With FGM-AMOR as leading consultant it realised MM for companies, for schools, for events and in connection with Biodiesel. Graz is currently participating in the MM-related STEER projects **ASTUTE** and **PIMMS**.

FGM-AMOR participated in all **BYPAD** projects and through this brought and brings BYPAD to several communities, municipalities and regions in Austria (and beyond). www.bypad.org

In the STEER projects **ADD HOME** and the newly starting PRO MOTION, pilot projects connecting land use and MM will be tested. More info: www.add-home.eu

Under the Life Programme, the city of Weiz and FGM-AMOR participated in the project **SMASH-EVENTS**, under which MM measures for events were developed and tested. More info: www.smash-events.net

Through Interreg several rural and touristic MM-projects and initiatives were (co-) funded, notably XEIS-mobil (a network of 16 touristic communities). www.xeismobil.at

2.7 Conclusions regarding the position of MM in the transport policy

MM is present in Austria, but this is only very poorly reflected in transport policy. There are many good examples, but most of them operate isolated, there is no systematic structure for supporting MM. The exception is the national programme klima:aktiv by the mobility department of the Ministry of Environment.

In comparison to the UK or the Netherlands there is a huge potential that lies idle. A systematic approach is lacking. It is hopeful, that the government programme calls for an national MM strategy. If implemented, it

should provide more clarity where national, regional and local funding, competences and know-how can be found and how all this will be joined through networking instruments.

European Union support has been one of the main drivers to keep MM alive in Austria. Still, Austria seems to be underrepresented on an international level, the exception being through FGM-AMOR as one of the major international players in MM.

3 Institutional framework for MM

As described in the preceding chapter, there is no real consistent institutional framework for MM in Austria. Instead, there is a bewildering variety of subsidy possibilities, national, regional and local programmes and some EU-projects.

4 MM knowledge infrastructure

From 2002-2004, Austria had NEMO, the network for mobility management – which was to be the national focal point for EPOMM. It offered an own website containing the EPOMM website content in German language, and it attempted to build an exchange network in Austria. It was financed by the Ministry of transport and operated by FGM-AMOR and the Austrian Energy Agency.

Unfortunately, the success of NEMO was limited, and as the Ministry was not really convinced of the benefit of MM and had other priorities, NEMO (and also the membership of Austria in EPOMM) was discontinued.

At the moment there is no real knowledge infrastructure. The main factors are

- the Ministry of Environment with the klima:aktiv programme and attached websites, as well as short courses on mobility management for administrations
- FGM-AMOR, that offers MM courses on an on demand basis (currently about once or twice a year) and a variety of information (also in German) through their European projects (EPOMM, PORTAL, COMPETENCE, ELTIS, to name the most important)
- The Ministry of Transport organises a Mobility Day once per year with about 80 participants
- The information offer from VCÖ, offering numerous studies, fact sheets etc. on their website.

5 Important MM fields including best practises

5.1 Mobility Centres

The first Austrian mobility centre, Mobil Zentral, was opened in 1997 in Graz. Meanwhile there are several other mobility centres in Austria as well as the first network of mobility centres. The Klima aktiv programme has a section on awareness that contains the aim of having 10 new mobility centres by the end of the year 2008. The Austrian government has in their programme an Austrian wide information service for public transport. So it can be expected that Austria's mobility centre scene will grow in quantity and in quality.

Best practise: Mobil Zentral in Graz

This is the oldest and biggest mobility centre, it also the most cost efficient, has the highest number of callers and offers the widest range of services. Since 2007 it is the centre of the newly created Styrian network of mobility centres. Website: www.mobilzentral.at

5.2 MM at companies – mobility consultancy, mobility plans

This is the best known field of MM in Austria, examples have been realised in almost all Bundesländer in Austria. Often MM is exclusively associated with this field. Most activities, however, are in Graz, Vienna and Vorarlberg. Currently, the Klima aktiv programme is setting the pace, along with the support programme of the Kommunalkredit.

Best practise: MM at the Technical University in Graz

Initiated by a Quicksan by FGM-AMOR financed by the City of Graz, the technical university implements a huge, classical MM programme. By introducing parking management and payed parking they were able to generate income to finance extra bicycle stands, a 50% support for annual public transport tickets and an information campaign to explain all this. They achieved a 30% reduction of car traffic to the university within half a year. http://www.eltis.org/study_sheet.phtml?study_id=1318&lang1=en

5.3 MM at administrations and institutions

MM at administrations often serves as a pilot for MM in general. It is only logic, that the klima:aktiv programme also has a segment containing this issue. Within this programme, training days to carry out mobility management projects are currently being held. Before klima:aktiv, MM-projects have been carried out in parts of the administrations of Graz and Linz.

5.4 MM at schools

MM at schools has been carried out by dozens of schools in Austria. The largest programmes for MM at schools is currently schoolway.at, carried out by FGM-AMOR financed by the Ministries of Transport and Education, as well as by the fund for health in Austria and the traffic safety fund. There is also a programme for MM in schools under klima:aktiv, currently being carried out by the Klimabuendnis Österreich, Herry Consult and the Forum Umweltbildung.

Best practise: Schoolway.at

In 16 schools throughout Austria MM was carried out through setting up a local team, developing a mobility plan, and implementing a competitive game motivating pupils, teachers and parents to have more sustainable mobility on the way to school. A reduction of up to 50% of car driving to school was achieved – the project won two awards. Website: <http://www.schoolway.net/games.phtml?sprache=de> (English part to be updated next year)

5.5 MM in the field of housing

Although there were several attempts to connect MM with housing, success so far has been limited in Austria. Connecting MM with housing and land use in general is a relatively new issue. Currently two STEER projects, ADD HOME and PRO MOTION, will take up the issue. See also www.add-home.eu

Best practise: Car free housing project in Vienna

The biggest success so far has been a large car free housing project in Vienna, involving a high rise development with 250 apartments. Usually, a garage parking space must be provided for every apartment of a modern housing project.

In this case, parking spaces are provided at a ratio of 1:10 (used as car-sharing stations). The freed resources were used to incorporate high-quality community facilities, e.g., sauna and common room with adjacent roof terrace, communicative laundry room, bike workshop, exercise room, generous green spaces and so-called bike-ports, i.e., lockable bike storage areas. These additional services serve as an incentive for tenants to commit to a car-free environment. More info: www.autofrei-wohnen.de/ProjekteAusland.html#Austria

The project was initiated by the green councillor Christoph Chorgherr in an agreement with the city government. Although it was a success, similar project have not yet been realised in Austria.

5.6 MM for events

MM for events is a large issue, especially for large events like football matches or concerts. However, there is hardly any systematic approach. Many football clubs have made agreements for combined tickets (combining entrance to the match with public transport), fairs and exhibitions provide information leaflets, some mobility centres provide mobility information for events. The new Austrian Government aims for sustainable mobility at the European Football Championship in 2008.

Best practise:

In the framework of the project SMASH-event, the regional exhibition on Energy in Weiz, Styria (in 2001), provided a whole MM package: free local transport, internet based travel information, bicycle rental, special feeder and pickup services, individualised information, special motivating raffles and games around mobility.

The EU-project also developed a handbook, still downloadable via the website: www.smash-events.net

5.7 MM in tourism/recreation

As a world renowned tourist destination, car-based travel to and from tourist destinations has become problematic. Therefore, many MM measures to reduce this have been developed, many of them within EU-projects.

A part of the klima:aktiv programme also focuses on this theme. It supports the development, implementation and commercialisation of „gentle mobility“ for tourism associations and municipalities and offers free counselling for tourism associations and municipalities, leisure companies and event organisers.

The national railways developed a very successful and popular transport package “wedelweiss” for skiing, integrating train ticket, ski transport, transport to and from the hotel as well as the ski pass.

Best practise: Soft mobility in Werfenweng

The most highly integrated offer for sustainable mobility on location is offered by the small, but innovative community Werfenweng. It is possible to deposit car keys on arrival and then all mobility needs will be arranged on location – shopping trips, leisure trips, excursions, and you can even try out special vehicles. Multilingual information is available on www.werfenweng-austria.com

5.8 Awareness campaigns

Awareness campaigns on mobility are part of daily life in Austria – some public transport providers have developed very sophisticated campaigns – e.g. in Vienna the “Wiener Linien” with the award winning “Dies Stadt gehört Dir” or in Styria the “Verkehrsverbund” with emotional campaigns involving e.g. folk music concerts in trams and a “flirt tram”. Many other MM measures for schools, companies etc. are also connected to campaigns. The Klima:aktiv programme in itself is an awareness campaign on the advantages of MM. There are also numerous campaigns in the field of road safety, that partly support MM measures.

In 2006 240 communities took part in the European Car Free Day and 35 in the European Mobility Week. However, most actions were rather small scale, the day and week have not yet developed into something of national significance.

Best practise: Autofasten – car fasting

The diocese of Graz-Seckau developed a whole new campaign for a new sort of fasting (in the traditional fasting time before Easter): car fasting. Many members of the Church participated and substantially reduced car driving during the fasting period. The campaign uses a whole new channel – religion – to achieve awareness and behaviour change. It has been very successful, so much so that it has now spread to most parts of Austria and even to Germany. Evaluation showed, that a part of the participants even stick to their reduced car use when fasting time is over. More info: www.autofasten.at

5.9 CarSharing

Austria was one of the first countries to develop carsharing, and it has been lucky in that only one national system developed. After a pioneer phase, the founding operators were bought by the car-dealer company DENZEL, that now operates it under the brand DENZELDRIVE. Currently, Denzerldrive offers about 1,000 cars in over 200 locations in most major cities in Austria. The cars contain state of the art on-board computers and card readers, greatly simplifying administration and reservation.

It is currently possibly the second best system worldwide, after the Swiss system Mobility Carsharing. They licensed the Swiss system. It has cooperations with almost all major public transport providers, offering integrated mobility packages. Unfortunately, although the system is very good, it is only seldom perceived as an instrument to be used for MM. More info on: www.denzeldrive.at

5.10 CarPooling

In many MM measures, CarPooling incentives and CarPooling matching possibilities are offered. They are most often not very successful, as CarPooling on relatively low distances is hard to achieve. Systematic consultancy services in CarPooling as in the Netherlands and the US are not offered in Austria.

Large investments were made into a national platform for CarPooling, however, so far it has not been successful, probably due to insufficient marketing. The website offers interesting features, but the number of users is very limited: www.compano.at

5.11 Intermodal and multimodal mobility and integrated products

The integration of all mobility possibilities into efficient multimodal services is one of the aims of MM. In Austria (as in most of the world) there is still a long way to go.

Integration of transport services

Quite successful is the integration of CarSharing and public transport service. The most important railway stations all have Carsharing stands, most often with a choice of several vehicles. There are also reduced tariffs and combined cards available, combining annual public transport tickets with a reduced CarSharing annual fee.

The integration of timetables of all public transport media, along with a fixed roster of leaving times on all interchanges (the so called Takt-Fahrplan) has only been realised in a few regional networks in Austria. A general integration, as in Switzerland, is planned but will probably take many years to implement.

Carrying bicycles on trains is in general possible, except in peak hours in some agglomerations. On certain popular recreation routes, the offer is increased during the Summertime.

Information

Public transport information on the Internet in Austria becomes more and more sophisticated. Good examples are the services offered by the Austrian Railways (www.oebb.at), by the Vienna region (www.vor.at) and by the Styrian region (www.busbahnbim.at).

More and more mobility centres offer integrated information, recently the first mobility centre network has been formed. The new Austrian Government plans a national information for public transport.

Integrated ticketing

All of Austria today is part of some sort of regional integrated ticketing system for public transport. The programme of the new national Government contains the plan to integrate these into one national system.

Smart cards other than for CarSharing have only been implemented in very few places, notably in Klagenfurt, where public transport and other municipal services are accessible via a smartcard.

6 Other best practises and the most relevant products

Austria has not yet developed standardised products for MM.

7 Trends and developments

At the moment the climate for MM in Austria is better than it has been for several years. This is mainly due to the klima:aktiv programme, that helps to spread awareness on MM throughout Austria. But at the same time, there are several factors that support MM.

- There is a new government that puts a little more emphasis on MM – at least it is mentioned in the government programme
- At the same time, a dramatically increased awareness about climate change and the high oil prices provide support towards more MM
- The combined factors of klima:aktiv and interest from several provinces and cities might help to create a new network for MM.

So the immediate future for MM in Austria looks bright.

8 References

The lists are subjective and have no ambition to be complete.

8.1 Key MM personnel

Ingrid Briesner	Manager of Mobil Zentral and coordinator of the first network for mobility centres briesner@mobilzentral.at
Christoph Chorherr	City councillor and initiator of citybike and car free housing and other MM projects in Vienna, christoph.chorherr@gruene.at
Iris Ehrnleitner	Mobility department of the Ministry of Environment, coordinator of Klima:aktiv, Iris.Ehrnleitner@lebensministerium.at
Evelinde Grassegger	Responsible for research programmes within the Transport Ministry and for MM within the Transport Ministry, evelinde.grassegger@bmvit.gv.at
Max Herry	Managing director of Herry consult, active in several MM programmes and responsible for www.mobilitaetsmanagement.at , office@herry.at
Hermann Knoflacher	Transport Professor in Vienna, very supportive for pedestrian and cycle traffic, hermann.knoflacher@tuwien.ac.at
Helmut Koch	Managing director of Trafico Gmunden, responsible for klima:aktiv mobil for municipalities, helmut.koch@trafico.at
Willy Novak	Managing director of VCÖ, vcoe@vcoe.at
Wolfgang Mehl	Managing director of the Klima Bündnis, the Austrian Climate Alliance, wolfgang.mehl@klimabuendnis.at
Karl-Heinz Posch	Managing director of FGM-AMOR, coordinator of EPOMM, coordinator of the MAX research project, posch@fgm.at
Robert Pressl	Coordinator of the Paramount project and as such responsible for the ELTIS website, and coordinator of the COMPETENCE project, pressl@fgm.at

Willy Raimund	Responsible for the mobility department within the Austrian Energy Agency and coordinator of the klima:aktiv programme on behalf of the Ministry for Environment, willy.raimund@energyagency.at
Karl Reiter	Coordinator of the CIVITAS GUARD project and leader of the MM department within FGM AMOR, reiter@fgm.at
Gerhard Ruesch	City councillor for transport in Graz, generally aware and supportive of MM, stadtrat.ruesch@stadt.graz.at
Gerd Sammer	Transport professor in Vienna, leader and partner in several EU-programmes involving MM, guard@boku.ac.at
Robert Thaler	Director of the mobility department within the Ministry of Environment and as such responsible for the klima:aktiv programme, robert.thaler@lebensministerium.at
Michael Praschl	Managing director of Praschl research, Project supervisor Verkehrssparen, praschl@aon.at

8.2 Websites

See also websites in the text.

FGM-AMOR	www.fgm.at
Klima:aktiv	www.klimaaktivmobil.at
Klimabündnis	www.klimabuendnis.at
Ministry of the Environment	www.lebensministerium.at
Ministry of Transport	www.bmvit.gv.at
VCÖ	www.vcoe.at
Verkehrssparen	www.vspar.at