




Supporting green rural mobility on state level

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The German context of rural transport planning

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Setting – a (much simplified) division of tasks

Federal	States (“Land”)	Local Authorities
<ul style="list-style-type: none"> • legal framework • fuel taxation • grant funding of infrastructure investment (major road + PT projects) • owner of Deutsche Bahn (= also biggest bus operator) 	<ul style="list-style-type: none"> • planning, tendering + financing regional rail services • grant funding of other transport infrastructure (all modes) • framework for land use planning + road user charges • rural development policy 	<ul style="list-style-type: none"> • planning, tendering + financing local public transport services • contributions to infrastructure investment • land use planning • walking + cycling • parking + local traffic regulations



Tasks and topics

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Modernising DRT

- DRT known since 1970s
- different concepts and degrees of flexibility
- complementing „big“ public transport in areas and times of low demand
- often operated by taxi/PHV companies as subcontractors to public transport providers
- recent “revival” thanks to digitalisation



What the state level can provide

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Knowledge and tools

- web-based tool for DRT planning and management
- web-based tool for integrating timetable data into trip planners
- research on electric vehicles for community transport
 - ▶ electric minibus available for local trials



Networks

- create easy-to-access possibilities for learning and contact with others
 - ▶ seminars/webinars with “Academy for the rural regions”
- participate in existing networks
- “talk about transport beyond transport”
 - ▶ inter-ministerial working group on rural mobility



Outlook

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To sum up and look ahead

Sustainable truly rural mobility ...

- ... needs working together
- ... is more a puzzle than a painting
- ... is of interest for many

Truly sustainable rural mobility ...

- ... starts with community transport, but does not end there!

