



LUXEMBOURG

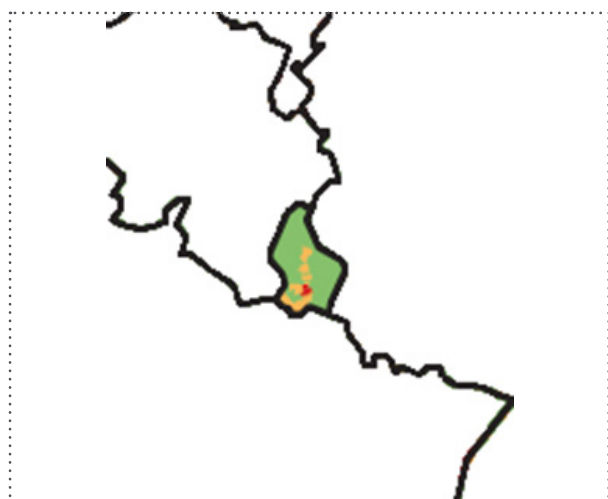
INSIGHT PAPER

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RURALITY (1)

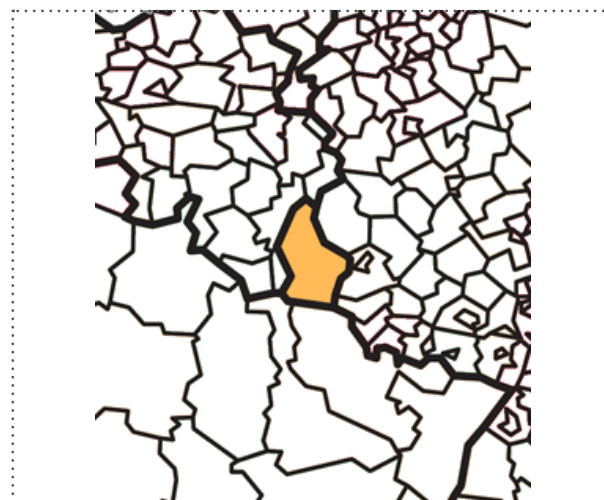
Degree of urbanisation for local administrative units level 2 (LAU2)



- Cities
- Towns and suburbs
- Rural Areas
- Data not available

Source: Eurostat, JRC and European Commission Directorate-General for Regional Policy, May 2016

Urban-rural typology for NUTS level 3 regions



- Predominantly urban regions
(rural population is less than 20% of the total population)
- Intermediate regions
(rural population is between 20% and 50% of the total population)
- Predominantly rural regions
(rural population is 50% or more of the total population)
- Data not available

Source: Eurostat, JRC, EFGS, REGIO-GIS, December 2016

DISTRIBUTION OF POPULATION



Source: Eurostat, 2017

GEOGRAPHY

Is a small landlocked country in western Europe. It is bordered by Belgium to the west and north, Germany to the east, and France to the south. Luxembourg is described as a “full democracy”, with a parliamentary democracy headed by a constitutional monarch. Executive power is exercised by the Grand Duke and the cabinet, which consists of several other ministers.

Legislative power is vested in the Chamber of Deputies, a unicameral legislature of sixty members, who are directly elected to five-year terms from four constituencies. A second body, the Council of State (Conseil d'État), composed of twenty-one ordinary citizens appointed by the Grand Duke, advises the Chamber of Deputies in the drafting of legislation. The grand Duchy has three lower tribunals, two district tribunals (Luxembourg and Diekirch), and its capital, Luxembourg City, together with Brussels and Strasbourg, is one of the three official capitals of the European Union and the seat of the

European Court of Justice, the highest judicial authority in the EU.

With an area of 2,586 square kilometres, it is one of the smallest sovereign states in Europe. In 2016, Luxembourg had a population of 576,249, which makes it one of the least-populous countries in Europe, but by far the one with the highest population growth rate. Foreigners account for nearly half of Luxembourg's population.

The northern third of the country is dominated by hills and low mountains. The southern two-thirds of the country is more densely populated. It is also more diverse and can be divided into five geographic sub-regions.

Key challenges are cross-border issues, health, economic diversification and digitalisation.

RURALITY (2)

18.6%

Share of people at risk of poverty or social exclusion in rural areas, **2017**

0.2%

Share of people aged 16 and over who reported unmet needs for health care in the previous 12 months due to expense, distance to travel or length of waiting list in rural areas, **2017**

4.9%

Unemployment rate, persons aged 15–64, in rural areas, **2017**

6.6%

Share of young people aged 18–24 neither in employment nor in education or training (NEETs) in rural areas, **2017**

Source: Eurostat

NATIONAL POLICIES RELATING TO RURAL MOBILITY AND PUBLIC TRANSPORT

The national transport strategy, MODU 2.0, aims at reducing "car drivers" from 61% to 46% in terms of modal share among commuters by 2025. Therefore, it plans to increase car occupancy from 1.2 to 1.5 in the peak and continue improving public transport. Therefore, it will increase the punctuality of trains and reorganize the bus network to reduce redundancies and increase the effective speed of travel on buses. The newly elected government in 2018 plans to make public transport progressively free by 2020. In 2017, 70% of trips were done by car, the car occupancy was at 1.2 and lots of trains arriving at Luxembourg city in the morning peak were saturated.

Different projects to support that strategy have been realised or are underway like the realisation of a national public transport network, the realisation of a cycling network, the realisation of a tram through the Luxembourg

agglomeration, new rail, new car share and new car pool infrastructure and development of interconnections of all these networks and infrastructures. A convenient up to date traffic planner for public transport is already in place. Citizens, employers/schools, municipalities, and the State are encouraged to collaborate in all kinds of projects to improve mobility.

Two services for people with reduced mobility are organised by the national transport department at the Ministry of sustainable development and infrastructure: ADAPTO and CAPABS (transport of pupils with a disability to school and workers with a disability to their sheltered workplace or day-care).

There is no particular policy for rural mobility but there is a large autonomy for localities to organise public transport.



Rural area in Luxembourg | by Wagon 16 (Public Domain Image)

INSTITUTIONAL FRAMEWORK

The general framework for PT organisation is set by the central administration, national transport department at the Ministry of sustainable development and infrastructure. It also organises and finances most of the public transport. The Ministry also sets the more general sustainability goals of transport like reduction of car use, increase of PT and other modes use.

Municipalities can also organise public transport at their local level, especially transport that remains inside the municipality border. They can even organise it between two municipalities as long as they agree and finance the service.

There is no particular policy on rural mobility or a specific strategy from the municipalities.

Besides the transport department and the municipalities, there is also the "Community of Transport" that plays a role. It has a role of awareness raising around PT and alternative means of transport. The Community of Transport regroups the municipalities, the users, the operators and the Ministry.

For services ADAPTO and CAPABS (for specific target groups), the Transport department consults the Family Ministry and to a lesser extent the Health Ministry.

REGULATORY FRAMEWORK

The law of 29 June 2004 determines the framework for the organisation of regular and occasional public transport services. This law regulates urban as well as rural transport services. Urban transport has to be understood as transport on the territory of one municipality.

Each PT service needs authorisation by the Minister and needs a survey concerning user needs (except for touristic purposes). The Ministry can also intervene to rationalise the PT offer in case there would be inefficiencies in the transport offer.

In the near future (2019), all PT services will be allocated via a market-based procurement system. Today, services still work with a framework contract based on historical arrangements. This induces several redundancies and inefficiencies. Therefore, the network itself will also be reorganised.

Everybody willing to provide transport can do so as long as the company is accepted by the Ministry of Transport.

ORGANISATIONAL FRAMEWORK

Lots of bus services are available all over Luxembourg, including the rural areas. Each municipality can organise its own bus service in collaboration with the Transport department. If the bus is only operational on its own territory, it can decide nearly independently. If the bus covers several municipalities, the Transport department needs to agree. However, if municipalities can agree between them and are not in need of national financial support, they can also organise without the intervention of the national Transport department.

A consequence of this very liberal view on organisation of bus services is that often very similar bus lines are operational. Nearly each municipality has its bus service to the capital of Luxembourg city. Approximately 320 national bus lines are operated. Logically those services use similar routes for a large part of their journey. A reorganisation and rationalisation of the bus services is under way.

School transport by bus is very important. All pupils are allowed to take a bus free of charge at primary and secondary school. The primary school buses are provided by municipalities. Secondary school buses are provided by the national Transport department based on the student databases and discussions with school directors.

Luxembourg has three bus agencies operating under the authority of the Ministry with a lot of freedom to organise transport: RGTR (Régime Général des Transports Routiers) operating buses with national coverage and

often in rural areas, TICE, an intermunicipal network covering nine municipalities in the SW part of the country also, AVL (Autobus de la Ville de Luxembourg). The RGTR is directly managed by the Ministry, while the other are much more independent. These networks are completed by night buses operated by municipalities.

Also, municipalities can organise their own buses. These can be regular time tabled buses as well as flexible on demand buses. The latter is the case in the cities of Schengen, Sanem, Hesperange etc. These flexbuses take generally wheel chairs and need to be reserved between 1h and 24h in advance.

The easiness of organising PT for municipalities has a consequence that there is redundancy in the transport offer and that the transport offer is unreadable for the clients. Therefore, the RGTR network will be reorganised with express, regular and feeder lines. In rural areas, these services will be completed by secondary lines and on-demand services.

Several cities provide also (electric) bike sharing systems. These are not necessarily linked to the public transport system. The national railway company CFL, provides a car sharing system CFlex at its main railway stations.

FINANCIAL FRAMEWORK

Public transport is financed by the national government (mainly Ministry for Mobility and Public Works) and the municipalities. The State subsidises the part of the trip that is not covered by the ticket price. The user contribution is on average 10%. The low coverage rate is based on a clear political will. It places Luxembourg at the countries with the lowest priced PT system. In 2017, the budget of the Luxembourg transport Ministry was nearly 1 Billion EUR, nearly 7% of the state budget, of which 90% went into public transport (rail and bus).

Besides this money, there are also two particular state funds, one for railway and one for road tram investments. In 2016 it they spent over 600 M and in 2017 nearly 600 M. This allows massive investments in rail, road and tram infrastructure. The fund is funded by budgets from the regular state budget.

Municipalities are responsible for the financing of the maintenance and construction of bus stops following the rules set by the Ministry.

For the particular project of the Tram in Luxembourg city (2015-2020), the National state contributes to the investments. The remaining part of the investment is supported by the city. The state also intervenes in the operational costs.

The government elected in 2018 decided to make all public transport free by 2020. The financing for this comes from the national State budget, as well for buses as for rail.

OTHER INFORMATION

- Luxembourg will introduce free public transport throughout its territory. Buses, trains and trams (the one that circulates in the capital) are concerned by this measure (applicable in 2020).
- The country of Luxembourg is covered by one mobility card that provides already access to transport tickets, cycle parking, e-charging points. Soon other mobility services like Park and Ride, car sharing, bike sharing etc. will be accessible. A unique integrated ticketing system is already in place since the 90s.
- A complete reorganisation of the bus network is underway. The aim is to make the system much more efficient. Structuring lines are defined which are completed by feeder lines. A large process of consultation has been put in place to accompany the reorganisation. The comité of PT users, schools, activity zones (companies) have been consulted. 12 workshops for interested citizens have furthermore been organised throughout the country.
- A very good journey planner is available since March 2018. It provides an overview of the PT network in real time and is available in buses, via an app on the smartphone, via the mobility website etc.
- In the North of the country, the 'bummelbus', a flexbus servicing 40 municipalities is active. It is a project of professional reinsertion. Mini busdrivers are provided a first work experience. The service may not be in competition with regular bus services. It can only be used for transportation within one municipality, not to travel from one municipality to another. Reservation one hour in advance is necessary.

KEY STAKEHOLDERS AND MINISTRIES ADDRESSING RURAL AREAS

TITLE	ROLE
Communauté des Transports Verkéiersverbond	Promoting PT, alternative mobility, inform and communicate with users, keeping statistics
Ministry of sustainable developmenet and infrastructures	Providing strategic orientation of the transport policy and mobility organising authority
TICE	An intermunicipal network covering nine municipalities in the South-West part of the country
RGTR	(Régime Général des Transports Routiers) operating buses with national coverage and often in rural areas.

LINKS TO WEBSITES

- Transport Ministry, www.mt.public.lu
- Ministry of Sustainable Development and Infrastructure, www.developpement-durable-infrastructures.public.lu/fr/transports/index.html
- Website of 'communauté des transports' including the interactive real time journey planner, www.mobiliteit.lu
- Transport service for people with reduced mobility, ww.adapto.lu
- www.luxembourg.public.lu/en/se-deplacer-au-luxembourg/en-commun/autobus/index.html
- MODU 2.0, <https://transports.public.lu/fr/contexte/strategie/modu2.html>
- MobiliteitsZentral - integrated timetable of all public transport, www.mobiliteit.lu

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- Ministry of Transport, Modu2, plan for sustainable mobility, 2018
- Projet de budget 2017, volet département des transports – reunion de la commission développement durable - <https://gouvernement.lu/dam-assets/fr/actualites/communiques/2016/11-novembre/17-bausch-budget-2017/Projet-de-budget-2017---CDD---Volet-transports.pdf>
- Costbenefitanalysisofpublictransportr<https://gouvernement.lu/dam-assets/documents/actualites/2018/07-juillet/05-bausch-mobilitaet/LUX-Schlussbericht-def.pdf>
- Mr Alex Kies – Ministry of Transport - 0035224784970 – alex.kies@tr.etat.lu
- Mr Gilles Caspar – Ministry of Sustainable Development and Infrastructure 0035224784947 - Gilles.Caspar@mob.etat.lu
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