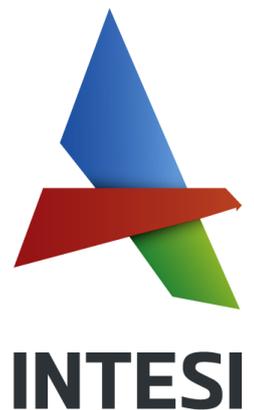


Interreg Alpine Space



WP-T2

ASSESSMENT REGIONAL REPORT
Deliverable 3.7.2 EURAC RESEARCH

Lieser-/ Maltatal – Carinthia

August 2017 • Eurac Research

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1 Introduction

Vital and more ingenious goods and services are part of our everyday needs, consequently safeguarding public services is understood as a prerequisite for a high quality of life and attractiveness especially in rural regions. However, this right of service availability, which forms a precondition to lead a self-determined life, is increasingly in the discourse at European, national and regional level.

Services of general interest (SGI) can be categorised into economic services (Services of General Economic Interest / SGEI) and non-economic services of general interest (Non-Economic Services / NSGIs) as well as social services of general interest (SSGI).¹

The main challenges in the Alpine area affecting the supply of SGI are the aging society through demographic changes, the moderate inhabitant density, as well as depopulation associated with shrinking and de-growth processes. These developments impact, that basic services are endangered of no longer being supplied. The difference in the service supply depends on the available financial resources between municipalities, which affect the quality of service provision. To find new ways and possibilities of ensuring service delivery, the Interreg Alpine Space Project INTESI was initiated in 2016, which deals with integrated territorial strategies for services of general interest in the alpine space.

The INTESI project focuses on 10 test areas (TA) located in five alpine countries (Austria, Italy, Switzerland, France and Slovenia). The TAs were selected explicitly to be able to provide a realistic and explorative first overview situation of differences and similarities regarding the provision and regulation of SGI across the Alpine area.

The objective of the project is to overcome the sectoral approach of SGI delivery and assure the delivery of SGI in the long term by promoting integrated territorial strategies (analysed in WP-T1 by the Slovenian partners) in the alpine space. For this purpose Eurac researchers of the Institute of Regional Development, responsible for WP-T2, designed regional profiles to compare the current SGI delivery of the TAs according to their availability (GIS maps), accessibility (spatial-statistics) and service quality (workshops and interviews). These, together with elaborated scenarios for the population forecast, serve to identify future challenges and provide a demand-orientated service delivery.

The following TA report will first shortly describe the method used for the accessibility, demographic and qualitative analysis done. Secondly, the report provides the deliverables of the WP-T2 including the excel charts on the accessibility and distance and the GIS maps on SGIs accessible by car as well as by public transport. Furthermore, it includes the regional services available in the TA. Thirdly, it includes

¹ Gløersen, E. et al., Research for REGI Committee- Services of General Interest in the Funding Period 2014-2020 (Study). European Parliament, Directorate-General for Internal Policies, 2016.

the demographic forecast followed by the qualitative information on the TA, which depicts the personal view of the interviewed person and not a representative opinion of the local population. The synthesised report includes the comparison between the TAs as well as the main findings on the availability, accessibility and quality (strengths and weaknesses) regarding the provision of SGI.

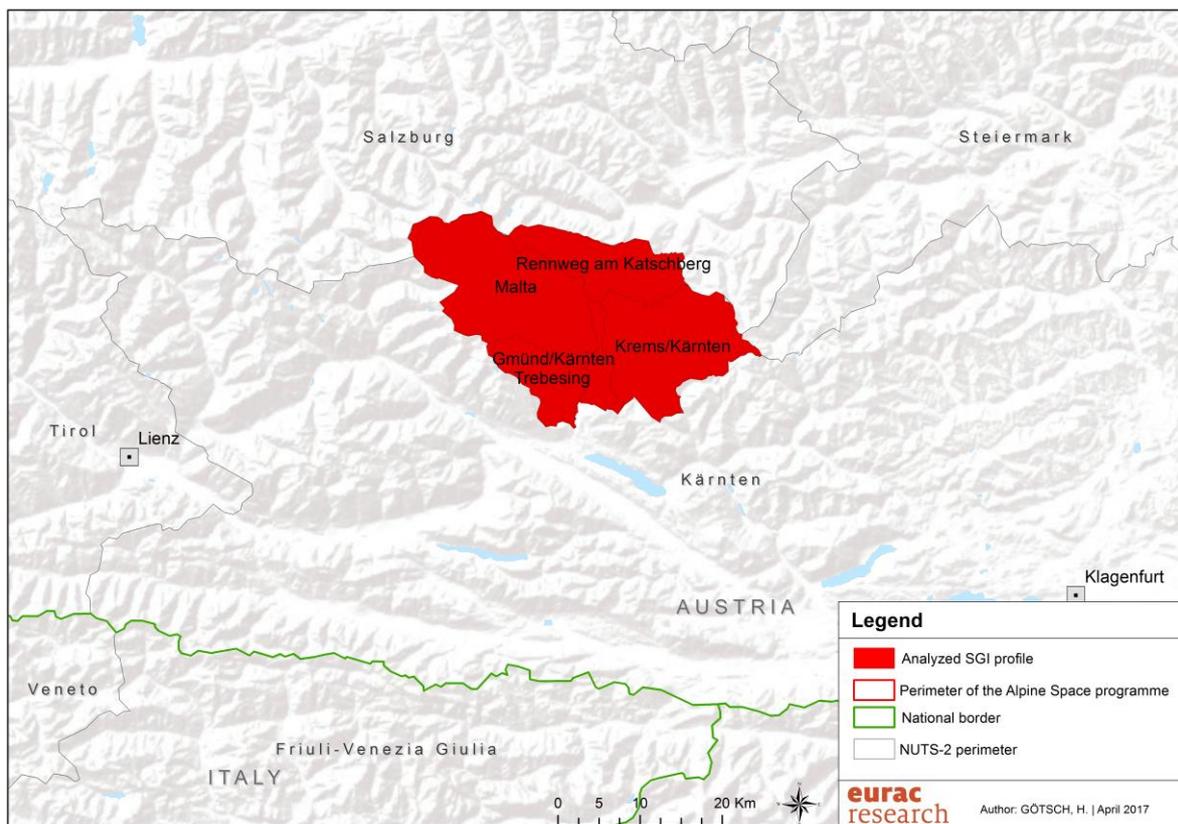
2 Methodology

The assessment report (D.3.7.2) for each test area includes a short description of the methodology and the test area including a socio-economic description followed by the results of the SGI accessibility and quality analysis – GIS maps of SGI accessibility, demographic forecast, qualitative information.

For analysing the major challenges, we used a combined methodology:

- First, we mapped the **accessibility** of five major services (supermarket, chemist, doctor, kindergarten and primary school) in GIS maps (D. 3.6.1) based on submitted addresses of the services within the selected municipalities and settlements of each TA. Therefore, a special excel template was developed (D.3.1.1), which also included selected socio-economic data.
- Secondly, we collected **demographic** figures (total inhabitants, inhabitants 0-14 and 15-64 and people over 65 and the fertility rate) for the period from 1995 until the latest figures available (2013/2014/2015) for each TA to provide a demographic forecast (D.3.3.1). In the assessment reports (D.3.7.2) we decided to depict the charts of the cohorts (total average population, 0-14 and >65) from the years 2000-2030 for a comprehensive reason. This forecast should allow to detect, which services will be required in future. The variable of fertility rate however could not always be predicted and interpreted correctly due to missing values and the uncertainty of the variable.
- Thirdly, partners (in some cases together with Eurac project partners) conducted **qualitative** workshops or interviews (face to face or via telephone) with a selected group of stakeholders e.g. majors, service providers, local representatives to find out major challenges, strengths and future investments for every service sector (basic goods, education, health & social services, transport, telecommunication and administration). This information depicts the subjective opinion of the interviewed people and cannot be seen as a representative sample. It simply allows to see a trend, similarities or differences between the test areas.

3 Lieser-/ Maltatal - Carinthia



Test Area in Carinthia

In the TA of Carinthia, 5 municipalities: Malta, Gmünd, Krams, Rennweg am Katschberg and Trebesing with 84 settlements were selected to design the SGI profiles, also including the SGI if available in the next closest municipality. The five municipalities cover an area of 261.77 km². The test area is surrounded in the north by the area of Salzburg (Lungau); in the south by the Carinthian Drautal; in the west by the Hohen Tauern and in the east by the Nockberge.

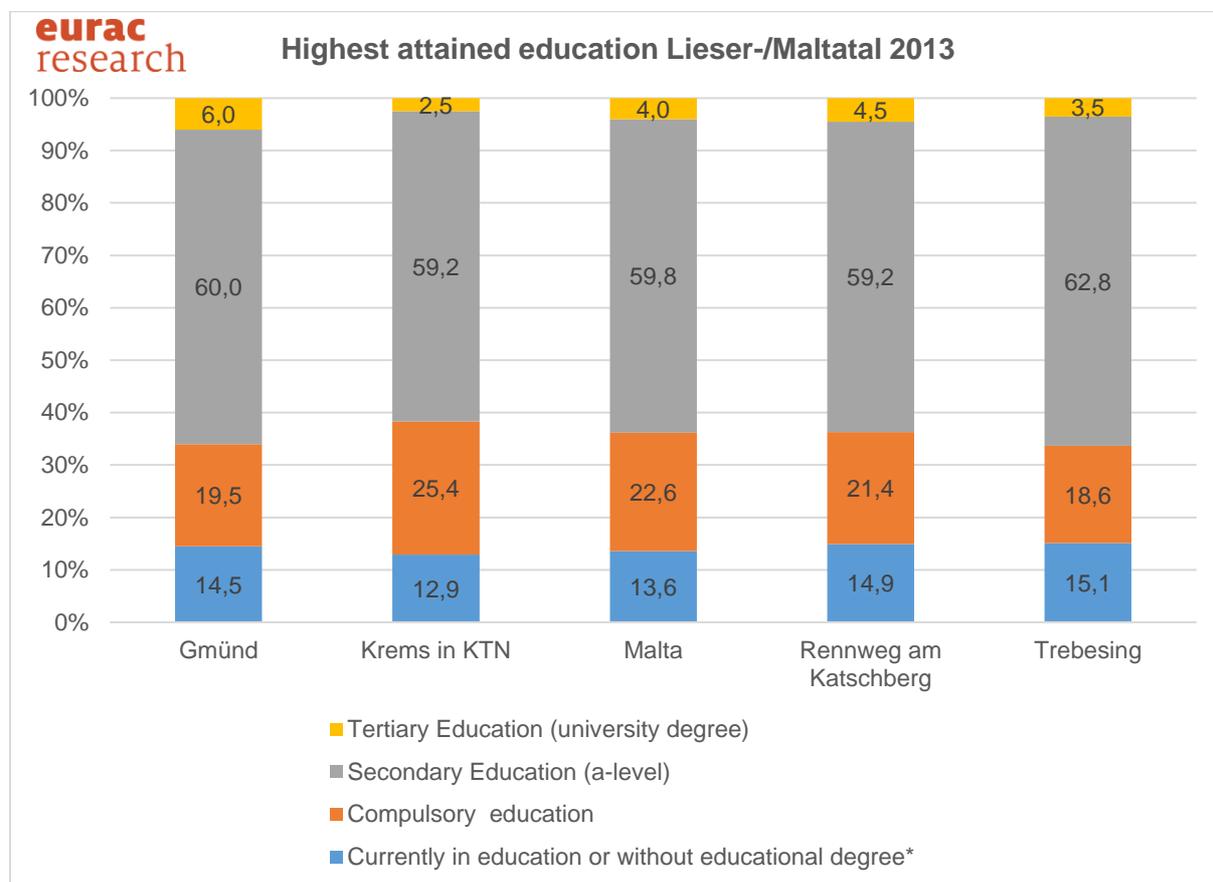
Municipality	Settlements
Malta	Brandstatt
	Brochendorf
	Dornbach
	Feistriz
	Fischertratten
	Gries
	Hilpersdorf
	Kleinhatzenberg
	Koschach
	Krainberg

	Malta
	Maltaberg
	Saps
	Schlatzing
	Schlatzingerau
Gmünd	Oberkreuslach
	Treffenboden
	Gmünd
	Karnerau
	Landfraß
	Moos
	Moostratte
	Oberbuch
	Perau
	Platz
	Unterbuch
	Grünleiten
	Burgwiese
	Unterkreuslach
Krems	Densdorf
	Eisentratten
	Gamschitz
	Heitzelsberg
	Innernöring
	Laggen
	Leoben
	Leobengraben
	Lientsch
	Pirkeggen
	Pressingberg
	Puchreit
	Sonnberg
	Vordernöring
	Innerkrems
	Kremsbrücke
	Oberburgstallberg
	Pleißnitz
	Reitern
	St. Nikolai
	Unterburgstallberg
	Unterkremsberg
Vorderkrems	
Wetschenbach	
Rennweg	Abwerzg
	Adenberg
	Aschbach

	Atzensberg
	Brugg
	Frankenberg
	Gries
	Katschberghöhe
	Krangl
	Mühlbach
	Oberdorf
	Pleschberg
	Pron
	Rennweg
	St. Georgen
	St. Peter
	Saraberg
	Schlaipf
	Wirnsberg
	Zanaischg
Trebesing	Aich
	Altersberg
	Großhattenberg
	Neuschitz
	Oberallach
	Pirk
	Radl
	Trebesing
	Zelsach
	Zlatting
	Trebesing-Bad

Municipalities and settlements

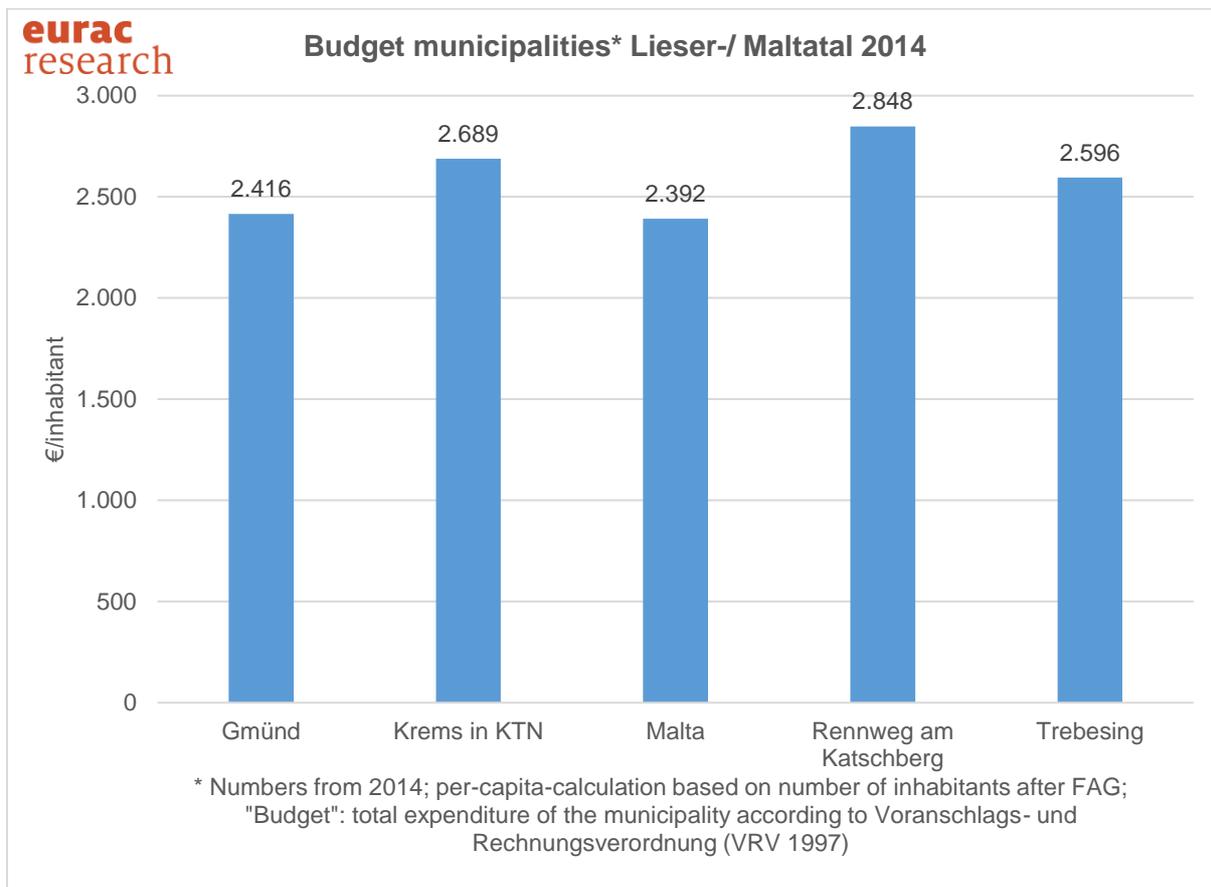
3.1.1 Socio-economic framework of the region (Deliverable 3.1.1)



Highest attained education Lieser-/ Maltatal 2013

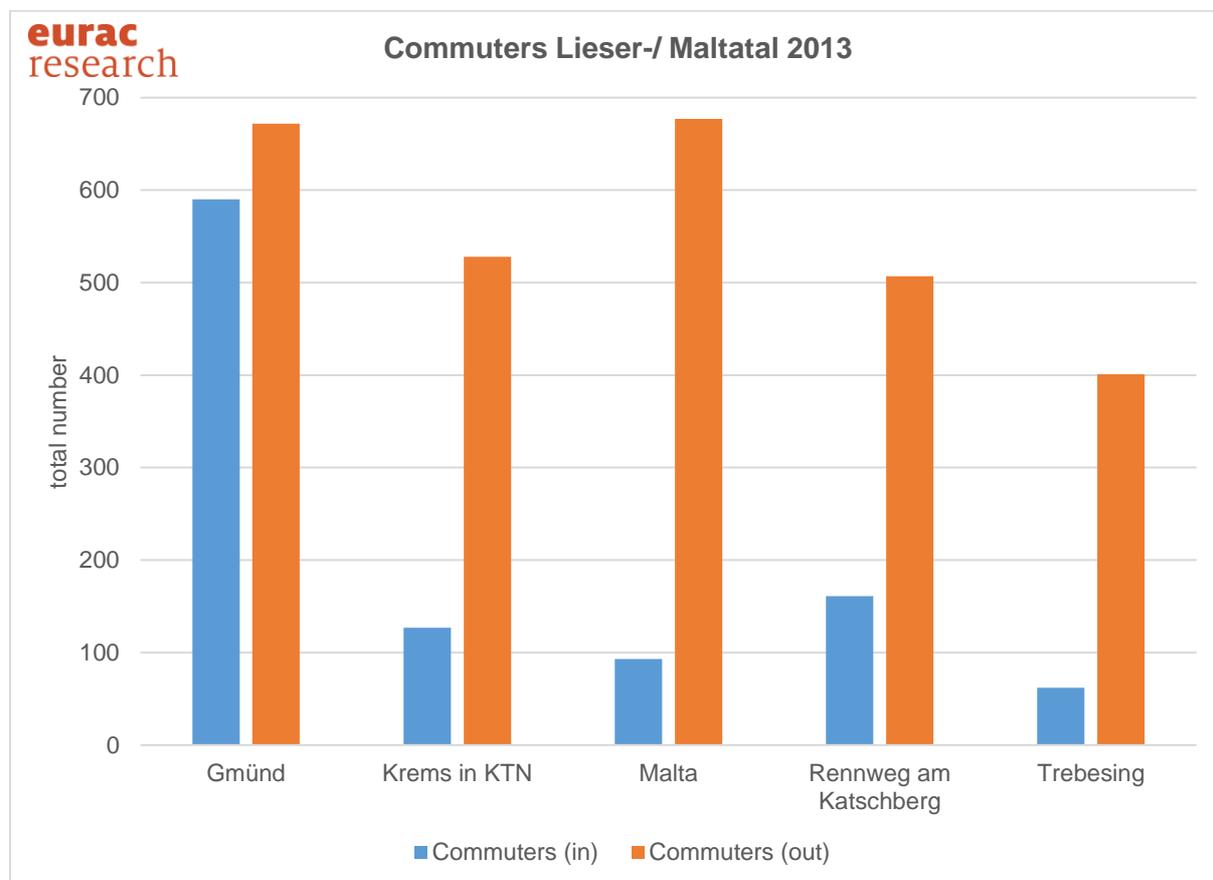
*Note: Eurac Research harmonized this figure, due to the different availability of this data in each TA.

The level of education is similar in all analysed municipalities, whereas secondary education has the highest percentages. The percentage of people with a university degree is the highest in Gmünd, the central municipality and lowest in Krams in Carinthia.



Budget of Lieser-/ Maltatal 2014

The budget per inhabitant is the highest in Rennweg am Katschberg and the lowest in Malta. All budgets are above 2.000 € per inhabitant.

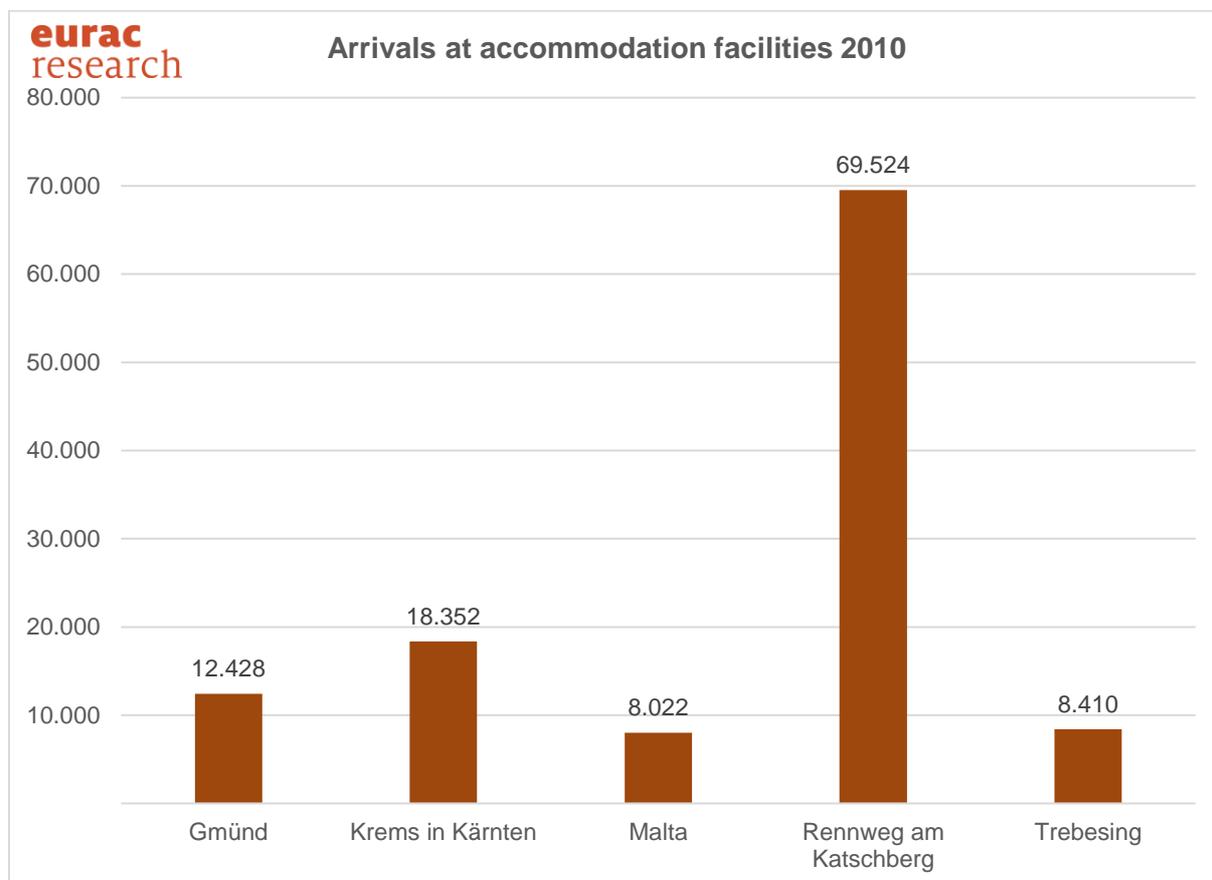


Commuters Lieser- /Maltatal 2013

Gmünd and Malta, the two municipalities with the highest number of inhabitants, also have the highest value of outgoing commuters. Gmünd is the only municipality with a significantly high number of incoming commuters. Generally, the region is strongly dominated by outgoing commuters.

Concerning the **employment rate** (2013), all municipalities have an equal level, which is around 70% (total resident population between 20-64 years). The percentage of unemployed people is the highest in Krems in Carinthia with 9% and the lowest in Trebesing with 5%.

Regarding the **employment sectors** (2015) the tertiary sector is the most dominant. The municipality with the highest percentage of people working in the tertiary sector is Gmünd with 63.6%. Especially in Krems in Carinthia the primary sector is significantly high with 18.2%.

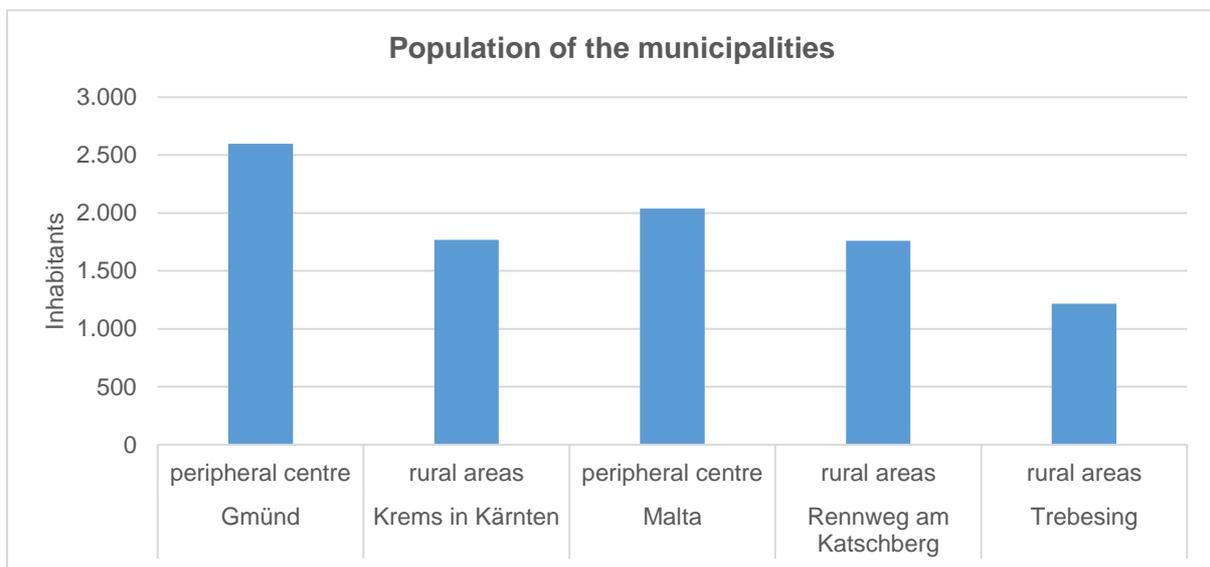


Arrivals at accommodation facilities 2010

Important in connection with SGI is the significance of tourism in the municipality. As with the number of tourists, also the offer of SGI might increase. On the graph above it is visible, that the municipality of Rennweg am Katschberg has by far the highest total number of tourists arriving as it is a skiing resort, followed by Krams in Carinthia and Gmünd.

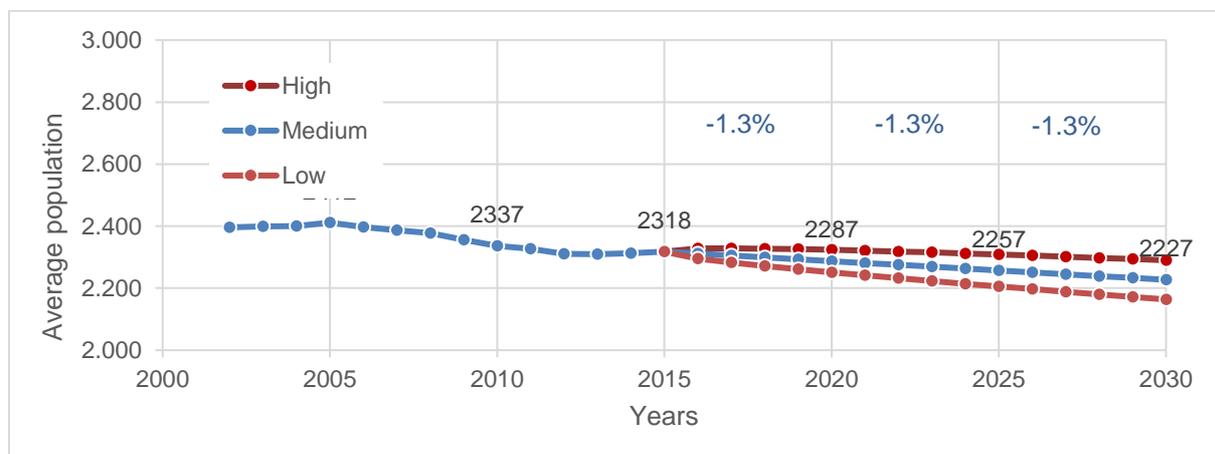
3.1.2 Demographic forecast (Deliverable 3.3.1)

Concerning the demographic situation of the municipalities, they were divided in three different clusters: (1) rural centers, (2) rural and (3) sparsely populated areas. In each cluster the age-cohorts (0-14; 15-64; >65) were simulated separately. By means of autoregressive ARIMA models the most probable demographic change was estimated, to understand thereof future needs for SGI in these municipalities until 2030. For each TA the historic demographic data series for the three age cohorts and in combination with the future outlook from 2000 until 2030 for different scenarios with 95% confidence interval was analysed in long-time data-series line-charts.



Classification of the TA for demographic forecast

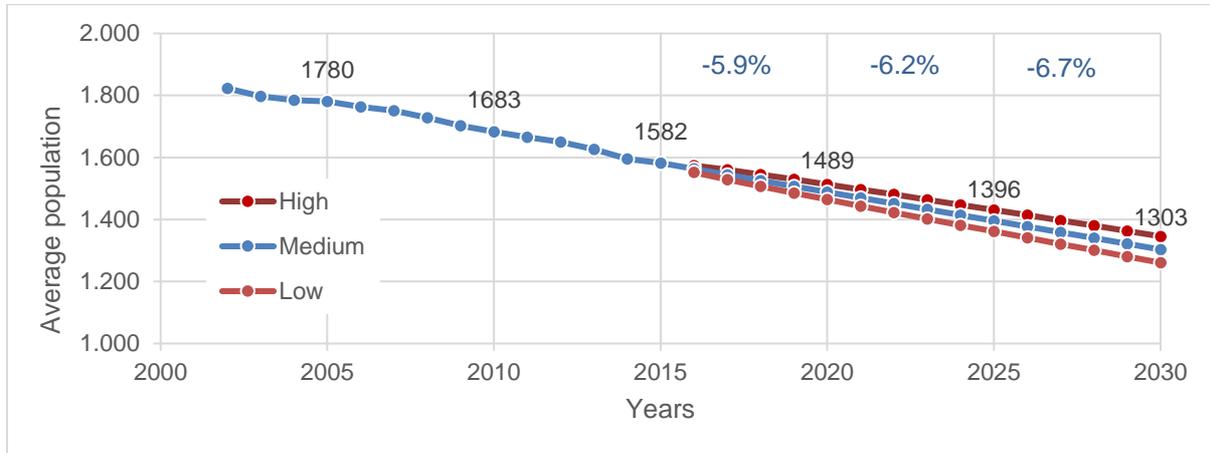
The classification of the test area Lieser-/ Maltatal divides the municipalities in two groups, two peripheral centres and three rural areas.



Lieser-/Maltatal peripheral centre- population forecast of total inhabitants

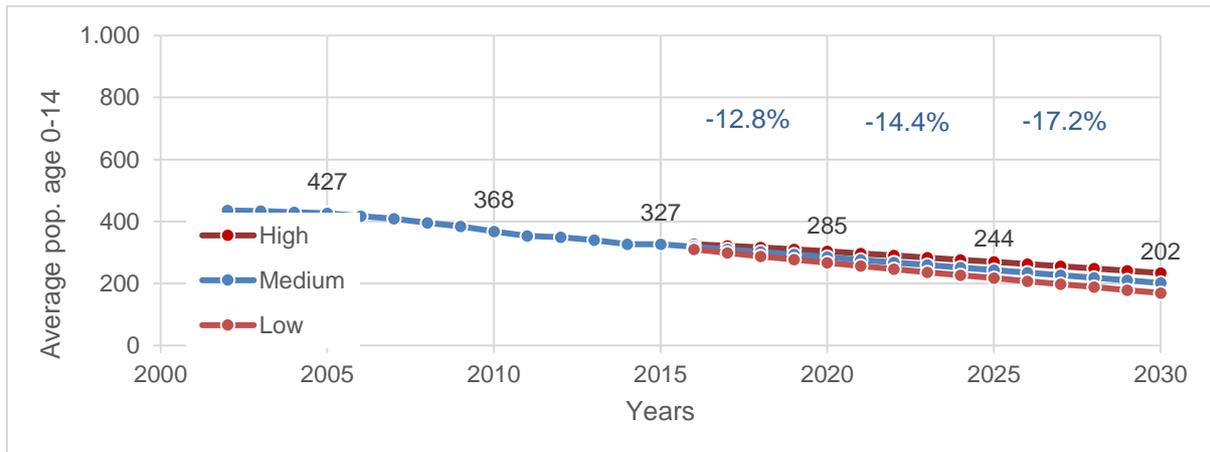
The average population number is predicted to decrease between 2015 and 2030 by

approximately by -3.9% in the peripheral centre.



Lieser-/Maltatal peripheral rural areas - population forecast of total inhabitants

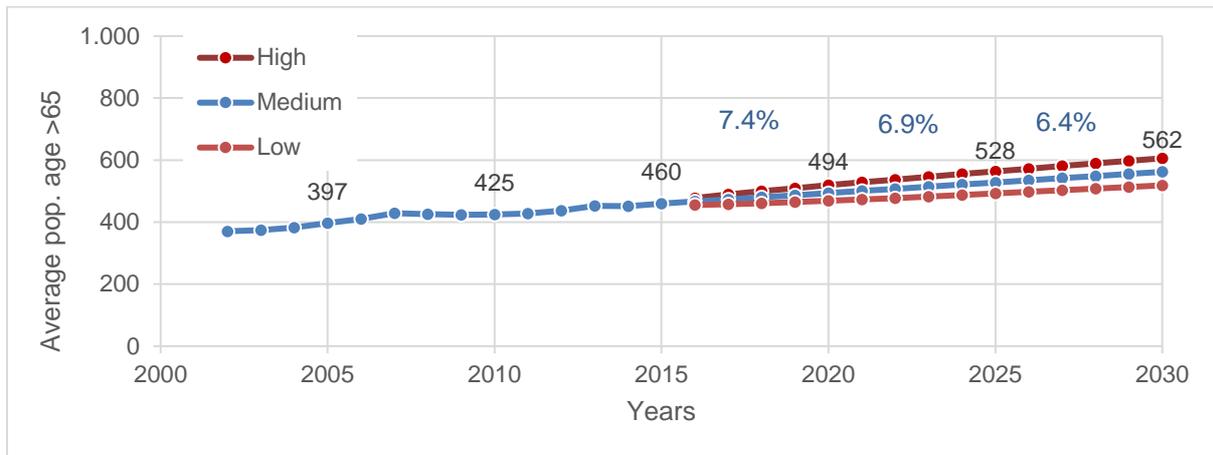
In the peripheral rural areas a higher decrease, -17.6%, of the average population number is foreseen.



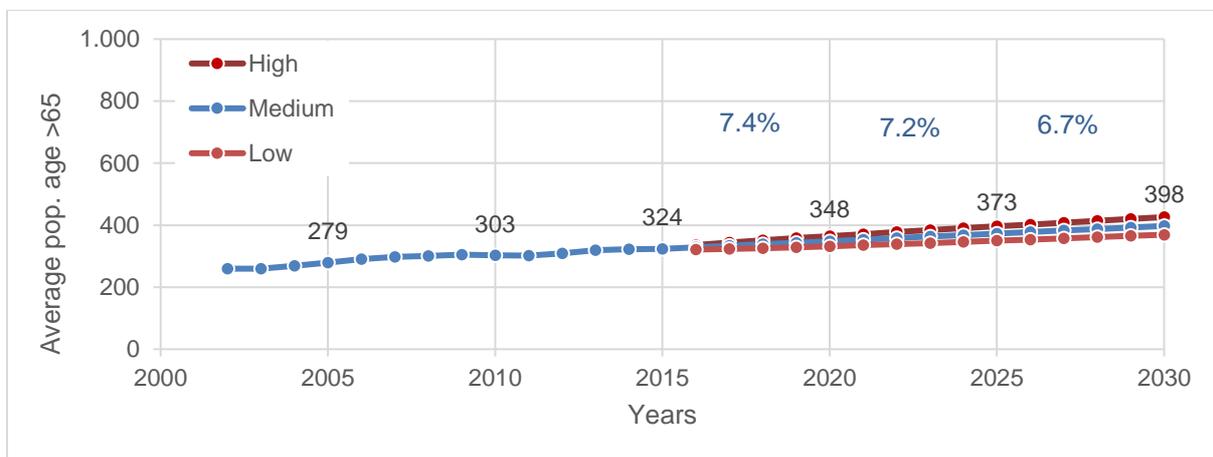
Lieser-/Maltatal peripheral centre - population forecast of inhabitants aged 0-14

The number of young people aged 0-14 years in peripheral centres is predicted to decrease by -12 to -17% every five years.

The forecast for people 0-14 years in rural areas was not able to be calculated due to missing data; however, a negative trend over the last years can be estimated.

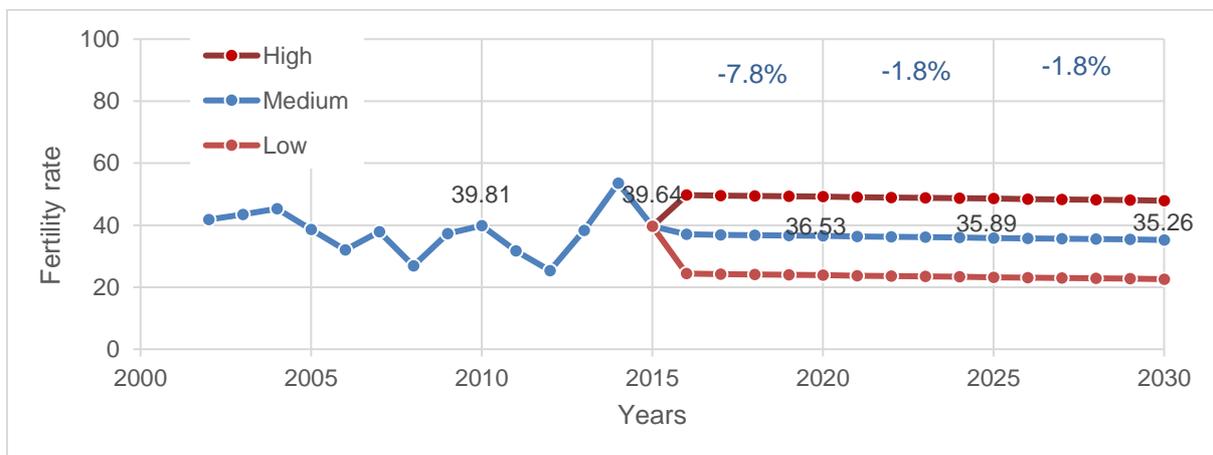


Lieser-/Maltatal peripheral centre - population forecast of inhabitants aged 65 and above

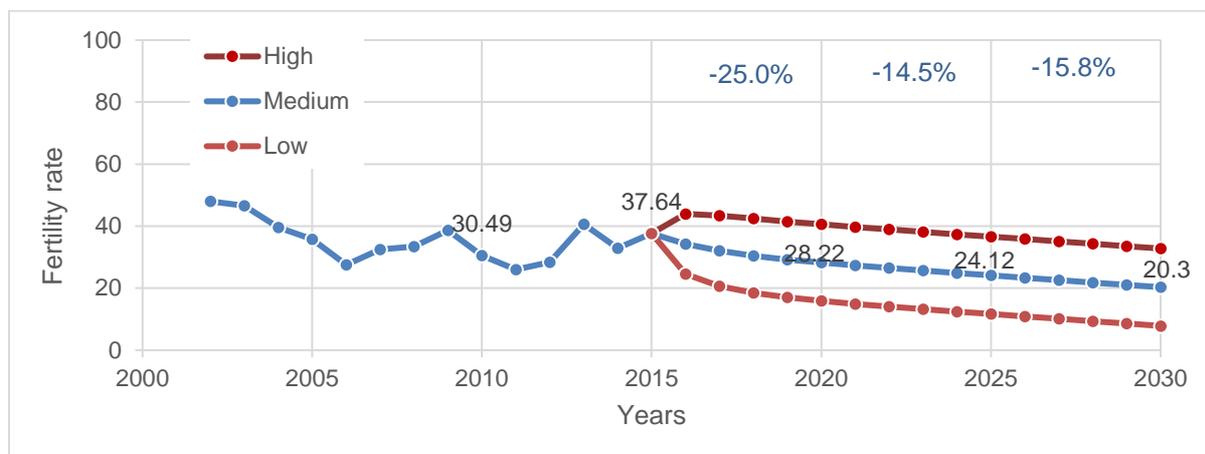


Lieser-/Maltatal peripheral rural areas - population forecast of inhabitants aged 65 and above

The number of elderly people is predicted to increase between 2015-2030 in peripheral centres but also in rural areas by approximately 22%.



Lieser-/Maltatal peripheral centre - forecast of fertility rate (births per women aged 15-49)

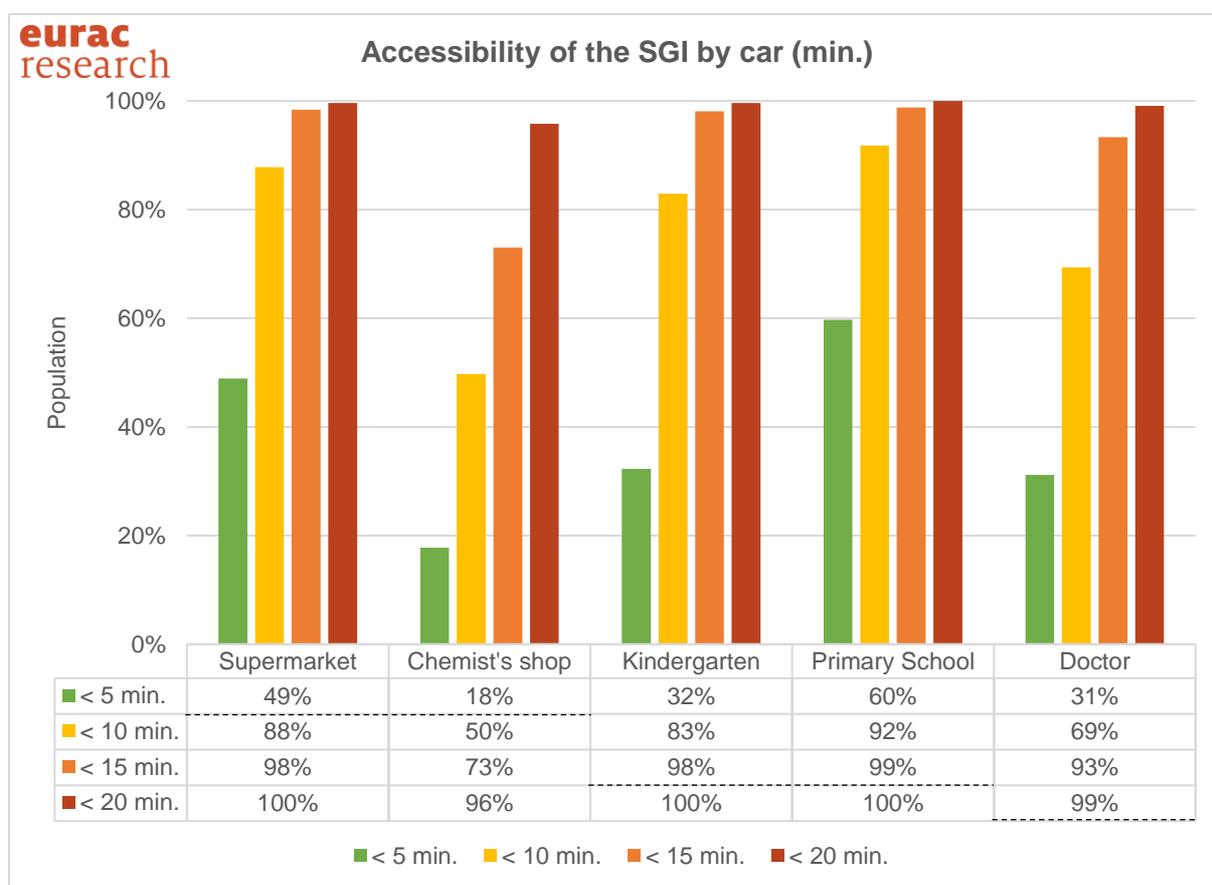


Lieser-/Maltatal peripheral rural areas - forecast of fertility rate (births per women aged 15-49)

The model predicts a strong negative trend of the fertility rate for women between 15 and 49 years in rural areas, between -25% between 2015 and 2020 and a small negative trend in peripheral centres ranging from -7.8% between 2015 and 2020, which can be set in correlation with the declining trend of the total population.

3.1.3 GIS maps visualising SGI (Deliverable 3.6.1)

In the following chapter, the accessibility analysis based on excel charts and the used benchmark from the MORO study in Germany² (dotted line in the chart) summarises the main findings of the five selected services (supermarket, chemist shop, kindergarten, primary school and doctor). After describing the accessibility of regional services (airport, train station, hospital and provincial capital), the GIS maps for the five selected services illustrating the accessibility in minutes by car and by public transport are depicted and shortly summarise the main point.

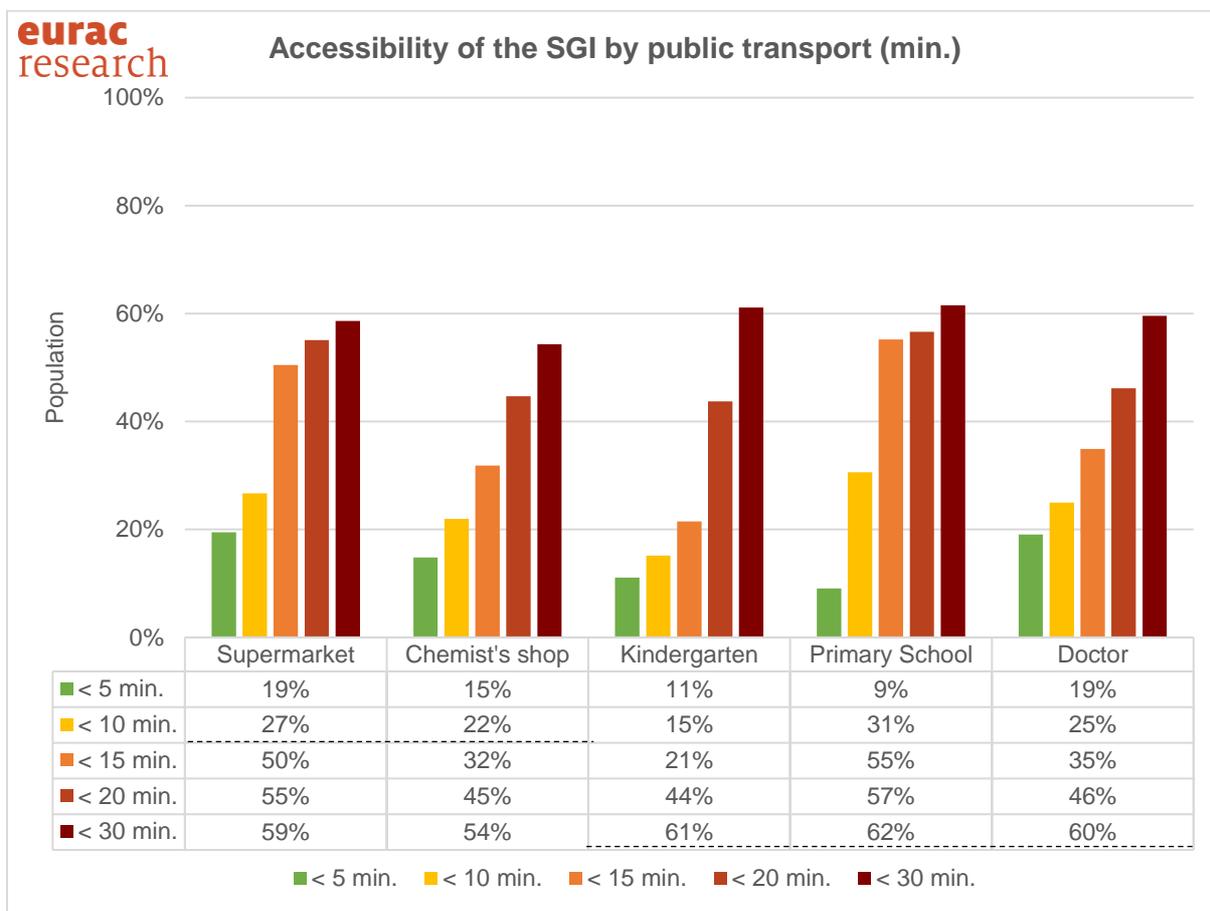


Accessibility of SGI in min by car

Comparing the surveyed accessibility by car of the selected SGI with the defined benchmark³, 2% of the inhabitants cannot reach a kindergarten and 1% cannot reach a primary school within 15 minutes. 1% of the population of the five municipalities cannot reach a doctor within 20 minutes by car. A supermarket cannot be reached by 51% of the population and 82% cannot reach a pharmacy within 5 minutes.

² Burgdorf, M., Krischausky, G., Müller-Kleißler, R., 2015b: Kennzahlen in der Daseinsvorsorge, BMVI (Hrsg.), BMVI-Online-Publikation 01/2015.

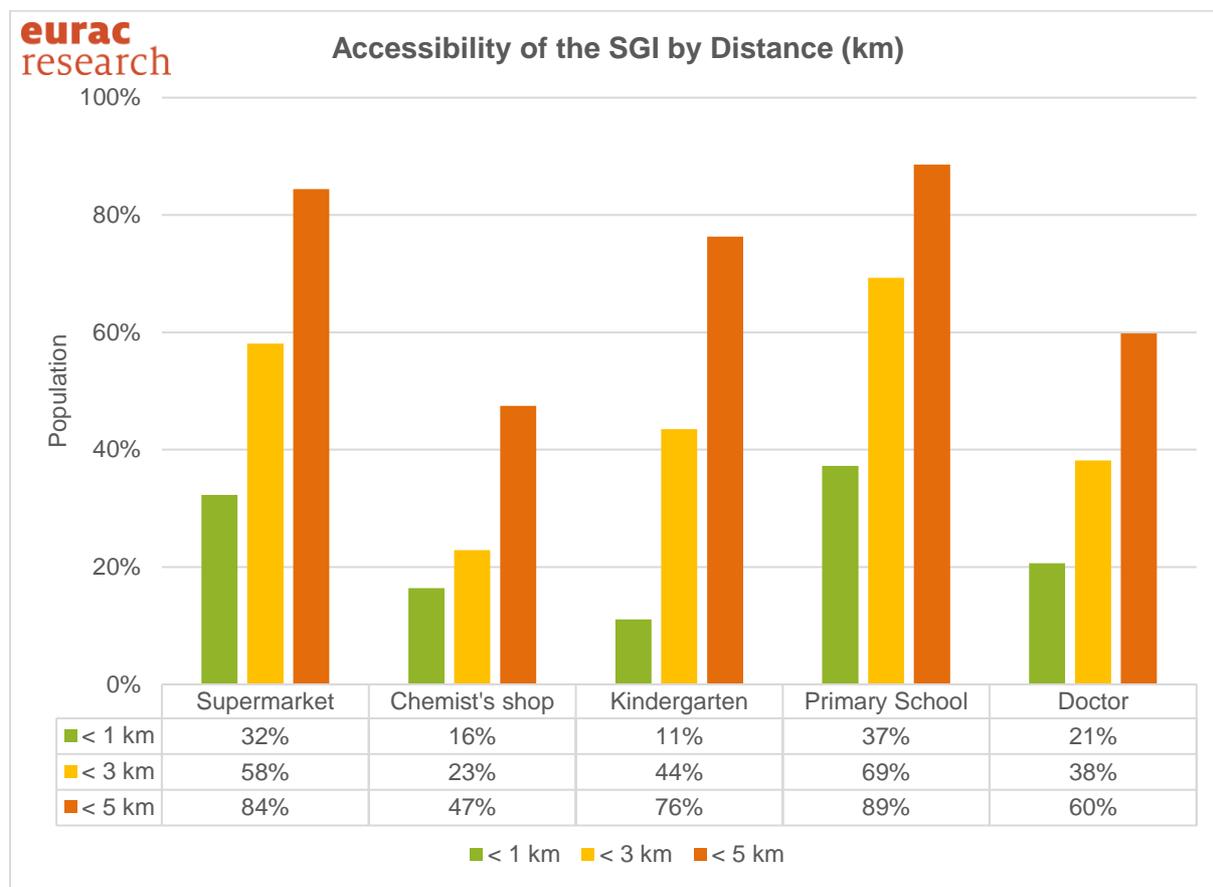
³ MORO Studie BMVI 2015: Kennzahlen in der Daseinsvorsorge. BMVI-Online-Publikation 01/2015.



Accessibility of SGI in min by public transport

Regarding the accessibility of the SGI by public transport, 39% of the population within the five municipalities cannot access a kindergarten within 30 minutes. 38% of the population cannot access a primary school and 40% cannot access a general doctor within 30 minutes.

73% of the population cannot access a supermarket and 78% cannot access pharmacy within 10 minutes by public transport.



Accessibility of SGI in min by public transport

42% of the population within the TA cannot access a supermarket within 3 km. 62% of the population cannot access a doctor, 77% a chemist, 56% a kindergarten and 31% a primary school within 3 km.

Regional accessibility

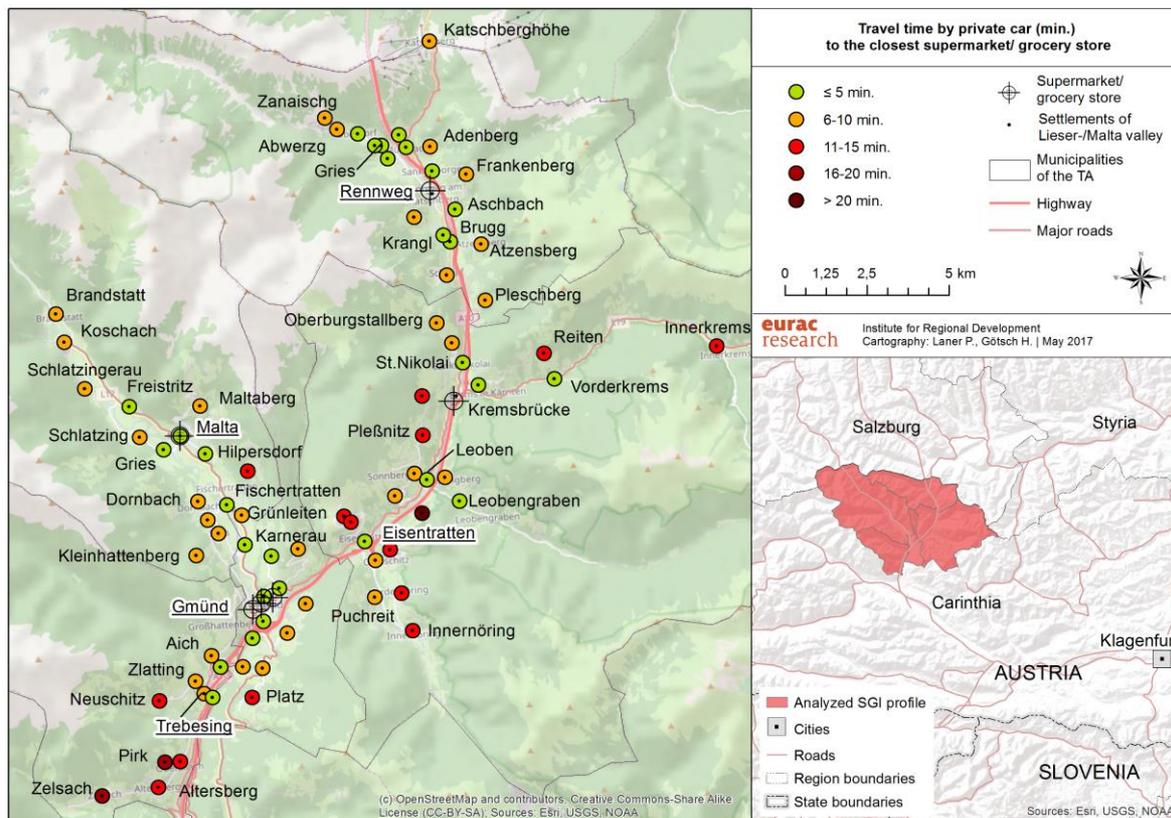
The next **airport** is Klagenfurt (AT) distant 118.7 km away from the farthest settlement Oberburgstallberg. The farthest settlement is Reitern from which it takes 82 minutes to reach the airport by car. By public transport, it takes a max. of 113 minutes to reach the airport from Oberburgstallberg.

The next **train station** is Spittal an der Drau distant 41.9 km from the farthest settlement Oberburgstallberg and from Pirkeggen it takes a max. 47 minutes to reach the train station by car. It takes 67 min. from Abwerzg to reach the train station by public transport.

The next **hospital** is located in Spittal an der Drau and is 41.5 km distant from Oberburgstallberg. From Pirkeggen it takes 45 minutes to reach the hospital. It takes 64 min. by public transport from Abwerzg to reach the hospital.

The **provincial capital** Klagenfurt is located 112.9 km away from Oberburgstallberg and from Pirkeggen it takes 87 minutes to reach the capital. It takes a total of 172 minutes to reach Klagenfurt from Innerkrems, which is located the farthest from the capital.

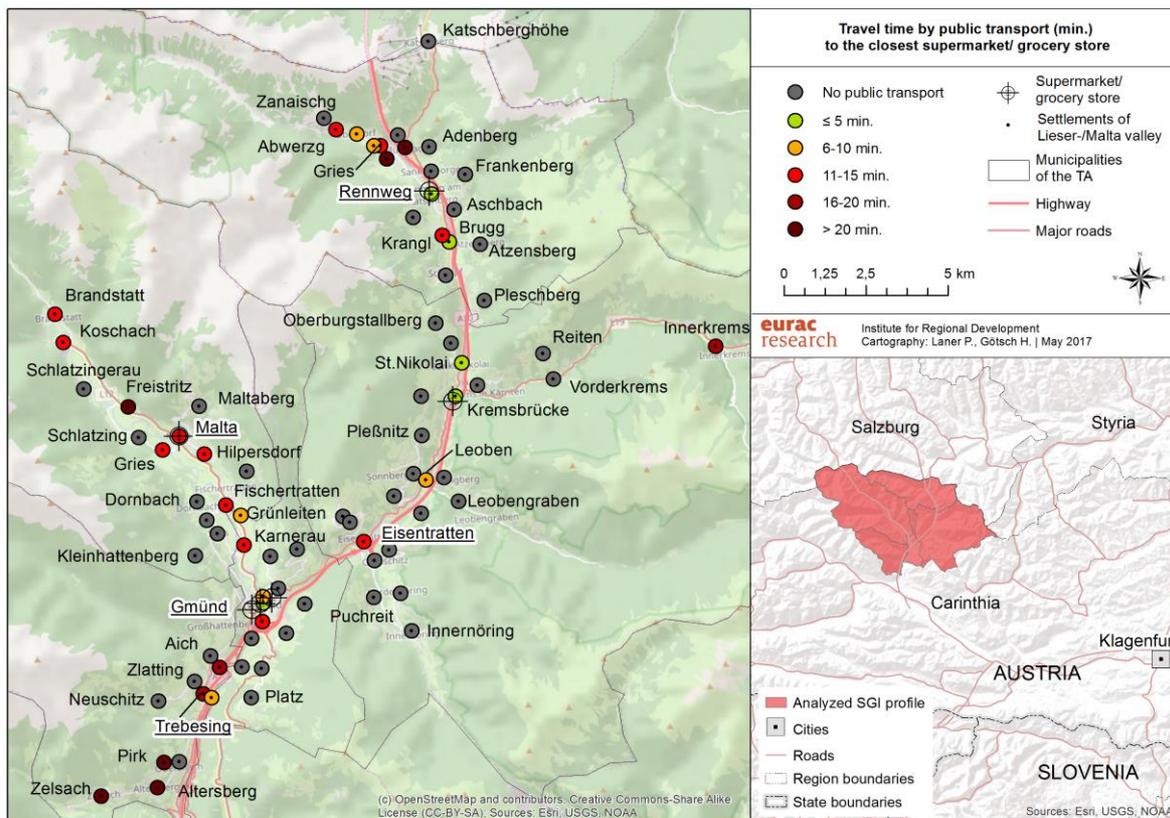
3.1.3.1 Supermarket



Accessibility of the next supermarket in min by car

51% of the population of the five selected municipalities need more than 5 minutes to reach a grocery store by car. The maximum time⁴ to reach a next grocery store takes 30 minutes.

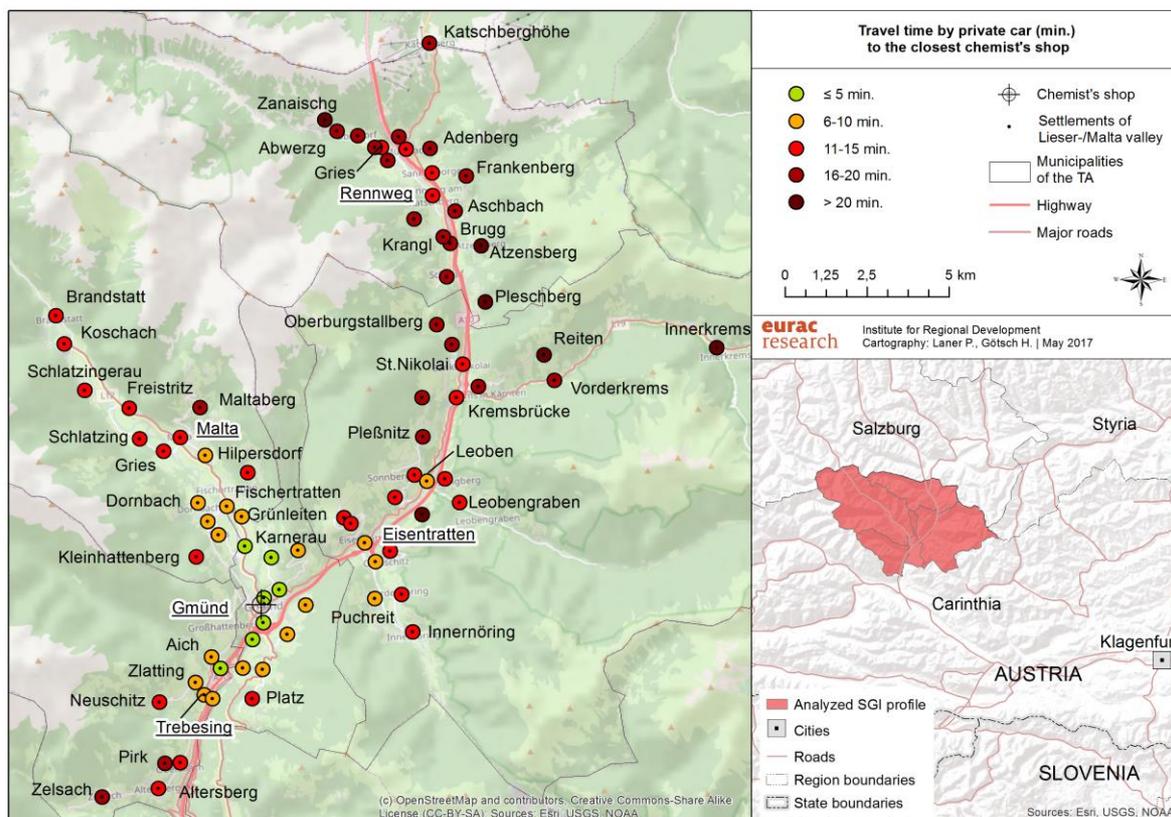
⁴ This refers to the maximum time at the average driving speed of 50km/h.



Accessibility of the next supermarket in min by public transport

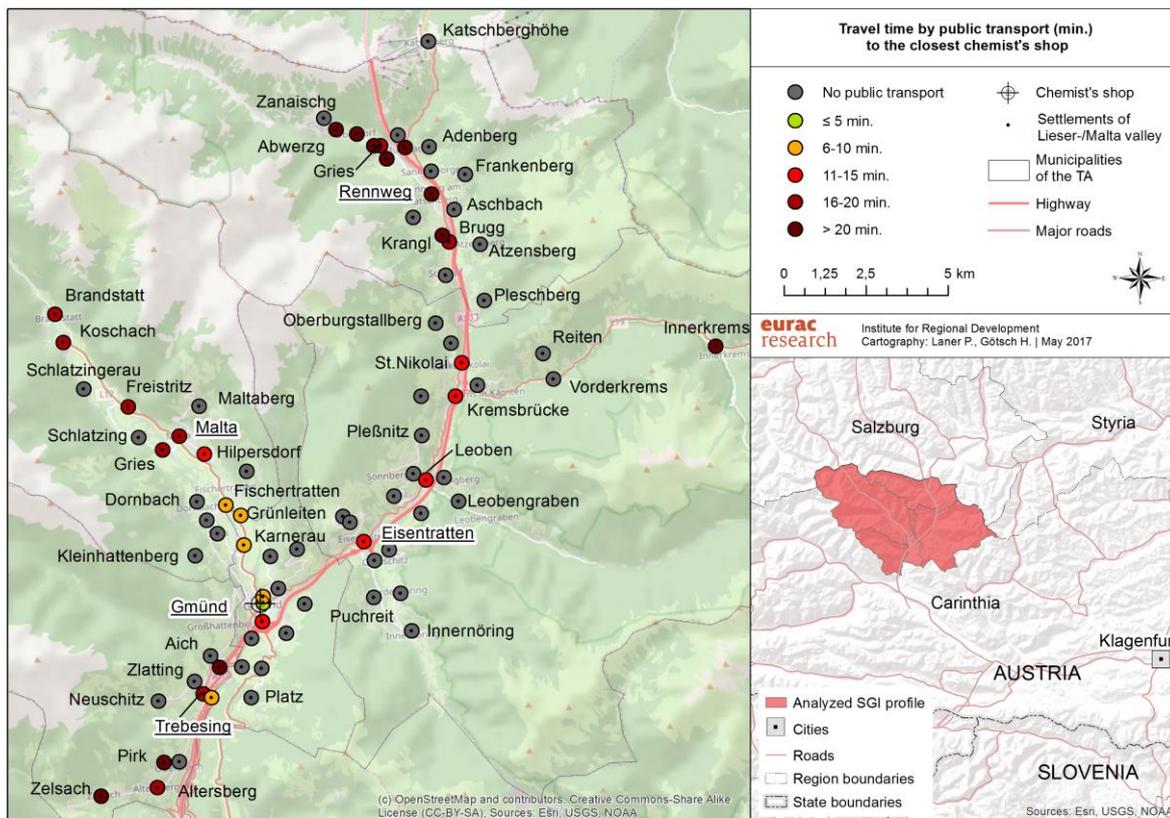
73% of the population of the five selected municipalities need more than 10 minutes to reach a next grocery store by public transport. The maximum time takes 53 minutes from the settlement Zelsach.

3.1.3.2 Chemist's shop



Accessibility of the next chemist shop in min by car

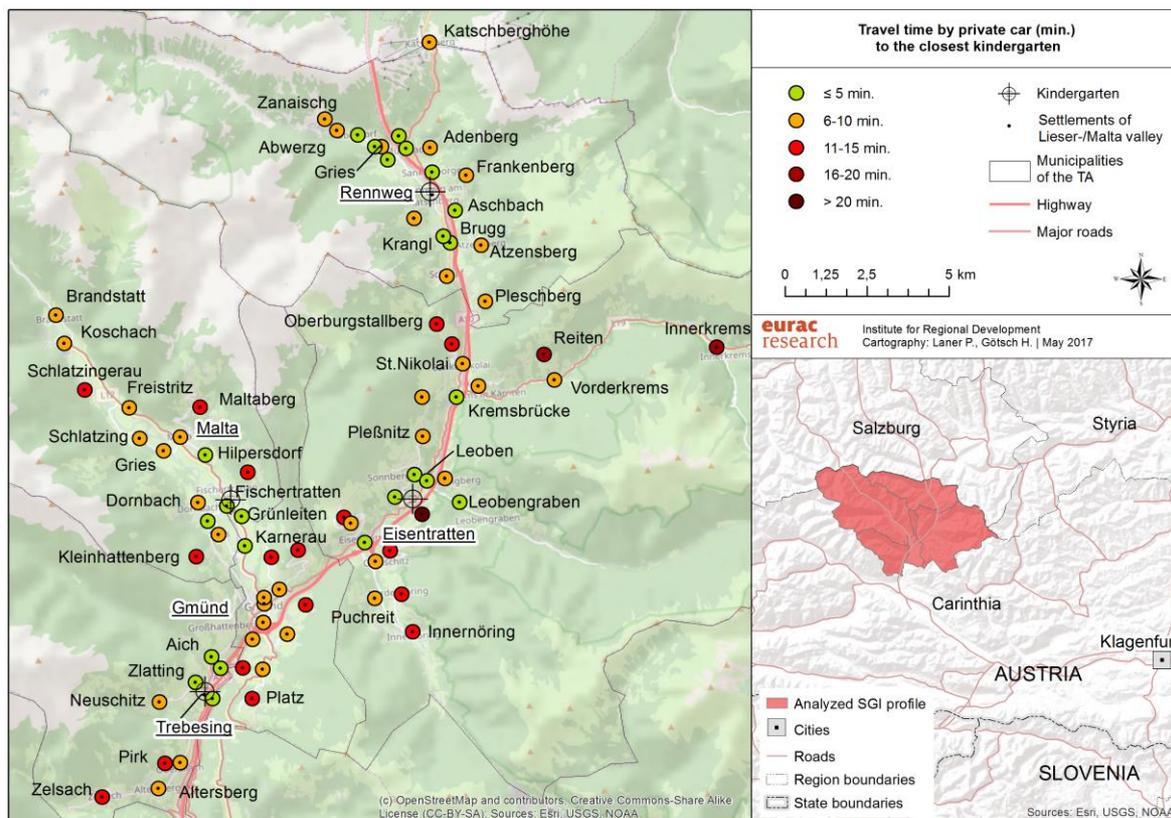
82% of the population cannot access a pharmacy by using a car within 5 minutes. The maximum time to reach a chemist takes 31 minutes from the settlement Pirkeggen.



Accessibility of the next chemist shop in min by public transport

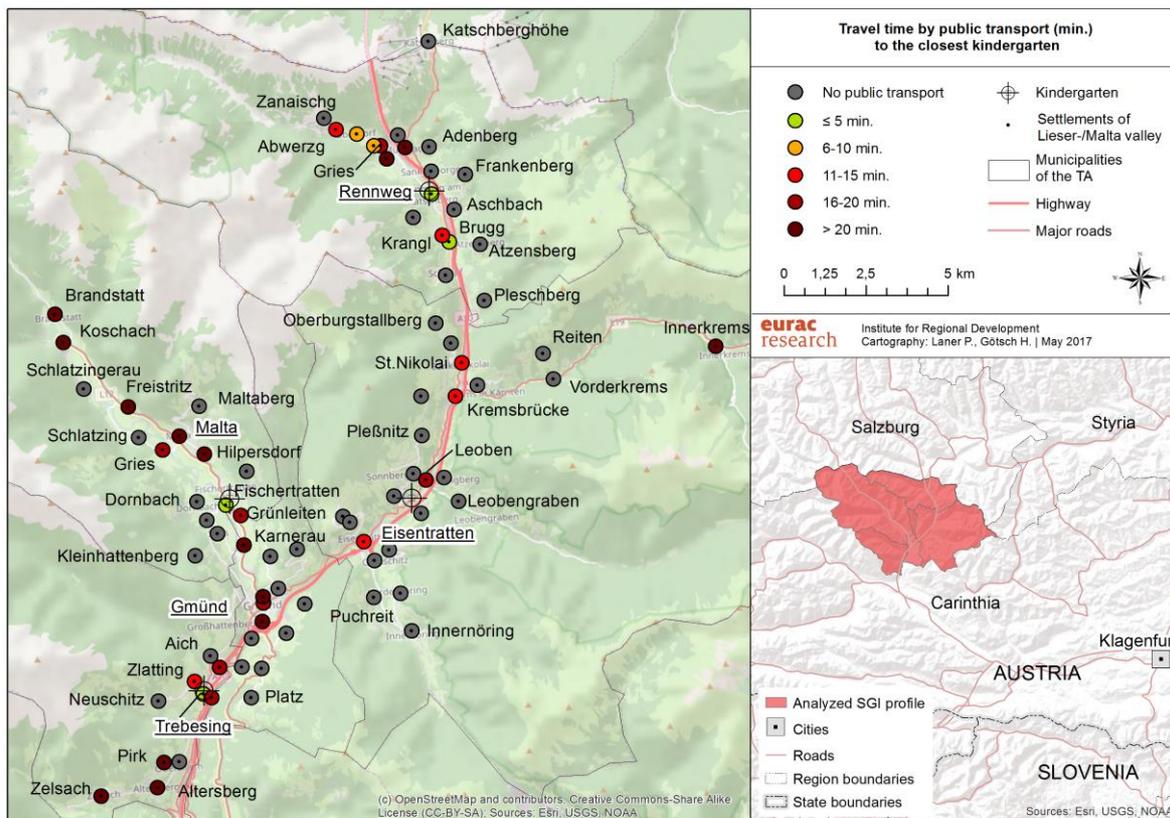
78% of the population can access a pharmacy by using the public transport within 10 minutes. The maximum time to reach a chemist takes 60 minutes.

3.1.3.3 Kindergarten



Accessibility of the next kindergarten in min by car

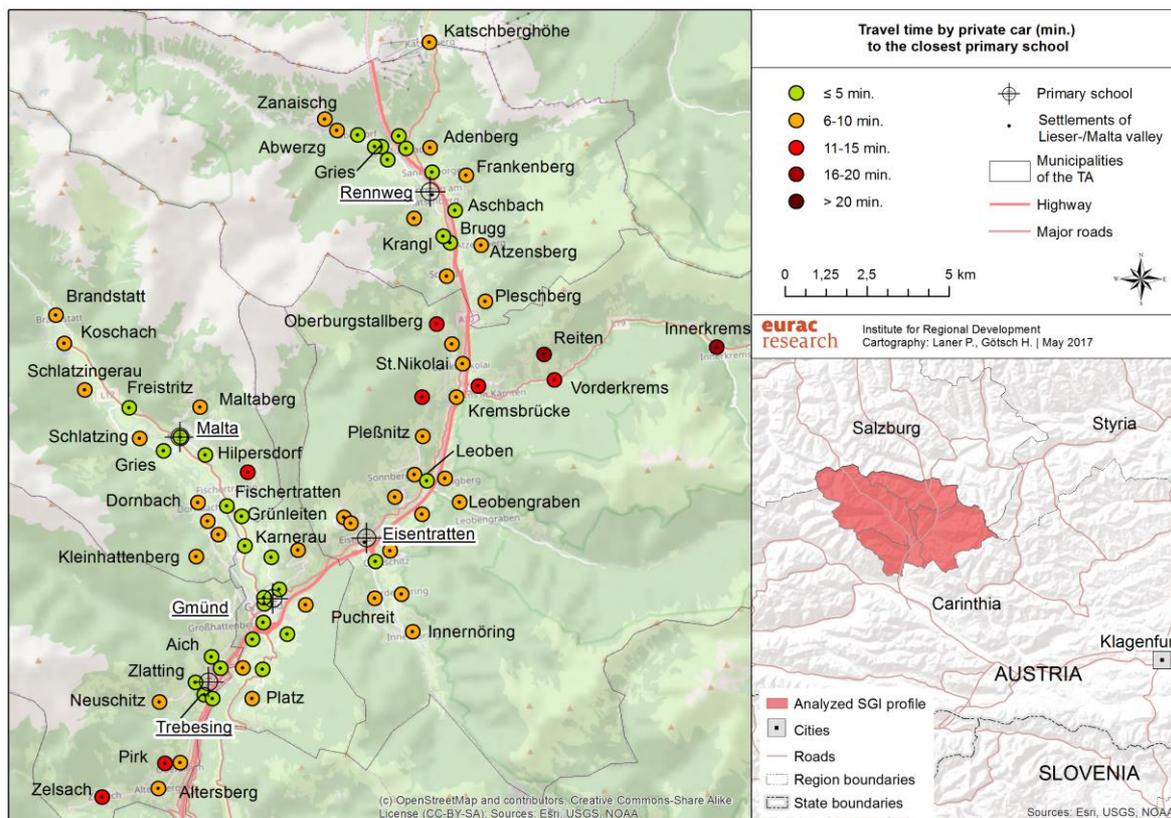
2% of the population cannot access a kindergarten within 15 minutes using a car. The maximum time to reach a kindergarten takes 30 minutes from Pirkeggen.



Accessibility of the next kindergarten in min by public transport

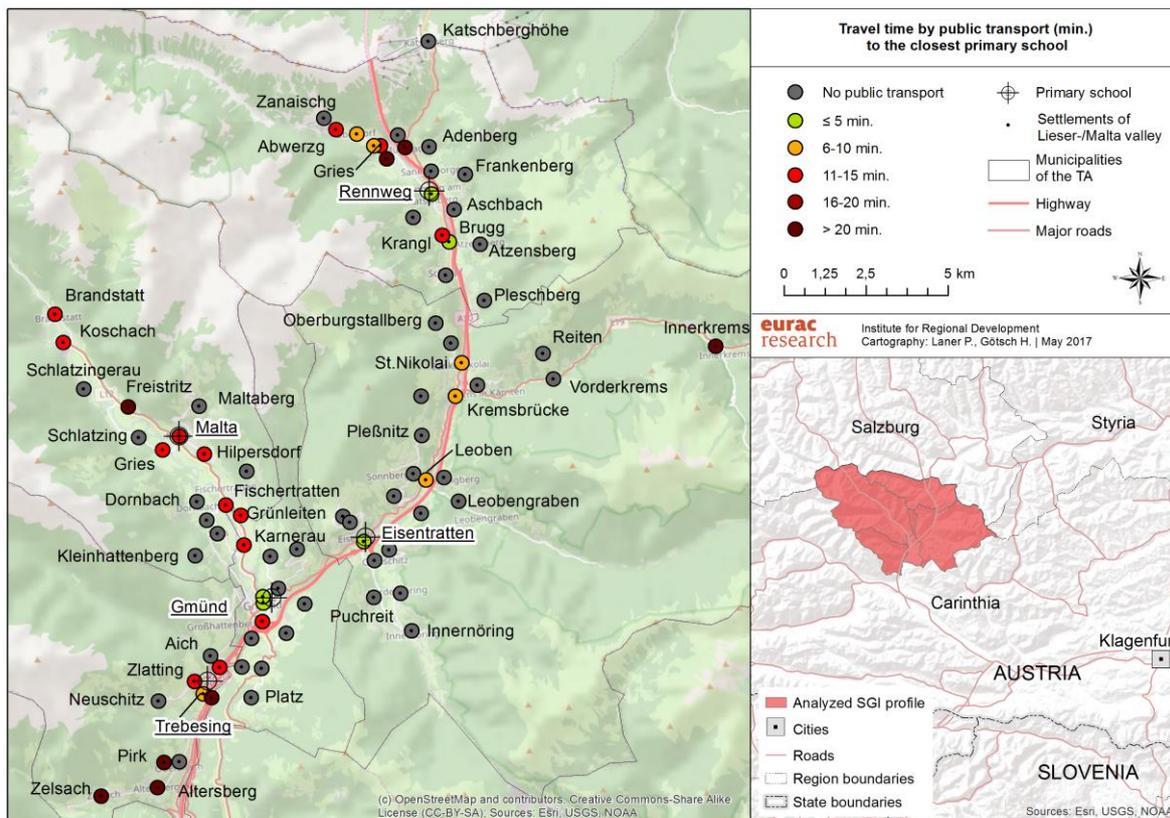
39% of the population cannot access a kindergarten within 30 minutes using the public transport. The maximum time by public transport takes 59 minutes from the settlement Pirk.

3.1.3.4 Primary School



Accessibility of the next primary school in min by car

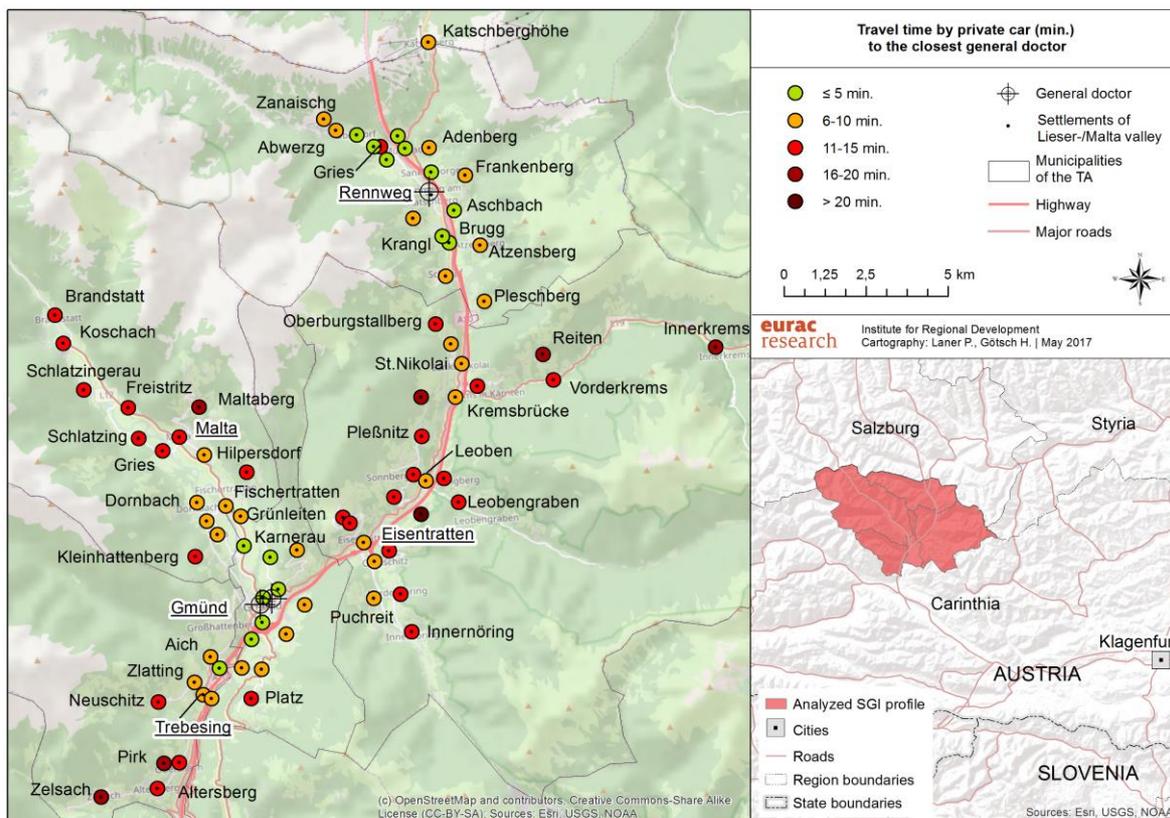
Only one percent of the population of the selected municipalities cannot access a primary school by using a car within 15 minutes. The maximum time to reach a primary school takes 19 minutes from Innerkreams.



Accessibility of the next primary school in min by public transport

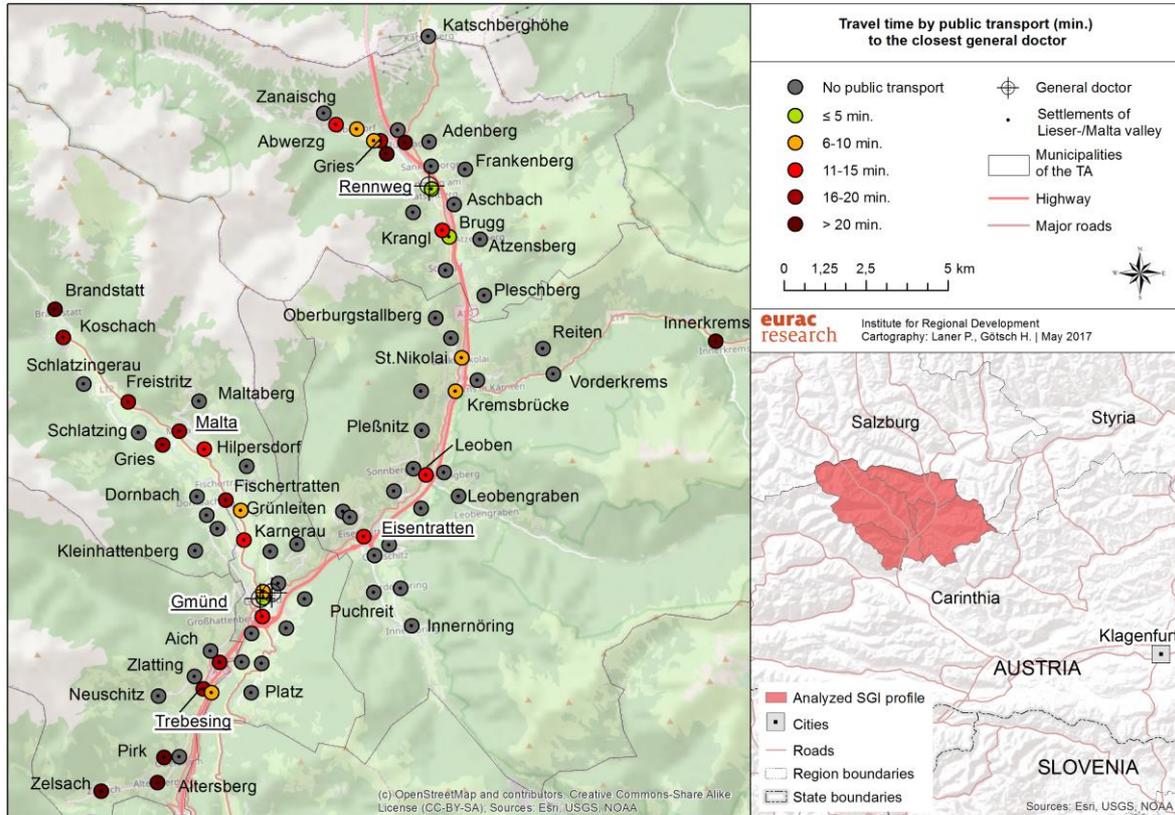
38% of the population cannot access the primary school by using the public transport within 30 minutes. The maximum time to reach a primary school takes 50 minutes from Pirk.

3.1.3.5 Doctor



Accessibility of the next doctor in min by car

Only one percent of the population of the five selected municipalities cannot reach a general doctor by car within 20 minutes. The maximum time to reach a doctor by car takes 31 minutes from Pirkeggen.



Accessibility of the next doctor in min by public transport

40% of the population of the five selected municipalities cannot access a doctor within 30 minutes by public transport. The maximum time to reach a doctor takes 34 minutes from Pirk.

In the TA of Lieser-/Maltatal the most distant settlement from all services is Innerkreams. From the settlement Pirk it takes the longest in minutes to reach all services by car or public transport.

The central municipality Gmünd has all services present close by and best reachable by public transport.

61% of the population of the five municipalities does not have access to public transport within 15 minutes on foot.

3.1.4 Qualitative Information

Introduction

Due to the small-scale structure of the region, there are hardly any differences between the municipalities of the region. With the municipality Gmünd that has a well-structured centre the region of Lieser-/Maltatal is well established in the single sectors. The mountainous and peripheral topography of the region nevertheless forms a homogeneous living area. All municipalities are located within a max. 20 km distance from the centre of Gmünd. The distance to the next bigger centre Spittal is max. 35 km, which due to the mobility and good road infrastructure is an acceptable distance. This does not only affect the educational sector but also the health sector and the public administration. The single municipalities cover the basic goods such as grocery stores, ATM etc.

Evaluation of SGI (1 very bad - 5 very good)	Malta	Gmünd	Krems	Rennweg	Trebesing	AVERAGE
Basic goods	4	4	4	4	4	4
Education	4	5	4	4	4	4.2
Health/ social services	4	4	4	4	4	4
Transport	2	3	2	2	2	2.2
Telecommunication	4	4	4	4	4	4
Administration	4	4	4	4	4	4
AVERAGE	3.7	4	3.7	3.7	3.7	3.7

Basic goods

Strengths

The municipalities Malta, Gmünd, Krems, Rennweg Trebesing are well connected to the district capital Klagenfurt that has well-established services of basic goods. Furthermore, in these municipalities, the banking service is well developed and it has a functioning and well-established infrastructure of basic goods. The grocery and supermarkets are available in the neighbouring municipality Gmünd, which has a city character. In fact, Gmünd has a large number of supermarkets and grocery stores.

Challenges and Weaknesses

Due to Malta, Gmünd, Krems, Rennweg Trebesing being mountain valleys, there is no innovative mix of industries and there are no flagship-companies located there. A further challenge of Gmünd is that it is a transit valley and thus has intensive traffic.

Education

Strengths

All five municipalities have their own elementary school and the school infrastructure is well developed. Moreover, Gmünd and Rennweg have a secondary school. In Gmünd it is also possible to do the matric.

Challenges and Weaknesses

However, there is a massive decline in the number of students in Malta, Gmünd, Krems, Rennweg.

Health/social services

Strengths

Due to the lack of industrial companies and heavy industry, there is a low environmental burden in this region. Thus, these municipalities are attractive for local recreation and air spa resorts, where people with breathing difficulties can recover. All municipalities have been certified as “healthy municipality” by Carinthia.

The closest hospital for Malta, Gmünd, Krems, Rennweg, Trebesing is located in the city Spittal. It has a well-developed rescue service and health facilities (physiotherapist etc.), which is partly due to the high winter-tourism in the municipality of Rennweg.

Challenges and Weaknesses

The biggest challenge in Malta, Gmünd, Krems, Rennweg Trebesing are the settlements and individual farms located more distant around the municipality as the general doctor needs to use a car to reach those households.

Improvements and future investments

There is a plan to improve the marketing of the biosphere park “Nockberge”, which is an integral part of the health municipality concept. Through activities such as hiking preventative measures the health of people shall be maintained.

Transport

Strengths

As Malta, Gmünd, Krems and Rennweg, Trebesing are a valley there are only linear traffic flows, which allows to maintain a structured and easier way of public transport. This is further positive as compared to a more decentralised traffic region costs are saved and more efficient transport is provided. For this reason, the public transport (ÖV) is competing with individual transport as both have to travel the same route.

Challenges and Weaknesses

There are scattered settlements and individual farms that are not well connected with public transport.

Improvements and future investments

Investments are foreseen in maintaining the public transport infrastructure as well as installing alternative operating forms such as micro public transport (micro ÖV) especially call taxis and call bus systems. Currently it is also being analysed if a GoMobil (call bus system) should be installed. Moreover, the road infrastructure is maintained constantly.

Telecommunication

Strengths

Due to the small size of the area of Malta, Gmünd, Krems, Rennweg, Trebesing the telecommunication service is well covered.

Challenges and Weaknesses

The only challenge is the poorer mobile phone and radio reception in the more distant, higher mountain settlements.

Improvements and future investments

The broadband is being expanded in the coming years.

Administration

Strengths

Due to the short distances between the single municipalities and the well-functioning road infrastructure (A10 and B99) it is easy for the majority of citizens living in the region to reach the administrative services by car. Malta, Gmünd, Krems, Rennweg, Trebesing are located close to the district capital (Gmünd) and state capital (Spittal).

Challenges and Weaknesses

The high administrative costs are problematic as well as the often lacking inter-municipal cooperation especially regarding particular interests such as increase of efficiency in administration. The services are not easy accessible if using the public transport as this only is provided in peak hours and not on weekends.

Improvements and future investments

It is planned to invest in energy efficient communities, e5, and reform the structure of administrative services.

4 Reference

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Appendix – “SWOT” tables

Municipality: Malta (20619)	Quality of SGI					Future investments and improvements		
	Evaluation of SGI (1 very bad - 5 very good)						Positive (strengths)	Negative (challenges/weaknesses)
Services of General Interest	1	2	3	4	5			
Basic Goods				X		<ul style="list-style-type: none"> - good connection to district capital - banking well developed - Groceries are available Supermarkets in the neighbouring municipality - functioning infrastructure 	<ul style="list-style-type: none"> - no innovative mix of industries - no flagship-companies - high mountain valley - migration 	<ul style="list-style-type: none"> - maintenance of road infrastructure
Education				X		<ul style="list-style-type: none"> - well developed school infrastructure - possibility to visit the elementary school in own community 	<ul style="list-style-type: none"> - massive decline in the number of students 	<ul style="list-style-type: none"> - nothing planned
Health/ Social Services				X		<ul style="list-style-type: none"> - natural environment little burden (little industry) - close to the country hospital in the city of Spittal - well-developed rescue service - due to (winter) tourism well-developed health facilities (physiotherapy,...) 	<ul style="list-style-type: none"> - scattered settlements and individual farms (for the doctor's visit, the own car is needed) 	<ul style="list-style-type: none"> - better marketing of the biosphere park Nockberge
Transport		X				<ul style="list-style-type: none"> - due to the valleys, linear traffic flows are specified 	<ul style="list-style-type: none"> - partial massive population decline - aging of the population - scattered settlements and individual farms 	<ul style="list-style-type: none"> - maintenance of public infrastructure - installation of alternative operating forms
Telecommunication				X		<ul style="list-style-type: none"> - due to the small size of the area a good coverage 	<ul style="list-style-type: none"> - due to mountainous landscape not always best mobile radio reception 	<ul style="list-style-type: none"> - expansion of broadband Internet

<p>Administration</p>				<p>X</p>	<ul style="list-style-type: none"> - small communities - citizens are easy to reach - Relative proximity to district capital and state capital by well-developed transport infrastructure (road and rail) 	<ul style="list-style-type: none"> - high administrative costs - Inter-municipal cooperation is often problematic (particular interests strong) 	<ul style="list-style-type: none"> - Energy efficient Communities e5 - rationalization - structural reform
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Municipality: Gmünd in KTN (20608)	Quality of SGI					Future investments and improvements		
	Evaluation of SGI (1 very bad - 5 very good)						Positive (strengths)	Negative (challenges/weaknesses)
Services of General Interest	1	2	3	4	5			
Basic Goods				X		<ul style="list-style-type: none"> - good connection to district capital - banking well developed - large number of supermarkets and groceries - well-established infrastructure 	<ul style="list-style-type: none"> - no innovative mix of industries - no flagship-companies - high mountain valley - transit valley with heavy goods vehicles - migration 	<ul style="list-style-type: none"> - maintenance of road infrastructure
Education					X	<ul style="list-style-type: none"> - well developed school infrastructure - intermediate secondary school leaving certificate 	<ul style="list-style-type: none"> - massive decline in the number of students 	<ul style="list-style-type: none"> - nothing planned
Health/ Social Services				X		<ul style="list-style-type: none"> - natural environment little burden (little industry) - close to the country hospital in the city of Spittal - well-developed rescue service - due to (winter) tourism well-developed health facilities (physiotherapy,...) 	<ul style="list-style-type: none"> - scattered settlements and individual farms (for the doctor's visit, the own car is needed) 	<ul style="list-style-type: none"> - better marketing of the biosphere park Nockberge
Transport		X				<ul style="list-style-type: none"> - due to the valleys, linear traffic flows are specified 	<ul style="list-style-type: none"> - partial massive population decline - aging of the population - scattered settlements and individual farms 	<ul style="list-style-type: none"> - maintenance of public infrastructure - installation of alternative operating forms

<p>Telecommunication</p>				<p>X</p>	<ul style="list-style-type: none"> - due to the small size of the area a good coverage 	<ul style="list-style-type: none"> - due to mountainous landscape not always best mobile radio reception 	<ul style="list-style-type: none"> - expansion of broadband Internet
<p>Administration</p>				<p>X</p>	<ul style="list-style-type: none"> - small communities - citizens are easy to reach - Relative proximity to district capital and state capital by well-developed transport infrastructure (road and rail) 	<ul style="list-style-type: none"> - high administrative costs - Inter-municipal cooperation is often problematic (particular interests strong) 	<ul style="list-style-type: none"> - Energy efficient Communities e5 - rationalization - structural reform

Municipality: Krems in Ktn (20642)	Quality of SGI					Future investments and improvements		
	Evaluation of SGI (1 very bad - 5 very good)						Positive (strengths)	Negative (challenges/weaknesses)
Services of General Interest	1	2	3	4	5			
Basic Goods				X		<ul style="list-style-type: none"> - good connection to district capital - banking well developed - Groceries are available Supermarkets in the neighbouring municipality - functioning infrastructure 	<ul style="list-style-type: none"> - no innovative mix of industries - no flagship-companies - high mountain valley transit valley with heavy goods vehicles - migration 	<ul style="list-style-type: none"> - maintenance of road infrastructure
Education				X		<ul style="list-style-type: none"> - well developed school infrastructure - possibility to visit the elementary school in own community 	<ul style="list-style-type: none"> - massive decline in the number of students 	<ul style="list-style-type: none"> - nothing planned
Health/ Social Services				X		<ul style="list-style-type: none"> - natural environment little burden (little industry) - close to the country hospital in the city of Spittal - well-developed rescue service - due to (winter) tourism well-developed health facilities (physiotherapy,...) 	<ul style="list-style-type: none"> - scattered settlements and individual farms (for the doctor's visit, the own car is needed) 	<ul style="list-style-type: none"> - better marketing of the biosphere park Nockberge
Transport		X				<ul style="list-style-type: none"> - due to the valleys, linear traffic flows are specified 	<ul style="list-style-type: none"> - partial massive population decline - aging of the population - scattered settlements and individual farms 	<ul style="list-style-type: none"> - maintenance of public infrastructure - installation of alternative operating forms

Telecommunication				X		<ul style="list-style-type: none"> - due to the small size of the area a good coverage 	<ul style="list-style-type: none"> - due to mountainous landscape not always best mobile radio reception 	<ul style="list-style-type: none"> - expansion of broadband Internet
Administration				X		<ul style="list-style-type: none"> - small communities - citizens are easy to reach - Relative proximity to district capital and state capital by well-developed transport infrastructure (road and rail) 	<ul style="list-style-type: none"> - high administrative costs - Inter-municipal cooperation is often problematic (particular interests strong) 	<ul style="list-style-type: none"> - Energy efficient Communities e5 - rationalization - structural reform

Municipality: Rennweg (20632)	Quality of SGI					Future investments and improvements		
	Evaluation of SGI (1 very bad - 5 very good)						Positive (strengths)	Negative (challenges/weaknesses)
Services of General Interest	1	2	3	4	5			
Basic Goods				X		<ul style="list-style-type: none"> - good connection to district capital - banking well developed - large number of supermarkets and groceries - well-established infrastructure 	<ul style="list-style-type: none"> - no innovative mix of industries - no flagship-companies - high mountain valley - transit valley with heavy goods vehicles - migration 	<ul style="list-style-type: none"> - maintenance of road infrastructure
Education				X		<ul style="list-style-type: none"> - well developed school infrastructure - intermediate secondary school leaving certificate 	<ul style="list-style-type: none"> - massive decline in the number of students 	<ul style="list-style-type: none"> - nothing planned
Health/ Social Services				X		<ul style="list-style-type: none"> - natural environment little burden (little industry) - close to the country hospital in the city of Spittal - well-developed rescue service - due to (winter) tourism well-developed health facilities (physiotherapy,...) 	<ul style="list-style-type: none"> - scattered settlements and individual farms (for the doctor's visit, the own car is needed) 	<ul style="list-style-type: none"> - better marketing of the biosphere park Nockberge
Transport		X				<ul style="list-style-type: none"> - due to the valleys, linear traffic flows are specified 	<ul style="list-style-type: none"> - partial massive population decline - aging of the population - scattered settlements and individual farms 	<ul style="list-style-type: none"> - maintenance of public infrastructure - installation of alternative operating forms

Telecommunication				X	<ul style="list-style-type: none"> - due to the small size of the area a good coverage 	<ul style="list-style-type: none"> - due to mountainous landscape not always best mobile radio reception 	<ul style="list-style-type: none"> - expansion of broadband Internet
Administration				X	<ul style="list-style-type: none"> - small communities - citizens are easy to reach - Relative proximity to district capital and state capital by well-developed transport infrastructure (road and rail) 	<ul style="list-style-type: none"> - high administrative costs - Inter-municipal cooperation is often problematic (particular interests strong) 	<ul style="list-style-type: none"> - Energy efficient Communities e5 - rationalization - structural reform

Municipality: Trebesing (20638)	Quality of SGI					Future investments and improvements		
	Evaluation of SGI (1 very bad - 5 very good)						Positive (strengths)	Negative (challenges/weaknesses)
Services of General Interest	1	2	3	4	5			
Basic Goods				X		<ul style="list-style-type: none"> - good connection to district capital - banking well developed - Groceries are available - Supermarkets in the neighbouring municipality - functioning infrastructure 	<ul style="list-style-type: none"> - no innovative mix of industries - no flagship-companies - high mountain valley - transit valley with heavy goods vehicles - migration 	<ul style="list-style-type: none"> - maintenance of road infrastructure
Education				X		<ul style="list-style-type: none"> - well developed school infrastructure - possibility to visit the elementary school in own community 	<ul style="list-style-type: none"> - massive decline in the number of students 	<ul style="list-style-type: none"> - nothing planned
Health/ Social Services				X		<ul style="list-style-type: none"> - natural environment little burden (little industry) - close to the country hospital in the city of Spittal - well-developed rescue service - due to (winter) tourism well-developed health facilities (physiotherapy,...) 	<ul style="list-style-type: none"> - scattered settlements and individual farms (for the doctor's visit, the own car is needed) 	<ul style="list-style-type: none"> - better marketing of the biosphere park Nockberge
Transport		X				<ul style="list-style-type: none"> - due to the valleys, linear traffic flows are specified 	<ul style="list-style-type: none"> - partial massive population decline - aging of the population - scattered settlements and individual farms 	<ul style="list-style-type: none"> - maintenance of public infrastructure - installation of alternative operating forms

<p>Telecommunication</p>				<p>X</p>	<ul style="list-style-type: none"> - due to the small size of the area a good coverage 	<ul style="list-style-type: none"> - due to mountainous landscape not always best mobile radio reception 	<ul style="list-style-type: none"> - expansion of broadband Internet
<p>Administration</p>				<p>X</p>	<ul style="list-style-type: none"> - small communities - citizens are easy to reach - Relative proximity to district capital and state capital by well-developed transport infrastructure (road and rail) 	<ul style="list-style-type: none"> - high administrative costs - Inter-municipal cooperation is often problematic (particular interests strong) 	<ul style="list-style-type: none"> - Energy efficient Communities e5 - rationalization - structural reform