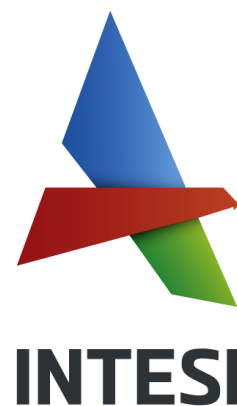


Interreg Alpine Space



WP-T2

**ASSESSMENT REGIONAL REPORT
Deliverable 3.7.2 EURAC RESEARCH**

Val Passiria – Province of Bolzano/South Tyrol

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.

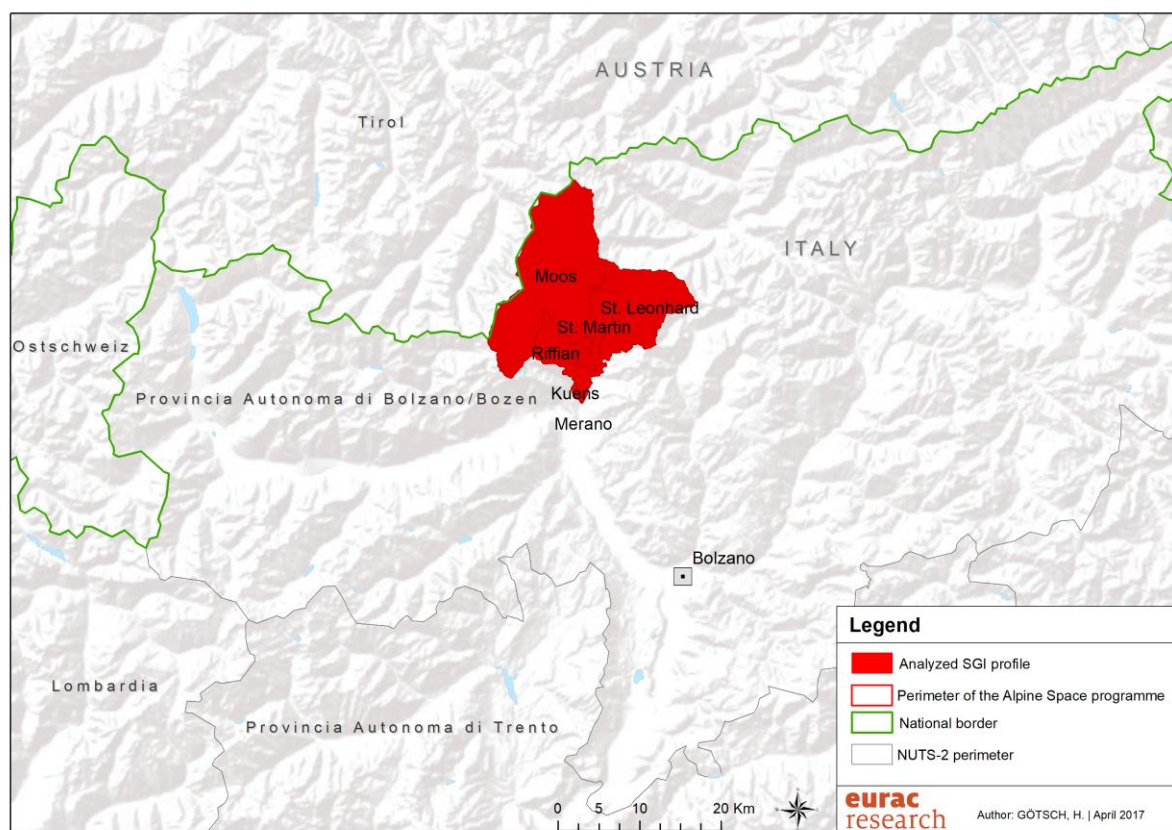
2 Methodology

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 Val Passiria – Province of Bolzano/South Tyrol



Test area Val Passiria

Val Passiria is a mountainous side valley of the Adige located north of the city Merano in the West of South Tyrol. It borders the Ötztal Alps in the north-west and the Alps of Val Sarentino in the East. The valley is 50 km long. It starts in the west immediately at Merano and borders in the north with Austria. Here the important mountain pass Timmelsjoch (2,474 a.s.l.) connects in the rear north-west end of Val Passiria with Ötztal. The Pass of Monte Giovo (2,094 a.s.l.) at the rear eastern end of the valley connects San Leonardo with Vipiteno in Val Isarco close to the Brennero Pass. The valley with its 10.664 inhabitants is divided into a front and a rear part and consists of 5 municipalities (San Leonardo, San Martino, Rifiano, Moso and Caines), whereof San Leonardo is the most populated one with 3.585 inhabitants. Besides, San Leonardo and Moso in Passiria are at the rear part of the valley and are close to the Pass of Monte Giovo, while Rifiano and Caines are located close to the central city of Merano with more than 40.000 inhabitants. Furthermore, San Leonardo and San Martino are touristic centres of the Val Passiria. The presence of well-established industrial areas is highly relevant for the population living within the Val Passiria, as it provides and guarantees working places and stems to some point emigration. Although generally the municipalities are sparsely populated they are again separated into smaller

settlements. What is surprising is that the population has been growing in the past 15 years. The five municipalities have a total of 21 settlements and 13 villers of which 19 settlements and 1 viller was analysed.

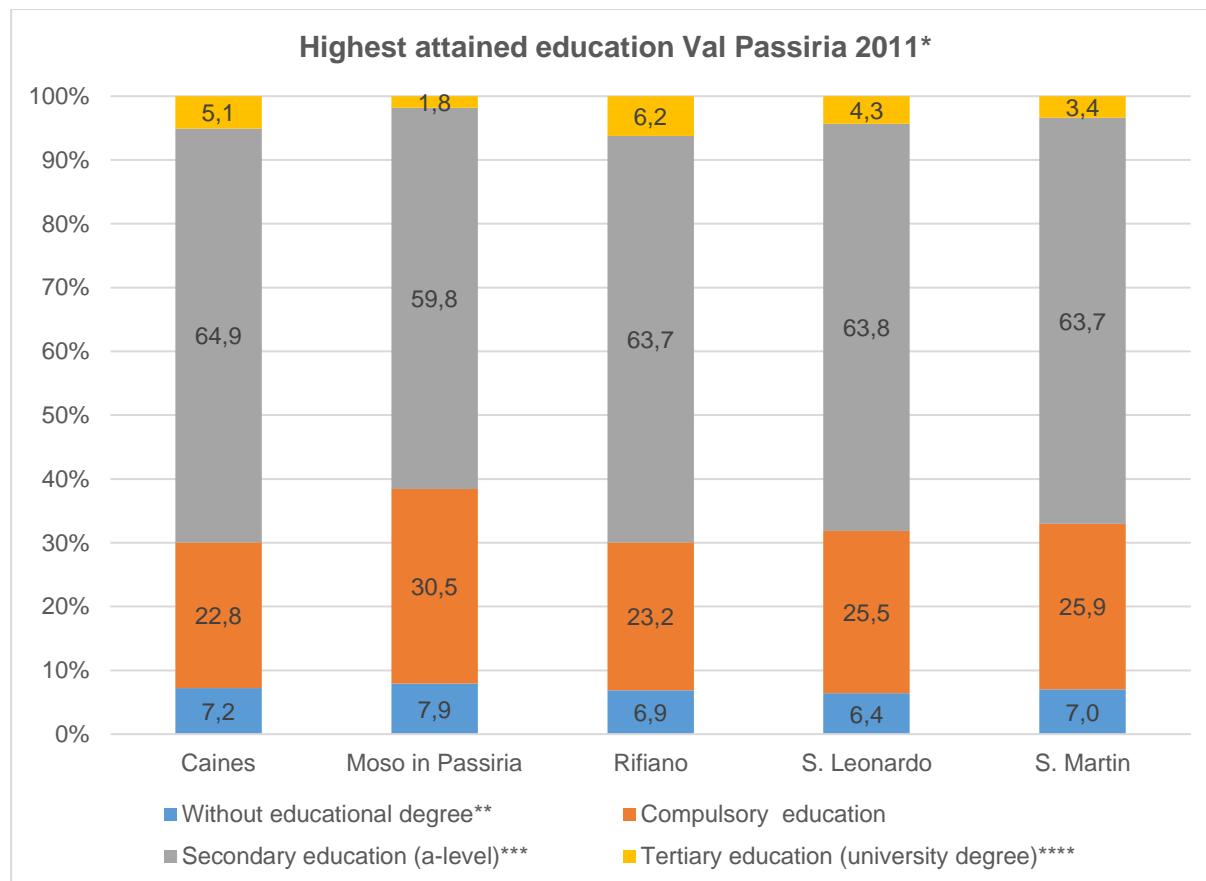
The State has transferred most legislative and administrative competences to the province of Bolzano-South Tyrol. Thus, the province entails primary, secondary and tertiary powers depending on the specific area. The division between these three categories of competences is regulated according to the intensity of barriers, which the provincial competences underlie. Apart from some competences regulated in the Autonomy Statue and for which the barriers are not generally defined and thus have to be dealt with on a case basis (Pichler 2013).

Municipality	Settlements
Moos in Passeier/Moso in Passiria	Moos in Passeier / Moso in Passiria
	Pfelders/ Plan
	Platt / Plata
	Rabenstein / Corvara in Passiria
	Stuls / Stulles
	Pill
	Ulfas
	Hütt
St. Leonhard/S. Leonardo	St. Leonhard / S. Leonardo
	Schweinsteg / Sant'Orsola
	Walten / Valtina
	Prantach
	Glaiten
	Gomion
	Mörre
	Schlattach
	Innerwalten
	Sagstatt
	Windegg
St. Martin/S. Martino	St. Martin / S. Martino
	Ried / Novale
	Saltaus / Saltusio
	Quellenhof / Sorgente

	Kalmtal / Valdava
	Flon / Vallone
	Christl / Cresta
	Breiteben
	Matatz / Montaccio
Riffian/Rifiano	Riffian / Rifiano
	Vernuer / Vernurio
	Magdfeld
	Gfeis
	Tschenn
Kuens/Caines	Kuens / Caines

Municipalities and settlements

3.1 Socioeconomic framework of the region (D. 3.1.1)



Highest attained education Val Passiria 2011

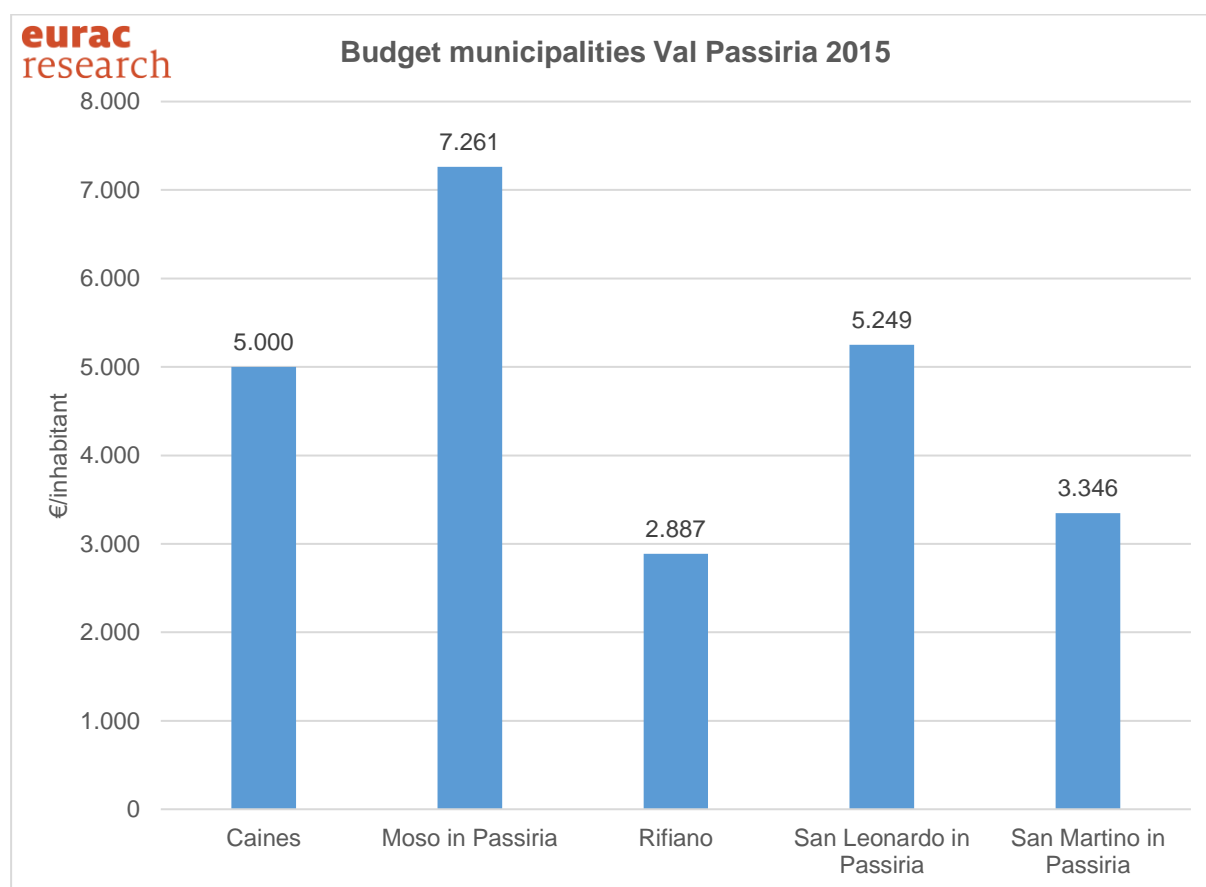
* Percentages refer to the total number of inhabitants who are aged 6 years and older

** Analphabet and non-analphabet without educational degree

*** People with "licenza di scuola media inferiore o di avviamento professionale" (high school) or with "diploma di scuola secondaria superiore"

**** People with "diploma terziario non universitario del vecchio ordinamento e diplomi A.F.A.M." or with university degree (tertiary or university degree)

The municipality Moso in Passiria which is the furthest away, approximately 28 km from the central town of Merano, has the highest amount of people without an educational degree, 7.9%, compared to the other four municipalities in the TA. The percentage of people with compulsory education is also the highest in Moso in Passiria with 30.5%. In the municipality of Caines there is the highest percentage of people with secondary education 64.9% and in Rifiano there are the most people with a tertiary education 6.2%.



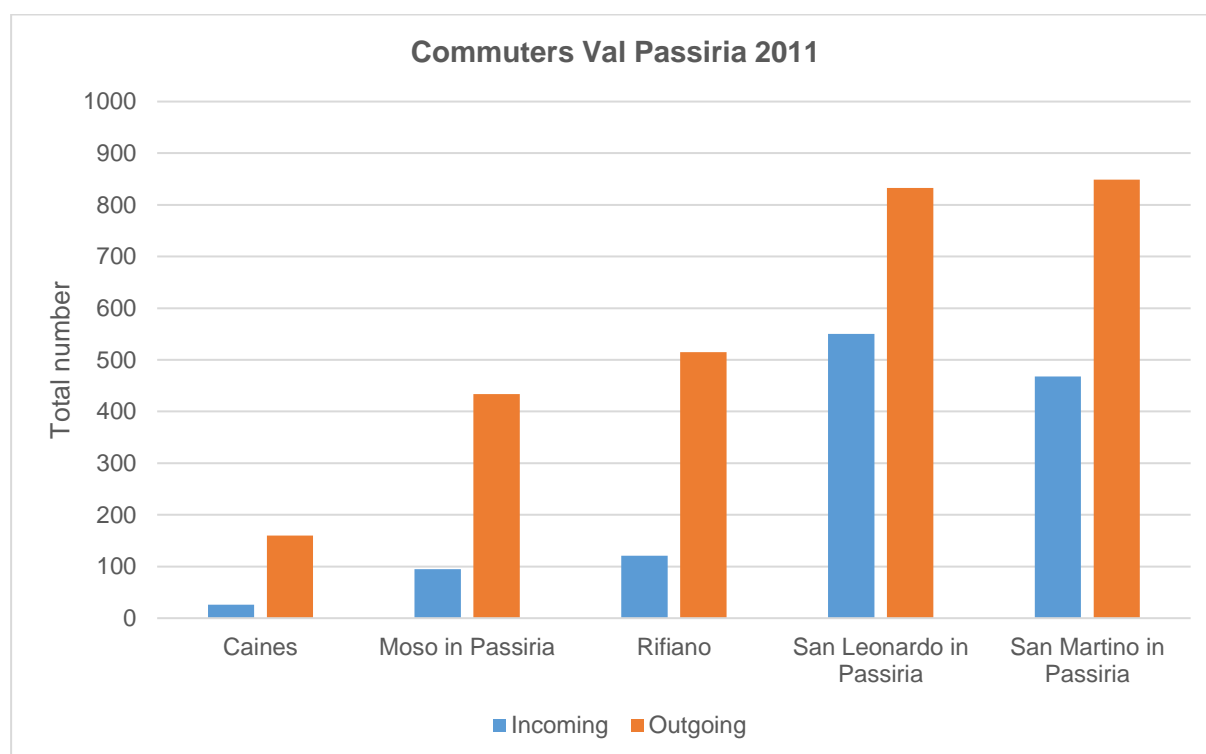
Budget of Municipalities 2015

The **budget** per inhabitant is the highest in Moso in Passiria and the lowest in Rifiano. Also when taking a look at the previous years Moso in Passiria has the highest budget per capita and Rifiano the lowest. From 2010 to 2015 all municipalities increased their budget per capita except for S. Martino in Passiria which decreased by -3%. Caines increased its budget by 107%, S. Leonardo by 64% Moso in Passiria by 34%, and Rifiano by 12%.²

According to the regional statistical centre ASTAT, the GDP per capita was 41.141 € in 2015. ASTAT estimates that the future change of GDP for 2017 will be 1.5%. In 2014 the municipalities of the province of Bolzano had a total expenditure (one-time and recurring) of 1.330.939.770 €. Compared to 2010 there has been a slight increase of 2.3%.³

² See: Ministero dell'Interno, <http://finanzalocale.interno.it/apps/floc.php/in/cod/4>, 18.02.2016.

³ Bernhart, J., Promberger, K., Steinwandter, F., 2015: Personalausgaben der Gemeinden Tirols und Südtirols im Vergleich. Eurac Research (eds.), Bolzano.



Commuters:

The national census of 2011 considers commuters for work reasons as well as students. San Leonardo in Passiria and San Martino in Passiria have almost the same amount of outgoing commuters. San Leonardo can be seen as the commuting- centre of the valley, because it attracts the most workers and students. Also San Martino has a high number of incoming commuters. However, every municipality is more affected of outgoing commuters, than incoming due to the proximity of the city Merano.

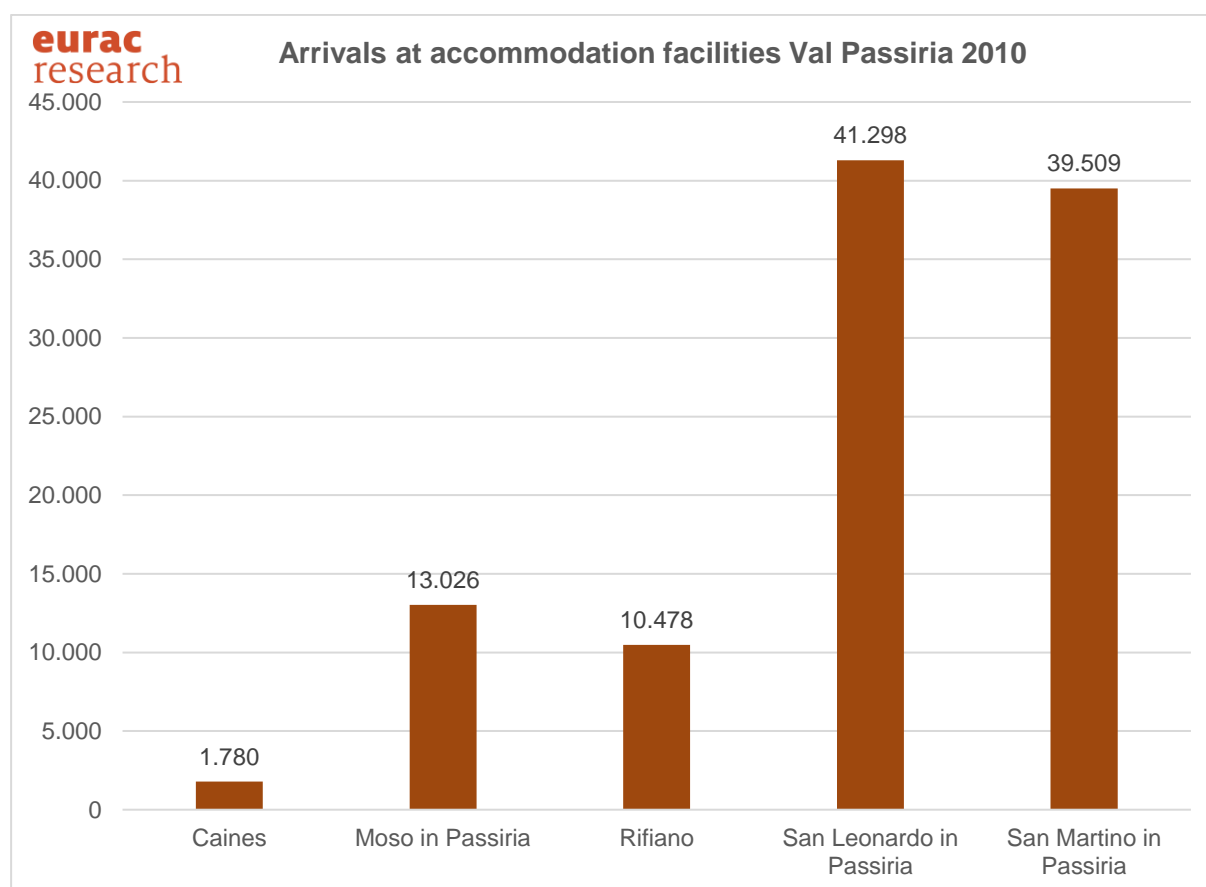
According to provincial statistics (ASTAT 2017) the Val Passiria has a total of effective debasements according to the Val Passiria rout of 378.124 (1.036 per day). S. Leonardo had a total of 70.776 debasements of single tickets which per day correspond to 193.9 (ASTAT 2017).

The debasements of the provincial public transport tickets such as Abo+, Abo65 as well as leisure mobile card have a correspond to: Abo+ and Abo65 a total of 127.761 (350.0 per day), for the mobile card a total of 46.387 debasements (127.1 per day) were registered (ASTAT 2017).

According to the provincial statistical office the municipality of S.Martino in Passiria ranks nr. 19 of other 20 South Tyrolean municipalities in the category of municipalities with the highest amount of night traffic burden. Moso in Passiria has the highest amount, 2.380, of average day traffic according to the seasons (ASTAT 2017).

Concerning the **employment rate** (2015) the municipality of San Martino in Passiria with 17.5% has the highest percentage of unemployed residents (regarding the resident population between 20-64 years).

Regarding the **employment sectors** (2015) the majority is employed in the tertiary sector, which is the strongest in San Leonardo in Passiria (80.1%). The secondary sector is most dominant in the municipality of San Marino in Passiria (24.4%) and Moso in Passiria (24.4%). Also the primary sector is most dominant in these two municipalities, with each 3.6%.

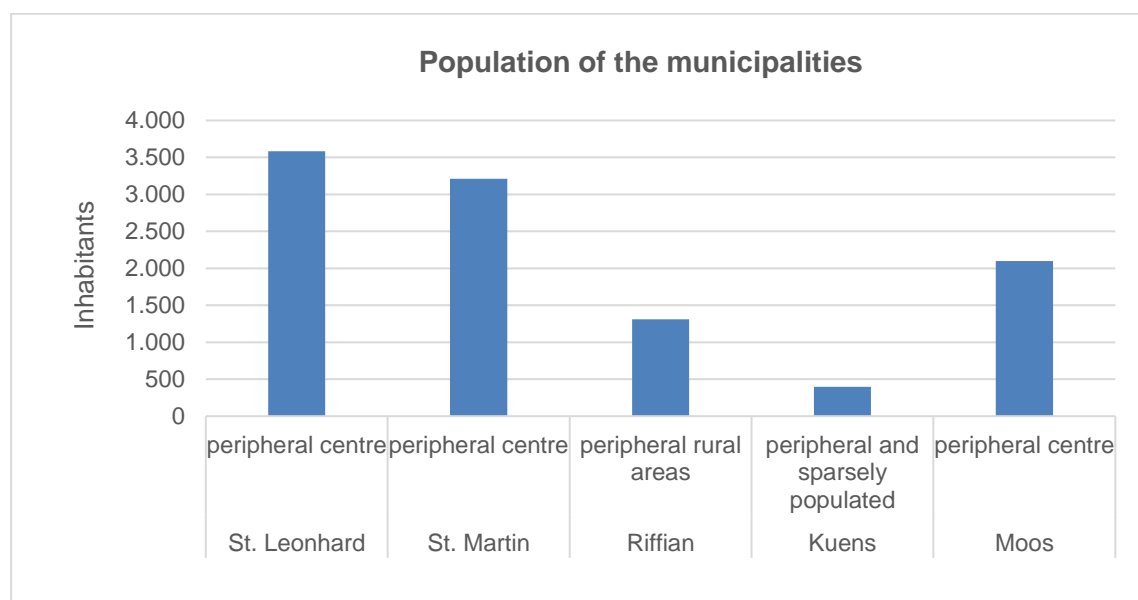


Arrivals at accommodation establishments 2010

The aspect of tourism in the municipalities is relevant for SGI delivery. It is assumed that with, the number of tourists, also the offer of SGI might increase and they become more accessible. The graph above illustrates, that the municipality of San Leonardo in Passiria has the highest total number of tourist arrivals, followed by San Martino in Passiria. Caines displays the lowest arrival number.

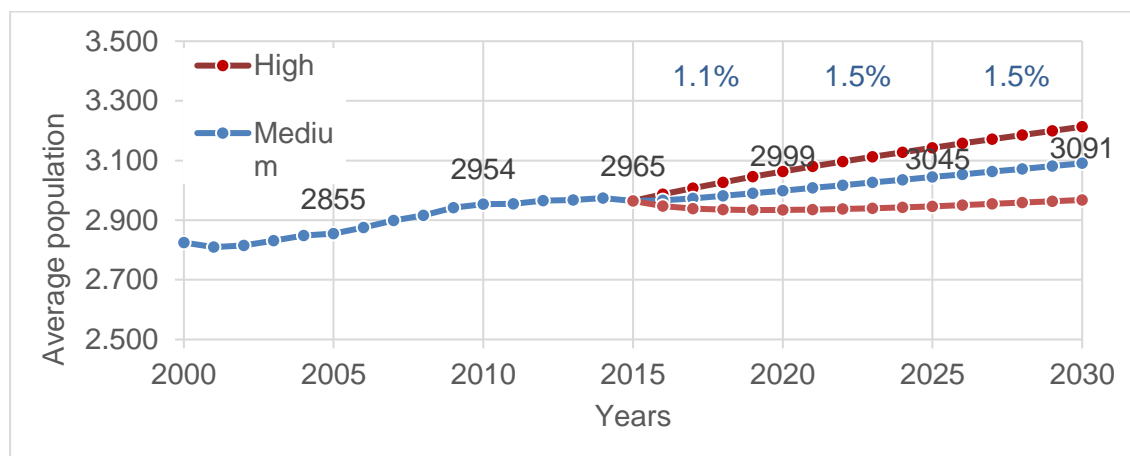
3.2 Demographic forecast (D. 3.3.1)

Eurac Research calculated the forecast based on the average number of the inhabitants. It is not possible to reduce the forecast to a single municipality as they were divided in three different clusters: (1) rural centres, (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.

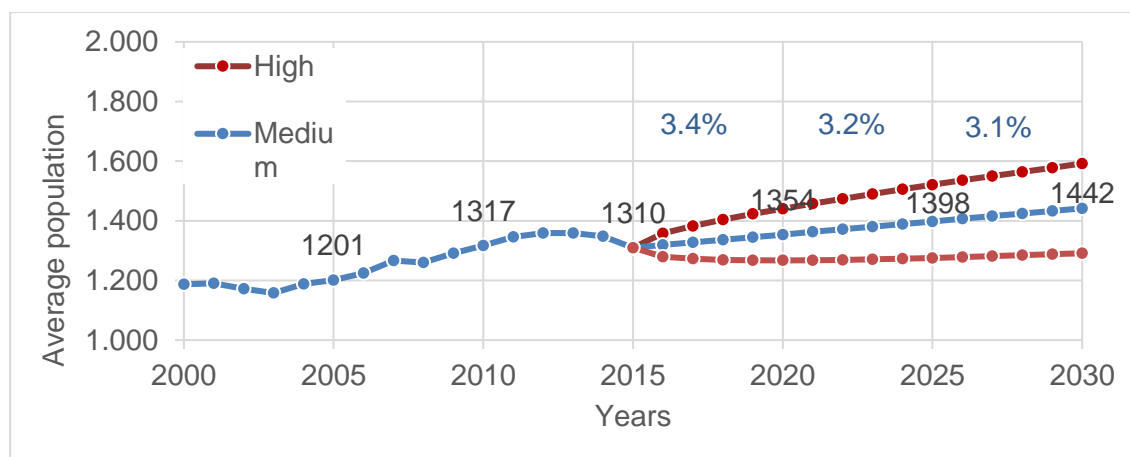


Population of the municipalities in the Test Area Val Passiria in 2015 (latest figures available)

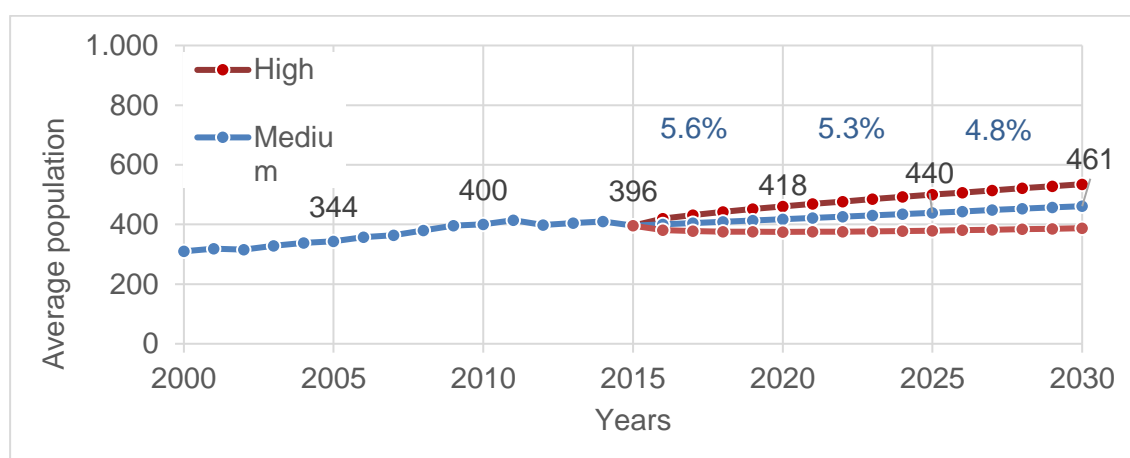
In Val Passiria three of the five municipalities, represent peripheral centres and just one municipality a sparsely populated area and the last municipality a peripheral rural area. This is unique, compared to all other analysed test areas; however, it has to be noticed that the peripheral centres include settlements and villers.



Val Passiria peripheral centre - population forecast of total inhabitants

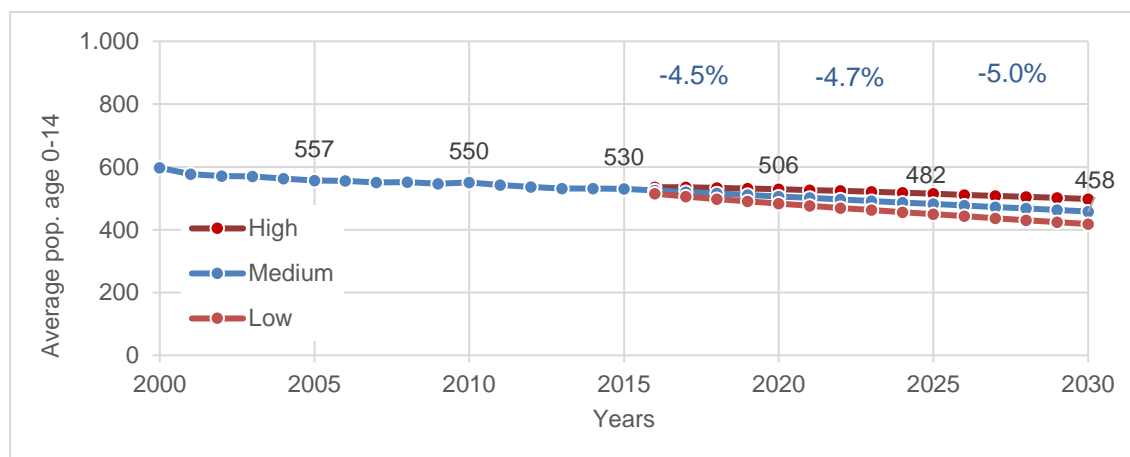


Val Passiria peripheral rural areas - population forecast of total inhabitants

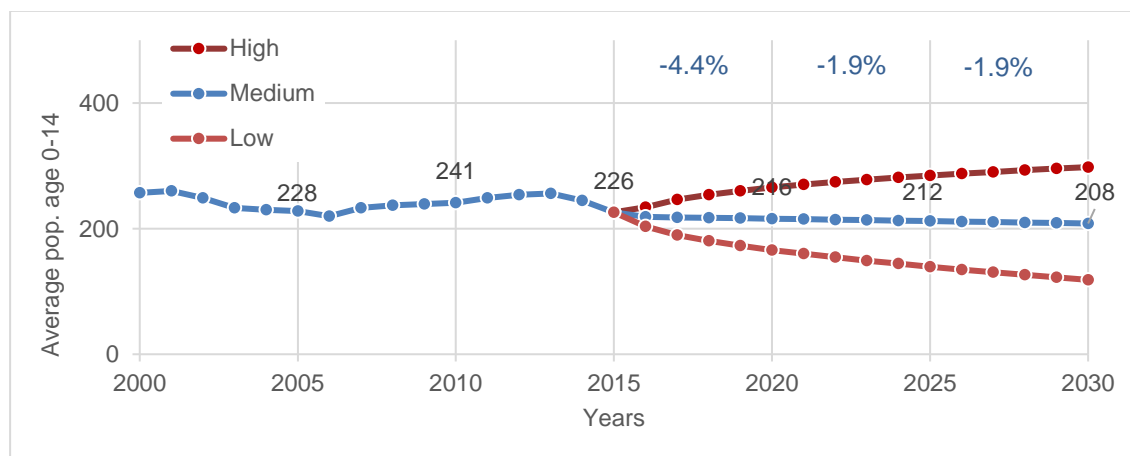


Val Passiria peripheral sparsely populated areas - population forecast of total inhabitants

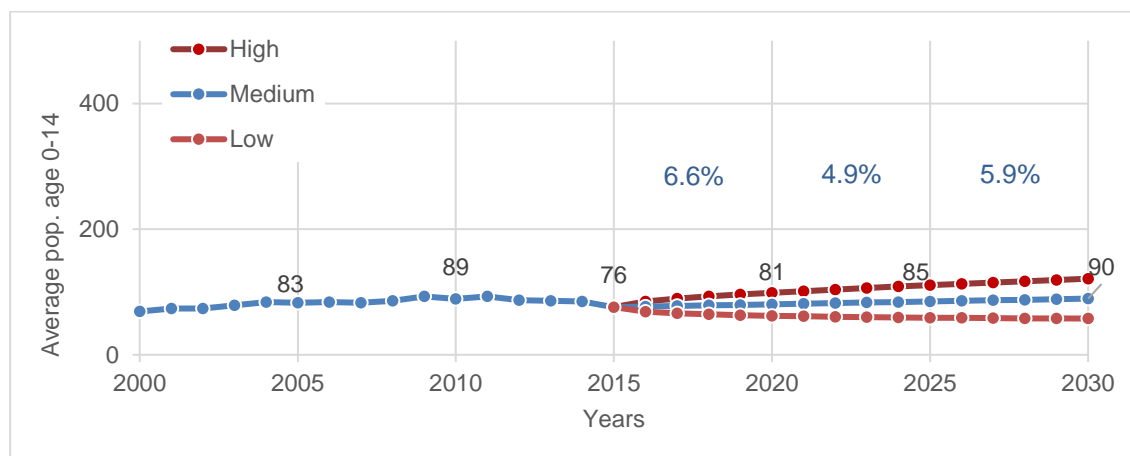
The total population is estimated to increase in all statistical areas, which must be interpreted as very positive for a peripheral region. The highest percentage of population increase from 2015 to 2030 is expected in the sparsely populated areas with 16.4%. The test area in general has a stable or slightly increasing population.



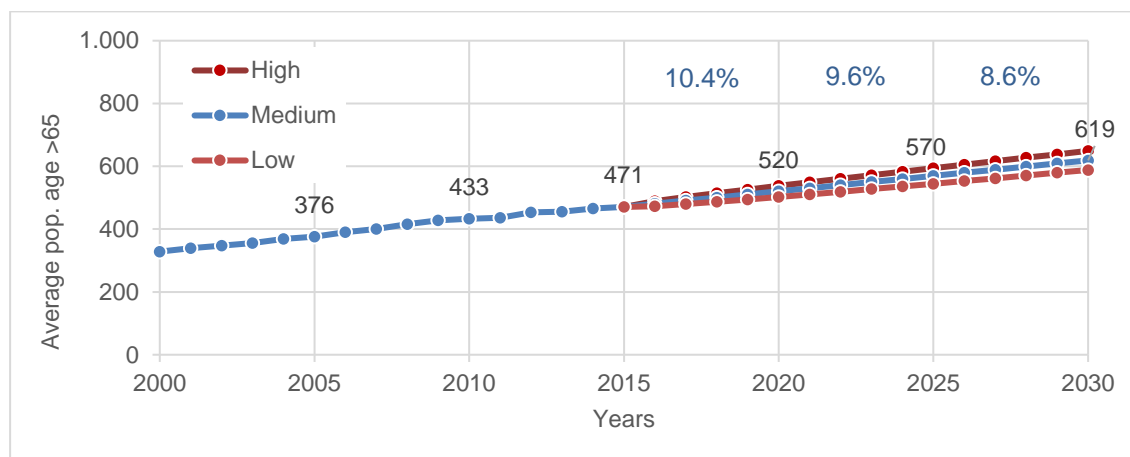
Val Passiria peripheral centre - population forecast of inhabitants aged 0-14



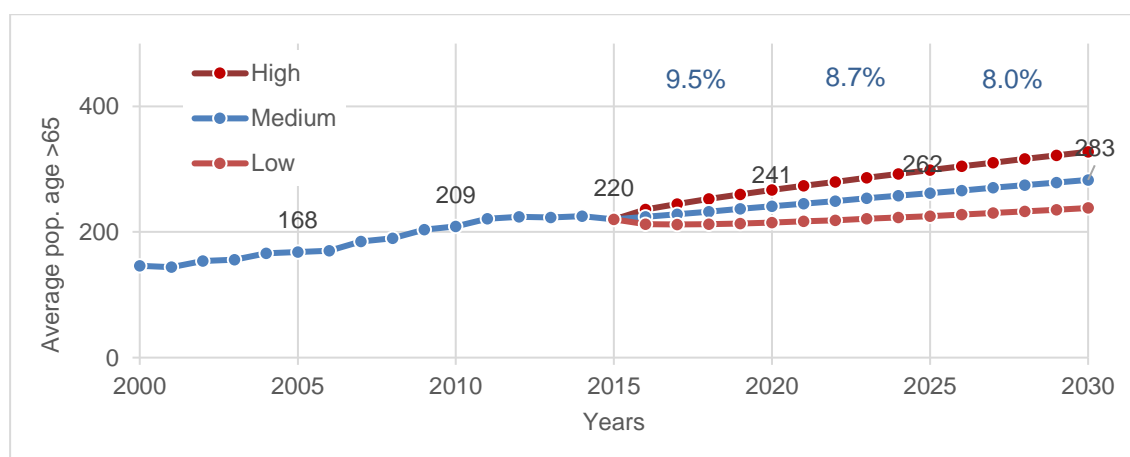
Val Passiria peripheral rural areas - population forecast of inhabitants aged 0-14



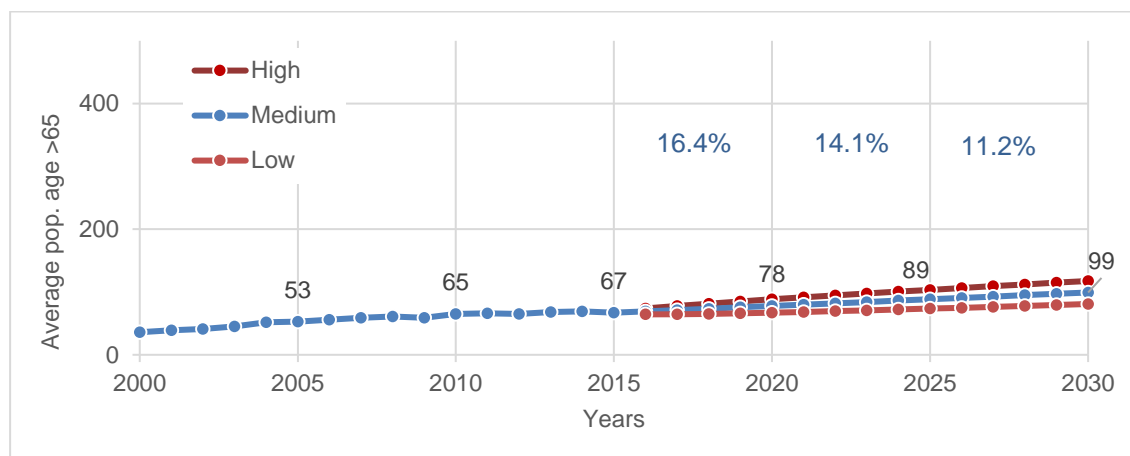
Val Passiria peripheral sparsely populated areas - population forecast of inhabitants aged 0-14



Val Passiria peripheral centre population forecast of inhabitants aged 65 and above

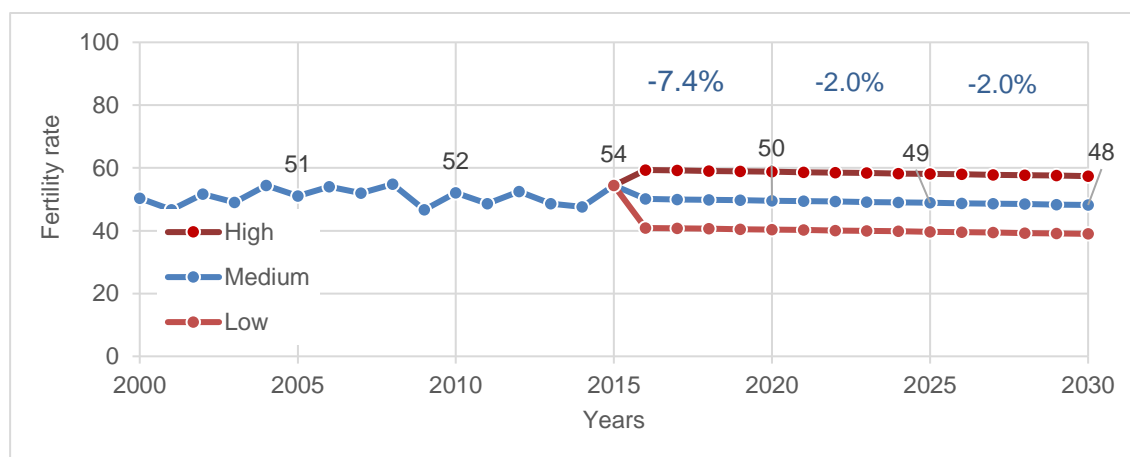


Val Passiria peripheral rural areas population forecast of inhabitants aged 65 and above



Val Passiria peripheral sparsely populated areas population forecast of inhabitants aged 65 and above

The graphs divided by cohorts show a general trend of an ageing population with increasing numbers of people over 65 and decreasing numbers of young people, except the smallest municipality, which has a slightly positive trend of young people. The peripheral centres are expected to have a decrease in the number of people aged 0-14 years of approximately -13.6%. The trend of the increasing number of elderly people lies between 8% and 16% every five years and is comparable with other test areas.

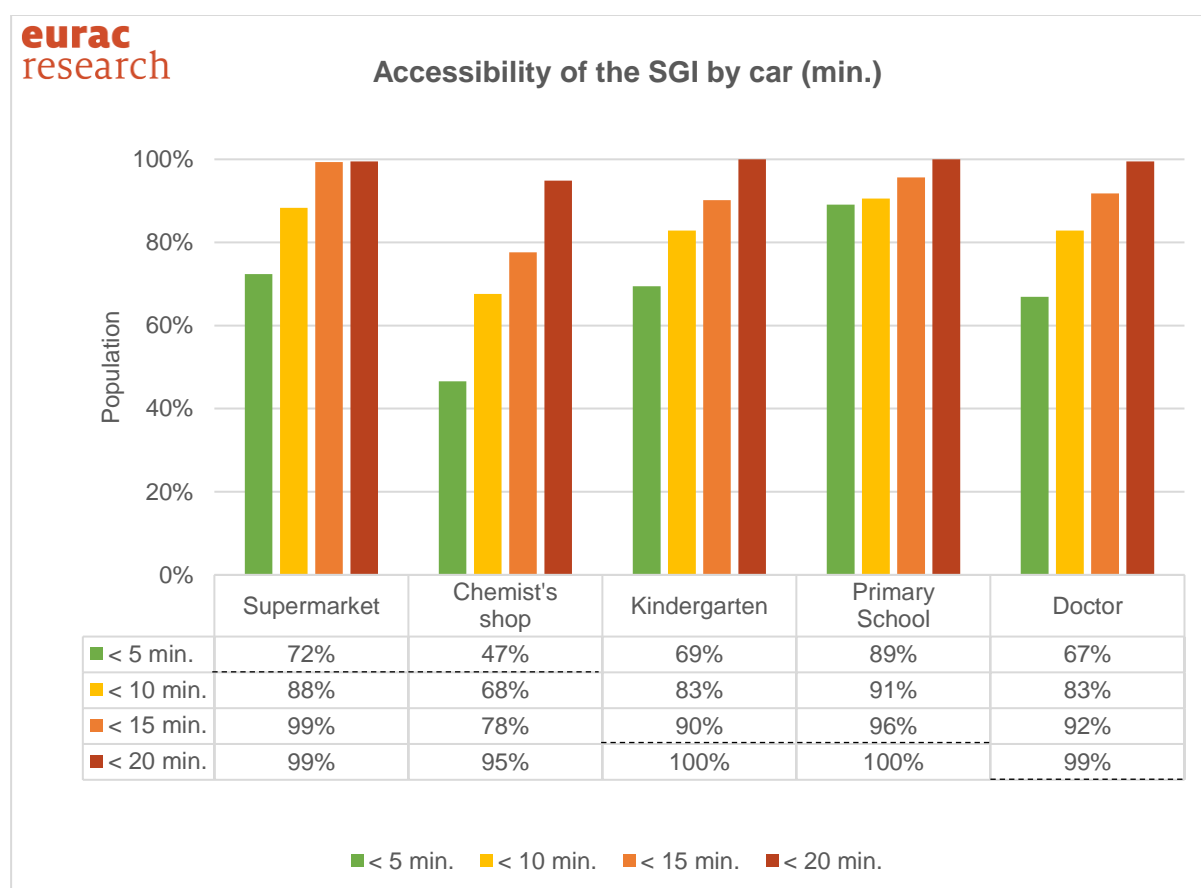


Val Passiria peripheral centre - forecast of fertility rate (births per woman aged 15-49)

The general fertility rate of the peripheral centres is almost stable and lies around 50 live births/1,000 females ages 15-49 years. Because of the large variations in rural areas and sparsely populated areas, it is hard to make a concrete prediction. It is expected that the fertility rate declines by -11.1% between 2015 and 2030.

3.3 GIS maps visualising SGI accessibility (D. 3.6.1)

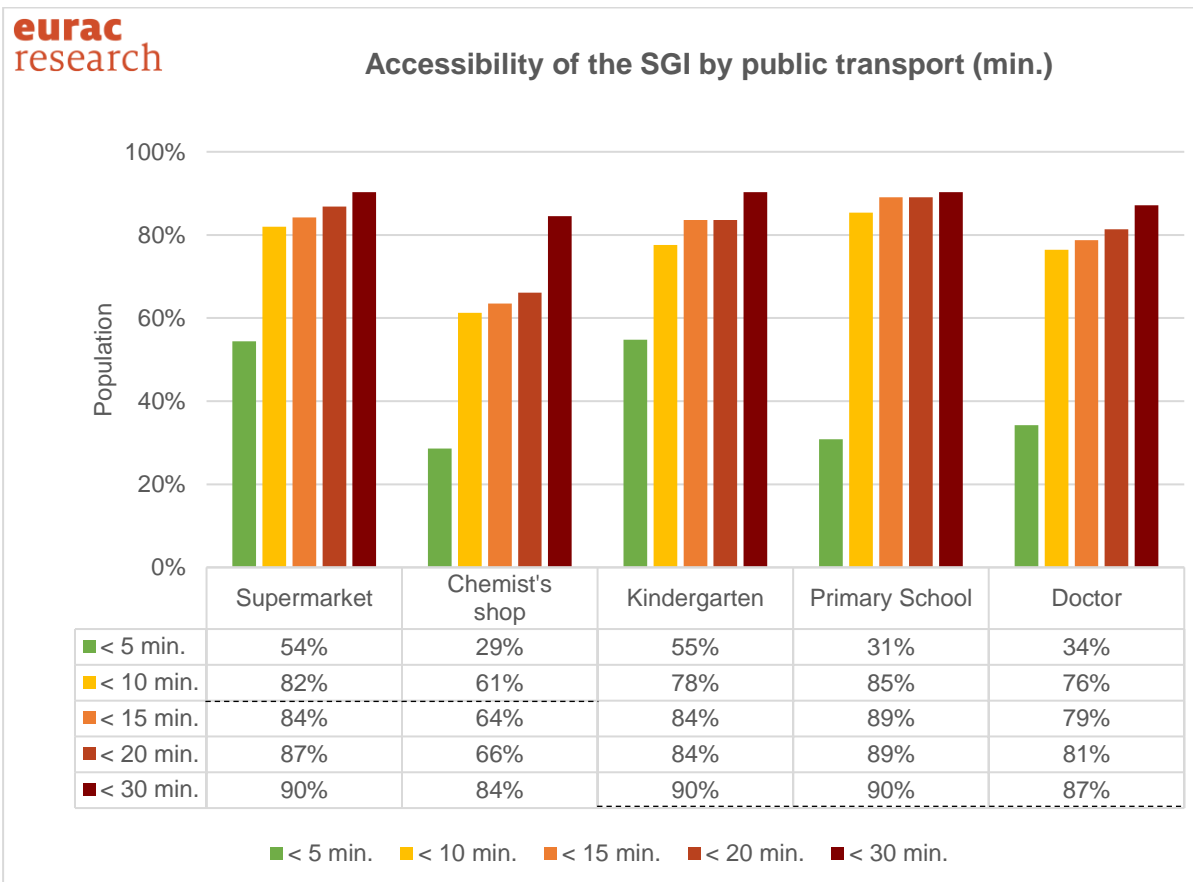
In the following chapter, the accessibility analysis based on excel charts and the used benchmark from the MORO study in Germany⁴ (dotted line in the chart) summarises the main findings of the five selected services (supermarket, chemist shop, kindergarten, primary school and doctor). After describing 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

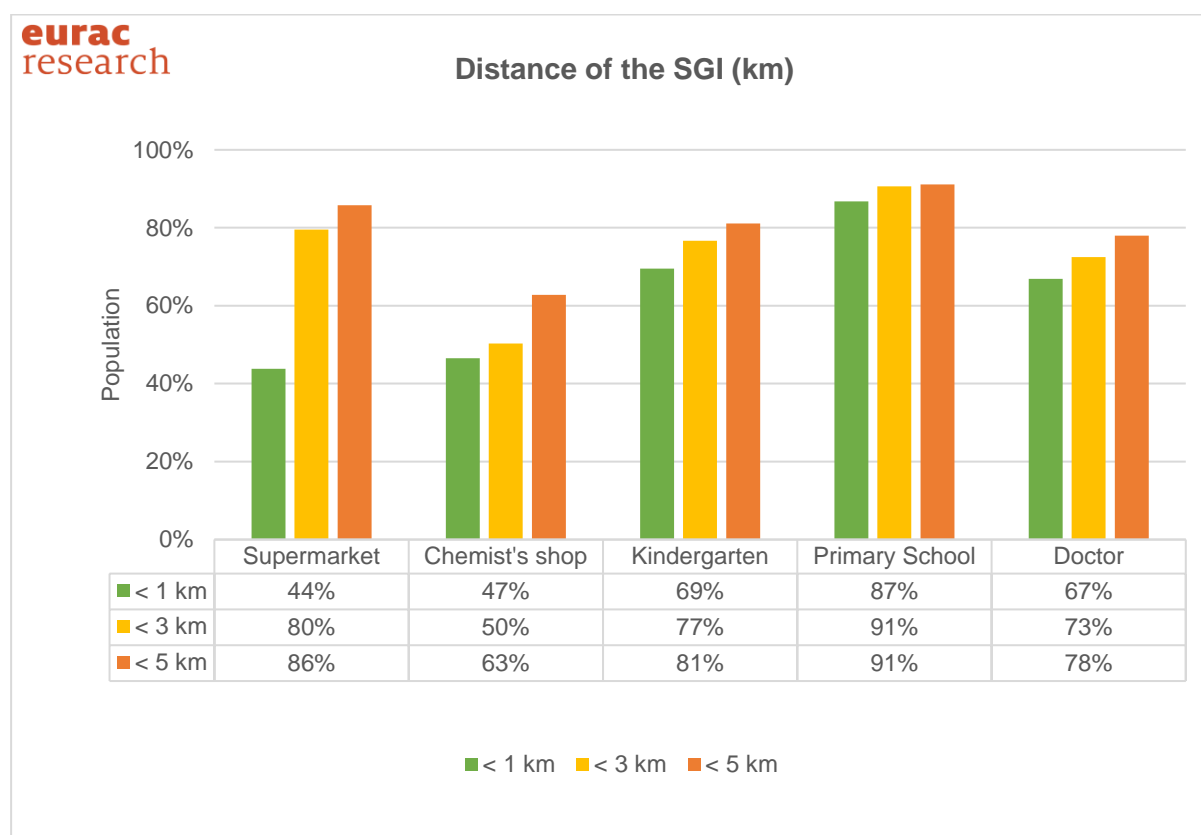
Comparing the surveyed accessibility by car of the selected SGI with the defined benchmarks⁵ a supermarket cannot be reached by 28% or a chemist's shop not by 53% of the population of the five selected municipalities within 5 minutes by car. A kindergarten cannot be reached by 10% and primary school cannot be reached by 4% within 15 minutes. A doctor cannot be reached by 1% within 20 minutes by car.

⁴ Burgdorf, M., Krischausky, G., Müller-Kleißler, R., 2015b: Kennzahlen in der Daseinsvorsorge, BMVI (Hrsg.), BMVI-Online-Publikation 01/2015.



Accessibility of SGI in min by public transport

Regarding the accessibility of the SGI by public transport, 10% of the population of the five municipalities cannot access a kindergarten or a primary school and 13% cannot access a doctor within 30 minutes. While 18% cannot access a supermarket and 39% a chemist's shop within 10 minutes.



Distance of SGI in km

20% of the population in the TA cannot reach a supermarket within 3 km.

50% of the population in the TA cannot reach a chemist's shop and 23% cannot reach a kindergarten within 3 km. 9% cannot reach a primary school, and 27% cannot reach a kindergarten within 3 km.

Regional accessibility

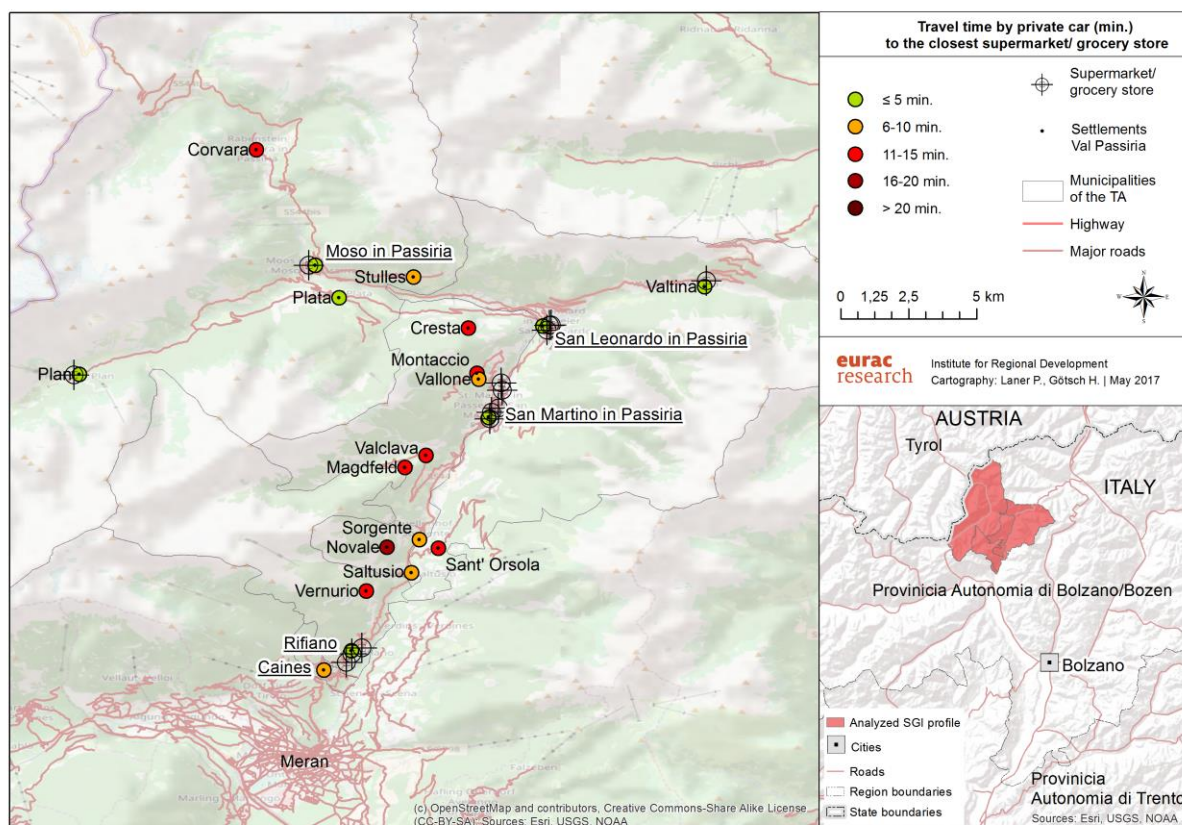
The next **airport** is Innsbruck, in Austria, distant 110 km away from the farthest settlement Novale (Steinerhof) which takes 113 minutes to reach the airport by car. By public transport, it takes a max. of 297 minutes from Montaccio (Krusterhof) to reach the airport of Innsbruck.

The next **train station** is located in Merano which is 39.5 km from the farthest settlement Plan, from which it takes 50 minutes to reach the train station by car. It takes 129 minutes from Montaccio (Krusterhof) to reach the train station by public transport.

The next **hospital** is located in Merano and is 37.8 km distant from Plan, from which the people take 48 minutes to reach the hospital. It takes 129 minutes by public transport from Montaccio (Krusterhof) to reach the hospital.

The **provincial capital** Bolzano is located 70.7 km away from Plan and it takes a max. of 76 minutes to reach it by car. It takes a total of 185 minutes to reach Bolzano from Montaccio (Krusterhof) by public transport.

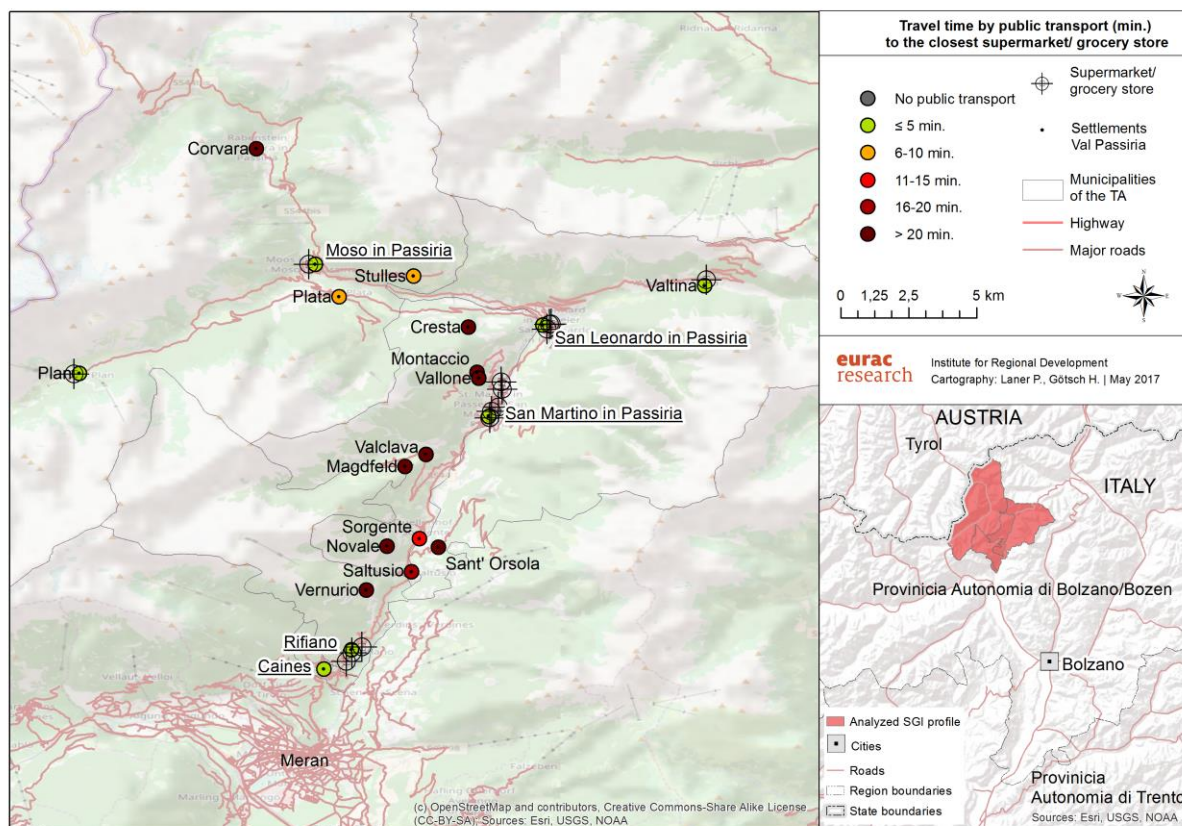
3.3.1 Supermarket



Accessibility of the next supermarket in min by car

28% of the population of the five municipalities need more than 5 minutes to reach a grocery store by car. The maximum time⁶ to reach the next grocery store takes 20 minutes.

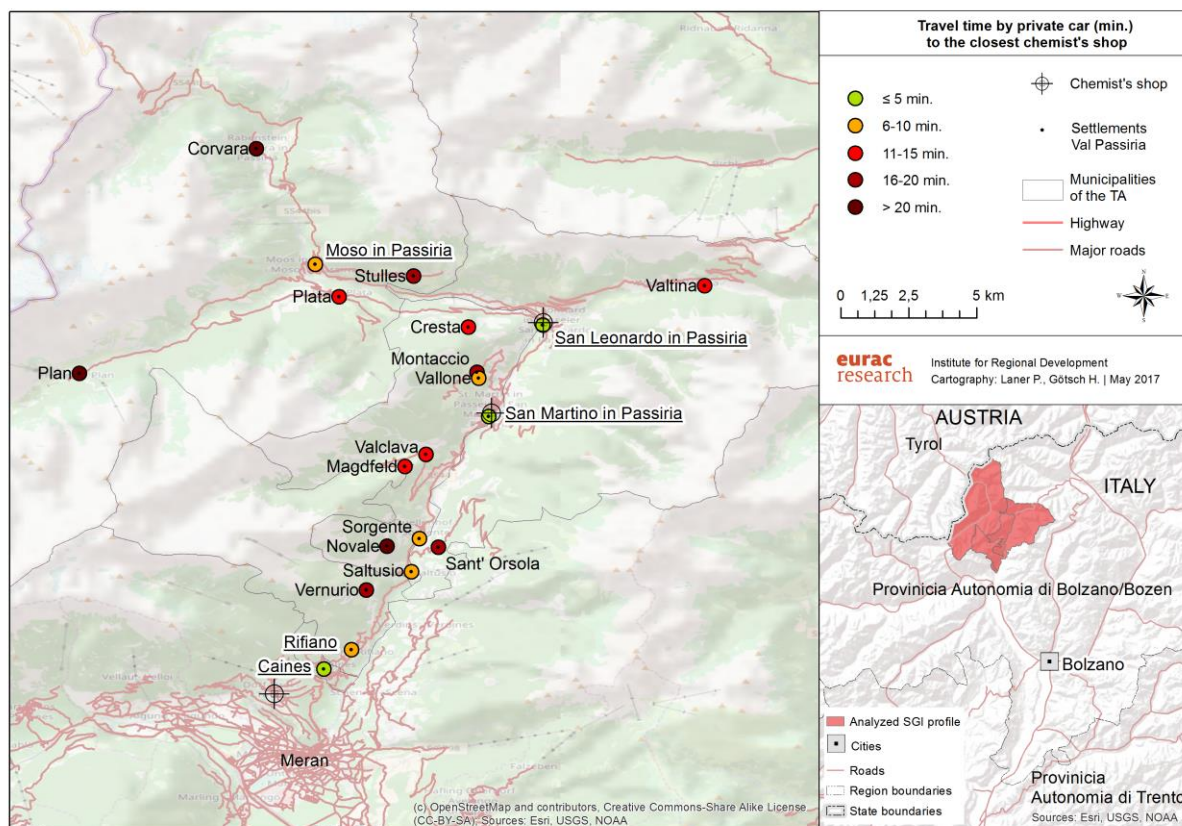
⁶ This refers to the average time at a driving speed of 50km/h.



Accessibility of the next supermarket in min by public transport

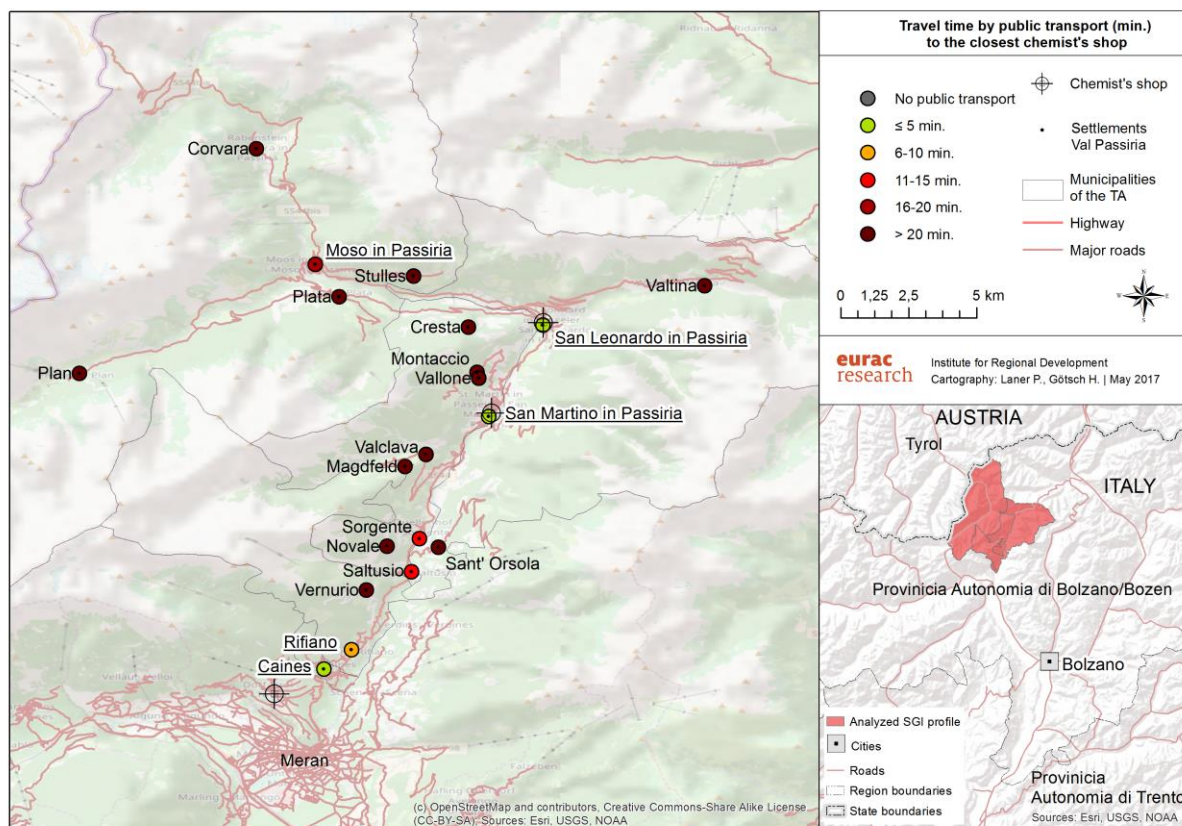
18% of the population of the five municipalities need more than 10 minutes to reach the next grocery store by public transport. The maximum time to reach a grocery store takes 99 minutes.

3.3.2 Chemist's shop



Accessibility of the next chemist's shop in min by car

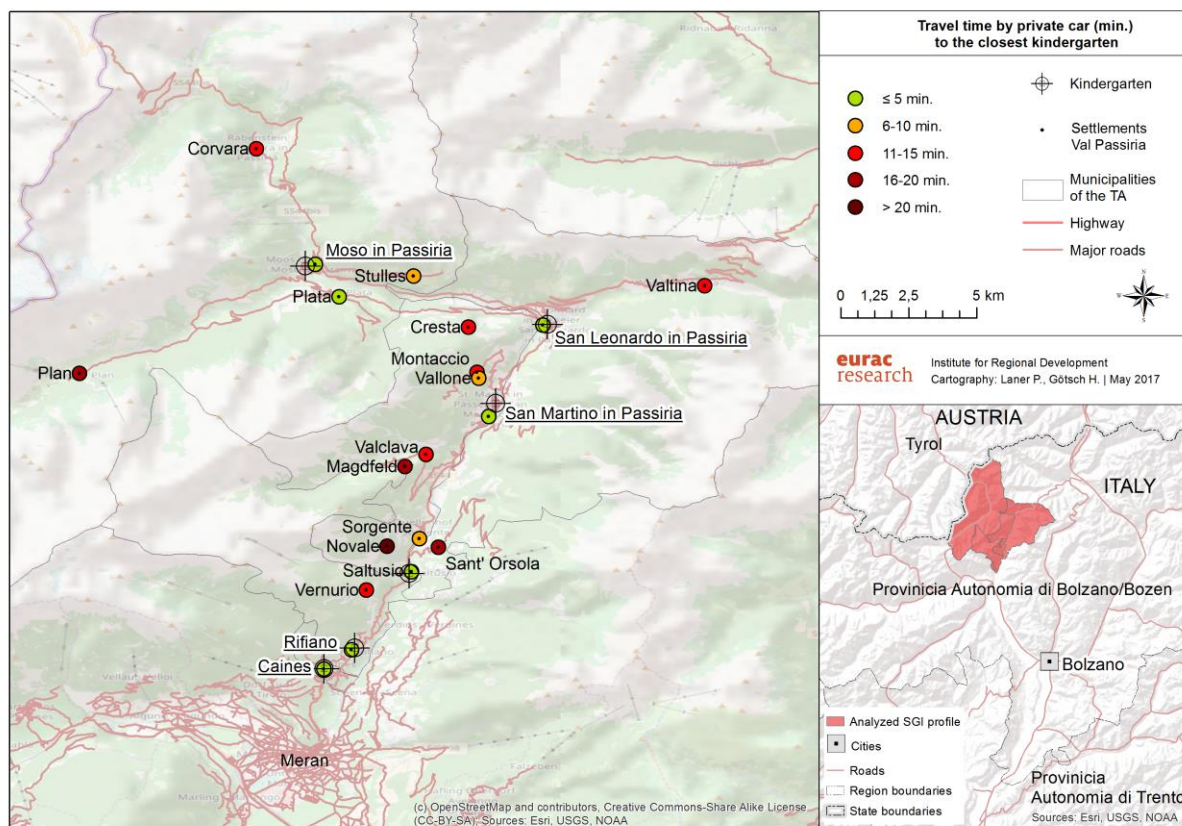
53% of the population need longer than 5 minutes to reach a chemist's shop by using a car. The maximum time to reach a chemist's shop takes 27 minutes.



Accessibility of the next chemist's shop in min by public transport

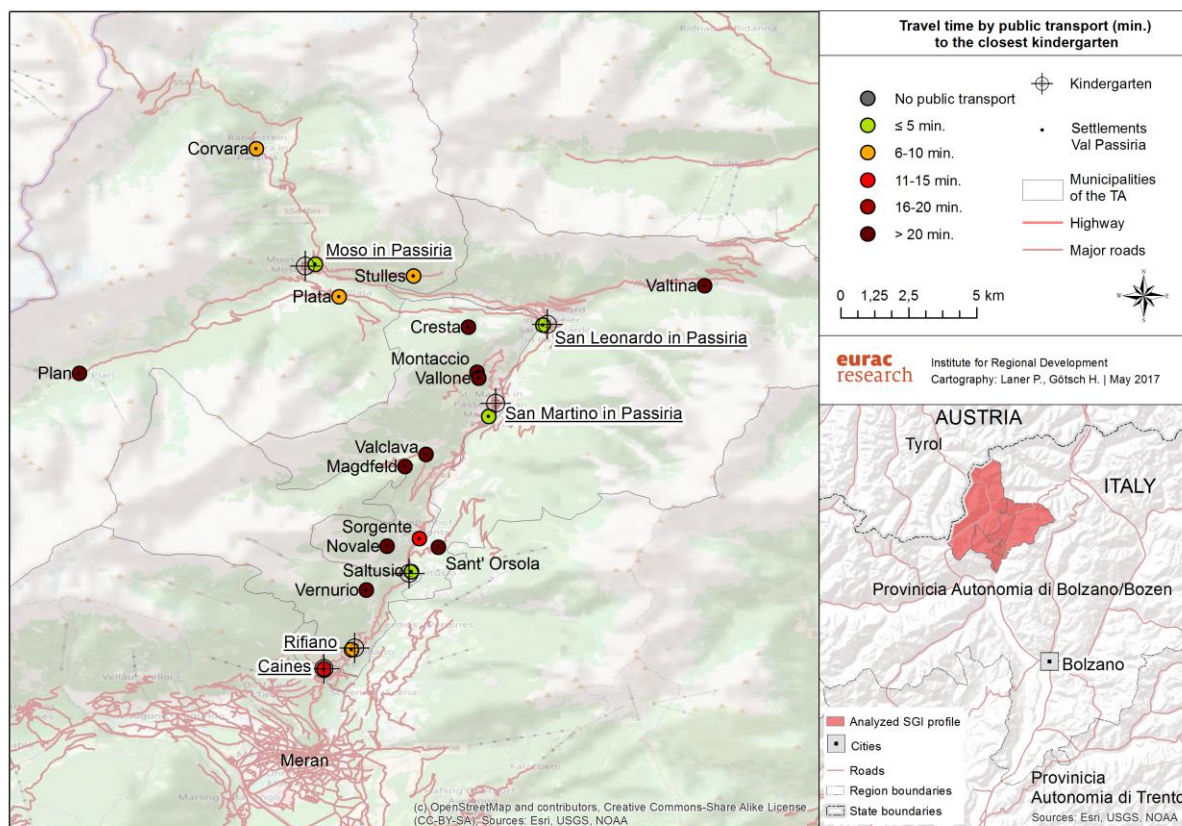
39% of the population need longer than 10 minutes to reach a chemist's shop by using the public transport. The maximum time to reach a chemist's shop takes 105 minutes.

3.3.3 Kindergarten



Accessibility of the next kindergarten in min by car

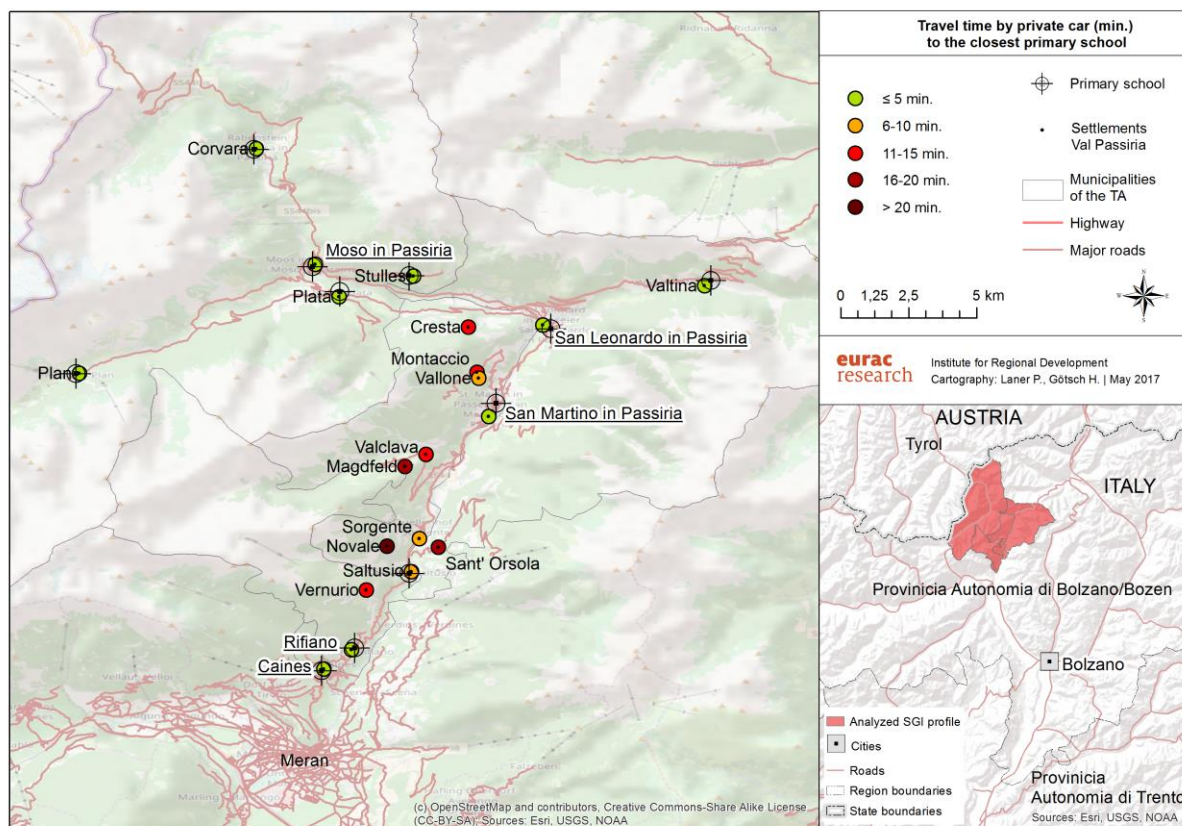
10% of the population of the municipalities cannot reach a kindergarten within 15 minutes by car. The maximum time to reach a kindergarten takes 18 minutes.



Accessibility of the next kindergarten in min by public transport

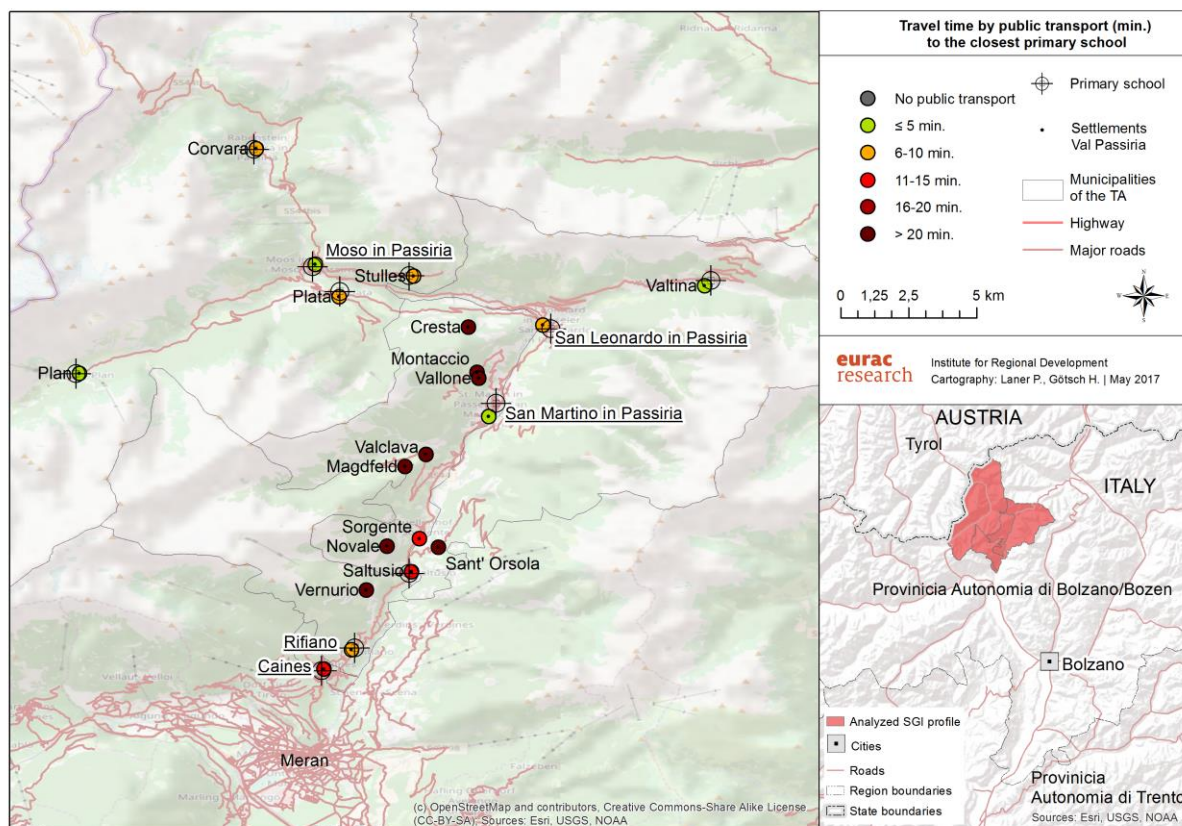
10% of the population of the five municipalities cannot access a kindergarten within 30 minutes using public transport. The maximum time to reach a kindergarten in the test area takes 97 minutes.

3.3.4 Primary School



Accessibility of the next primary school in min by car

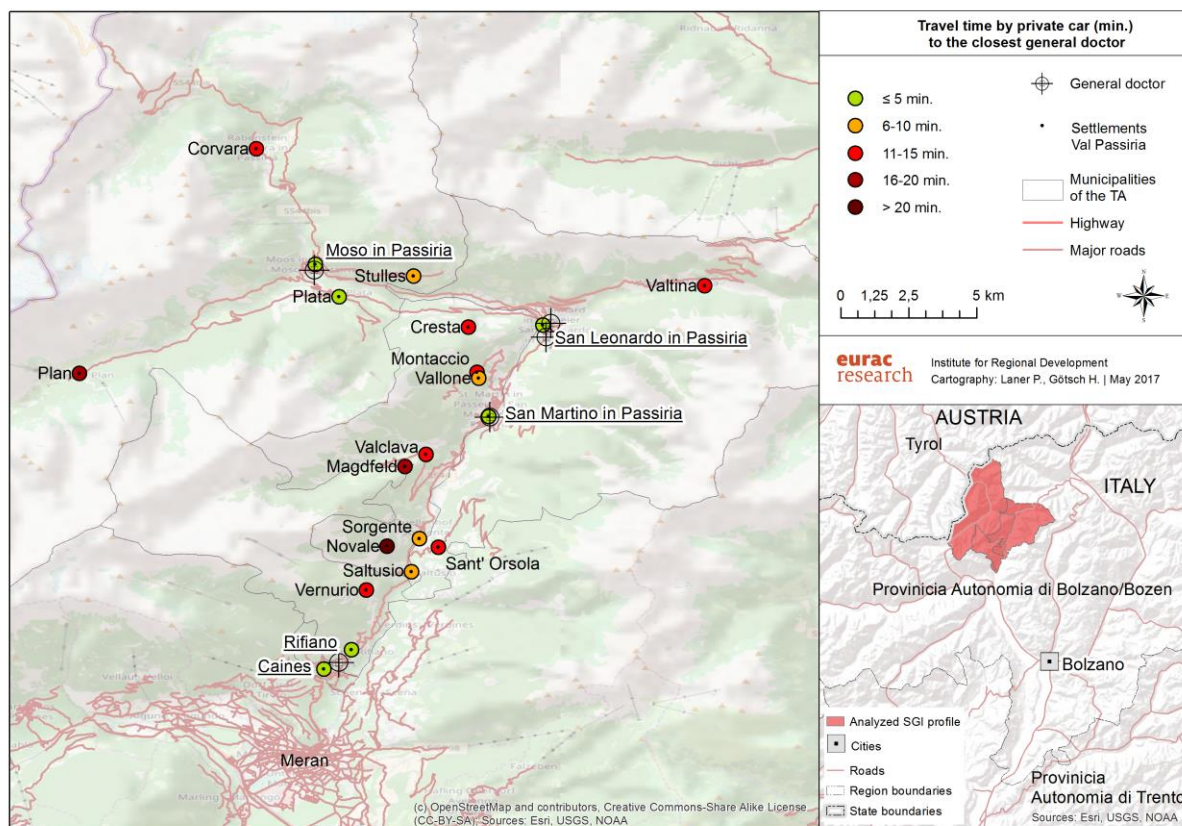
Only 4% of the population of the selected municipalities cannot access a primary school by using a car within 15 minutes. The maximum time to reach a primary school takes 17 minutes.



Accessibility of the next primary school in min by public transport

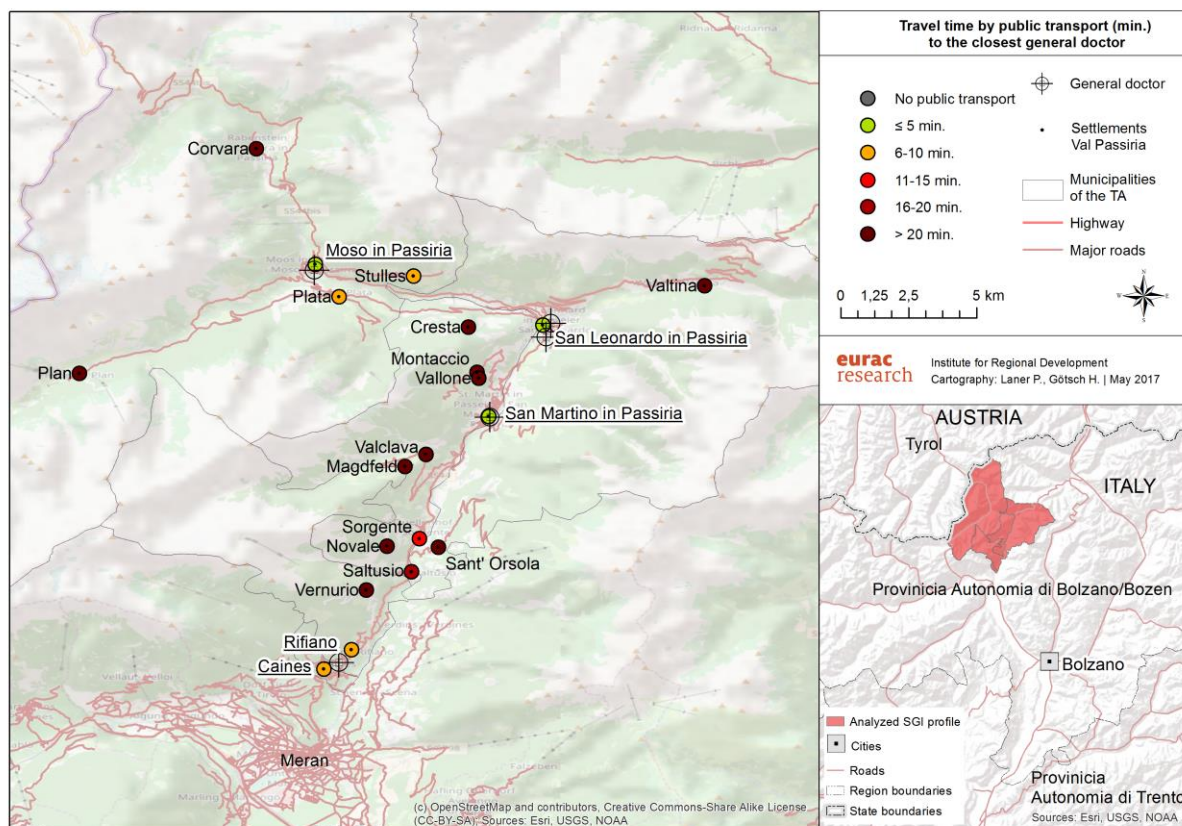
10% of the population of the five municipalities cannot access a primary school by using public transport within 30 minutes. The average maximum time to reach a primary school takes 97 minutes.

3.3.5 Doctor



Accessibility of the next doctor in min by car

Only 1% of the population of the five municipalities cannot reach a general doctor by car within 20 minutes. The maximum time to reach a doctor by car takes 21 minutes.



Accessibility of the next doctor in min by public transport

13% of the population of the five municipalities cannot access a general doctor within 30 minutes by public transport. The maximum time to reach a doctor takes 98 minutes.

In the test area Val Passiria the most distant settlement from all services is Novale (Steinerhof) from which it also takes the longest to reach the services by car. From the settlement Montaccio (Krusterhof) it takes the longest by public transport to reach all services. San Leonardo and San Martino have all basic services present due to the fact that they are the big centres of the valley and also are a popular tourism destination. Moreover they have flourishing industrial areas, which is positive for the entire valley. From San Leonardo the services can be best reached also by public transport. All analysed settlements have access to public transport within 15 minutes on foot.

Also the demographic forecast shows that all municipalities in the Val Passiria have a stable population and even slightly increasing, especially within the two main municipalities San Leonardo and San Martino. Rifiano and Caines are close to the bigger city Merano, which also is positive for the population living in these municipalities.

Principally the analysed services (supermarket, kindergarten, primary school and doctor) can be reached by over 70% and even over 90% of the population living in the

valley (total of 10.631 registered people) in 2016. The chemist shop can be reached by nearly 50% of the population living in the five municipalities within the foreseen benchmark of 5 minutes by car.

By public transport more than 60% of the population of the five municipalities in the TA can reach a chemist shop and more than 80% a supermarket within 10 minutes, while 90% of the population can reach a kindergarten, a school and 87% a doctor within 30 minutes using public transport.

This shows that most people have good access to the services analysed by car as well as by public transport.

3.4 Qualitative Information

SGL at the municipal level

Annex 1 shows the “SWOT” tables that were used to register the interviews of the five interviewees, majors, of the single municipalities. These contents reflect the subjective situation and the quality of service provision as perceived by the interviewees and do not represent the overall opinion of the local population living in the Val Passiria. The following table summarizes the assessment of the level of service, the average evaluation of each service throughout the TA, and the average evaluation of the SGI for each municipality.

A. Municipality: Moos/Moso

Basic goods

Strengths

Regarding basic goods, the energy and environment cooperative Moso, electricity provider (Energie und Umwelt Moos-EUM) took over the 2010 founded cooperative Konsumoos, as the initiators could no longer cover the high rents and the personnel costs. The energy cooperative wanted to guarantee the provision of basic goods and maintain the small retailers. Since 2016 there are still three small retailers open in the settlements Stuls, Platt and Pfelders which contribute to the quality of life of the inhabitants, especially older people as they can walk to the grocery store. Meanwhile, the retailer in Stuls has been taken over by a young women and the EUM is still leading the retailers Platt and Pfelders. The reason why the energy cooperative took over these shops and pays for the rent and personnel is to maintain the municipal live and quality of the services, as the small retailers are an important social meeting point for inhabitants.

Even though, the post office was closed two years ago, the small retailer is used as a deposit place, where express service or other postal service leave their goods.

Challenges and Weaknesses

The difficulty in maintaining small retail shops lies within the fact that many people work outside the municipality and therefore do their grocery shopping in bigger stores when they commute. For specific postal service people are forced to use the post office in S. Leonardo, which is located approximately 7 km away.

Improvements and future investments

The small retailer in Pfelders that originally had 65m² was expanded in 2016, and while the construction the shop was closed for three weeks. After this, there was a lot of positive feedback from the population.

Energy

Strengths

In the energy sector the municipality of Moso is defiantly a best practice example. As the municipality has the resource water, it founded the EUM in 2002 and built a hydropower station. The remaining income is reinvested in infrastructures like roads, pipelines of the municipality. Furthermore, the EUM supports the municipal associations, as these are important for the village quality of life of the inhabitants. The EUM provides energy services at a low cost for its members and has improved the pipeline network so that there are no energy shortcuts. Moreover, it has its own optical fibre that even reaches to the “Stettiner” alpine hut located at 2.875 meters. This sector also shows a close collaboration between the municipality and public administration with the private service provider EUM, as in many cases where the public administration could not provide the service the EUM took over and ensured the service is guaranteed, like in the case of the shops or the petrol station, where the municipality had the licence first but could no longer guarantee the service. The EUM furthermore provides jobs in the municipality and attracts people to remain in the valley.

Improvements and future investments

The biggest investments in this sector was the construction of the two hydro plants and the expansion of the pipelines as well as the transfer of electricity on the high-tension national power line TERNA.

Future investments should be made regarding the green certificate of renewable energy where the state provides subsidies.

The integrated approach lies within the collaboration between the two sectors energy and basic goods.

Education

Moso has its own kindergarten, and even a day care mother as well as own primary school. The integrated approach is also between the sectors energy and education sector. The EUM is planning a show museum where the process and topic of energy is explained, this should also be a further attraction to tourists and not only residents.

Health and social services

There is no pharmacy located in Moso. The people have accepted the distance to the next municipality San Leonardo (approx. 7 km). The mobile food service for old people, which is delivered by volunteers works very well.

Transport

Even if Moso is the farthest municipality from the central city of Merano (approx. 28 km) the public transport works very well one explanation could be that it is a tourism destination.

Telecommunications

The EUM has its own fibre network that was installed once the lines were laid underground; there are no open lines that means that there are no electricity short cuts unless there are environmental catastrophes. The optical fibre belongs to the EUM and so there are no other providers in this municipality, however the internet packages are offered at a good price (18 € per month).

Only very few households are not connected to the optical fibre network, which currently provides 380 households. The service also provides free installation of the router in the household.

B. Municipality: St. Leonhard/S. Leonardo

Basic goods

Strengths

The centre of the municipality is well developed with the basic necessary shops and there is even a food bank that is organised across the municipalities in the valley.

Challenges and Weaknesses

The only lack of services regarding basic goods is that there is no discount store for the lower income class.

Improvements and future investments

As grocery shops are a private sector, no investments have been granted directly. However, since 2000 the municipality has provided and pushed the provision of free parking places in the centre of the municipality so that all service facilities can be accessed.

Education

Strengths

The basic educational services such as kindergarten, elementary and middle school are present in the municipality. The middle school serves the two municipalities of S. Leonardo and Moso. The quality meets the needs of the inhabitants as for example the kindergarten is offered at a good price 30 € per month this is an initiative of the whole valley. In the neighbouring municipality, Moso there is even a day care mother and in S. Leonardo there is a nursery for small children (Casa Bimbo).

Challenges and Weaknesses

Starting from high school the students have to travel to Merano, however the well-functioning transport works well and so there are not children that have to stay in a student home, even if Merano is distant approximately 20 km.

Improvements and future investments

The kindergarten is planned to be reconstructed.

Health and social services

Strengths

All necessary services are present in the municipality and provided with a high quality by the district department of social care. In Val Passiria there are five general practitioners including the child doctor, which is relatively good for approximately 8.000 inhabitants. Furthermore, the municipality has a well-functioning social and old age care and mobile food service, which is delivered at home.

The district department of the social care is located in S. Leonardo and offers basic services that help to avoid travelling to Merano.

Also the social care for people with special need is used and the inhabitants are very satisfied with the service.

S. Leonardo has 2 retirement homes and these are organised intermunicipally. However, due to the family structure in the valley many old people still remain at home and are taken care of either by family members or by the mobile care service or latter supports the families. Additionally, S. Leonardo has 12 retirement flats that can be rented and are fully used.

Challenges and Weaknesses

There is no centre for specialist doctors where more services could be provided and that would save the time to travel to Merano. Specialist services are defiantly lacking and could be expanded.

Improvements and future investments

An outpatient clinic (Ambulatorium) is planned to be set up within the retirement home by 2019. In S. Leondardo the old age home will be restructured and the bed capacity will be increased from 42 to 46. For this provincial and municipal financial means of 9 Mio. € are put to disposition (Dolomiten 2017a).

Transport

Strengths

The inhabitants are satisfied with the quality of the public transport service that is provided every thirty minutes and is used very frequently by the inhabitants and tourists (see point on commuters).

Challenges and Weaknesses

The busses are often very overcrowded and the accessibility within the centre Merano (from Tyrol to Merano) takes longer than from the valley due to the high traffic intensity.

The idea of a tram, connecting the municipalities in the valley was rejected due to political and geological reasons.

Improvements and future investments

A planned improvement for the traffic, is the tunnel “Küchelberg” which will be a deviation of the city of Merano to the industrial area of Zenoberg, to overcome the high traffic passing through the city. This will ease the accessibility of the main centre Merano and should be finished by 2022/23.

Telecommunications

Strengths

The phone connection is satisfying as well as the internet connection. Currently there are approximately 120 households and companies (50%) of the municipal centre connected to optical fibre. Many big hotels are connected to optical fibre as it is a need for the tourists. Private households as long as they have a good telephone connection of the Telecom, it is not necessary for them to be connected to the optical fibre.

The integrative approach lies within the collaboration with the private business company Energy and Environment Moso (EUM – Energie und Umwelt Moos) which is responsible for the ordinary maintenance of the broad band.

Challenges and Weaknesses

The lacking of financial means from the province hinders the project of optical fibre to be completed, as municipalities are responsible for the last mile.

Improvements and future investments

Small hotels and the small settlements are not yet provided with optical fibre this will be done in the coming years, as the canalization will be extended and parallel the optical fibre will be provided.

Administrative services

Strengths

The administrative services work well in the municipality and the collaboration with the neighbouring municipalities.

Improvements and future investments

There have been several discussion on the provincial level to move administrative services to the peripheral areas, however this may only be realistic for a few services. Besides, there is a greater approach to centralise services than to decentralise them.

Every basic service is provided in the municipality of S. Leonardo and its inhabitants are generally satisfied with the quality. This is also due to the well-established centre of the municipality. The challenge lies within the settlements such as Walten, with about 400 inhabitants, who are worried that services will be reduced. A second challenge is the availability of jobs, so that people remain in the valley even though the valley has well established industrial areas. Jobs and the connectedness to the home village are reasons why many young people return, as long as they have not built up working- and personal relationships. Practically, if the industrial, agriculture and tourism sector keep on flourishing in the valley, then people and services will remain. Furthermore, all mountain farms are still managed and there are many farmers that have started with small ideas that have become business men e.g. Moosmaier an international goods cable lift business started by a farmer.

Basically the valley of Passiria has several initiatives that all municipalities carry together especially in the tourist sector and in every sector there is some kind of integrative approach between the municipalities as the valley is represented as a unity. Moreover, there is a strong connection to the valley by the inhabitants. There are many leisure time offers provided by the municipalities and people like to meet in the bars or shops to talk.

C. Municipality: St. Martin/S. Martino

Basic goods

Strengths

All necessary basic goods are provided in the municipality and inhabitants are satisfied with the quality of the service. The municipality has a non-profit association for a food bank, that collects groceries from the shops and provides them to people that are in need. This association works across the municipalities in the valley.

Challenges and Weaknesses

There is still a post office but the opening hours are restricted. In the last 10 years, the variety of basic good shops has declined, there is no butcher and only one clothes shop, as people are more mobile today and use the public transport.

Improvements and future investments

Since 2010 there is a special working group that deals with maintaining and development of the centre of the municipality. It is working on developing a shopping mile and maintaining cultural, public buildings.

Education

Strengths

The municipality has a special incentive system regarding the kindergarten for people living in the settlements and further away. These people do not pay for the kindergarten if they bring the children. This helps them to save money.

For the middle and high school the children have to commute to Merano, but this works very well. Merano also has its own adult education (Volkshochschule) that offers a variety of courses.

Challenges and Weaknesses

The second language, Italian, is rather a weakness of the valley's inhabitants.

Improvements and future investments

As the mayor knows of the weakness of the second language Italian, in the youth care they have always made sure there is a mother tongue Italian care taker, to foster the children and youth to speak the second language.

This point is also a focus of the new library, where more Italian literature is provided. In June 2017 the new library and the cultural centre will be inaugurated.

Health and social services

Strengths

There are several institutions available in S. Martino such as the Caritas, mobile care of the social service and they work well.

Challenges and Weaknesses

The district department (Sprengel) of the social service has its office in S. Leonhardo.

Improvements and future investments

At the moment a day institution for handicapped people is being planned as well as a health care centre where specialists as well as the adult child centre (Elternkindzentrum) are settled, this is also foreseen in the provincial health plan.

Transport**Strengths**

The public transport works very well and there is a bus connection from Merano to S. Martino every 30 min. During peak period even every 15 min. The municipality even has its own kindergarten transport which works very well and is used by the inhabitants.

Challenges and Weaknesses

Due to the many business companies in the valley, there is a high traffic intensity also with lorries.

Improvements and future investments

Currently the municipalities of the valley are in discussion of implementing a new timetable for the public transport, where during the tourism season the bus is available every 15 min.

Telecommunications

Strengths

Companies and the households should have optical fibre by autumn. At the moment there are approximately 60 households that are connected to the optical fibre. Between Saltaus and Ostern optical fibre is available.

Challenges and Weaknesses

The difficulty lies within providing the last mile, which is the responsibility of the municipality and due to the geology and peripheral area this is not always very easy. The provincial means are lacking and thus the municipality has to finance the last investments (the last mile). Also some cell phone providers do not have a good reception in the settlements.

Improvements and future investments

The infrastructure of the optical fibre has been provided. Yet there would be more subsidies needed by the province to complete this South Tyrol Digital 2020 plan of all households having optical fibre.

Administrative services

Strengths

People are satisfied with the quality of the opening hours and service they get in the municipality.

Improvements and future investments

There is more possibility in online applications. This service should be expanded in future to ease the accessibility and quality of the service.

D. Municipality: Riffian/Rifiano

Basic goods

Strengths

Considering the number of inhabitants of Rifiano, 1.310 (2015), the municipality is well provided with basic goods such as grocery stores, bars, restaurants and even the post office is open 3 times a week. Furthermore, Rifiano is close to Merano and thus also has good access to the services located there.

Challenges and Weaknesses

The post service could be improved, however as many people use e-mail and internet, this will further go back. For express post it is necessary to drive to Merano or Lana, but this service works very well.

Improvements and future investments

A possible future investment, which however has not been discussed or decided upon yet, could be a central express post office that is organized across the municipalities in Val Passiria.

Education

Strengths

The municipality has its own kindergarten and elementary school. The middle school is in Maia Alta, but the public transport system works very well. All the associations such as music, sports, “Schützen”, are organised across the municipalities of Rifiano and Caines.

Challenges and Weaknesses

The so called “Zwergschulen” (pigmy schools), had to close as there were less than five children and this was not economically feasible any longer.

Improvements and future investments

It is planned to expand the Kindergarten in the coming years.

Health and social services

Strengths

The city of Merano, which is close by (15 km) offers all services in this sector. Rifiano has its own retirement home, which it shares with the municipality of Caines.

Challenges and Weaknesses

There are no specific services in the municipality of Rifiano for people with special needs, however due to the proximity to Merano the population of Rifiano has good access to the services located there.

Improvements and future investments

Possible investments could be made in services for people with special needs as they are lacking directly in the municipality. This problem could be overcome by digitalisation and integrated solutions particularly for the increasing number of elderly people.

Transport

Strengths

The public transport works very well and people are satisfied with the quality and accessibility of the service. Currently there is a bus every 30 min and during peak hours every 15 min. The municipality also has its own tourist bus within the municipality, which if there is place for other people can be used by residents living in the settlements.

Challenges and Weaknesses

The overcrowded busses during the tourism season and the risk that people have to wait for the next bus.

Improvements and future investments

Currently the municipalities of the valley are in discussion of implementing a new timetable for the public transport where during the tourism season the bus is available every 15 min.

Telecommunications

Strengths

At the moment only some companies (about 10) in the industrial area and hotels have access to optical fibre.

Challenges and Weaknesses

The reception and the connection to the internet is not satisfying for those who do not have optical fibre. The infrastructure for optical fibre still has to be expanded.

Improvements and future investments

Investments and improvements are being made in the expansion of optical fibre, which is foreseen to be completed by 2018/19.

Administrative services

Strengths

The municipality of Rifiano works together with the neighbouring municipality of Caines. They share the administrative offices and personnel working there. This saves financial means and resources.

Challenges and Weaknesses

Working close together also in the bookkeeping, Rifiano 75% and Caines 25%, also means that there is more work for the personnel.

Improvements and future investments

At the moment the municipal building is being restructured and so each mayor will have his/her own office, which increases the quality of the service in future.

Principally the quality of the services do meet the needs of the inhabitants in general. One specific challenge is the traffic passing through the valley and the overcrowded busses during the tourist seasons. The construction of the “Kirchbücheltunnel” (the tunnel of Kirchbüchel), a deviation of the city Merano should improve the accessibility of the Val Passiria. The municipalities of Rifano and Caines already work closely together, especially regarding the administrative service but also the health and social sector. The main services are all available in the municipality or close by in the city of Merano and further in Bolzano (drivers licence, language certificate, court). However, as these are only punctual services, meaning that they are not needed every day, people are used to driving the distance.

E. Municipality: Kuens/Caines

Basic goods

Strengths

Principally the municipality of Caines has access to the grocery shops and the post office in Rifiano or even the main city Merano, as it is only located 4 km away. It is like a suburb of Merano. People are used to travelling these distances and are satisfied with the quality and accessibility of basic goods.

Challenges and Weaknesses

A small shop would not survive in Caines and furthermore from an economic point it is not profitable. The post office has restricted opening hours; however, the population is used to this and it has learnt to coordinate appointments.

Improvements and future investments

As shops are private initiatives, no investments or financial means are granted.

Education

Strengths

Caines has a relatively new kindergarten and elementary school and the population is satisfied with the quality of the service. It also meets the needs of the inhabitants. Middle school students have to commute to Maia Alta, however the transport works very well.

Challenges and Weaknesses

As a small municipality, Caines does not offer adult education, however the close city of Merano has a wide offer of adult education (Volkshochschule). The middle school is located in Maia Alta, a municipality close to the city of Merano. The building is rather old and rather small.

Improvements and future investments

In 2009 the kindergarten and elementary school were restructured. Regarding the middle school, it lies within the responsibility of Merano to improve the situation of the high number of students and the to some extent old building, which would need some renovation. The municipalities of Caines and Rifiano have already addressed this problem and it should be dealt with within this year.

Health and social services

Strengths

Caines shares the old age home with Rifiano. Other services are located in Merano, which are all well provided.

Challenges and Weaknesses

The only problem regarding the quality of the service lies within the long waiting hours at the general practitioner in Dorftirol that has been mentioned by inhabitants of Caines that are registered there.

Improvements and future investments

In 2016 new youth group facilities have opened in the municipality. The municipality has provided 18.000 € for the investment in the old-age home in the municipality of Rifiano (Dolomiten 2017).

Transport

Strengths

A working group regarding mobility has posed the request at the provincial level to expand the bus service and its timetable (every 15 min) especially in the tourist seasons.

Challenges and Weaknesses

Overcrowded buses in the tourist season. The municipality is strongly affected by high traffic as the main road passes through the municipality.

Improvements and future investments

A planned improvement for the traffic, is the tunnel “Küchelberg” which will be a deviation of the city of Merano to the industrial area of Zenoberg, to overcome the high traffic passing through the city.

Telecommunications

Challenges and Weaknesses

Currently, optical fibre is not yet present in Caines, as the municipality is only starting the project on expanding optical fibre this year. Furthermore, a provider has to be found, the preference would be the STFiber of Alperia. However, this has not yet been decided. The biggest challenge regards the financial means of the last mile, as this has to be covered by the municipality.

Improvements and future investments

On the 27th of January 2017 the municipality of Caines agreed on the household sum of 1 million €, whereby the highest amount (172.995 €) will be used for investments in the expansion of optical fibre (75.000 €). The infrastructure as well as the installation to the end box is planned to be finished by July. Currently, Caines is waiting for the tendering for the provider (Dolomiten 2017).

Administrative services

Strengths

As Caines is a rather small municipality (396 inhabitants in 2015) it has a strong collaboration in service delivery with the municipality of Rifiano. Regarding the administrative services, which are shared with Rifiano in the same building in Rifiano, the population is satisfied with the service. The collaboration between the two municipalities in this field works well, as they share the same staff, municipal offices and structure which allows to save money and resources.

Challenges and Weaknesses

Currently the municipal building is being restructured and therefore people as well as the mayors have to adapt to the situation.

Improvements and future investments

The common municipal building of Caines and Rifiano is being restructured this year. Furthermore regarding the municipality of Caines the plan is to restructure the house next to the church and use it as a meeting room for associations, music band.

Caines has all relevant services of general interest close by and people are used to the short distance to Rifiano or Merano. While the other municipalities in the valley profit from tourism, Caines is lacking some sort of highlight to attract people.

Conclusion and Input for WPT3

Italy's rationalisation policy – consolidation of municipalities (40 municipalities have been consolidated in 2016), especially small municipalities and the services of general interests in peripheral mountain areas has not affected South Tyrol as strongly, due to the provincial autonomous competences.

Due to South Tyrol's Autonomy many services of general interest are still provided in the peripheral areas. Even if in the rest of Italy many services are being cut back (such as hospitals and post offices), South Tyrol is using its autonomous competences to guarantee services of general interest even in peripheral areas. For example in the case of postal service, South Tyrol has planned a three-year agreement with the Italian post so that no post offices will be closed in South Tyrol and no restrictions in the opening hours will be made. Besides this, South Tyrol provides the service that people can post a registered letter directly at the postman. This is a unique service Italian wide. This agreement foresees 9 Mio. € investment, 3.2 Mio. € is provided by the Milan-Agreement (Mailänder-Abkommen) the remaining 5.8 Mio. € is paid by the provincial budget (Dolomiten 2017a). Currently there are 503 postmen working in South Tyrol, and still there is a need for more staff, especially during the summer months. Approximately another 20 postmen are needed, however finding the staff is also a challenge as they have to be bilingual and preferably also know the localities and even people (Dolomiten 2017b).

Moreover, the strategy of “Zukunft 2030” (Future 2030) for the municipal development and inter-municipal collaboration.

While the services of general interest are, still widely present in the municipalities or the next closest municipality in Val Passiria. Other Italian municipalities have established an alliance, such as the Trentino municipalities Cles, Cavalese and Asiago as well as municipalities in the province of Vicenza and Chiavenna in Lombardy. The objective of the alliance is to fight for the services in peripheral mountain municipalities and hinder hospitals or other services of general interest from being abandoned (“Berggemeinden wollen Spitäler retten” 2017). In Val Passiria, with its 10.597 inhabitants (31.12.2015) there are still five general practitioners taking care of the population.

The biggest challenge in the valley in general is to maintain the jobs so young people remain in the municipalities and stem emigration. A second challenge of the valley regarding service provision is definitely the geological structure, if services of general interest are not guaranteed in a peripheral area, the municipality will lose its viability. Val Passiria has a very good functioning public transport system, which is also due to its tourist destinations San Leonardo and San Martino in Passiria.

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