



# MOBILITY POVERTY

MOBILITY POVERTY OVERVIEW IN CENTRAL AND  
EASTERN EUROPE

SLOVENIA



Project: Mobility poverty in CEE countries  
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# RESEARCH BACKGROUND

Mobility poverty (MP) in some countries has been relatively unexamined and no clear definitions are available at EU or national levels. However, it is a problem that is becoming more pressing as fuel prices are rising and some countries face high car dependency thus commuting to work or for daily errands can become very expensive. The most important factor that causes MP is the household's income. But then the mobility expenses are lower if the family members have good access to public transport and can go on foot/by bicycle to do their daily errands. It seems that the low-income households in peripheral and (by public transport) less accessible areas might be the most affected and vulnerable groups.

Against this backdrop, project Mobility poverty in Central and Eastern Europe aims at reviewing the policies and assessing the state of mobility poverty in Bulgaria, Croatia, Hungary, Romania, Slovakia, and Slovenia. It also aims to raise awareness of policy- and decision- makers about the mobility poverty issue. The overview in selected countries will result in a 4-pager policy brief for each country. The policy briefs will be disseminated to 20-30 stakeholders in each country. These reports will be based on an accessible EU database and quality insight (e.g. interviews). These policy briefs will be a good basis for further project activities, especially stakeholder awareness and communication.

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# 1/ Mobility poverty definition and indicators

## Mobility poverty definition

According to Kuttler and Moraglio (2020), mobility or transport poverty is a broad and multidimensional concept and therefore assumes many different forms; a situation where the individual does not have adequate transport, when existing transport options do not reach the desired destination, high mobility expenses, leaving a remaining budget below the official poverty line, spending excessive time on travel and unsafe or unhealthy travel conditions (Borgato et al, 2020).

Slovenia has not adopted any official definition of mobility/transport poverty yet. There is no agreed indicators, policies and measures at national level. Mobility poverty is coming slowly onto the agenda of decision-makers at national level due to the EU's regulation that requires national plans for Social Climate Fund spending. The issue has been highlighted at some events and in expert articles.

Transport poverty, a concept still relatively underdeveloped in both domestic and international literature, has seen a slow emergence of indicators for its identification, measurement, and study. Among European nations, only France has officially adopted an indicator to monitor transport poverty. A household is deemed transport poor if the portion of income allocated to transport exceeds twice the median (Indicateurs ... 2015).

Since October 2022 a targeted research project on Mobility Poverty is being carried out with the aim of defining the concept theoretically, defining a methodology for analysing the situation, the threshold of mobility poverty, identifying vulnerable groups, areas of mobility poverty in Slovenia, and making proposals for addressing it. The first draft of the definition has been formed within this project. Project researchers are more inclined to use the term *transport poverty*, as also described in the regulation of the European parliament and of the Council establishing a Social Climate Fund. The informal definition is as follows 'Transport poverty is a situation where an individual or household has limited access to services and activities that are essential to them due to inadequate or difficult to afford transport.' (Tiran et al, 2022) It is broad, leaving no one behind, although too general for the purposes of design measures.

Some examples of national and local measures that have probably already been addressing transport poverty can be highlighted: subsidized or free public transport, car sharing, urban bikes sharing schemes, free or subsidized services in remote and rural areas (e.g. ProstoFer, Sopotniki). The measure on free use of public transport for pensioners, established in 2020, is worth emphasising (Gov.si).

However, free public passenger transport is not helping people living in remote areas without the accessibility to public transport services. Work cost reimbursement system in Slovenia is based on mileage reimbursement which does not favour sustainable transport modes.

Transport poverty should be defined in the National Energy and Climate Plan of the Republic of Slovenia (NECP), which is currently under revision, with the aim of mitigating and reducing mobility poverty through increased implementation of transport policy measures, social and spatial policies (e.g. housing policy) and other targeted measures. The current NECP is not addressing transport poverty issue.

### Indicators of mobility poverty

The literature review reveals that the facets of transport poverty are multifaceted, encompassing spatial and temporal, financial, and socio-cultural aspects. This categorization can aid in distinguishing between different groups of indicators. **Spatial and time indicators of transport poverty** are intimately connected. They presuppose that individuals should have equal access to employment, activities, and services via public transport within a reasonable timeframe. This implies that the travel time via public transport should not significantly exceed that of a private car. Spatial and temporal indicators are primarily employed to assess the accessibility and quality of public transport (Lucas et al. 2016; Martens and Bastiaanssen 2019; Kuttler 2020).

**Financial indicators** can serve as direct or indirect reflections of a population's transport poverty. Indirectly, transport poverty can be deduced from data on population income and the proportion of the population living below the poverty line (Borgato et al. 2020). Directly, it can be inferred from household expenditures on mobility, which include costs for fuel, car purchase and maintenance, and public transport. The phenomenon of 'forced car ownership' can be inferred in cases where households allocate a disproportionately high portion of their disposable income to cars (Churchill and Smith 2019; Lowans et al. 2021).

Considering a combination of several indicators is advisable. The proportion of available resources that individuals or households dedicate to car purchase and maintenance cannot solely determine whether there is forced ownership or a deliberate decision to purchase a disproportionately expensive car. However, transport poverty can also be a consideration in the latter scenario.

In determining transport poverty, indicators that indirectly indicate mobility poverty (e.g. population income, share of the population below the poverty line), indicators that address mobility (e.g. share of household income spent on

mobility), and indicators that address temporal and spatial (in)accessibility to work, services or activities, are needed.

**Social and cultural indicators of transport poverty** primarily address the disparities among various social groups and their capacity for transportation. An examination of the 2013 driver register data, the only publicly available data for that year, reveals a significant gender inequality in Slovenia, particularly among individuals over 60 years of age. For younger demographics, the proportions are approximately equal, around 90% (OPSI 2013).

Children who rely on public (school) transport or private transport facilitated by parents or caregivers constitute another social group at heightened risk of transport poverty. Reis and Freitas underscore the issue of losing independent mobility due to health, age, and other cognitive or physical barriers. However, these authors do not explicitly suggest indicators for identifying the social and cultural dimensions of transport poverty. Consequently, research on the social and cultural aspects of transport poverty primarily depends on surveys. These surveys are either periodically conducted by official statistical services on a more or less limited sample of respondents, or designed by researchers specifically investigating this issue.

The formulation of transport poverty indicators was grounded in a comprehensive review of literature, available data, and the current state and characteristics of mobility in Slovenia. It's crucial to note that public transport is highly affordable for all demographic groups in Slovenia. Specific groups such as pensioners, individuals over 65, the disabled, and war veterans (excluding those who are employed, self-employed, or company managers) are eligible for free intercity public transport tickets. They also largely benefit from free urban transport. Schoolchildren and students have access to subsidized intercity and city transport tickets.

In the municipalities like Velenje, Ptuj, Nova Gorica, and Postojna, urban transport is free for all passengers. Concurrently, the majority of employees in Slovenia are entitled to a commuting cost reimbursement, either in the form of the public transport fare or as a lump sum per kilometre travelled. While these benefits significantly mitigate the issue of mobility affordability in Slovenia, it cannot be entirely dismissed. A more pressing concern is the quality of public transport. In certain regions of Slovenia, public transport is neither sufficiently frequent nor competitive with car travel, particularly during off-peak times (Tiran, Hrvatin, and Gabrovec 2021).

Given that transport poverty in Slovenia has no official definition yet, there are no associated indicators widely used as well. However, based on the available discussions of transport poverty on EU level, there are some relevant indicators to measure transport (mobility) poverty. Below a set of indicators collected by Eurostat on an annual or periodical basis that measure the access, availability, or affordability of transport.

Table 1: Indicators of mobility poverty, available data

Aspect of transport (mobility) poverty	Indicator or index	Frequency of monitoring	Source
EU monitoring			
Affordability (indicator)	Persons who cannot afford a regular use of public transport  - <u>by age, sex, and income group</u> - <u>by employment status and income quintile</u>	Irregular, last data from 2014	Eurostat
Availability/accessibility (indicator)	<u>Distribution of population by level of difficulty in accessing public transport, income quintile and degree of urbanization</u>	Irregular, last data from 2012	Eurostat
Affordability (indicator)	<u>Persons who cannot afford a personal car</u>	Yearly basis	Eurostat
Affordability (indicator)	<u>Final consumption expenditure of households by consumption purpose (COICOP 3 digit) – transport</u>	Yearly basis	Eurostat
Affordability/availability (indicator)	<u>Modal split of inland passenger transport</u>	Yearly basis	Eurostat
Affordability, access (index)	<u>Transport energy poverty index (composed of 1) energy expenditures, 2) affordability of public transport, and 3) access to public transport)</u>  Scoring: <a href="https://eepi.zone-c.eu/eepi.html#scores">https://eepi.zone-c.eu/eepi.html#scores</a>	Study made in 2019	OpenEXP/EEPI
Affordability (index)	<u>Affordability of public transport (composed of 1) monthly public transport price, 2) average household size, and 3) income of the 25% poorest residents of the urban area)</u>	Formula evaluable for the index to be calculated	European Commission

National monitoring			
Availability (indicator)	<u>Registered driving license holders by sex, age</u>	Irregular, last data from 2013	OPSI (Open Data Slovenia), Ministry of Public Administration
Affordability (indicator)	<u>Vehicle ownership by sex, age and municipality</u>		OPSI (Open Data Slovenia), Ministry of Public Administration
Availability / accessibility / affordability	<u>Main reasons for non-participation in commuter mobility by education (%), Slovenia</u>	Daily passenger mobility research (TR-MOB), every 4 years, 2017, 2021	Statistical office of SI
Accessibility / affordability	<u>Reasons for not using public transport on a daily basis, by gender, education, purpose of travel</u>	2017	Statistical office of SI
Affordability	<u>Motorization rate</u>  Data available at <a href="#">SiStat</a> .	Yearly	Statistical office of SI

Source: Eurostat, n.d., European Commission, n.d., OpenEXP, 2019, Statistical office of Slovenia, 2023, OPSI, 2023

In the table above some indicators collected by Eurostat on an annual or periodical basis that measure the access, availability, or affordability of transport. Interestingly, the Statistical Office of Slovenia collects data on fixed expenditures of households, data from daily passenger mobility surveys, income data, registered vehicles and motorization rate. Interesting but old registered driving license holders' data is provided by the Ministry of Public Administration. Other than these indicators, there are composite indicators (indices) able to calculate the combination of affordability and/or access aspects of transport poverty.

Regarding household budget there is Household consumption survey (APG) implemented by Statistical office of Slovenia every three years, the last in 2018. Data collection is similar to Eurostat's but differs conceptually, takes a



narrower view of expenditure (e.g. ignores own production and informal work aspects) and is focused only on individual households. Which makes Eurostat more useful resource than APG for spending on mobility.

We will show two indicators. The selection was based on the availability of input data and the usefulness of the indicator.

### **Accessibility to public transport**

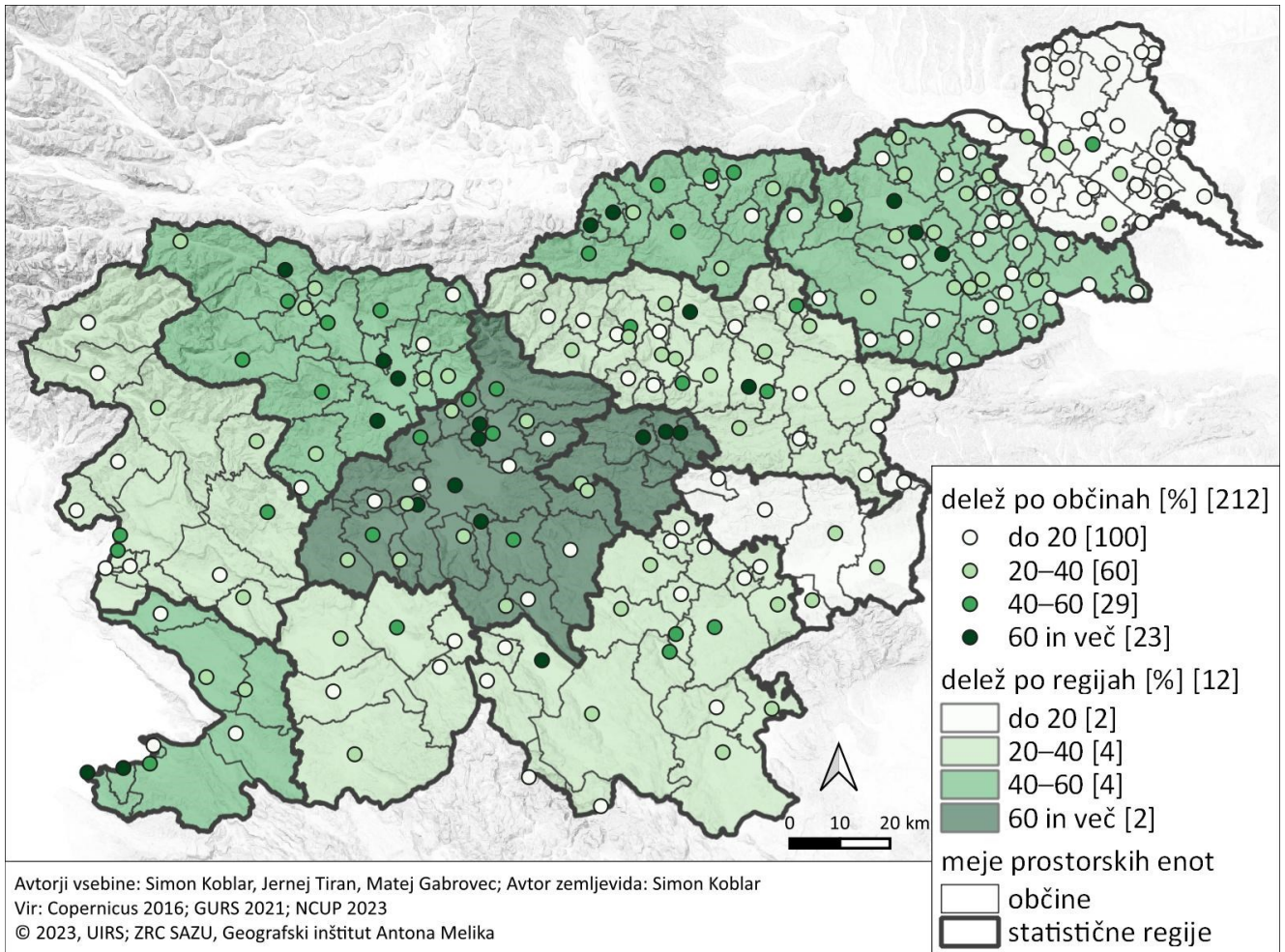
Accessibility of public transport is important for getting to destinations where walking and cycling distances are too long, or where there is no adequate infrastructure for safe walking or cycling. Proximity to a bus stop and the frequency of journeys at the stop are among the most important factors in the decision to use public transport.

Accessibility to public transport was measured at the level of the individual house number, for which we checked whether there was a public transport stop within 500 m of the house, which corresponds to a good five-minute walk, and how many daily connections there are to these stops. The analysis was carried out for a weekday in 2021 during school hours, when most journeys are available. Timetable data for intercity bus, rail and urban transport in Murska Sobota were obtained from the National Timetable (NCUP 2023) and for urban transport from bus operators.

Population data are obtained from the Central Population Register (2021). The stops are divided into three classes according to the frequency of journeys: inadequate frequency (less than 8 pairs of journeys), satisfactory frequency (8 to 22 pairs of journeys) and adequate frequency (23 or more pairs of journeys), and we calculated the accessibility by municipality and statistical region. The method used allows us to be comparable with older studies (Gabrovec and Bole 2006; Gabrovec et al. 2019; Tiran et al. 2022).

The largest differences between regions are in terms of the appropriate frequency of trips. Accessibility is best in regions with larger cities, where urban public transport is organised, or where population is concentrated along the main public transport corridors, such as in the Zasavska region. The highest share of the population in an area with adequate public transport frequency is in the Central Slovenia region (70%), which is mainly due to the high share of inhabitants in Ljubljana. The lowest share is in the Pomurje region (20%). Next figure, which shows the share of inhabitants in the area of adequate frequency by region and municipality, shows the differences between regions, as well as the differences between municipalities within a region. In the Central Slovenia region, only Ljubljana and Trzin have a higher share than the regional average. In the Coastal-Kraško region, there is also a large gap between the coastal municipalities (with the exception of Ankaran) and the municipalities in the Karst region.

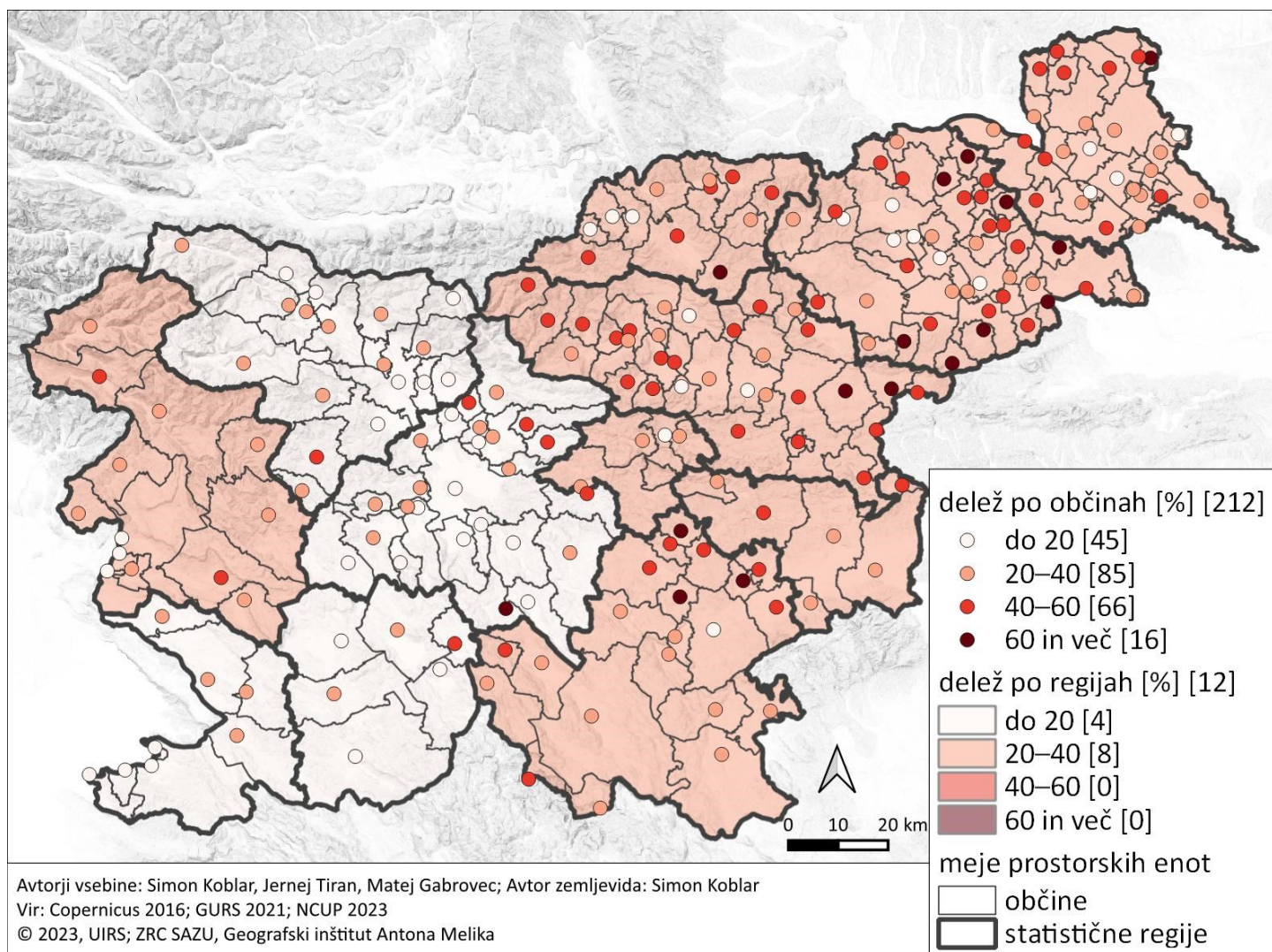
Figure: Proportion of the population with a reasonable frequency of public transport journeys by municipality and statistical region (within 500 m).



The following figure shows the proportion of the population that does not have a public transport stop within 500 metres of their home. The smallest share of the population without a public transport stop within a 500-metre radius is in the Gorenjska, Central Slovenia and Obalno-Kraška regions (around 15%), while the largest share is in the South-Eastern Slovenia region and the Pomurska, Koroška and Posavje regions (30-40%). The share of the population without a public transport stop within a 500-metre radius is even higher in individual municipalities, sometimes more than 40% of the population without a public transport stop. Smaller municipalities in the Upper Savinja Valley and the hilly Subpanonian regions stand out, for example Sveti Jurij in the Slovenian Highlands with a share of 75%. On the other hand, even within the Central region, where the accessibility of public transport stops is the best, there are municipalities where more than 40% of the population does not live within a reasonable distance from a stop (Komenda, Moravče, Šmartno pri Litiji, Lukovica and Velike Lašče).

Figure: Percentage of population living more than 500 m from a public transport stop, by municipality and statistical region.





### Mobility expenditure according to financial situation

SiStat has looked at data on Slovenian households' expenditure on public and private transport in a typical month by income quintile, collected in 2020. We find that expenditure on public transport (considering expenditure on passenger rail transport, passenger bus transport, taxi, chauffeur and car hire) is low, at an average of €9 per month, which is due to several months of non-operation of public transport in 2020 and is in line with the low share of passenger kilometres travelled by public transport at national level. There are no major differences in public transport expenditure between the first- and fifth-income quintiles, only three euros per month.

Given that most passenger kilometres are travelled by private car, it is useful to look at private transport expenditure, which includes expenditure on the car or other means of transport, e.g. fuel, vehicle registration and insurance, regular servicing, routine maintenance and repairs; expenditure on transport with colleagues, friends, car sharing, bicycle hire, scooter hire. Expenditure on private transport increases with quintile - higher income class means higher expenditure.

While the average person in the first quintile (the 20% with the lowest incomes) spends €113 per month on private transport, those in the fifth quintile spend an average of €339 per month on private transport.

The higher the income, the higher the proportion of the population that spends on personal transport. We assume that this is due to expenditure on the purchase of higher-end vehicles, but it may also mean that these residents consume more fuel and travel a higher share of passenger kilometres and are therefore more mobile.

## 2/ Situation in the field of mobility poverty

First, the state of the modal split of inland passenger transport in Slovenia should be outlined. Eurostat data shows that 91.3% journeys are made by car, 7.4% by buses and 1.3% by train in 2020. Low use of public transport services translates into higher costs for personal mobility, as we see later.

In Slovenia, according to Eurostat data from 2014, the **share of persons who cannot afford a regular use of public transport (PT) is low** – 0.5% in total in comparison to EU-28 average – 2.5%. Share of persons with equivalised income below 60% of median who cannot afford a regular use of PT is 1.4%, EU-28 average is 5.8%. Share of persons over 65 years old who cannot afford PT is 0.4%, EU-28 average 1.6%. The results are also quite in line when selected by gender, women do not stand out, and employment status. Since this data is outdated, a reminder of the new measures on subsidised or free PT pensioners should be considered when speaking of the affordability of PT in Slovenia.

From July 2020, retirees, holders of the European Disability Card and war veterans can apply for a free annual intercity passenger ticket for trains and buses. This measure has been also implemented in some urban PT systems, for example in Maribor and Ljubljana. However, free public passenger transport is not helping people living in remote areas without the accessibility to public transport services.

The issue of accessibility to PT is reflected in the distribution of population by level of difficulty (very high, high, low, very low) in accessing PT, by income quintile and degree of urbanization. This Eurostat data was collected in 2012. The results for Slovenia are below the EU-28 average. 6.2% persons in Slovenia have very high difficulty to access PT, 18.7% high, 50.7% low and 24.3% very low difficulty. The results for EU-28 are 5.7%, 14.7%, 46% and 33.6%, respectively. Segmentation by the degree of urbanisation shows that in Slovenia share of persons that have very high difficulties accessing PT is less than EU-28 average, 9.6% compare to 11.9%. 25.8% have high, 48.3% low and 16.3 very low difficulties accessing PT, compare to high 25.5%, low 45.7% and very low 16.9% in EU-28 rural areas. In the combination with income, people in the first quintile (20% of people with the lowest income) have slightly higher difficulties accessing PT in Slovenia. 7.4% have very high, 23.4% high, 49.8% low and 19.5% very low difficulties accessing PT, which is a bit worse than for EU-28 average. The worse situation is for low income people living in rural areas, where the share of persons with very high difficulty is 12.8%.

Slovenia is a country where, in general, people do not experience a significant problem regarding **access to a personal car**. According to Statistical office of Slovenia, there were 572 registered passenger cars per 1,000 inhabitants in Slovenia in 2022. As has been the case for several years, the motorisation rate was highest in the Goriška statistical region (635), where the accessibility to public

transport is low, and lowest in the Zasavska statistical region (544), where alternatives to the car are more accessible.

The only data on driving licence holders for Slovenia dates back to 2013 (OPSI). By the age of 60, licence holders are equally represented among women and men, a smaller percentage of women over 60 holds a driving licence, women are also less likely to own a car and are therefore more dependent on using public transport. The cost of passing the driving test is also becoming increasingly unaffordable for young people, who depend mainly on parental support.

People who cannot afford a personal car from yearly executed EU-SILC survey is an important indicator for determining transport poverty. For Slovenia this share is slightly decreasing in the last decade from 3.8% in 2013 to 2.1% in 2021, which is common for every member state. Slovenia has one of the lowest shares at EU members, only Malta, Luxembourg and Cyprus have lower. The EU-28 average is 5.8% (data for 2019). 5.4% of single person households with dependent children cannot afford a personal car in Slovenia, which is also among the lowest shares, EU-28 share in 2019 is 14.8%. A bit alarming is this share within households with one adult older than 65 years – 8.5% which is higher than EU- 28 level. Similar is the situation in single female households – 8.6% in 2021. It seems that this is not a big issue for (big) households/families with two adults. Combining these results with the income situation shows higher shares (11.4%) in low income households below 60% of median equivalised income. The share is even higher for low income single 65+ households (17.1%) and single person with dependent children households (19.2%), and single female households (17.3%). This indicator shows great vulnerability of poor, female, elderly and single parent households which can be subjected to transport poverty more likely than other groups.

One of the most relevant indicators determining transport poverty is final consumption expenditure of households by purpose. The data for this indicator is collected by Eurostat yearly, the last available from 2021. In Slovenia households spend the highest share of their budgets on transport – 16.9%, which includes 5.9% for purchase of vehicle, 10.4% for operation of personal transport equipment and 0.6% for transport services (e.g. public transport), and is much above the EU-27 average – 12.1%. This indicates high car dependency in Slovenia since very little share is used for public transport service. It is clear that Slovene transport policies in the last decades that preferred building roads to improving rail, leaving public transport system to deteriorate, promoting car sales and cheap road tolls for frequent users, somehow forced people to buy car in order to be mobile and socially included. Nevertheless, car ownership is not cheap and can put many vulnerable groups at a disadvantage because they cannot afford the cost. And possibly lead to unavailability of jobs, services and activities that are key to social inclusion, which can result in transport poverty.

The expert report, commissioned by European Climate Foundation, titled *European Energy Poverty Index (EEPI) – assessing member states' progress in alleviating the domestic and transport energy poverty nexus*, provides



explanations on the EEPI index. The EEPI is a composite indicator which scores and ranks Member States' progress in alleviating domestic and transport energy poverty as well as their nexus. European Transport Energy poverty sub-index ETEPI score is computed as a geometric mean of the metrics assessing few of the causes of transport energy poverty including the share of transport energy expenditures for car-owning citizens, the share of the first income quintile citizens unable to afford public transport as well as the share of the first income quintile citizens with limited access to public transport. The ETEPI ranks Member States based on their resulting scores related to the progress made in alleviating transport energy poverty. However, the 2018 ETEPI edition captures only few of the causes and none of the symptoms of transport energy poverty identified in the literature. Thus, the reliability of the ETEPI scoring and ranking is low (EEPI report, 2022).

Slovenia is ranked average in ETEPI index (14<sup>th</sup> out of 28<sup>th</sup> member states). It consists of three indicators. *Share of transport energy expenditures out of total expenditures of the 1st income quintile population* in 2018 is 2.9% which ranks Slovenia in EU-28 average. As already mentioned above, the *share of the population, with income below 60% of median equivalised income, who cannot afford a regular use of public transport* in 2014 is 1.4% for Slovenia, EU-28 average is 5.8% showing that Slovenia is taking positive action on public transport pricing. *Share of the 1st income quintile population with very high level of difficulty in accessing public transport* in 2014 is 7.4% which is slightly higher than EU-28 average and shows that despite the affordable price, it is the accessibility of public transport that will determine the extent of transport poverty. This reflects the urban and land-use policies in Slovenia which encourages the construction of single-family homes located far from urban centres where public transport is likely to be available and accessible (EEPI report, 2022).

Public passenger transport in Slovenia is practically free when it is accessible. Tickets are subsidised for primary school pupils, secondary school pupils and students. Employees have their commuting costs reimbursed, which is not linked to public passenger transport, but the mileage allowance is higher than the PT season tickets. Pensioners and veterans have free intercity bus and rail transport, as well as free urban public transport in the capital and a few other cities. Unemployed people also enjoy a number of benefits when buying PT tickets. This leaves us with the inaccessibility of adequate JPP as the main reason for transport poverty. Dispersed settlement and thus poorer accessibility to PT encourage car ownership. The share of the family budget that households spend on transport is almost 17%, shows that cars are not cheap and puts Slovenia at the top of the EU. Forced car ownership also means that households have fewer financial resources available for other purposes. Those who neither have access to public transport nor can afford a private car are the least mobile. These are mainly the elderly, who live in remote places with poor connections and depend on the help of family and friends for their mobility.

## 3/ MOBILITY POVERTY POLICIES AND MEASURES

It is important to design policies and measures to make public transport affordable, physically accessible (location) and accessible in time, which requires adequate infrastructure (long-term measures) and improved services for users/passengers. In the face of challenges such as dispersed population and modern lifestyles, optimisation of public transport is also possible through measures such as the integration of bus services with school transport, the integration of on-call services into the public transport network as defined in the new Public Passenger Transport Management Act, additional capacity and higher frequencies of buses and trains on high potential routes, the introduction of express lines, etc. Increasing public transport capacity and adapting it to today's lifestyles are key both to achieving climate goals and to tackling transport poverty.

Accessible and usable infrastructure for sustainable modes of mobility, adapted to the most vulnerable groups of the population, is useful for all groups of people, and its construction and rehabilitation should therefore be prioritised by local and national authorities over the construction of infrastructure that encourages the use of the private car (e.g. road widening, new roads). Such principles are enshrined in the Integrated Transport Planning Act and in local integrated transport strategies, and actions should be aligned with them.

The current unstable economic and political situation also underlines the importance of urgent action towards a shift towards inclusive sustainable mobility. Measures to accelerate the development and use of accessible and clean transport modes will reduce the pressure on transport poverty. This should not neglect short-term measures in the form of transport vouchers for low-income households, subsidised transport costs for vulnerable groups, progressive subsidies according to income, or transport subsidies for vulnerable groups. The Commission is also committed to promoting the use of affordable and clean forms of transport, such as cycling and walking, and to designing policies that contribute to greater economic stability, job creation in areas with high concentrations of low-income people and employment (employment and training programmes for low-income people).

In conclusion, it would be useful to categorise measures to reduce transport poverty according to the duration of the measure and the type of intervention:



- Duration of the action: short-term measures based on subsidies and socio-economic programmes, and long-term measures focusing on infrastructure investment.

- Type of intervention: similar to measures to reduce energy poverty, it would be useful to follow the logic of designing measures to alleviate transport poverty on the one hand and to prevent transport poverty on the other. The former should be of a more social nature, while the latter should be part of transport policy.

In the context of designing appropriate measures, it is necessary to first prepare expert bases that will define the concept of transport poverty appropriate for the Slovenian context and its specificities, ways of measuring the extent and depth of the problem, and a plan for monitoring the issue. Moreover, in the context of addressing transport poverty, it is also crucial that various stakeholders, such as the government, local communities, transport companies and civil society, work together to develop comprehensive and effective solutions for access to resources and services for basic livelihoods, as well as for the development of the individual and society as a whole.

## 4/ KEY ACTORS IN THE MOBILITY POVERTY FIELD

Solutions to mobility poverty can take place on several levels – minimizing transport, supporting public or individual transport, e.g., allowance for the purchase of a car for certain groups of residents. The most important thing with great added value for all residents is the improvement of the public transport network and frequency. If it is supported by a shift from private to public transport, it could ensure the improvement of this situation not only for those in mobility poverty. The environment and the comfort of passengers could also improve - they would not have to be in traffic jams, and the transition from individual to public transport could reduce greenhouse gas emissions too. Public transport is provided at the national and regional level. **Self-governing regions** must be involved (they support/provide long-distance bus transport and suburban transport) but also the **municipalities** themselves (urban public transport). Significant financial aid for regions must come from the state, as a mobility-poor region is often also income-poor.

**The Ministry of Environment, Climate and Energy**, managing public passenger transport and its **Public passenger transport management company**, should improve the performance of public transport in Slovenia on national level with good understanding of the vulnerable social groups' needs. The **Ministry responsible for spatial planning** is also important for the integration of spatial and transport planning.

**Ministry of Labour, Social Affairs and Family** – support of the social aspect of transport poverty in the form of transport allowances for socially weaker groups of the population, especially in areas without sufficient public transport. Other agencies, **NGOs, charity and groups that work with vulnerable groups** daily.

**Media and environmental NGOs** - Great added value can also be brought by the involvement of the media, which will enlarge people's knowledge, bring examples of good practice - how to change their current behaviour towards a more sustainable one. Using shared and public transport, or bicycle and walking.

## 5/ RESEARCH GAPS

Measures to address transport poverty are lacking. An important factor affecting research in this area is **missing data**. The source of data on the basis of which international comparisons can be made is the EU SILC survey. At the national level, data are collected through the housing budget surveys and some research of public transport accessibility.

It is also important to look at the vulnerable unit. Is it a household or an individual? Mobility poverty is **not always a problem of the household as a whole**. Sometimes it affects only some of its members. One member of the family (mostly a man) uses a car, the others (women and children) rely on public transport.

A significant part of the research should be devoted mainly to the appropriate setting of the **definition**, which would primarily cover people at risk of mobility poverty and especially hidden one. This problem seems to be the most problematic and important to solve in Slovenia.

It's important to look into the differences between rural and urban areas and understand why urban areas may have transportation problems. We need to figure out how severe these issues are in urban areas and explore alternative transportation options beyond personal cars.

## 6/ EXPERT EVALUATION

We found that transport poverty is a contextual, contextually complex and multifaceted phenomenon that takes many forms and has a spatial dimension. We have developed a definition of transport poverty, adapted to the Slovenian context, as well as a methodology and a set of indicators. Two of these indicators, accessibility to public transport and transport expenditure in relation to disposable income, are also presented in more detail, highlighting regional differences in access to adequate transport.

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