D.T3.2.1 Planning the Enlarged Transfer Programme (ETP) to non-partner FUAs of the LAirA outputs

Version 2
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1. Introduction

The Enlarged Transfer Programme (ETP) serves as a knowledge transfer activity of the experience and valuable knowledge generated in the LAirA (Landside Airports Accessibility) Danube Transnational project. The ETP targets public entities of non-project partner functional urban areas in Central Europe.

The planning of the programme is prepared under D.T3.2.1, whereas the preparation and realization of the training is reported in the D.T3.2.2.

D.T3.2.1 is describing

- the way the training programme was compiled,
- the selected training topics,
- the process of the organization of the event,
- the way participants were addressed and selected.

This deliverable is prepared by the Mobilissimus Ltd., subcontracted mobility expert of the responsible LAirA Lead Partner, Municipality of 18th District of Budapest.

2. Planning of the Enlarged Transfer Programme

Objectives

The objective of the Enlarged Transfer Programme is to make use of the existing project experience and knowledge, that has manifested in several outputs and deliverables or in experience collected throughout the project implementation and to fosters the take up the LAirA low carbon mobility solutions to public entities in non-partner Central Europe functional urban areas.

10 non-partner functional urban areas shall be participating at the training with 25 public entities.

Strategic approach and content of the ETP

The LAirA project generated and updated lots of new knowledge and collected valuable experience during the course of the 3-years.

Taking stock, what has been elaborated in the project such as mobility surveys, best practice collection, actions plans for different fields of landside mobility and other publications, all valuable knowledge needs to be assessed, what are the key points and messages that airport functional urban areas can easily understand and could put in practice considering the take-up of LAirA mobility solutions.

The one-day workshop cannot really overwhelm people with all knowledge generated, too much information therefore we considered the way to make the event attractive public entities to participate and provide practical knowledge, that they can make good use of.

The event is built around the following principles:

- Make use of the LAirA knowledge;
- Pass the most relevant knowledge elements for Central Europe;
- Make participants think creatively;
- Make interactions: share own experience.

The participants could this way go through the following steps during the trainings:

1) Learn

The core learning objectives and goals of the training:

- Learn potentials and ways to develop and govern of the airport regions that are key in planning the landside accessibility;
- Learn the essence of the airport as mobility hub and as a workplace at once;
- Learn about potential implementation of soft, active mobility;
- Learn the trends in e-mobility and what could airports do to foster e-mobility;
- Learn the latest trend of shared-mobility;
- Learn the potential of air-rail transport link;
- Learn the importance of wayfinding at the airport.

The presentations of the learn phase can be found in the D.T.3.2.11.

2) Act

Make project participant use the information heard in the previous presentations and alloyed with their own experience, solve creatively some tasks of the workshop in a made-up situation of city FUA and airport about workplace mobility, enhancing public transport connection, facilitating active or soft mobility and developing e-mobility at the airport.

See the workshop activities in the appendix.

3) Share experience

Sharing experience incorporates the sharing of project experience of partners with the participants as well as the sharing of participants' experience.

First the awareness raising campaign and IT tools for employees are being introduced and tested at LAirA airports. The LAirA pilot activities started later than originally planned and they have been changed to better adapt the local conditions. IT tool development activities in Budapest, Milan, Warsaw and awareness raising activities in Dubrovnik, Poznan and Stuttgart. The project partners share their positive and negative experience about them and discuss with the audience.

Moreover, the workshop activities are design, that via made-up situations the creative problem solving can derive from own experience leading into discussions on the three topics.

Our host, the Vienna International Airport introduces their best practices for landside accessibility and the Public Transport Alliance Eastern Region Austria is introducing how the airport is embedded into the public transport of the region and how did that evolve. Two airlines and a shared-mobility provider have been invited to share their experience on landside accessibility of their passengers.

The presentations of the learn experience sharing can be found in the D.T.3.2.11.

Additional activities to the training event

A dinner is foreseen in the downtown of Vienna, where to the participant take and thereby experience the City Airport Train (CAT) that is an existing example for a direct Air-Rail link between city centre and airport.

At the end of the training, a study trip is organized by the Vienna International Airport to introduce the airside working of their airport.

3. Planning process

Responsible actors and organizers

The planning process was coordinated and conducted by Mobilissimus subcontracted mobility expert of the lead partner BP18. ATECH project partner as well as ARC played a crucial role, while other project partners contributed to various steps.

Content elaboration

The content of the training including agenda was suggested by Mobilissimus based on the discussions with the partnership in Dubrovnik, later in teleconferences and several email communications. The content related activities have been agreed and explained to the involved partners and they were requested to send the final version of the presentations prior to the event. Many of them requested more time beyond the deadline, therefore we attach the presentations only in D.T.3.2.11. However, the final Agenda can be found in the Appendix.

Timing & venue

The project partner, AustriaTech is responsible for organizing the operational part of the event. The Austrian Associated Strategic Partner of LAirA, the Flughafen Wien AG, the operator of Vienna International Airport offered their conference venue, therefore the ETP event takes place at the conference rooms of the airport.

It is quite a central location in the region, relatively well accessible by train, car and by plane in the region, therefore we can plan well with shorter or medium travel time for the participants.

The project has been prolonged until the end of December 2019, and this way the original timing of the workshop was put off too from winter/spring 2019 to autumn 2019.

Given the central venue, the organizers agreed to split the 1-day event into two half days to make the travel easier and to give room to social event, that is at least as important for participants to build professional contacts and share experience on similar issues with other experts from the region.

Finally, the suitable date was found on 30 September and 1 October on the week of Civitas Forum 2019 conference, the largest sustainable mobility conference in Europe. This way participants had the chance to combine travelling.

Selection of participants

One of the objectives of the ETP training was to invite public entities from 10 non-partner FUAs and pass the LAirA knowledge and experience to them and to foster the uptake of the LAirA low carbon mobility solutions to public entities in non-partner Central Europe functional urban areas

The partnership was requested in May, to put all potential and relevant public entities to invite from their countries and from their contacts into a database that was created by Mobilissimus. Many partners

contributed to the list taking into consideration GDPR issues. Others have not even made efforts after few requests and reminders, that hindered the invitation process.

After the first draft agenda and the invitation was created, it was uploaded to the LAirA project website (https://www.interreg-central.eu/Content.Node/LAirA-Conference-and-Workshop-on-Improving-Landside-Acces.html), the partnership circulated it to their partnership incl. the ones from the common database, LAirA and ARC newsletters incorporated the invitations too.

After several "cold" emails, direct phone calls and emailing intended to boost, because the number of applications from non-partner FUAs was still low. However, there were applications coming from outside the Programme Area from Dublin (IE), Brussels (PL), Brasov (RO), Kyiv (UA), and from the Programme Areas Krakow (PL), Radom (PL), Monza (IT), Brescia (IT), West-Hungary (HU), Debrecen (HU). Finally, we did not have the chance to choose among the applicants due to the low number of applications on the contrary what we previously foreseen but accepted all participants.

Conclusion

The planning process was a concerted action of the LAirA partnership. Some were directly involved and did great efforts for the successful organization; others did minor contribution to help the mobilization of non-partner FUAs. The work went smoothly among the core team members Mobilissimus, ATECH and ARC, but some project partners have done low efforts their share in inviting successfully public entities non-partner functional urban areas. The content of the event was well-thought, all consortium members were cooperative, but the market players finally could not participate as invited guest speaker could participate.

All in all, the event was prepared after long planning process, but the foreseen number of attendance was lower than originally planned.

4. Appendix

Workshop description, tasks and map

Workshop - Fictivicity

Fictivicity is the 2nd largest city of Fictivia with its 550.000 inhabitants in the city and the closer agglomeration, but being the second largest functional urban area (FUA) of Fictivia. The city is located in a larger plain valley surrounded with a hill-land and relatively low mountains on the Western side of the side. The city successfully survived the collapse of the machine industry and mining industry in the 90s and now specialized into medical and optical machinery production with high-added value exporting worldwide. It has been always administrative and educational centre of region of the Eastern part of Fictivia. Tourism started rapidly increasing in the last 15 years since the appearance of the low-cost airlines and the revival of industrial cultural heritage and one section of the river in the city centre that created a vibrant atmosphere in the city.

There are 3 railway lines leading into the city's head station providing direct connection (3,5 hours) to the capital of Fictivia (2,5 million) to the West of the city, and the neighbouring countries 2,5 hours to the East. One railway line is heading South-East from the city passing the airport and leading to the wider-region. 2 trains pass every hour each direction and stop at the train stop about 3 km-s from the main entrance of the airport terminal.

One major West-East highway passing by and the incomplete ring road. The capacity of 2x1 lane ring road is not enough, in the morning and afternoon rush hours (1,5-2 h long) severe traffic jams can be experienced, as well as on the highway to Fictivicity in the morning, and from the city in the afternoon hours.

The airport is located in the South agglomeration of the city near the A1 highway, the city ring and the regional railway line. The airport has 2 entrance gates for employees. One entrance gate (A) from the city side close to the main road about 500m, the other one next to the terminal building (B).

The PAX of the Fictivicity airport (FCY) is 7,5M increasing 9-11% in each year the last 4 years providing EU-wide and regional connections. It is the 2nd largest hub of Fictive National Airlines and of the GreenAir low cost airlines. The ratio of low-cost/national airlines PAX is 70-30. Cargo plays a minor role, but there is an increasing cargo turnover with plans to improve landside infrastructure. The absolute parking income of the airport is increasing 12% a year and there is shortage of parking space increasingly causing conflicts with the workers, who can use the parking lot for free. New parking developments are under planning.

The runway is directed to the main wind-direction NW-SE and the single runaway causes noise problems with the increasing number of flights along the landing/take-off direction of Fictivicity.

Modal split of passengers at the airport from 2015: car 40% taxi 20% public transport 35% 1% bicycle 4% other. We suspect, that the car-use increased since.

The same modal split survey for employees revealed, that 60% drive to work, 35% use public transport whereas the remaining 5% uses other mobility means (motorbike, bicycle, scooter, walk etc.)

The airport is connected in the local, regional, domestic and international bus network system. The bus stops are found relatively far from the terminal entrance (200m), and users can walk there in open air sidewalks. The local and regional buses are used by the employees and fit to their needs to the centre, but the travellers arrive by taxi, car, and domestic & international bus lines.

Taxi 4 companies are 'competing' for their stands. Taxi traffic at the terminal has only few stops designated for taxis and they are short of capacities. 90% of their passengers come/go to Fictivicity.

WORKSHOP #1

(1) Airport as a workplace (Workplace mobility planning) by András Ekés

Additional information:

The access to the airport by bicycle is quite difficult, there are missing lanes and cyclist infrastructure when coming from Fictivicity. When coming from the suburbs, almost all cyclist infrastructure is missing.

The urban buses connecting the Airport to the Fictivicity tramway terminus are sensible to the traffic jams, journey time to the Airport with one interchange from the tramway to the bus, varies from 40 to 70 minutes from the city centre.

When taking the train and the bus, it needs one interchange, that is not user friendly, due to an overpass and stairs. Fare integration is missing, two tickets must be procured.

Task: Think at airport level.

What measures could you implement to make passengers and employees commute less with cars to/from the airport? How would you introduce these measures? The Eastern Region of Fictivia is open to changes but doesn't know how to get down to it. The airport operator has a strong relationship with the major employer companies (e.g. Parcel Delivery, Airplane Repairing companies etc.). Consider them and draft a 4 year-long plan how to reduce the number of employees commuting by car. Consider incentivising at company, city, region and national level too). You should also give better mobility solutions for travellers.

WORKSHOP #2

(2) Active mobility at the airport (How to improve cycling and walking to the airport) by Balázs Kozák

Additional information:

The airport is more-or-less connected by sidewalks to the city and to the nearby settlements, but some sections the pavement is missing along the main road running parallel the highway. The nearest train stop is about 3 km-s far away from the terminal entrance gate (B) of the airport, but connected with a sidewalk.

The airport is hardly accessible in the area by bicycle only on low quality surface streets in the suburbs, some dirt road or along the main road where biking is not prohibited, but the traffic is really high, not appealing for the majority. At the airport, we found only few bad and old bike racks. The people, who come by bike lock their bikes to some rails and fences around the entrance gates.

The task is to improve the conditions for active mobility and raise the active mobility into the CSR activities of the airport focusing on the health and environmental aspects of them. What would you do and how would you introduce the activities? You have "medium" budget for that distributed for the next 4 years.

Please, convince the director of external relations in a 3-4 minutes speech supported with an action plan.

WORKSHOP #3

(3) E-mobility (Improvements of e-mobility on the landside) by Kristóf Boda

Additional information:

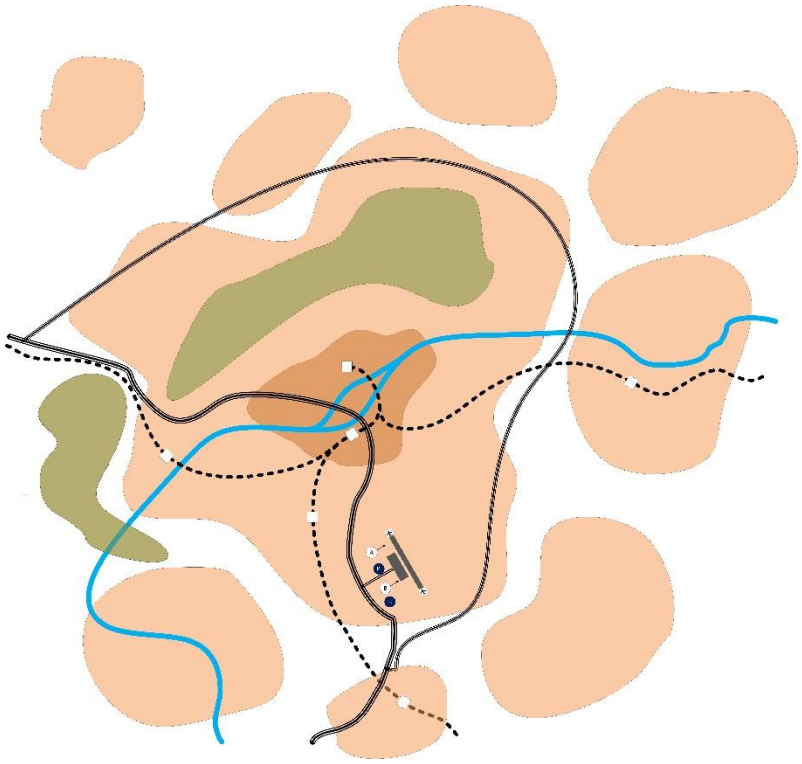
The trend of e-mobility reached Fictivicity. The Municipality of Fictivicity is supporting e-mobility developments in general. More and more hybrid cars and e-cars are on the road and the first e-carsharing and e-scooter company started operating in the centre.

The airport has so far 2 charging poles (2 car / each). One for taxis, one in the carpark for testing. The airport has been very conservative in coping with e-mobility. More like waiting, what is coming out from the technology development before making larger steps.

Task: You should convince the airport leadership, that e-mobility is knocking at the door and we must do something to catch up with the trends and needs. Draft a convincing plan for the next 3-5 years how to improve/introduce the e-mobility use for workers and for the passengers.

How would you introduce e-mobility at the airport? Take them in steps, provide a timeline and a rough estimation of the costs. Consider the risks and how to mitigate them. The Airport must gain reputation after having some noise conflicts with the nearby population.

Take notes and convince the airport directors in 3-4 minutes.



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AGENDA

DAY 1, 30 SEPTEMBER 2019

Venue: Vienna International Airport, Office Park 1, 1st Floor, Conference Room 2

Time	Activity
LAirA conference and workshop on improving landside accessibility of airports in Central Europe	
13:30 – 14:00	Welcome & registration
14:00 – 14:10	Welcomeing words & introduction of the day (Gábor Soóki-Tóth - LAirA coordinator, Budapest District 18; András Ekés - mobility expert, managing director, Mobilissimus Ltd.)
14:10 – 14:25	Improving landside access to airport - comfort, efficiency and sustainability: an introduction to the Interreg LAirA project (Gábor Soóki-Tóth - LAirA coordinator, Budapest District 18)
14:25 – 14:40	Development and Governance of the Airport Region (Gábor Soóki-Tóth - LAirA coordinator, Budapest District 18)
14:40 – 15:00	Airport as Mobility Hub and a workplace (András Ekés - mobility expert, managing director, Mobilissimus Ltd.)
15:00 – 15:20	Soft, active mobility (Balázs Kozák - project manager, Mobilissimus Ltd.)
15:20 – 15:40	Coffee Break
15:40 – 16:00	E-mobility (Kristóf Boda - Transport Development Specialist, Budapest Airport Ltd.)
16:00 – 17:15	Interactive workshop about airport mobility (András Ekés, Balázs Kozák - Mobilissimus Ltd., Kristóf Boda - Budapest Airport Ltd.)
17:15 – 18:00	Introduction of LAirA employee pilot actions
IT tools: • Milan – Francesca Romano - Real Estate & Airports Accessibility Planning manager, SEA Milan Airports • Budapest – Kristóf Boda - Transport Development Specialist, Budapest Airport Ltd. • Warsaw – Elżbieta Kozubek - Mazovian Office of Regional Planning in Warsaw Awareness raising campaigns: • Dubrovnik – Josif Paljetak - Business Liaison Officer, Dubrovnik Airport Ltd. • Poznan – Martyna Kąkalec - Mobility and Transport Policy Department, City of Poznan • Stuttgart – Jana Janson - Project Coordinator for Urban Mobility and Transport, Stuttgart Region Economic Development Corporation	
18:00	End of Day 1
20:00	Non-hosted, optional networking dinner (Gmoakeller, Am Heumarkt 25, 1030 Vienna)

DAY 2, 1 October, 2019
Venue: Vienna International Airport, Office Park 1, 1st Floor, Conference Room 2

Time	Activity
LAirA conference and workshop on improving landside accessibility of airports in Central Europe	
9:00 – 9:05	Welcome (András Ekés - mobility expert, managing director, Mobilissimus Ltd.)
9:05 – 9:30	The evolution of the transportation system of Vienna International Airport (Roland Böhm & Franz Jöchlinger - Project Manager, Vienna International Airport)
9:30 – 10:00	Integrated public transport system in the functional urban area of Vienna and Vienna International Airport (Andreas Rauter - Head of Public Service Contracts, Transport Alliance - Eastern Region, VOR)
10:00 – 10:20	Coffee Break
10:20 – 10:40	Shared mobility (Thomas Eberhard- project manager, Automated & Clean Mobility, AustriaTech Ltd. – Federal Agency for Technological Measures)
10:40 – 11:00	Air-Rail transport (Marius Nicolescu - Secretary General, Airport Regions Conference)
11:00 – 11:20	Wayfinding at the airport (Marius Nicolescu - Secretary General, Airport Regions Conference)
11:20 – 11:30	Wrap-up of the 2 days (András Ekés - mobility expert, managing director, Mobilissimus Ltd.)
11:30	End of Day 2
12:00 – 13:30	Lunch
13:30 – 16:30	Airport visit with goodbye drinks (optional)