



**D.T3.2.2 Preparing ETP training &
education model for non partner FUAs**

**Version 1
10 2019**

Mobilissimus, 8.10.20



Introduction

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.

The presentations given during the conference and included into this report provide knowledge about the followings:

- 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.



TAKING
COOPERATION
FORWARD



Vienna, 30.09.2019



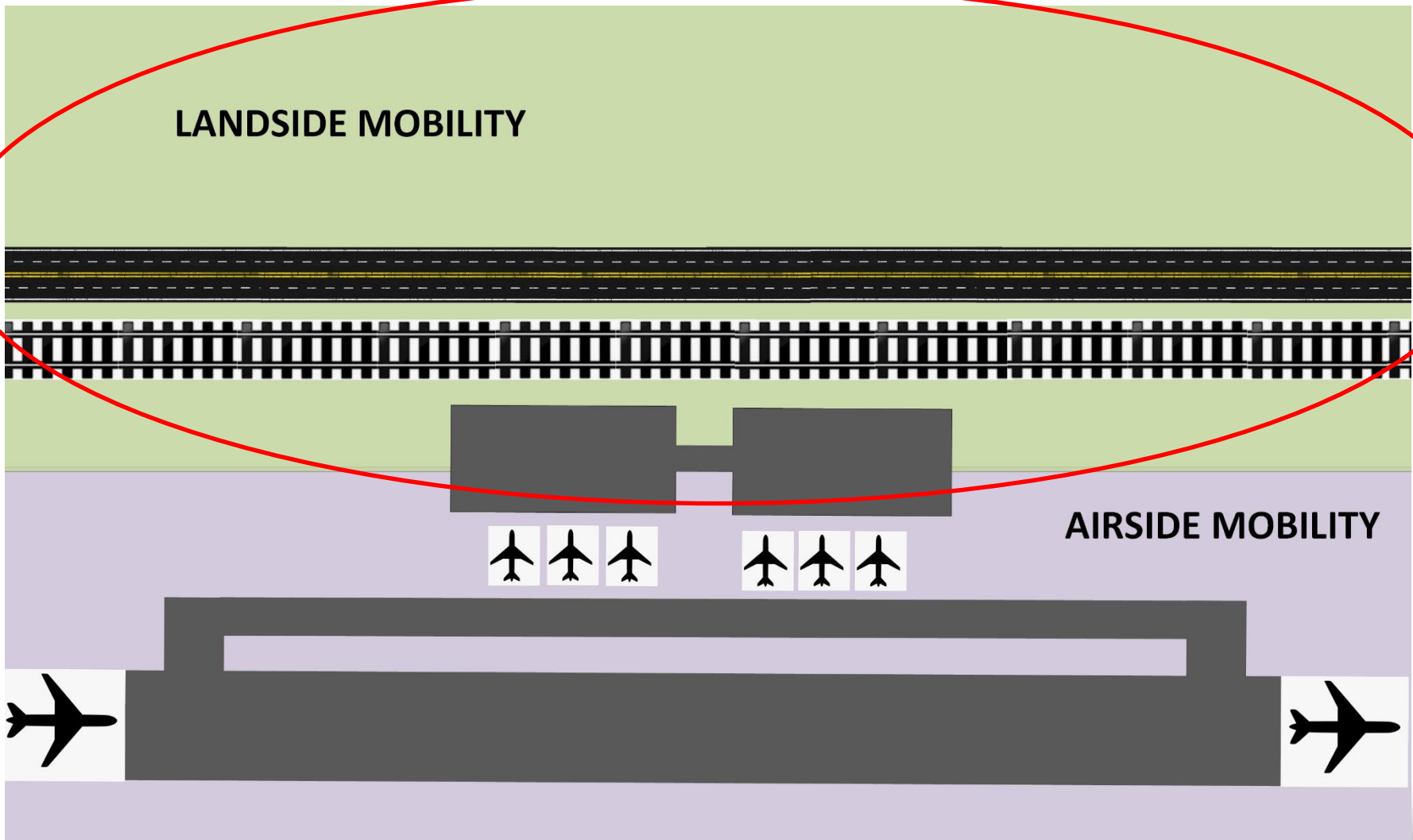
Airports as Mobility Hubs



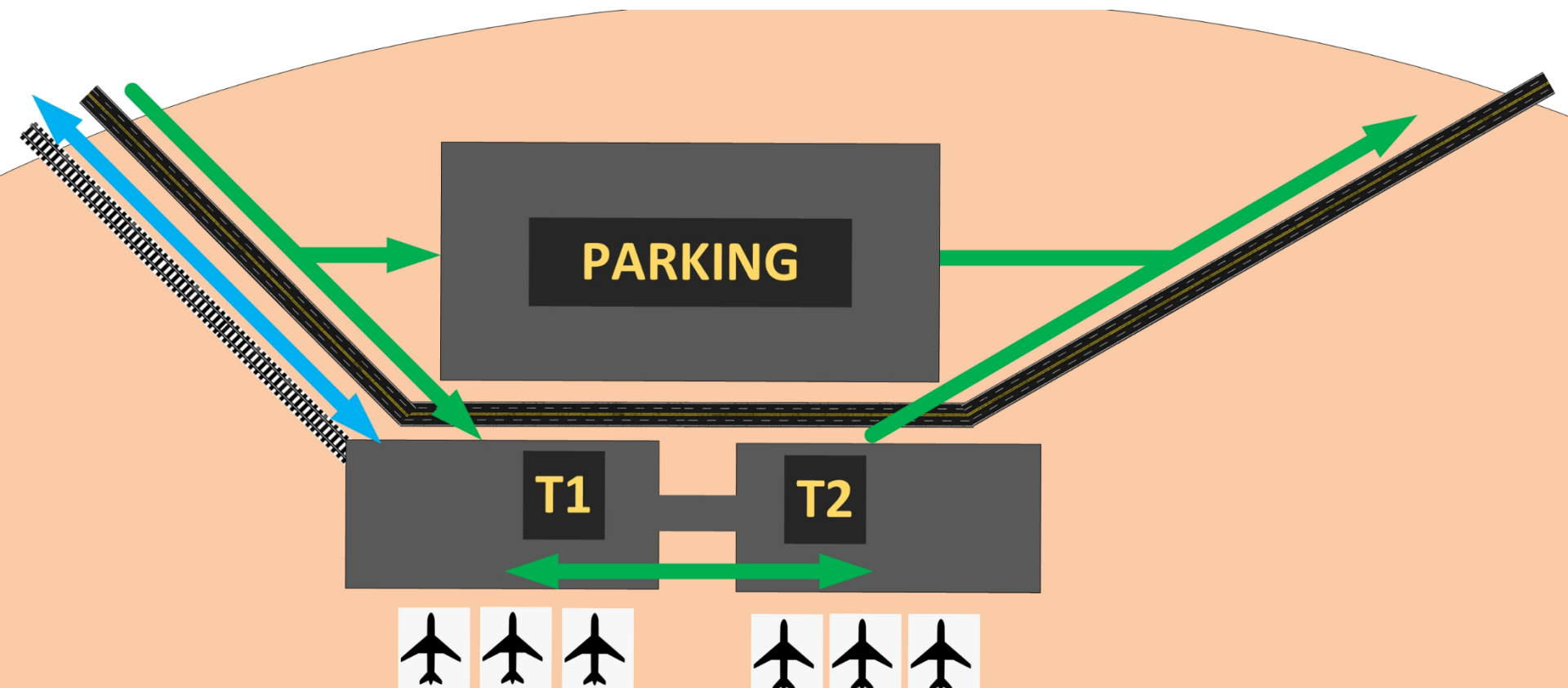
Mobilissimus Ltd.



LANDSIDE / AIRSIDE MOBILITY



LANDSIDE MOBILITY

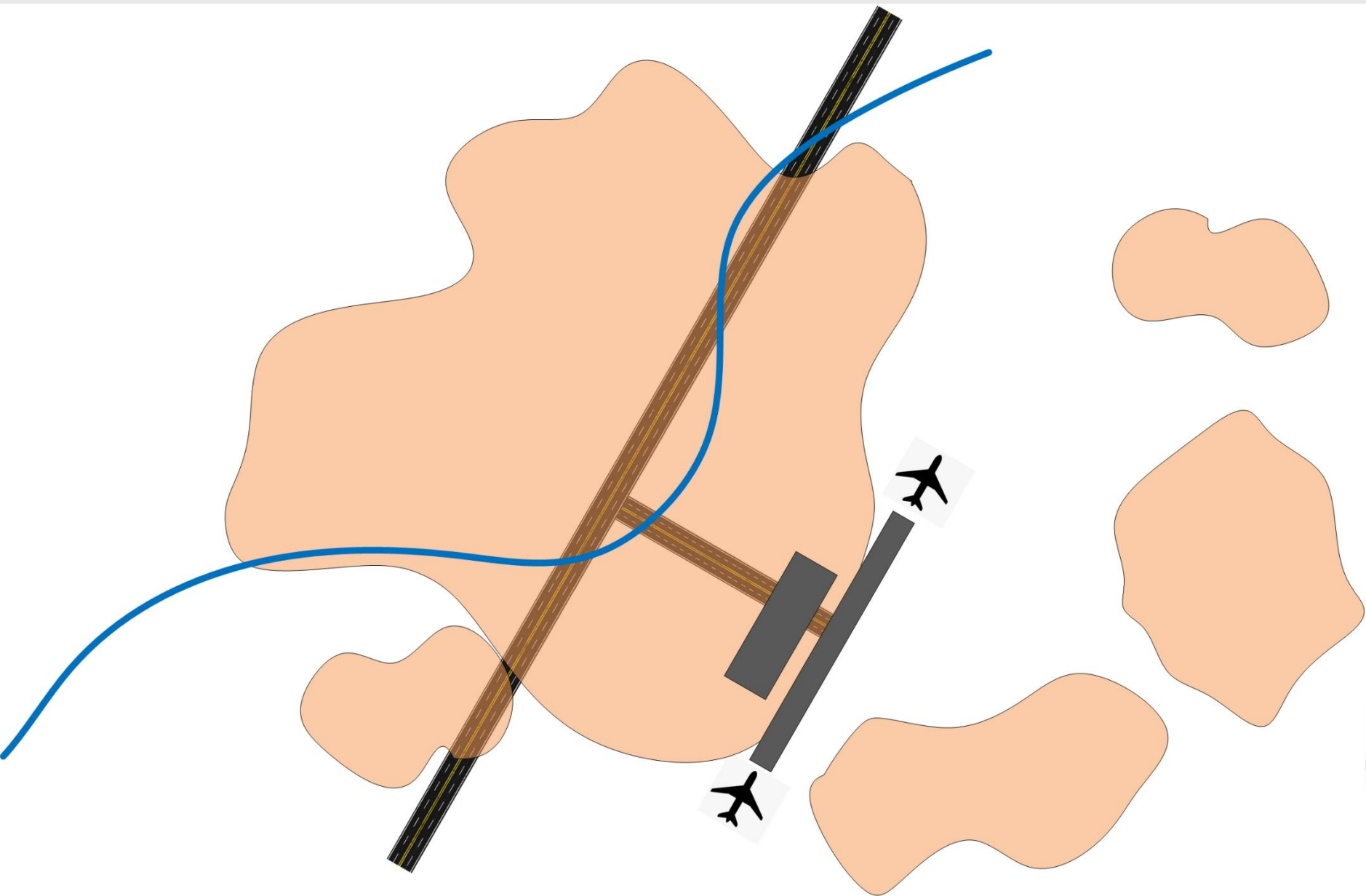


ACCESS TO / FROM THE AIRPORT

- How easy to get to the airport and to leave it?
- How predictable is the journey time?
- Frequencies of services
- How to get mobility information? (Frequent users / case by case users or foreign people)
- How big is the competition among transport services? (If competition is, among operators on in favour of passengers?)
- How likely people will recommend the "mobility solution"?



ONLY ROAD CONNECTION



ACCESS TO / FROM THE AIRPORT

- Only road access
 - Buses
 - Local bus
 - Express bus (is it more expensive?)
 - Regional / long distance bus
 - Taxi
 - Carsharing
 - Personal car (parking facilities?)
 - Bike, scooter, etc
- Road access solutions cause less predictable journey times and connections



AIRPORT SERVICES - BUCHAREST (OTP)

- 2013: 7,6 million passengers
- 2018: 18,8 million passengers
- Car + taxi domination
- Bus (express): every 15-25 min



SOCIETATEA DE TRANSPORT BUCURESTI S.A.

STATIILE LINIEI

- AEROPORT HENRI COANDA
- AEROPORT HENRI COANDA
- AEROPORTUL HENRI COANDA
- ICSITMUA
- PRIMARIA OTOPENI
- AMCO
- PASAJ C.F.R. OTOPENI
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- PIATA ROMANA
- PIATA 21 DECEMBRIE 1989
- PIATA UNIRII 1
- PIATA UNIRII 2

783 LINIA

Telefon: 0219391

STATIA AEROPORT HENRI COANDA SOSIRI

Plecari spre PIATA UNIRII 2

ZI DE LUCRU				
0:30	8:05	11:58	15:55	19:52
1:10	8:20	12:12	16:10	20:05
1:50	8:35	12:25	16:25	20:20
2:35	8:50	12:38	16:40	20:35
3:20	9:06	12:51	16:55	20:50
4:00	9:22	13:05	17:10	21:05
4:40	9:38	13:20	17:25	21:20
5:20	9:55	13:35	17:40	21:40
6:00	10:12	13:50	17:56	22:00
6:30	10:29	14:10	18:13	22:30
6:50	10:45	14:30	18:30	23:10
7:05	11:00	14:55	18:53	23:50
7:20	11:15	15:10	19:10	
7:35	11:30	15:25	19:24	
7:50	11:44	15:40	19:38	




AIRPORT SERVICES - PRAGUE (PRG)

- 2013: 10,9 million passengers
- 2018: 16,8 million passengers
- Bus to metro connection: every 3-5 min

Bus 119

Nádraží Veleslavín - Letiště

Min.	Stop	Hour	30.9.2019 Monday
0	Nádraží Veleslavín 	4	
4	↘ Divoká Šárka	5	13 13 23 33 43 53
5	↘ Nová Šárka (x)	6	01 08 14 20 25 30 35 39 44 48 53 57
6	↘ Dědina (x)	7	01 int. 3 min.
9	↘ K Letišti (x)	8	01 int. 3 min.
10	↘ Terminál 3 (x)	9	01 int. 3-4 min.
13	↘ U Hangáru (x)	10	04 08 12 16 21 26 31 36 41 46 51 56
15	↘ Terminál 1	11	01 06 11 16 21 26 31 36 41 46 51 56
16	↘ Terminál 2	12	01 06 11 16 21 26 31 36 41 46 51 56
17	↘ Letiště	13	01 int. 4-5 min.
		14	02 int. 4 min.
		15	02 int. 3-4 min.
		16	01 int. 3 min.
		17	01 int. 3 min.
		18	01 int. 4-5 min.
		19	01 06 11 16 21 26 32 38 44 50 56
		20	03 11 19 26 34 41 49 56
		21	04 11 19 26 34 41 49 56
		22	04 11 19 26 33 42 52
		23	02 12 22 32 52



AIRPORT SERVICES - BUDAPEST (BUD)

- 2013: 8,5 million passengers
- 2018: 14,9 million passengers
- Bus to metro connection: every 4-7 min

 **200E** Liszt Ferenc Airport 2 ▶ Nagyvárad tér M
Az adatok tájékoztató jellegűek. A menetrendtől való eltérések előfordulhatnak.
All data provided for informational purposes only. Deviations from the schedule may occur.
Visszavonásig érvényes a következő dátumtól: **2019.05.27.**
Valid until further notice from (year/month/day):

Megállók és menetidő
Stops and journey time

Indulási időpontok ebből a megállóból
Departure times from this stop

Megálló / Stop	Indulási időpontok / Departure times
Liszt Ferenc Airport 2	Munkanapokon / Workdays
1' Repülőtér múzeum	00: 20, 50
3' Vecsés-nyugat	01: 20
4' Repülőtéri Rendőr Igazgatóság	02: 20
6' Repülőtér, D porta	03: 20
8' Ferihegy vasútállomás	04: 06, 27, 47
10' Szemeretelep vasútállomás	05: 07, 27, 37, 47, 58
11' Billentyű utca	06: 09, 18, 28, 39, 46, 56
13' Csévész utca	07: 07, 15, 22, 31, 40, 49, 57
	08: 05, 13, 21, 30, 38, 44, 52
	09: 00, 08, 15, 23, 30, 38, 45, 53
	10: 00, 08, 15, 23, 30, 38, 45, 53
	11: 00, 07, 15, 22, 30, 37, 45, 52
	12: 00, 07, 15, 22, 30, 37, 45, 52
	13: 00, 07, 15, 22, 30, 37, 45, 52
	14: 00, 07, 15, 22, 30, 38, 46, 53
	15: 01, 08, 16, 23, 31, 38, 46, 53
	16: 01, 08, 17, 24, 32, 39, 47, 54
	17: 02, 09, 17, 24, 32, 39, 47, 54
	18: 02, 09, 16, 23, 31, 38, 46, 53
	19: 01, 08, 16, 23, 31, 38, 45, 52
	20: 00, 07, 15, 22, 30, 37, 44, 51, 59
	21: 07, 15, 25, 35, 45, 55
	22: 06, 16, 26, 38, 50
	23: 05, 20, 35, 50

Felszállás az első ajtón
Front-door boarding only

Kérjük, hogy jegyét, bérletét, utazásra jogosító okmányát felszálláskor mutassa be a járművezetőnek. Köszönjük.
Please show your ticket, pass or other travel ID to the driver while boarding the vehicle. Thank you.

 **100E** Liszt Ferenc Airport 2 ▶ Deák Ferenc tér M
Az adatok tájékoztató jellegűek. A menetrendtől való eltérések előfordulhatnak.
All data provided for informational purposes only. Deviations from the schedule may occur.
Visszavonásig érvényes a következő dátumtól: **2019.07.14.**
Valid until further notice from (year/month/day):

Repülőtéri közvetlen autóbusszjárat / Airport shuttle bus

Megállók és átlagos menetidő
Stops and average journey time

Első és utolsó indulások / First and last departures

	Mindennap / Every day
Első indulás / First departure:	05:00
Utolsó indulás / Last departure:	01:20

Járatsűrűség / Frequencies

Időköz / Intervals	Mindennap / Every day
05:00 – 07:20	20 percenként / minutes
07:45 – 09:08	13–20 percenként / minutes
09:20 – 18:40	10 percenként / minutes
18:55 – 20:25	15 percenként / minutes
20:40 – 01:20	20 percenként / minutes

Járatinformáció
Line information

Minden jármű alacsonypadlós
Low-floor service (all vehicles)

! Ünnepeken, áthelyezett munkanapokon, illetve a hosszú hétvégéken az autóbussz közlekedési rendje módosulhat. Bővebb információ: www.bkk.hu.
The schedule may change during public holidays and long weekends. Please visit our website: www.bkk.hu.

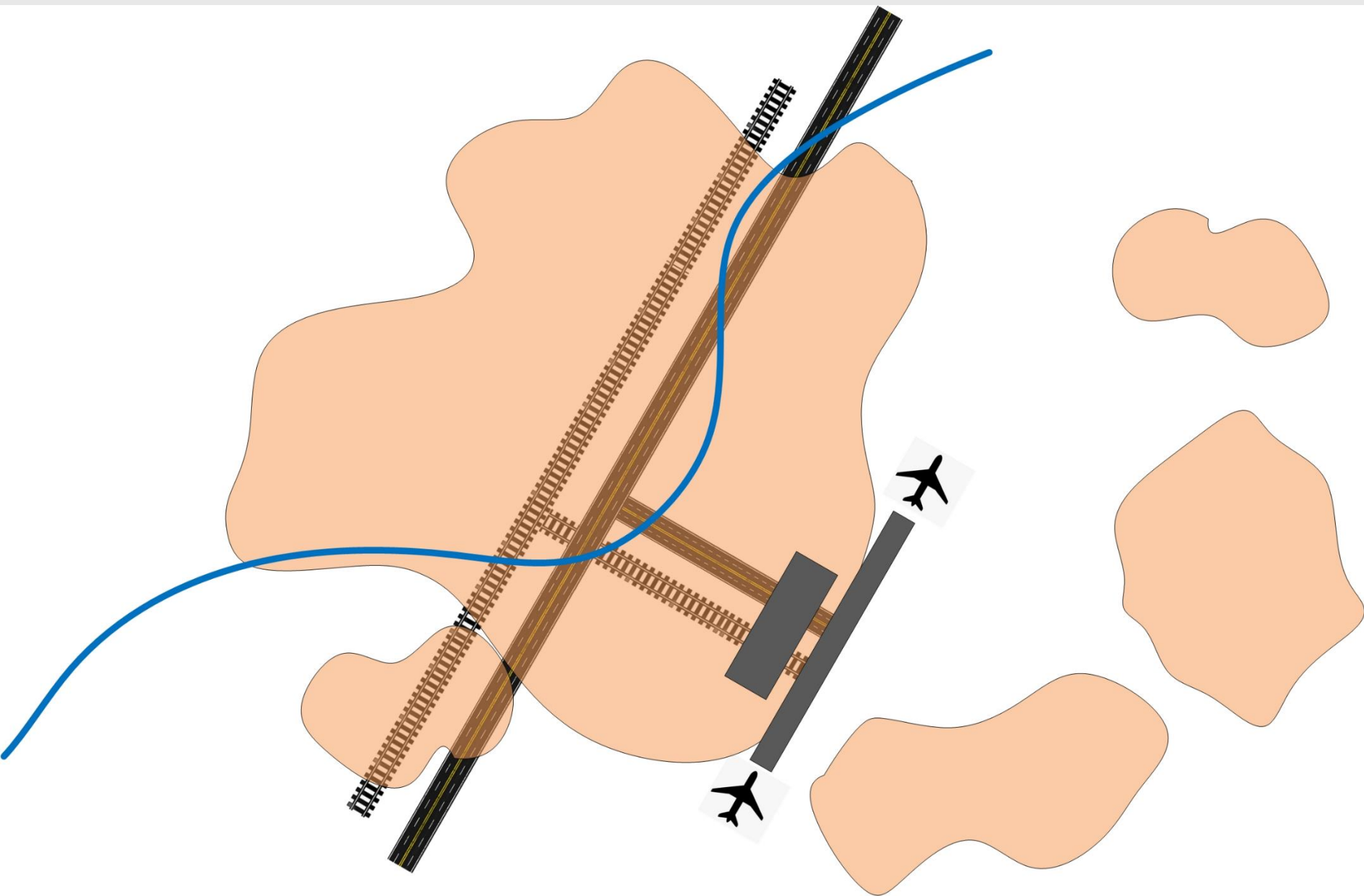
Airport ↔ City centre



BUDAPEST



ROAD AND RAIL CONNECTION



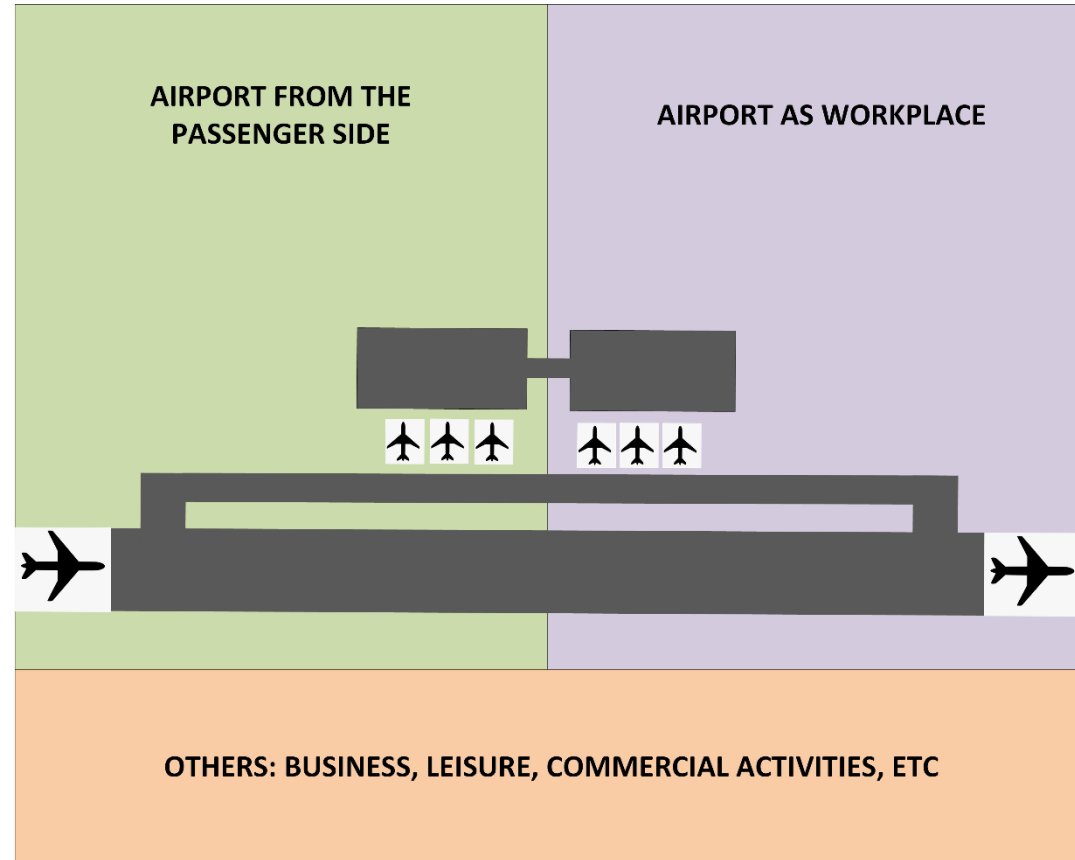
ACCESS TO / FROM THE AIRPORT

- Above the road access facilities
- Rail access
 - Local (e.g. tramway, local rail)
 - S-Bahn
 - Regional
 - IC / EC / RJ connections
 - High speed rail connections
 - Metro connection
- Fixed rail solutions give predictable journey times, plannable connections



FUNCTIONS - TRAVEL / WORK

- Different needs for work and for travel
- Different landside mobility needs and habits
- Different timing and working shifts
- Different transport solutions offered (public transport, parking)



PASSENGER SIDE

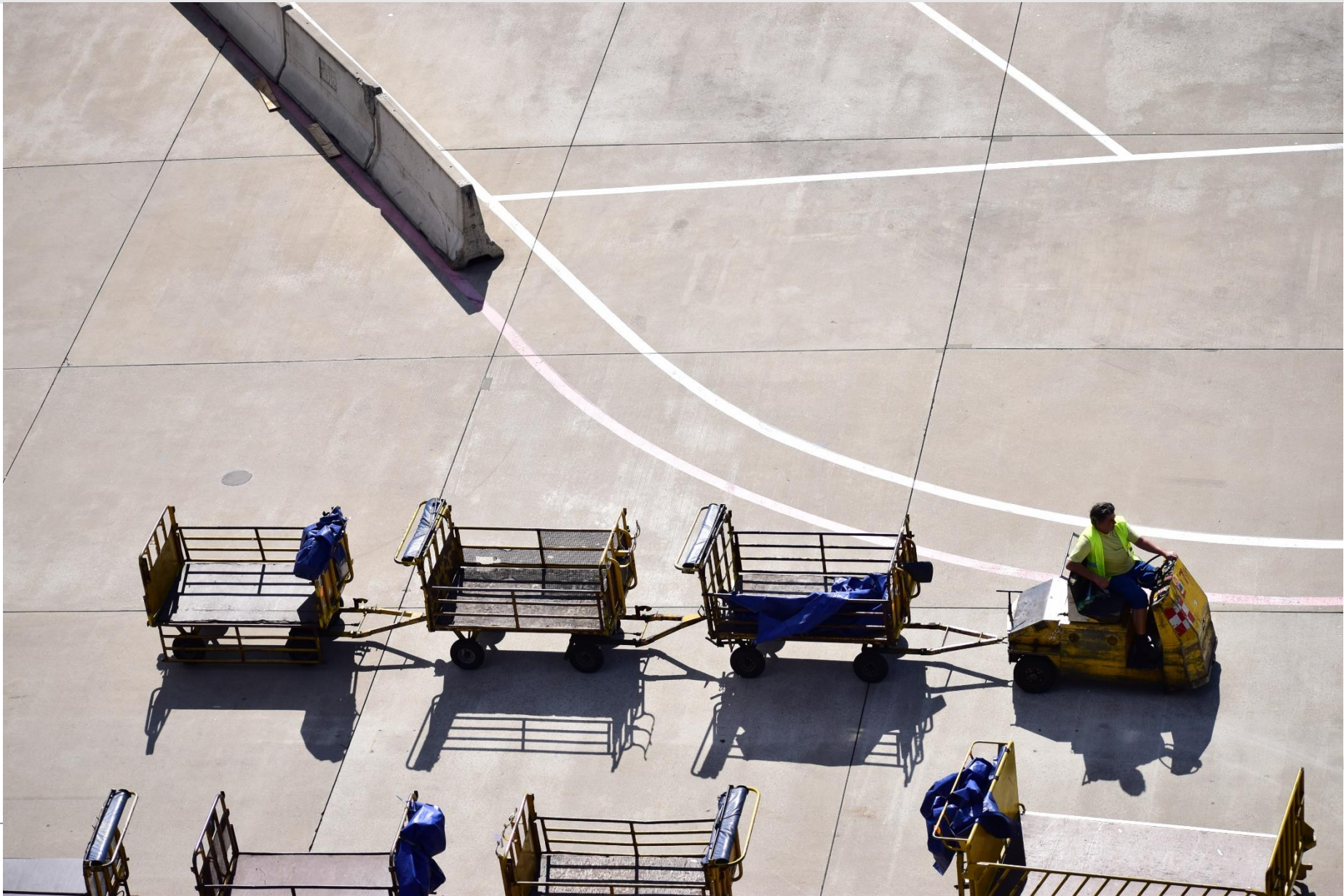
- Mixture of frequent and not usual travellers
- Different mobility needs of the passengers
- Incentives for public transport
 - Is it faster than car?
 - Is it cheaper car?
- Integration, fare community
- Integration to the national and regional road structure
- Parking solutions (long term, short term, pricing)



AIRPORT AS WORKPLACE

- Working shifts (nights also)
- Start of the shift (no delay option)
- Parking
- Connections to settlements
- Carpooling options
- Public transport to the main directions, also to less frequented solutions
- Airport (and companies) ordered extra PT services

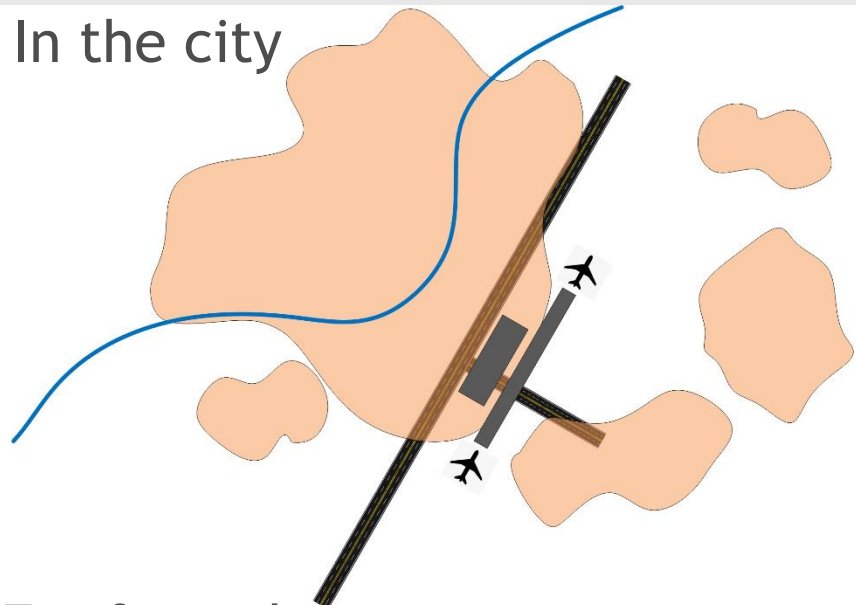




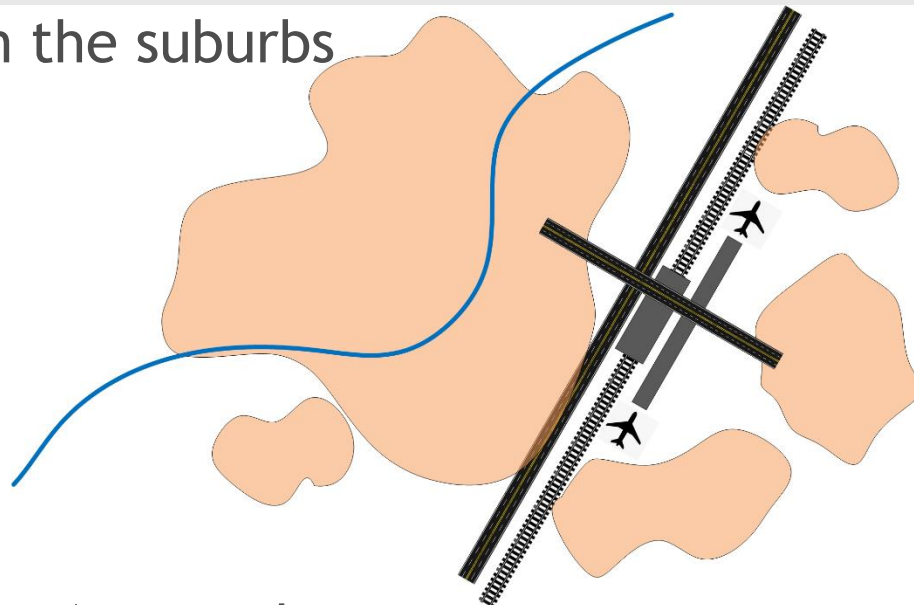


RELATION OF AIRPORTS AND CITIES

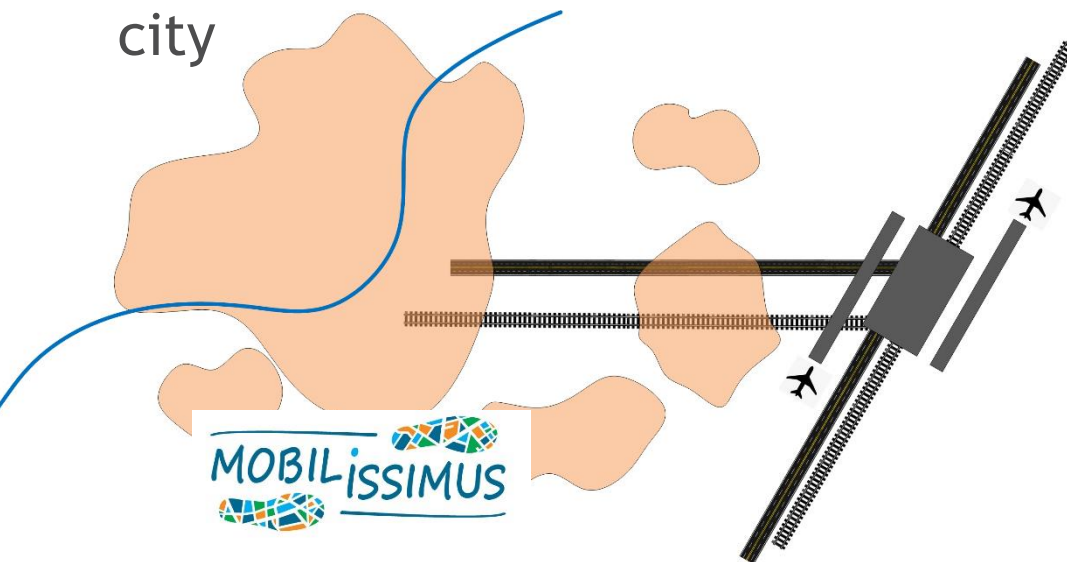
In the city



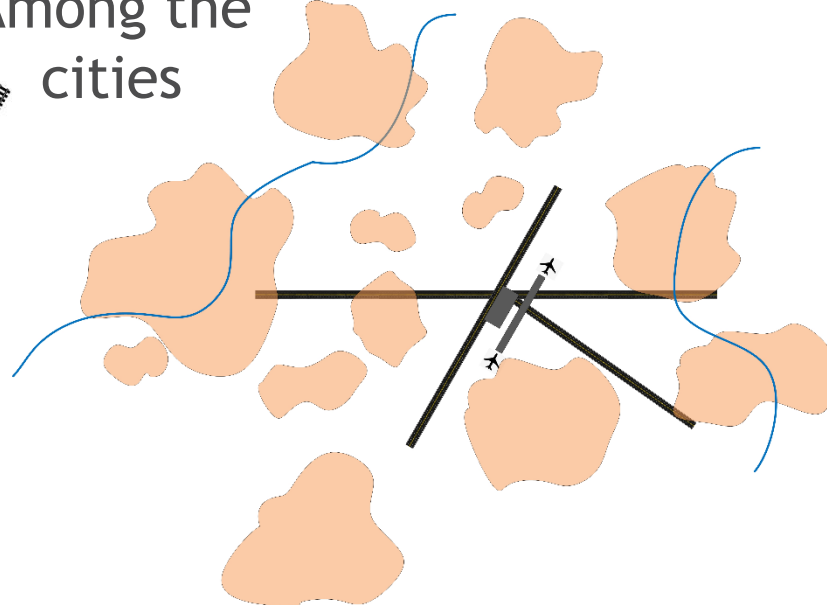
In the suburbs



Far from the city

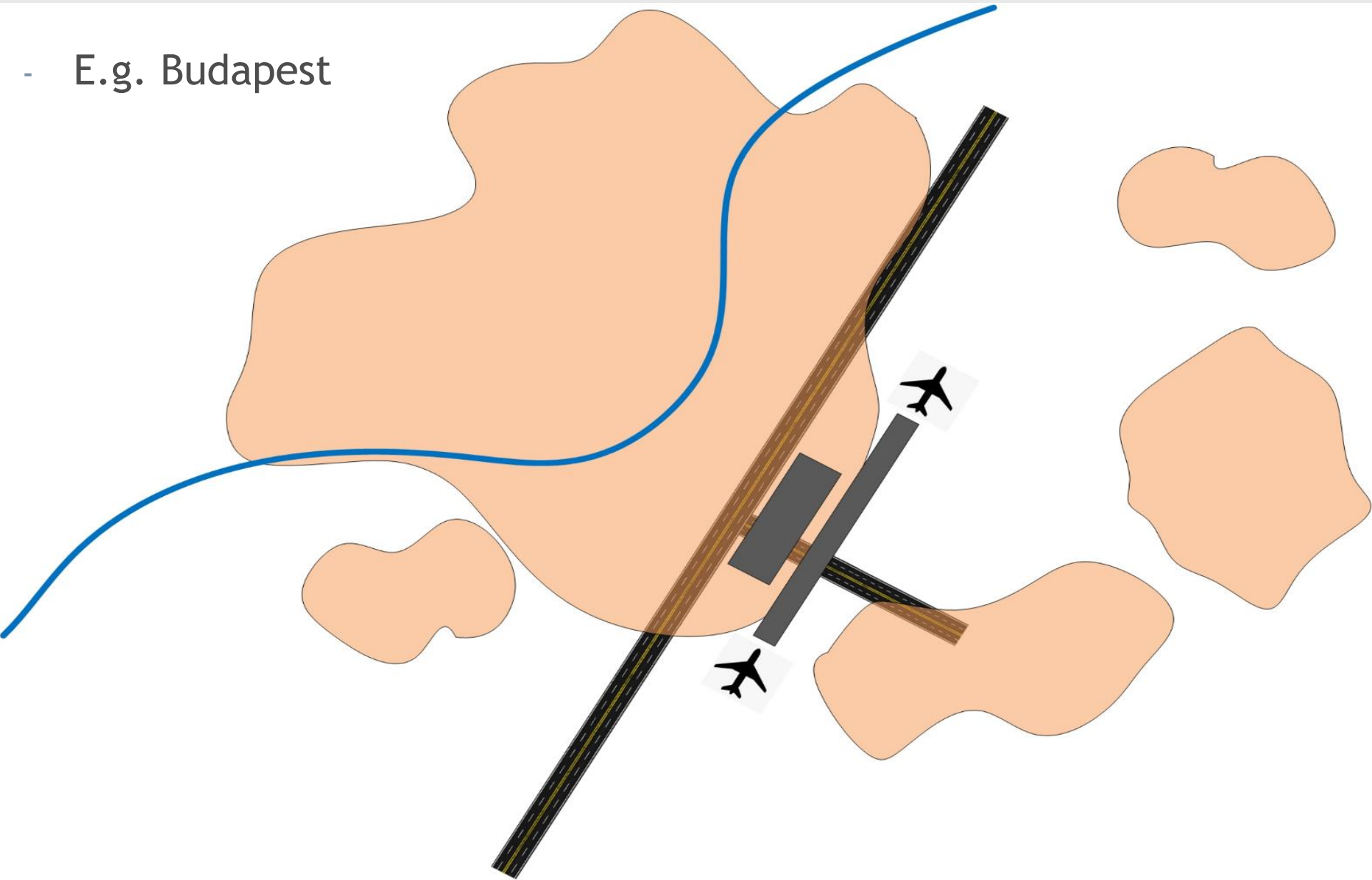


Among the cities



TRADITIONAL AIRPORT IN THE CITY WITH ROAD CONNECTION ONLY

- E.g. Budapest





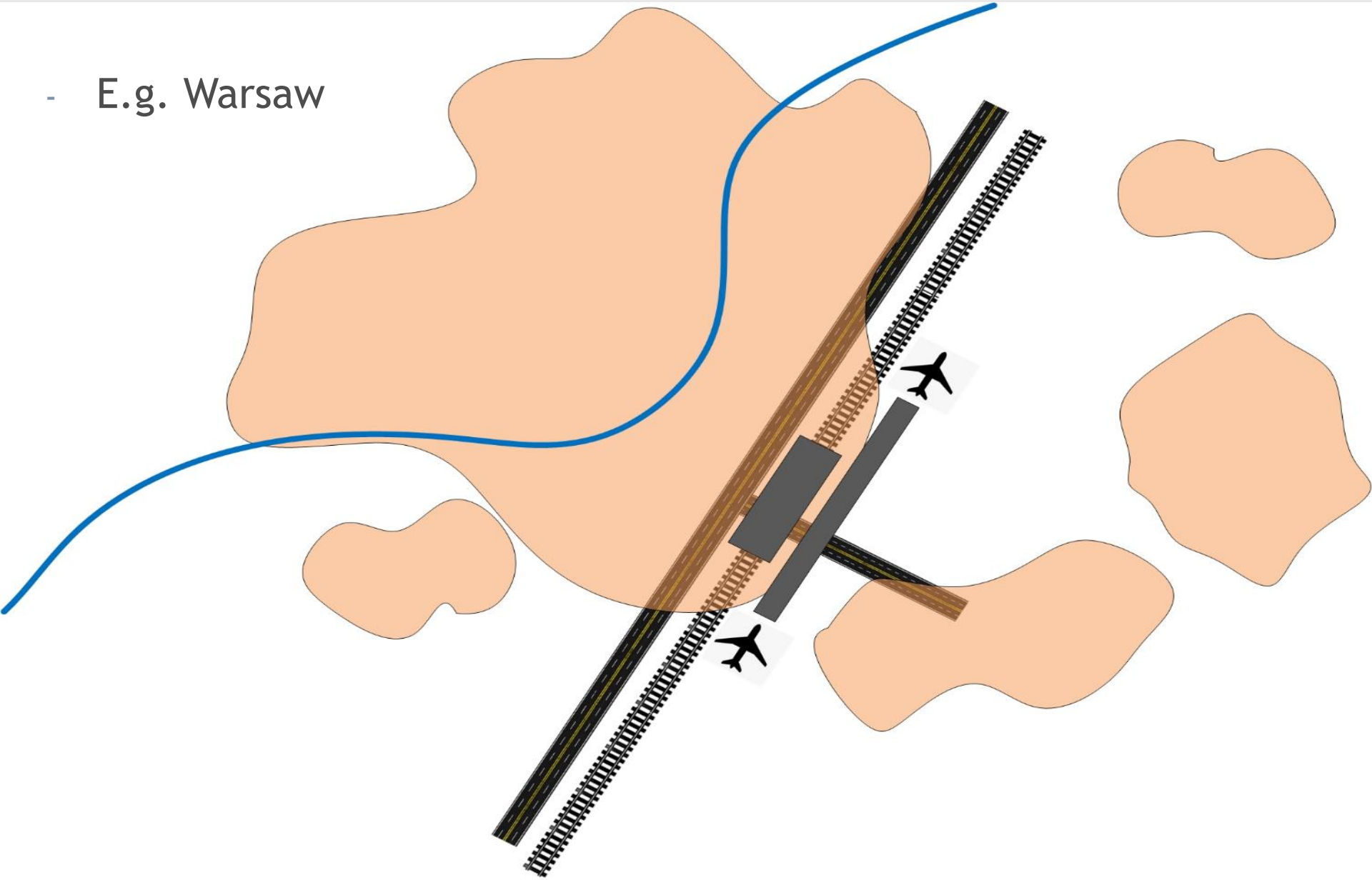


TRADITIONAL AIRPORT IN THE CITY



TRADITIONAL AIRPORT IN THE CITY - WITH TRAIN CONNECTION

- E.g. Warsaw













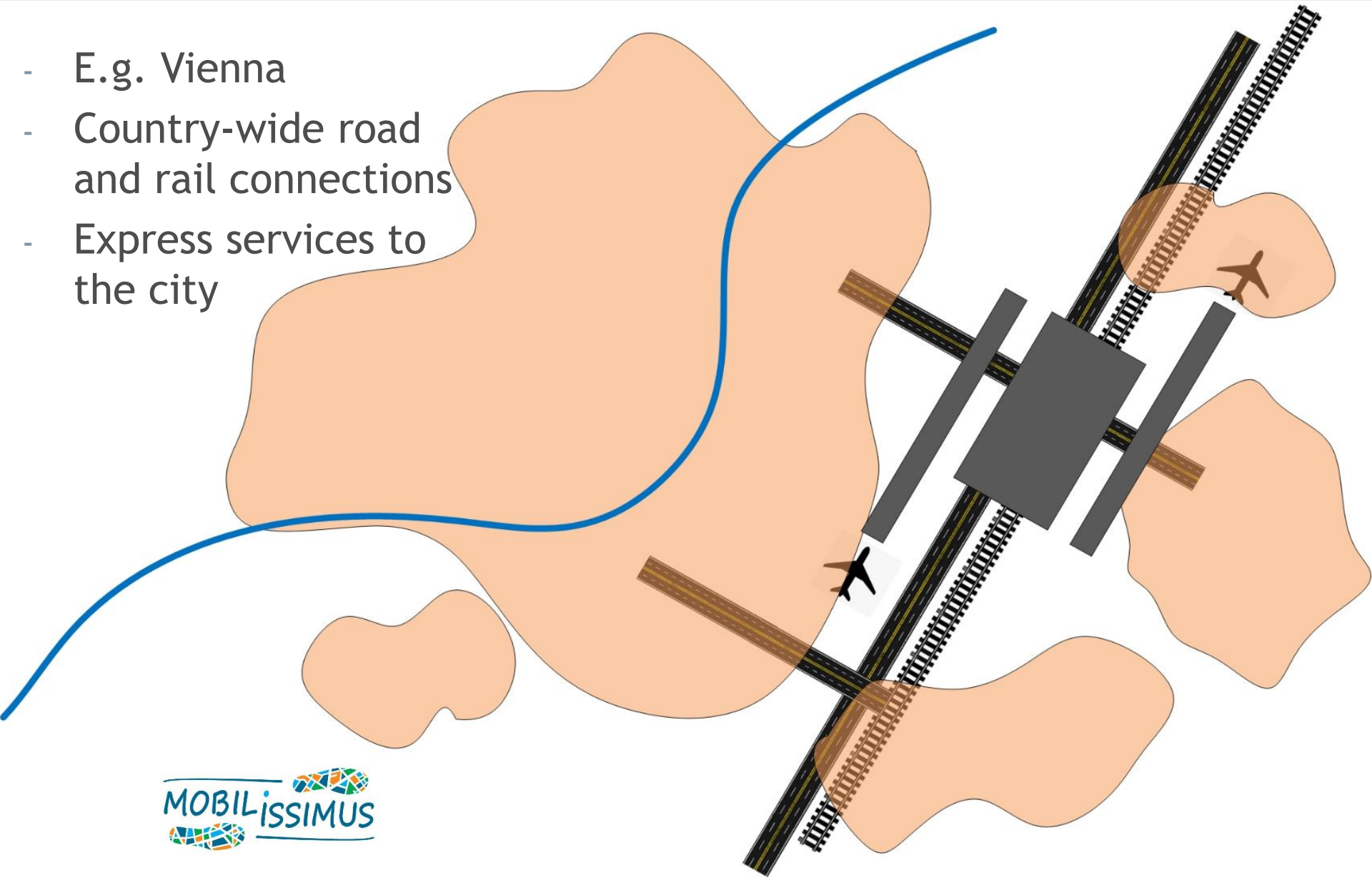






AIRPORT IN THE SUBURBS

- E.g. Vienna
- Country-wide road and rail connections
- Express services to the city









Busfahrplan bus timetable



Zeit/time	Fahrziel/destination	Linie/route	Steig/platform	13:18
• 13:20	Bratislava Mlynské Nivy	SLOVAK LINES	Bussteig 4	
• 13:20	Wien Hbf via Wien Erdberg	W LINER	Bussteig 9	
• 13:25	Bratislava Mlynské Nivy	REGIOJET	Bussteig 3	
13:30	Wien Westbf via Wien Hbf	airportLines Verbia	Bussteig 7	
13:30	Bratislava letisko	SLOVAK LINES	Bussteig 4	
13:30	Mazur Parkplatz	airport Shuttle	Bussteig 1	
13:45	Wien Morzinplatz	airportLines Verbia	Bussteig 8	
13:50	Bratislava letisko	FLIXBUS	Bussteig 4	
14:00	Wien Westbf via Wien Hbf	airportLines Verbia	Bussteig 7	
14:00	Wien Kagran	airportLines Verbia	Bussteig 9	
14:00	Mazur Parkplatz	airport Shuttle	Bussteig 1	
14:10	Budapest Népliget via Győr	FLIXBUS	Bussteig 3	
14:15	Wien Morzinplatz	airportLines Verbia	Bussteig 8	
14:15	Graz Girardigasse	Verbiand PLUSBUS	Bussteig 6	
14:15	Mazur Parkplatz	airport Shuttle	Bussteig 1	
14:20	Bratislava Mlynské Nivy	SLOVAK LINES	Bussteig 4	



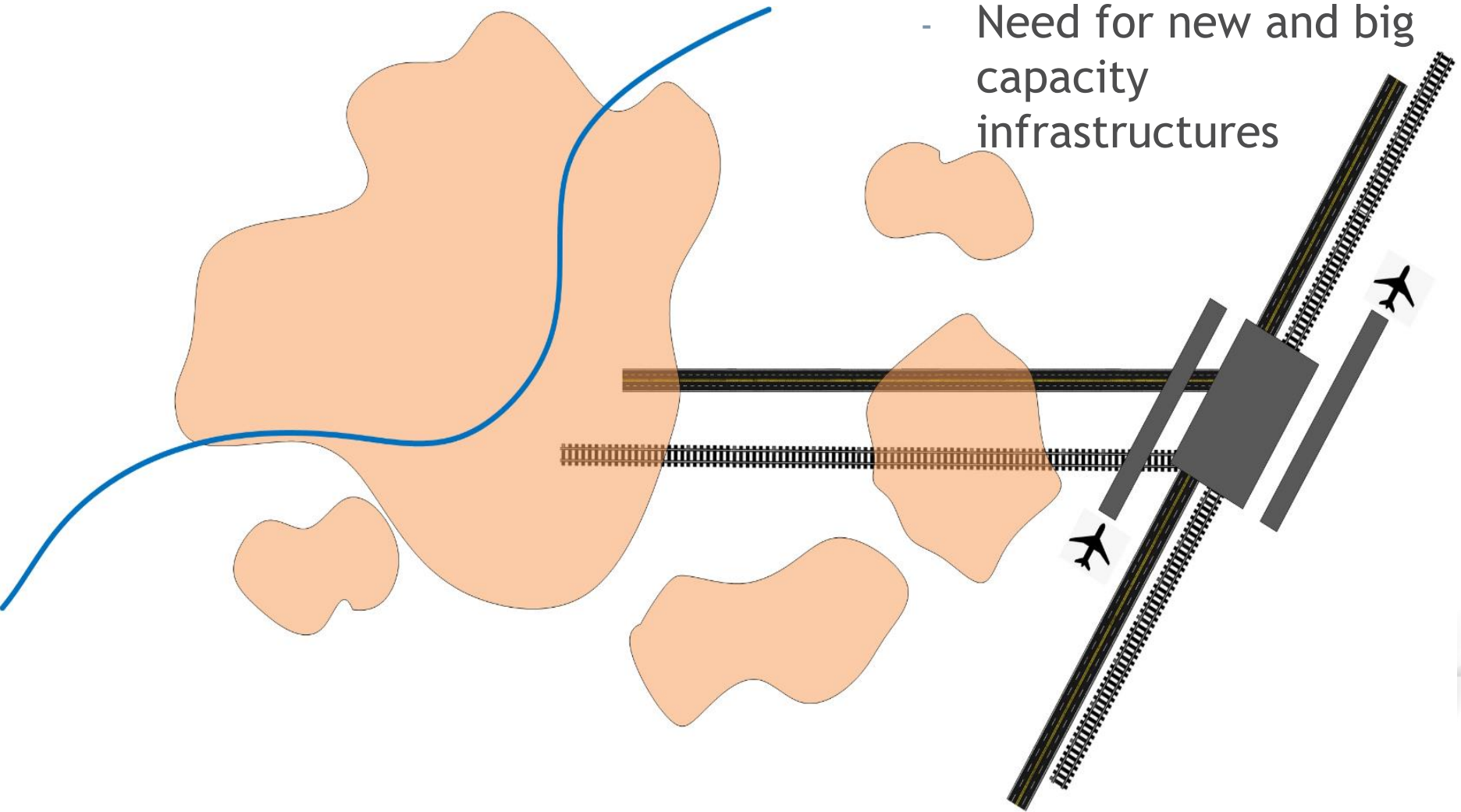




BIG AIRPORT FAR FROM THE CITY

- E.g. München

- Quick PT services are needed
- Need for new and big capacity infrastructures









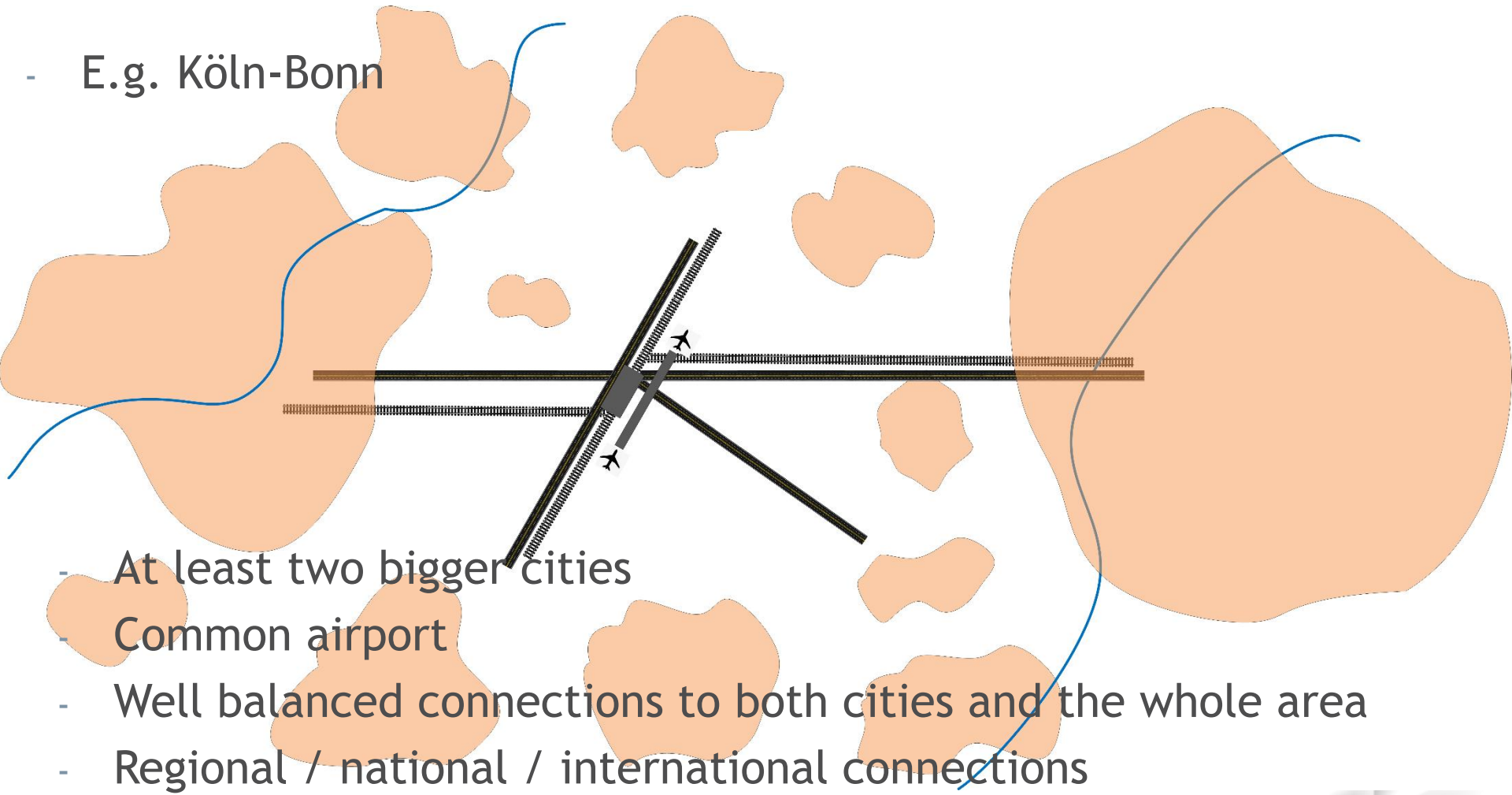






AIRPORT BETWEEN BIGGER CITIES

- E.g. Köln-Bonn



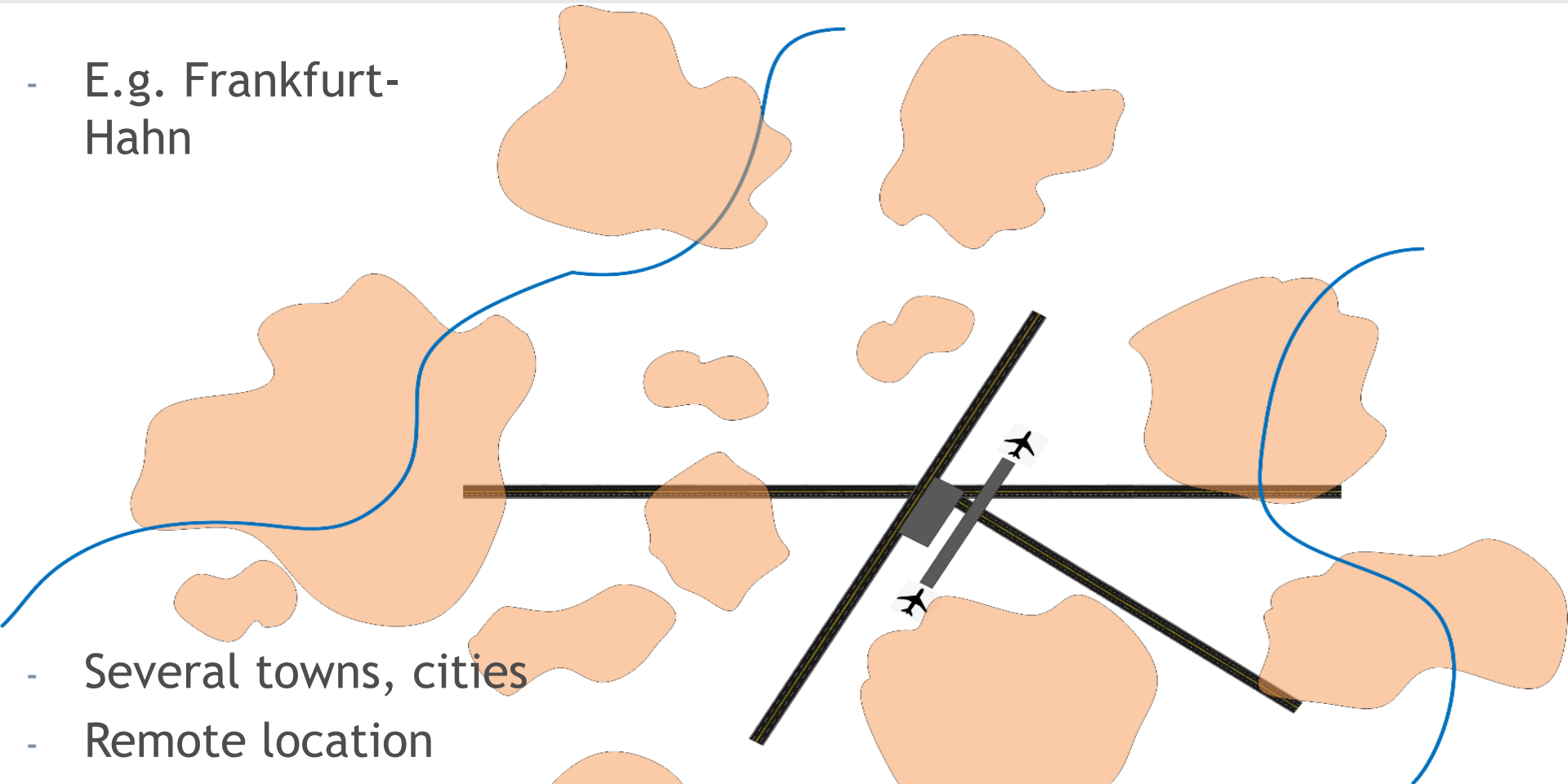
- At least two bigger cities
- Common airport
- Well balanced connections to both cities and the whole area
- Regional / national / international connections
- Long term parking needs





AIRPORT AMONG SETTLEMENTS

- E.g. Frankfurt-Hahn



- Several towns, cities
- Remote location
- Behind the scope of big airports and hubs
- Regional / national / international connections
- Long term parking needs



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H
Frankfurt HBF - Flughafen
Frankfurt/Elbfahr - Trier -
Luxemburg - Metz
Zielverbindung
Frankfurt HBF / Frankfurt MTS
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14



Kooperationspartner

BOHR

flibco.com

shuttle bus service

FLIXBUS



IC Bus DB BAHN

BOHR
Bohr Omnibus GmbH

Flughafen Hahn - Frankfurt Flughafen - Frankfurt Hauptbahnhof
Hahn Airport - Frankfurt Airport - Frankfurt Main train station

Gültig vom 29.03.2015 bis 24.10.2015
Abfahrt / Departure

Mo/mon	Di/tue	Mi/wen	Do/thu	Fr/fri	Sa/sat	So/sun
0:00*	0:00*	0:00*		0:00*	0:00*	0:00*
0:30*	0:30*	0:30*	0:30*	0:30*	0:30	0:30*
5:15	5:15	5:15	5:15	5:15	5:15	5:15
7:15	7:15	7:15	7:15	7:15	7:15	7:15
				8:00		8:45
10:00	10:15	9:00	9:30	9:45	9:30	10:30
10:30	12:30	10:30	10:30	10:30	10:30	13:00
12:45	13:15	11:00	13:00	13:00	12:45	13:45
13:30				13:30	13:30	14:30
		14:30	14:00	14:30		16:00
15:30	15:30	16:00	15:15	15:30	15:15	
17:00	17:30		17:00	17:15	17:00	
18:30		18:30	17:45	18:30	18:00	19:00
20:00	20:00	20:00	20:00	20:00	20:00	20:00
		21:15*	21:30*	21:00	21:30*	21:45*
22:00*	22:30*	22:30*		22:30*		
23:00*	23:30*	23:45*	23:00*	23:30*	23:30*	23:30*

Bus hat Anschluss aus Trier und Luxemburg / Busconnection from Trier and Luxembourg. flibco.com

Fahrzeiten mit roter Markierung sind in Kooperation mit IC Bus/Departures in red are in cooperation with DB IC Bus

* Bus fährt über Mainz Hbf. = Fahrzeit + 15 min. * Bus runs via Mainz MTS. = Travel time + 15min.

Fahrdauer Flughafen Hahn nach Frankfurt: 1 Std. 45 Min. Fahrtscheinverkauf unter www.bohr.de

Time one way Airport Hahn to Frankfurt: 1 h 45 min. Book tickets on www.bohr.de.

Information unter: Bohr Omnibus GmbH, Büchenbeurer Straße 7A 55491 Niederweiler Tel. 06543/50190 ; www.bohr.de

flibco.com
shuttle bus service

DB IC Bus

FLIXBUS
EINFACH BUSFAHREN

THANK YOU FOR YOUR ATTENTION!



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Interreg



CENTRAL EUROPE

European Union
European Regional
Development Fund

LAirA

TAKING
COOPERATION
FORWARD



Vienna SC Meeting and Conference
30. September - 01. October 2019



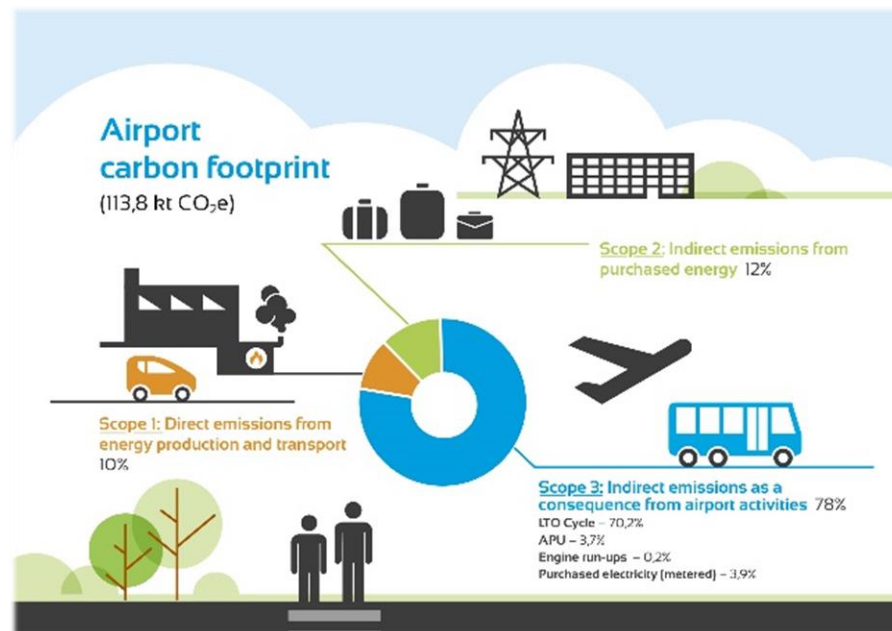
LAirA Airport E-Mobility Actions at BUD



LAirA | BUD - PP2 | Kristof Boda

BUDAPEST AIRPORT - THE 1ST CARBON NEUTRAL AIRPORT IN CEE

- Our mission is to become the most successful airport in CEE, while achieving sustainable, efficient and ethical daily operation
- BUD is participating in ACI Carbon Management Program since 2010
- BUD and its partners have reached ACA Level 3+ status in 2018 and maintains it in 2019
- Since 2010 CO₂ emissions at BUD has decreased by 44% per PAX
- BUD is working on eco-friendly mobility solutions since 2014
- Main pillars are:
 - Company Policies and Carbon Neutrality
 - Airport partners
 - Traffic and Transportation development
 - E-Mobility Developments - Landside and Airside



TAKING COOPERATION FORWARD

FURTHER EMISSION REDUCTION AT BUD : NETZERO

- Airport industry facing multiple environmental challenges
- ACI's new Sustainability Agenda: NetZero until 2050
- BUD's new target is NetZero until 2030
- Specific Sustainability Strategy and Program Portfolio for further emission reduction - Various Initiatives, Programs, Measures and Projects, reflecting ACI KPIs, UN, EU and National Goals
 - E-Mobility Program for BUD
 - Alternative heating systems
 - Renewable energy systems
 - Further cooperation with our airport partners
 - New Airport Strategies, Regulations and Tenant Contracts, Development Roadmaps
 - Other sustainability related projects (de-icing, rainwater, road developments, etc.)



Sustainability Strategy for Airports

 Environment An airport that operates within planetary boundaries: - GHG emissions - Air quality - Material resources management - Water management	 Social An airport that contributes to a better society - Local communities - Employee experience - Suppliers and subcontractors sustainability performance - Passenger experience	 Economic An airport which paves the way for change - Revenue diversification - Support to innovation
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■ Most promising areas for NetZero are E-Mobility and Heating developments

- Total No. of fleet cars: approx. 70 manager cars, 40 departmental pool cars, approx. 280+ other service and airside vehicles
- Approx. 1600 daily entrance permits
- Approx. 200 air-side service vehicles of Ground-handlers

■ International and Hungarian Market trends:

- No. of EVs doubled in HU during 2017-18, trend continues in 2019
- New models are continuously available

■ Moving forces of E-Mobility at BUD Airport:

- Sustainability
- Battery size is not a limiting aspect in many cases
- Official registration of the vehicles are not needed
- Electricity supply is available
- Lower operation and maintenance costs than fossil fuel cars
- Public credibility, marketing opportunities
- Our e-car and hybrid fleet is expanding since 2015



E-MOBILITY STRATEGY MILESTONES

Major milestones - short and medium term

**Passenger and Employee
car parking**

By 2020 all major parking areas equipped with e-plug infrastructure

Tenant fleet car parking

By 2021 at least 3 company fleet car park equipped with e-plug infrastructure

**BUD e-fleet
development**

By 2021 at least 25-25 company e-cars added to management/security/pool fleets

**Airside GSE equipment
charging**

By 2024 only electric tugs and operation of 3 GSE charging locations on Airside



■ Main elements of the E-Mobility Strategy:

- Identification of usage and user patterns
- Decision to gradually increase the No. of EVs in our own fleet, manager and pool cars
- Installing e-chargers
- Ground handler vehicles (buses, tugs, trolleys, push-backs)
- Partner companies (tax authority, police, taxi companies, other tenants)

■ Company internal strategy and decision:

- to explore the opportunities, including clear areas of responsibility: technical team for electricity, EHS for management and strategy implementation, accompanied by a company wide environmental aspect - carbon neutrality, Greenairport Program

■ Learning from others, international good examples, meeting market leaders of the industry



E-MOBILITY STRATEGY PREPARATION

■ Major differences between Landside and Airside needs and opportunities

- Vehicle availability
- Regulation differences
 - > No need to comply with land -side regulations (GHs)
 - > BUD also can act as regulator
- Charging differences

■ Identification of usage and user patterns

- Manager-, Fleet-, Service-, Employee-, Tenant vehicles
- Public Car parks - Short-, Medium and Long Term Parking

■ Establishing locations for e-chargers

- electricity supply
- parking space needs
- user patterns
- huge cost variation between alternatives

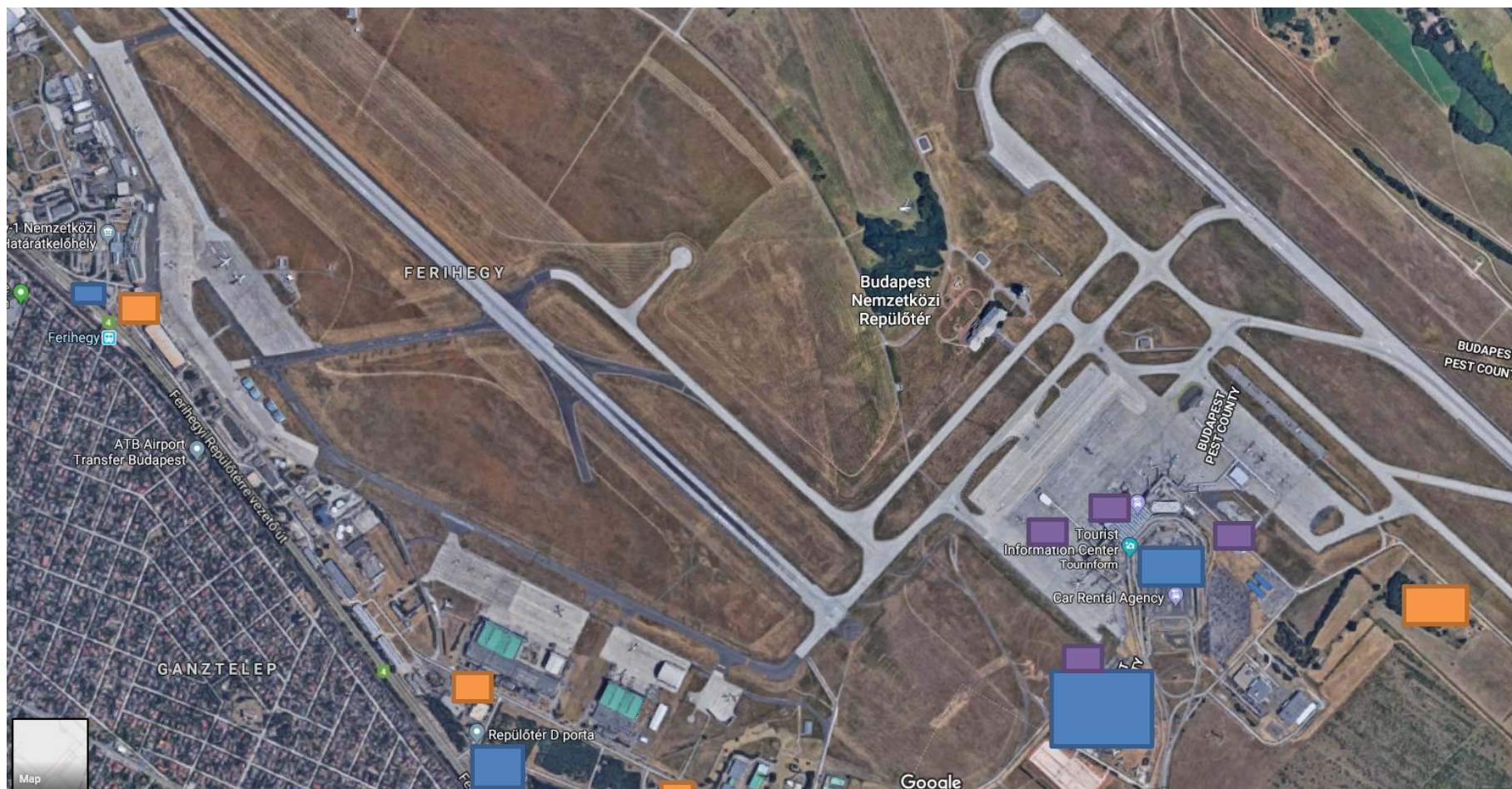


GSE equipment charging and e-plug needs at the Airport

Airside GSE equipment charging

Passenger and Employee own car parking e-plugs

Company fleet car parking / Visitors e-plugs



■ Benchmarking the industry

- collecting market know-how and information
- alternative technical solutions for e-charging equipment
- Alternative designs for vehicle models
- Availability of vehicle models - e-bus order time up to 1,5 years

■ Complying with relevant legislation

- EU, National - but the legislation is to be created
- Security Service, etc. Vehicles has special requirements
- E-charging Permit
- OTÉK requirements vs. real needs

■ Complying with technical requirements and establishing minimum technical requirements

- Type2 or ChaDeMo?
- Fast charging is needed or 7,2 kWh?
- Open- or closed cell battery?



- **Creating a criteria system for technical equipment**
 - 16 questions: futureproof, reflects our needs, connectivity with future management and parking systems, rational solution in order to maximize usage of chargers, in house design or retail items, in-house maintenance service

- **Establishing our own and tenant needs**
 - Individual metering, remote accessibility, RFID
 - Different interests of e-charging equipment and software producers and retail suppliers and airports

- **Business models for e-charging**
 - Own fleet, manager cars
 - Service vehicles
 - Tenant vehicles
 - Tenant financial needs



E-MOBILITY STRATEGY PREPARATION

- **Budgeting and purchasing the technical equipment**
 - Different models for each user group and usage pattern
 - Framework contract, e-chargers and/or electricity supply?

- **Additional considerations:**
 - ADAC research, Prof. Barna Hanula
 - Battery size, CO2, in-built kms, total life cycle
 - Other alternative propulsion solutions - (hidrogen, CNG, LNG, biogas, etc.)

- **E-mobility project opportunities at airports**
 - Research, pilot-, test projects
 - Closed environment ideal for testing sensitive technologies



THANK YOU FOR YOUR ATTENTION!
KRISTOF BODA, GROUND TRANSPORTATION DEVELOPMENT SPECIALIST,
BUDAPEST AIRPORT
KRISTOF.BODA@BUD.HU



E-MOBILITY STRATEGY AT BUD

- Major differences between Landside and Airside needs

- Identification of usage and user patterns
 - Manager-, Fleet-, Service-, Employee-, Tenant vehicles
 - Public Car parks - Short-, Medium and Long Term Parking
 - Establishing locations for e-chargers
 - Benchmarking the industry: collecting market know-how and information, alternative technical solutions
 - Complying with relevant legislation
 - Complying with technical requirements
 - Establishing our own needs
 - Creating a criteria system for technical equipment
 - Business models for e-charging
 - Budgeting the technical developments

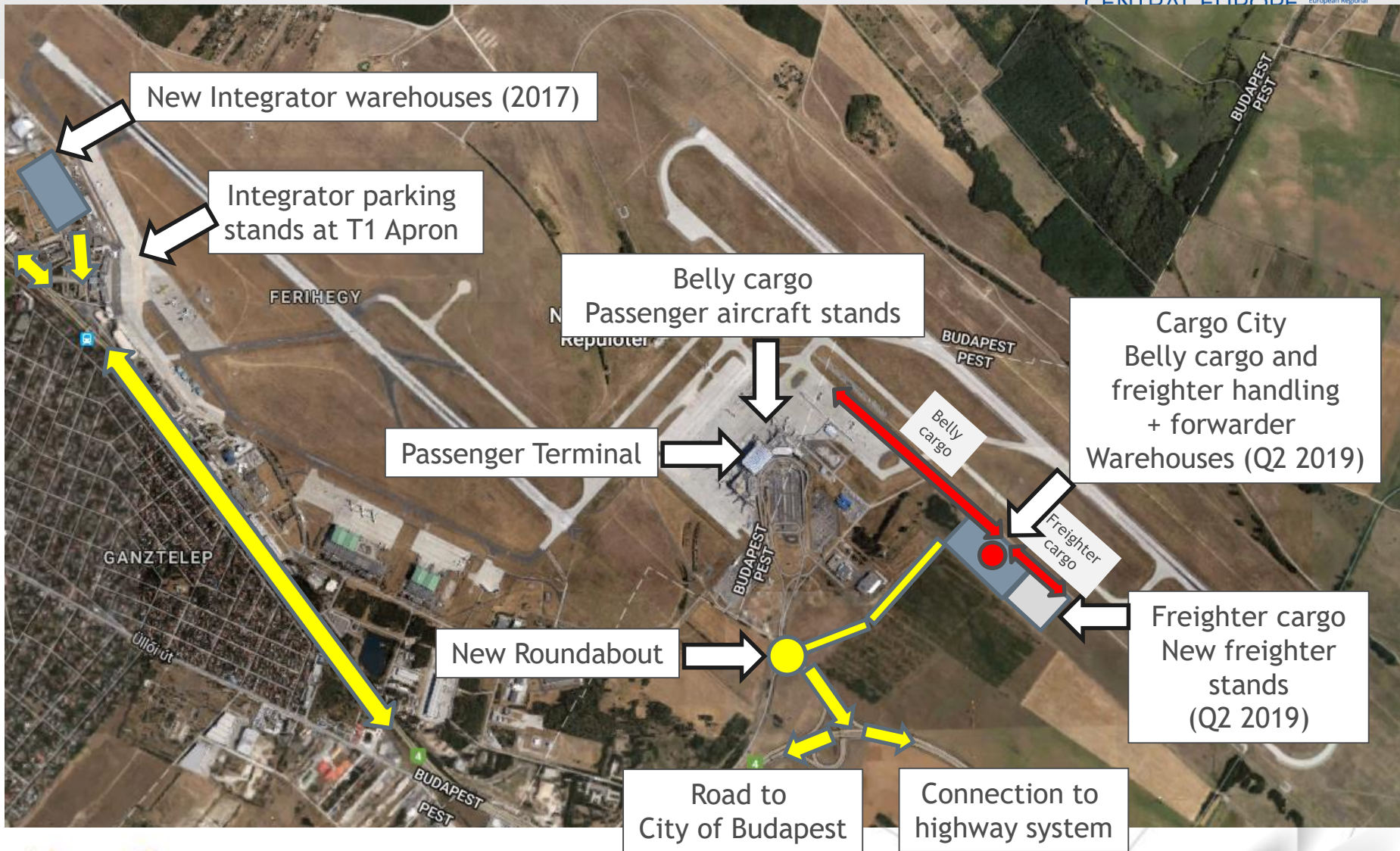


public credibility to the individual airports, increases brand reputation

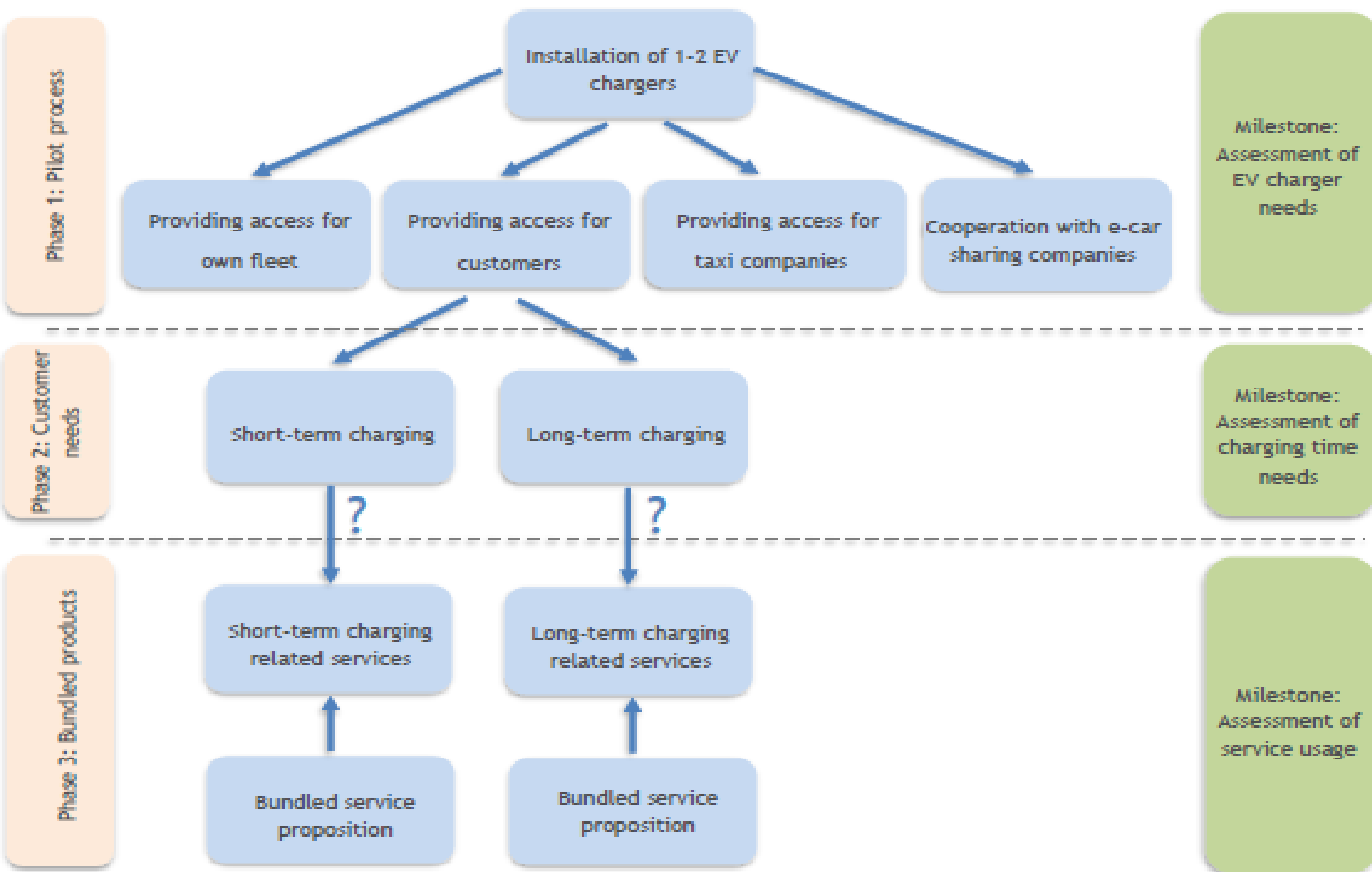
- How and on what basis an Airport can decide about e-mobility development?
- What is the basis of their E-Mobility Strategies?
- What is the driving force? - Stuttgart, Munich, etc.



NEW BUD CARGO CONCEPT - OPTIMIZED CARGO OPERATION



E-MOBILITY DEVELOPMENT MILESTONES



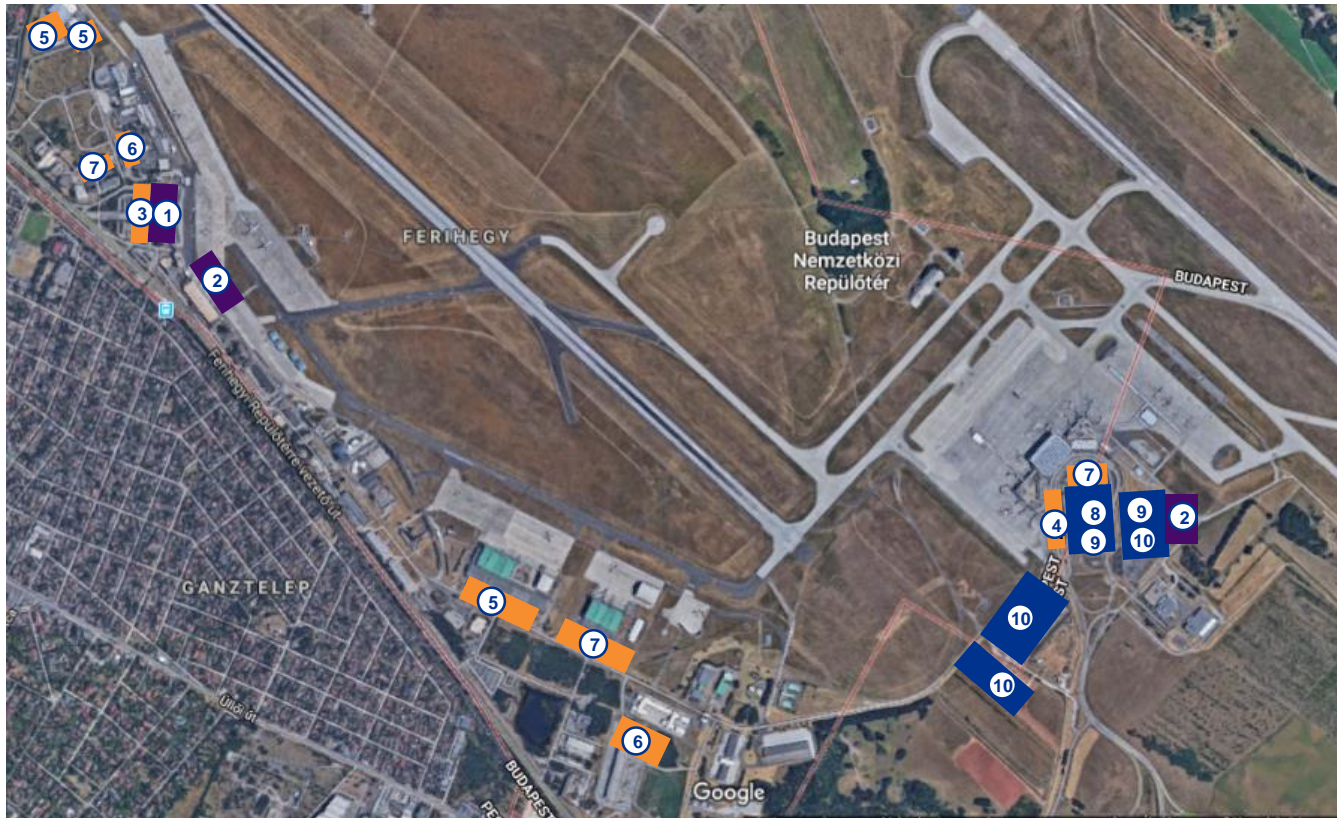
We have identified 10 user groups for a potential charging network at LAirA Airports – (1/2)

	Technical requirement**	Fast charger**	Users, vehicle types	Method of statement	Special statement model	
BUD own fleet	1 Manager fleet	High-performance AC charger	Fast chargers are not necessary, EVs can be charged during the day (8-12 hours)	BUD's employees, management, passenger cars used outside the airport area	Not transferred charging cost	No need to pay for the charging, but records shall be kept
	2 BUD's support vehicles parking	High-performance AC charger	Fast chargers are not necessary, EVs can be charged during the day (8-12 hours)	Security (FBÖ), technical department, mostly passenger cars used within the airport area	Not transferred charging cost	No need to pay for the charging, but records shall be kept
	3 Guest parking*	Fast charger, DC	Few hours of stay, fast charger is necessary	BUD's guests, passenger cars	Not transferred charging cost	Verification of eligibility is required
Dedicated chargers with limited access	4 Authorities	High-performance AC charger	Fast chargers are not necessary, EVs can be charged during the day (8-12 hours)	Police, NAV etc., mostly passenger cars	Cost-based statement	Electricity metering
	5 GS	High-performance AC charger	Fast chargers are not necessary, EVs can be charged during the day (8-12 hours)	GS companies' staff, passenger cars and special GS vehicles (e.g. apron buses, forklifts, tractors) with own charging equipment	Parking fee and cost-based flat rate or overhead-based statement	Electricity metering

We have identified 10 user groups for a potential charging network at LAirA airports – (2/2)

		Technical requirement**	Fast charger**	Users, vehicle types	Method of statement	Special statement model	
Dedicated chargers with limited access	6	Integrators	<i>Based on their special requirements.</i>	<i>Based on their special requirements.</i>	Integrators' staff, trucks, vans, passenger cars	Cost-based flat rate or overhead-based statement	Electricity metering; the question of installing integrator-owned chargers
	7	Business partners' parking	<i>Based on their special requirements.</i>	<i>Based on their special requirements.</i>	Buses, taxis, rental cars	Charging fee-based statement	Electricity metering
	8						
Public	9	Paid, short-term parking lots	Fast charger/Ultra fast charger, DC	Few minutes to a few hours of stay, (ultra) fast charger is necessary	Visitors on drop off/pick up trips, mostly passenger cars	Parking fee and charging fee-based statement	Tariff calculation; smart functions
	10	Paid, mid-term parking lots	Standard slow charger, AC	1-2 days of stay, fast chargers are not necessary	Passengers on short trips, mostly passenger cars	Parking fee and charging fee-based statement	Tariff calculation; smart functions
		Paid, long-term parking lots	Standard slow charger, AC	2+ days of stay, fast chargers are not necessary	Passengers on longer trips, mostly passenger cars	Parking fee and charging fee-based statement	Intelligent charging management; valet parking

Proposed allocation of charging stations at BUD



Legend:

- BUD own fleet parking places
- Dedicated parking places with limited access
- Public parking places

- ① Manager fleet
- ② BUD's support vehicles parking
- ③ Guest parking
- ④ Authorities
- ⑤ GS
- ⑥ Integrators
- ⑦ Business partners' parking
- ⑧ Paid, short-term parking lots
- ⑨ Paid, mid-term parking lots
- ⑩ Paid, long-term parking lots

Developing a more detailed strategy is needed along the following key points

Aspects	Conformity	Result of the review	Proposed next steps	Vision to be achieved
Market trends, policies	●	Market trends show that electric mobility will gain more and more ground in Hungary as well. Market players, including companies with different fleets and parking places, should respond quickly to this trend, which BUD has correctly recognized.	<ul style="list-style-type: none"> Additional market research / assessment might be beneficial for a well established strategy and business model: <ul style="list-style-type: none"> Vehicle traffic forecast, charging behaviours 	<ul style="list-style-type: none"> Following the example of other airports, BUD should also have a leading role in the field of electric mobility, while it might also reflect on the needs of the passengers
Charger installation plan	◐	BUD is well aware of the need to establish charging points with different functions in each parking lot, but more detailed plan is needed in order to the successful implementation.	<ul style="list-style-type: none"> Preparation of feasibility studies Detailed charging installation plan adapted to user habits and the internal operation of the BUD Further calculations: charger installations by integrators, car sharing companies 	<ul style="list-style-type: none"> By installing electric chargers, BUD will be able to meet not only the needs of its own fleet, but also the needs of its partners and passengers Further development of partnerships are possible
Business model & strategy	◐	There are several possible charging / parking models in the BUD area that require integrated e-mobility strategy and detailed business models for both B2B and B2C applications.	<ul style="list-style-type: none"> Development of a more detailed strategy and action plan Development of differentiated business models for the different user groups 	<ul style="list-style-type: none"> Integrated e-mobility strategy BUD applies appropriate pricing policy for each user group based on developed business models
Legal requirements	◑	Currently, there are no action plans how BUD would comply with current and future regulations of the Hungarian e-mobility market.	<ul style="list-style-type: none"> Definition of regulatory areas where BUD has to comply Applying for a license for the operation of charging stations 	<ul style="list-style-type: none"> BUD applies for the required licenses to install and operate charging stations Complies with all the regulations along the lines of a detailed action plan
Technical requirements	◐	BUD should define the specific technical requirements of the charging infrastructure, including connector types, user authorisation methods, payment, etc. Technical requirements should be aligned with the business models.	<ul style="list-style-type: none"> Compilation of technical specification prior purchasing, including supporting systems 	<ul style="list-style-type: none"> Developing an advanced technical system that meets both the standards and business models
IT conception	◑	BUD has not yet developed an IT concept and framework. BUD has installed an electric charger by PROLAN. PROLAN might be able to deliver complex solutions, however the required solution should be specified	<ul style="list-style-type: none"> Compilation of IT back-end specification (PROLAN: OCPP;) Development of a detailed IT concept 	<ul style="list-style-type: none"> Developing a unified and up-to-date IT system that provides measurability and control and enables different business models

TAKING
COOPERATION
FORWARD



ETP seminar, Vienna
30 September - 1 October 2019



Landside Airport Accessibility (LAirA)



Soóki-Tóth Gábor - LP thematic expert

CONTENT

Overall
objective of
project

Focus Areas

What do we do?

Sharing
knowledge and
experience



OVERALL OBJECTIVE



To reduce the carbon foot-print of transport activities related to the airports landside connectivity in Functional Urban Areas



HOW TO REACH THE OBJECTIVE

UNDERSTANDING

The integration between airports and FUAs mobility systems is explored in form and educational approach in order to improve the capacities of public entities responsible for low carbonas mobility planning.



CHANGING BEHAVIOUR

Intelligent Transport System applications are developed and tested with the purpose of reinforcing behaviour change and low carbon travel planning.



BUILDING STRATEGIES

Low Carbon landside mobility planning solutions are being mainstreamed within Functional Urban Areas



MAIN OUTPUTS SHARED

Detailed analysis of participating airports FUA mobility integration and local strategies to improve low carbon mobility management

Thematic Action Plans and Education Handbook on electric mobility, air-rail links, soft and shared mobility, information technology systems, wayfinding and public transport

Passenger and Employee ITC mobility tools development and test results

Discussion Papers for EU Macroregional Strategies



Thank you for your attention!

Low Carb Zone

For further information and documents
please visit:

<https://www.interreg-central.eu/Content.Node/LAirA.html>



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ETP seminar, Vienna
30 September 2019



Regional cooperation - metropolitan governance



Soóki-Tóth Gábor - LP thematic expert

CONTENT

Functional
Urban Areas

Airport Landside
Access
(Catchment
Area)

Urban Planning
and Governance

Possible
Scenarios for
Cooperation



WHY STUDY FUAS?

„The OECD and the European Commission have jointly developed a methodology to define **functional urban areas (FUAs)** in a consistent way across countries. Using **population density and travel-to-work flows** as key information, **a FUA consists of a densely inhabited city and of a surrounding area (commuting zone) whose labour market is highly integrated with the city** (OECD 2012).

The ultimate aim of the OECD-EU approach to functional urban areas is to create a **harmonised definition of cities and their areas of influence for international comparisons as well as for policy analysis on topics related to urban development.**”

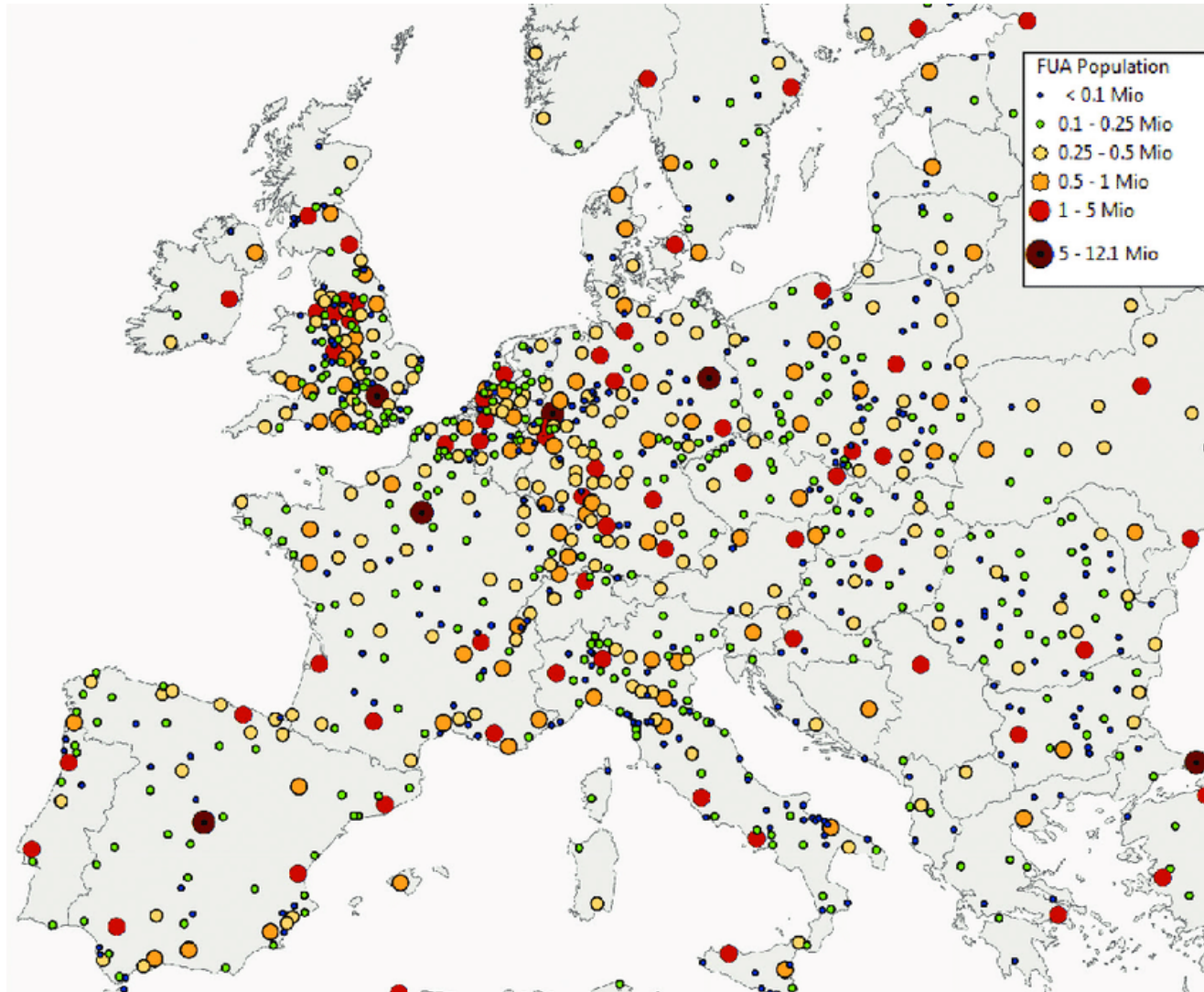
<https://www.oecd.org/cfe/regional-policy/functionalurbanareasbycountry.htm>

More details on the methodology:

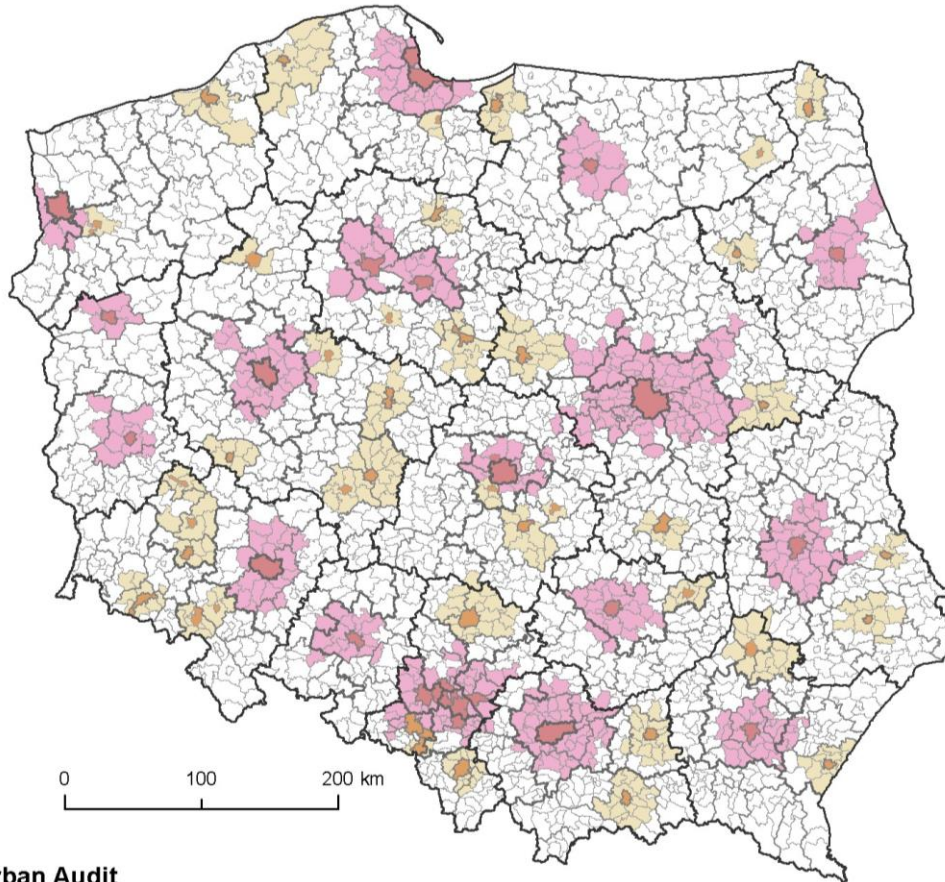
<https://www.oecd.org/cfe/regional-policy/Definition-of-Functional-Urban-Areas-for-the-OECD-metropolitan-database.pdf>



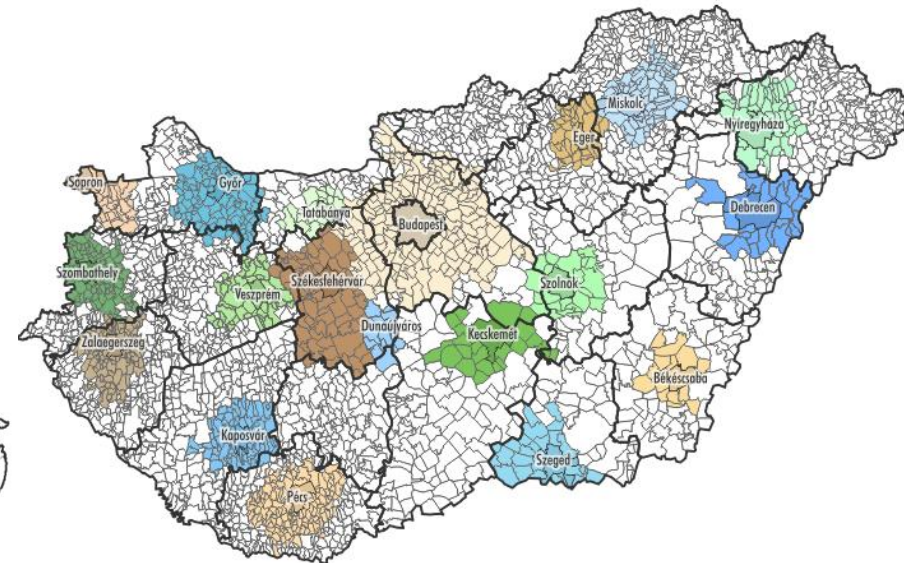
WHY STUDY FUAS?



WHY STUDY FUAS?



FUNCTIONAL URBAN AREAS IN HUNGARY, 2018

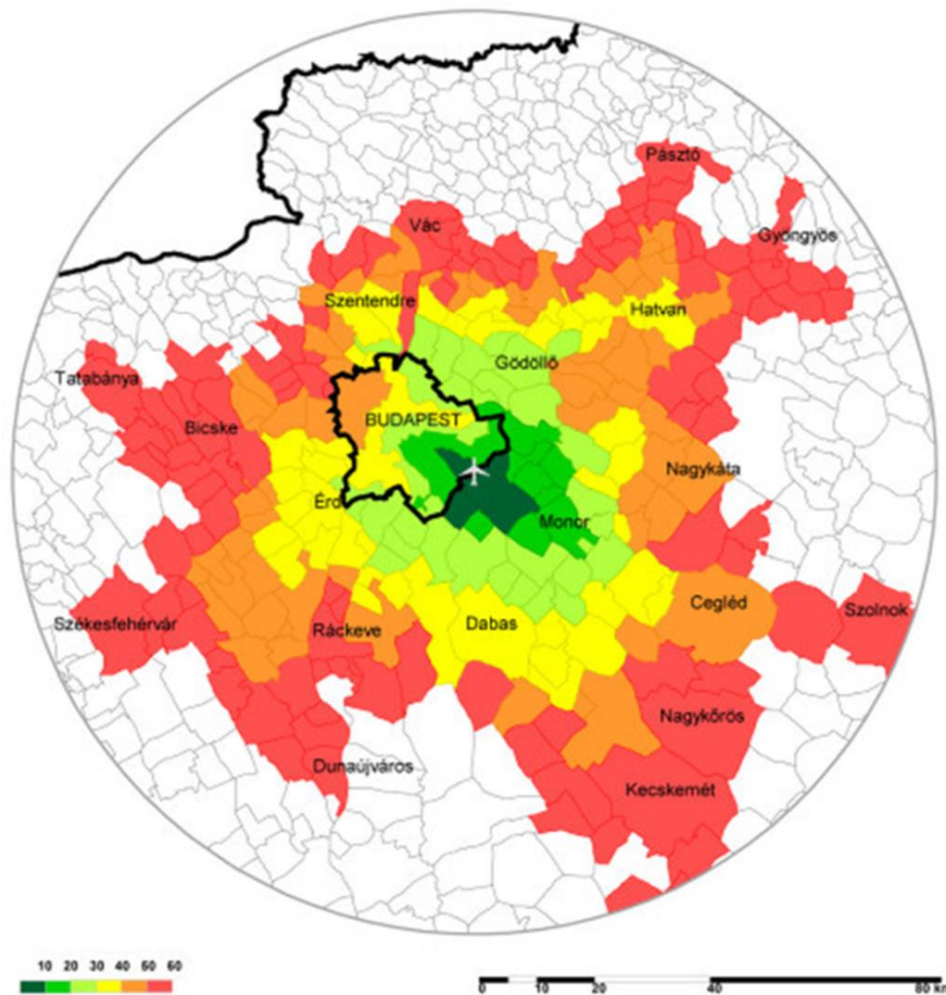


Urban Audit

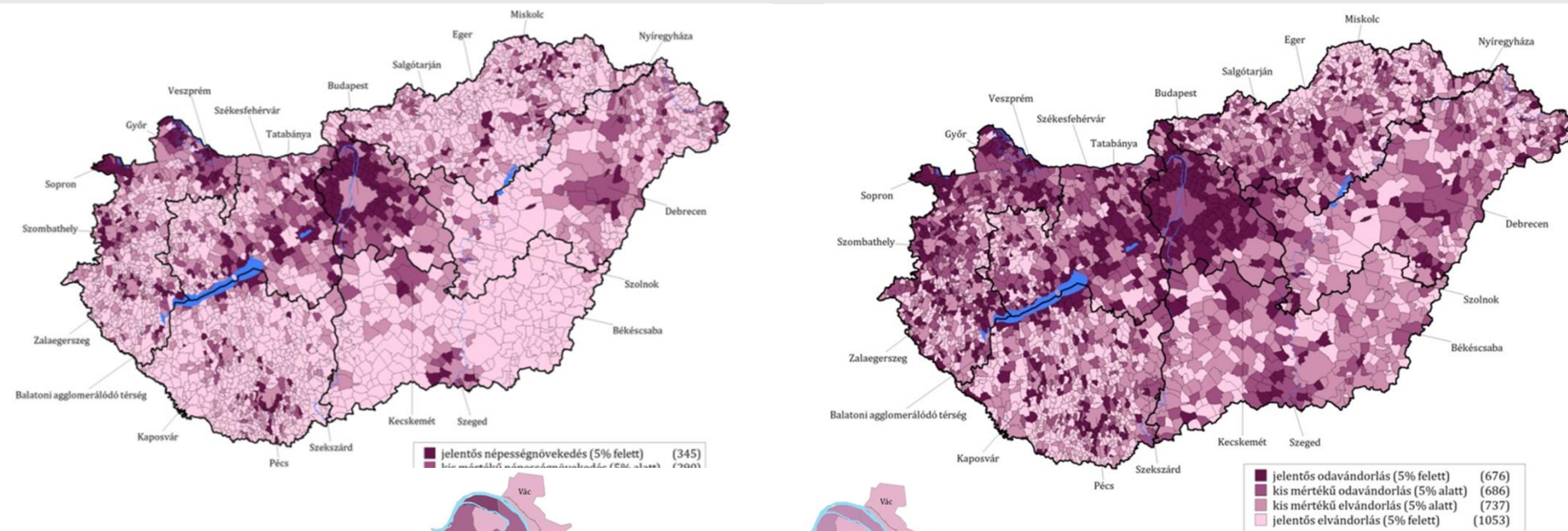
-  voivodship city cores
-  other city cores
-  voivodship city LUZ
-  other city LUZ



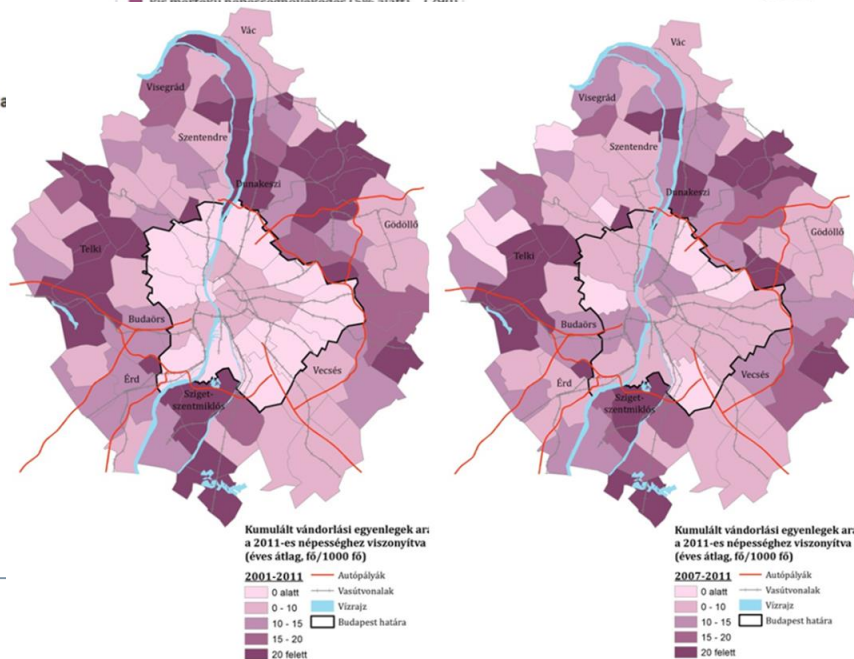
AIRPORT CATCHMENT AREAS



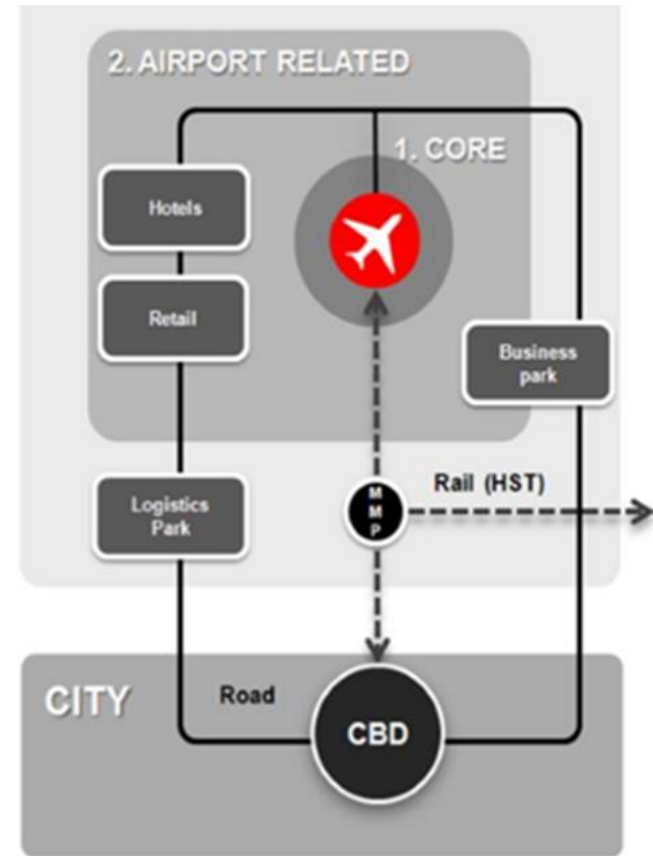
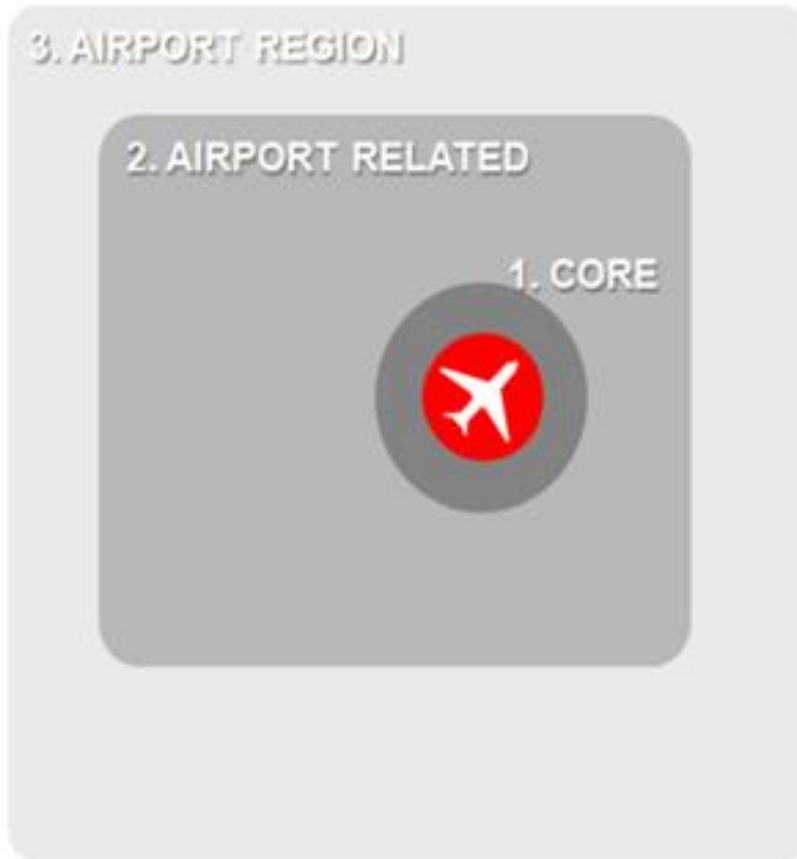
AIRPORT CATCHMENT AREAS



A népesség változása Ma



URBAN DEVELOPMENT AROUND AIRPORTS



URBAN DEVELOPMENT AROUND AIRPORTS



The Greater Aerotropolis

Combines airport planning, urban planning, and business-site planning to create a new sustainable urban form



URBAN DEVELOPMENT AROUND AIRPORTS



DYNAMIC PUBLIC TRANSPORTATION

DENSE, MIXED, WALKABLE

Bustling City Next to a Major Airport

New masterplan allows a great variety of functions. A unique combination of workplaces, housing, services, and recreational areas makes *Aviopolis* a lively city that meets the needs of its residents.

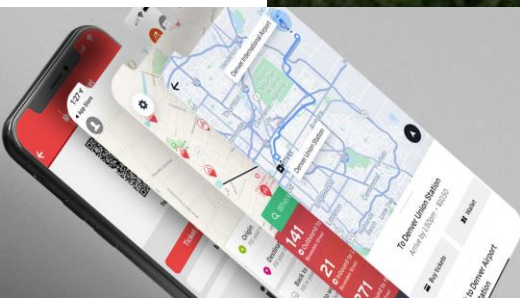
The spirit of modern urban atmosphere, parks, green courtyards, and tree-lined streets will be designed and scaled for the pedestrian.



**SUBSTANTIAL SERVICES,
 UMBRO SHOPPING CENTRE,
 THE RAILWAY STATION**

SUPERMARKET

LANDSIDE ACCESS SUSTAINABILITY



LAND USE AND MOBILITY PLANNING



GOVERNANCE AND COOPERATION

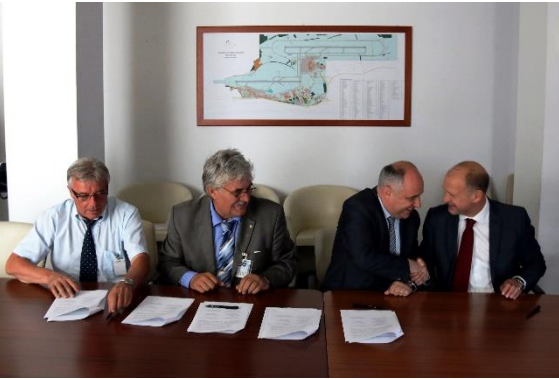


- Local partners: municipalities, airport operator, private sector companies
- Metropolitan partners: municipalities (metro or regional), public transport providers, infrastructure development and maintenance agencies
- National partners: ministries, national transport agencies, national infrastructure development agencies

- Long-term strategies / short-term investment programs
- Top-down and/or bottom-up
- Sectoral silos / communication gaps



THE BUDAPEST AIRPORT REGIONAL DEVELOPMENT CLUSTER



BUDAPEST LISZT FERENC INTERNATIONAL
AIRPORT REGIONAL DEVELOPMENT
CLUSTER

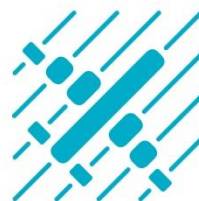


INATION





Thank you for your attention!



BUDAPEST AIRPORT REGION


CLUSTER

<https://www.budcluster.eu>





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 LAirA Conference and Workshop
Vienna International Airport, 30 September - 1 October 2019

 **Soft, active mobility**

 Balazs Kozak / BP18 - Mobilissimus Ltd.

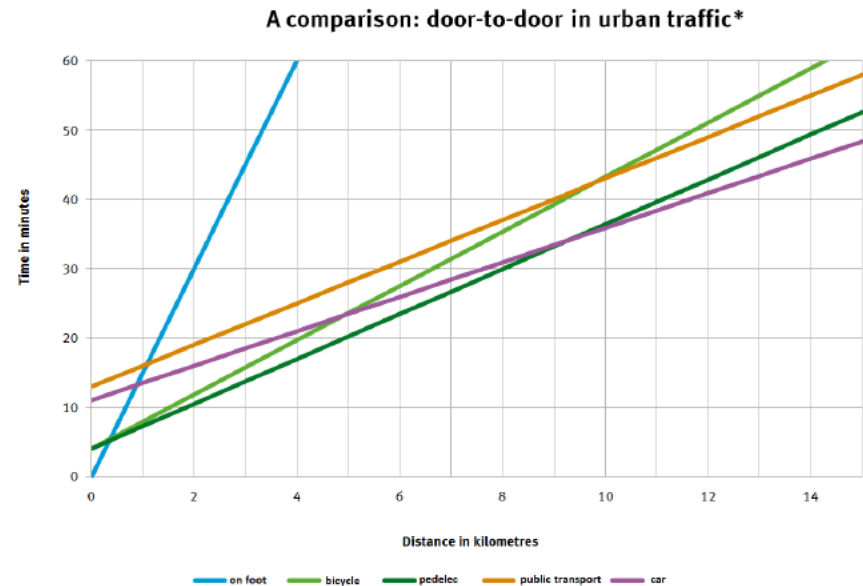


- Environmental-friendly and people-friendly transport modes including any human powered (non-motorized) or partially motorized (e.g. electric) modes such as pedelecs, e-bike, e-scooter etc. and gaining multiple benefits to the users, and at environmental, economic and at society level.
- EU WHITE PAPER - Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system
 - „facilitating walking and cycling should become an integral part of urban mobility and infrastructure design
- Key challenge:
 - Finding common intersections at airports for defining concerted actions in the functional urban area
 - Coordination: large employer with multiple companies on-site



Each mobility mode has its own constraints and potentials

- Range
- Mobility needs
- Infrastructural possibilities
- Intermodality
- Weather
- Individual preferences
- Fitness
- Social pattern



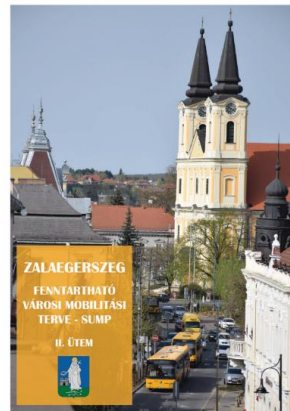
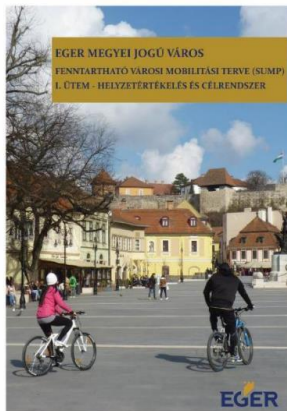
*An average speed is assumed for every mode of transport: on foot = 4km/h, bicycle = 15.3 km/h, pedelec = 18.5 km/h, bus/train = 20 km/h, car = 24.1 km/h.
In addition, travel times to and from each travel mode were determined = shown on y-axis.



HAVE A VISION - PLAN AHEAD

Infrastructural development - integration into the FUA pedestrian and cyclist network

- Revision existing urban development and master plan in the FUA of the airport;
- Enhancing multi-modal transportation with special focus on soft mobility modes in regional and urban SUMP / mobility plans;
- Building main infrastructure corridors (network integration) for cycling and walking in the direction of the airport.



SET UP OWN OBJECTIVES AND GOALS AT AIRPORT AND AT REGIONAL LEVEL

Short-term and medium-term (2025)

- Connect the airport in the local and regional pedestrian and cycling infrastructure in a barrier-free and safe way.
- Determine a noticeable share for active mobility users (e.g. walking, cycling, pedelec or scooter users) in the modal split of employees.
- Use a complex planning method for road and public transport development providing equal chances for all mobility modes including active mobility and put much emphasis on seamless multimodal accessibility of the airport.

Long-term (2030)

- Increase the ratio of sustainable commuting modes to employees including public transport to 60%



ENHANCE THE EXISTING INFRASTRUCTURE

Making the commuting easier and better is a key in making soft modes more attractive.

- Increase safety along the roads and at crossings
- Improve the quality of roads thereby increase the comfort of commuting e.g. barrier-free
- Give priority of equal chances to active modes (waiting time at crossings etc.) comfort of bicycle and pedestrian roads, crossings (quality, waiting time etc.)
- Allowing the use of soft mobility and enhancing soft mobility infrastructure at the landside areas of the airports



EXTEND THE INFRASTRUCTURE CONSCIOUSLY

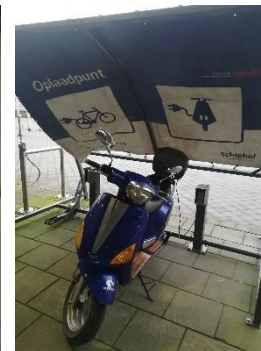
Complement existing infrastructural pedestrian and cyclist network

- Quality before quantity
- Provide real alternative
- Eliminate bottlenecks and facilitate seamless, barrier-free traffic
 - > Sidewalks
 - > Cycle highways, greenways
 - > Open-new connections
 - > City of short distances



Improving auxiliary infrastructure at the workplace

- ❑ In some aspects, human-powered modes may be less comfortable when arriving to the workplace due to the required physical effort.
- ❑ Creating changing and shower room for employees and providing them lockers
- ❑ Establishing safe parking facilities for bicycles and scooters etc. at a convenient distance from the workplace
- ❑ Making all pedestrian roads comfortable (short, solid surface)



THINK BEYOND THE INFRASTRUCTURE

Awareness raising activities, promotion of soft mobility modes

- Appoint a responsible person
Active promotion of active mobility modes and the lifestyle
- Participation of major stakeholders e.g. airport in awareness raising activities of thematic days such as EU Mobility Week, Cycle to work campaign, Earth Day, etc.
- Community programme, personal introduction and site-visit for new soft mobility modes.
- Celebrate successes and achievements
- Incentivize commuting by active modes
- Establishment of community/corporate bike sharing system
- Create a mobility smart phone app for employees to track their achievement, routes to receive feedback
- Gamification



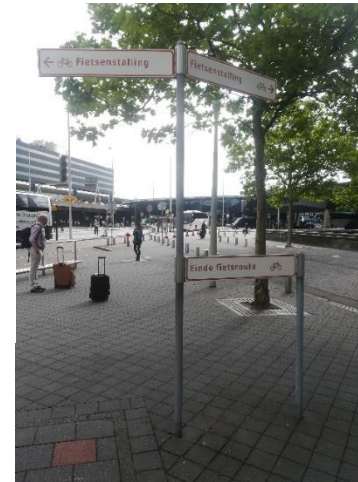
WAYFINDING I.

Amsterdam & Vienna

Jump on your bike

If you park your bike at one of the three bike sheds at Schiphol, you can pick it up when you return and be on your way in no time. That's perfect after sitting still on the plane!

Getting to and from Schiphol by bike →



WAYFINDING II.

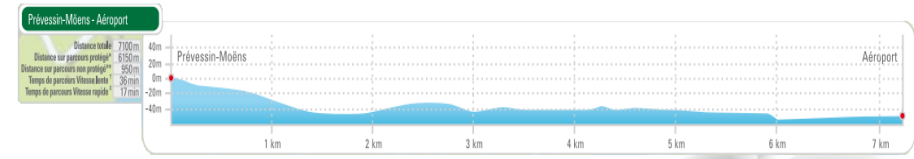
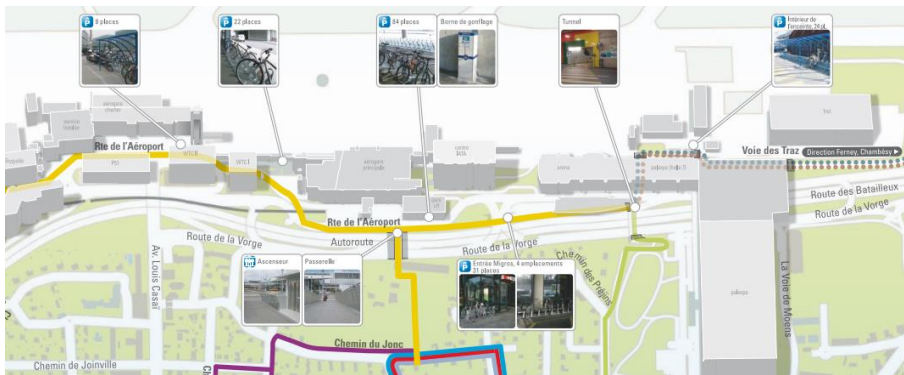
Geneva



Quelques temps de parcours en vélo jusqu'à la zone aéroportuaire

Commune de départ	Temps de parcours Vélocity® ¹	Temps de parcours Vélocity® rapide ²
Chambéry	18 minutes	7 minutes
Ferney Saconnex	8 minutes	6 minutes
Grand-Saconnex	21 minutes	5 minutes
Genève	10 minutes	7 minutes
Palézieux	22 minutes	7 minutes
St-Jean	17 minutes	7 minutes
Meyrin	26 minutes	11 minutes
St-Jean	26 minutes	11 minutes
Prévessin-Moëns	18 minutes	8 minutes
Vernier	18 minutes	8 minutes
Châtelineau	18 minutes	8 minutes
St-Jean	18 minutes	8 minutes
Village	18 minutes	8 minutes

¹ Vitesse rapide: 25km/h. Le temps d'attente aux feux est compris dans le calcul.
² Vitesse lente: 12 km/h. Le temps d'attente aux feux est compris dans le calcul.



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Thank you very much for
your attention!



Balazs Kozak / BP18 - Mobilissimus (kozak@mobilissimus.hu)



SOURCES OF PHOTOS AND FIGURES

- www.kerekparosklub.hu
- www.wienzufuss.at/
- viennaairport.com
- Umweltbundesamt - E-Rad macht mobil Potenziale von Pedelecs und deren Umweltwirkung, hintergrund // August 2014 , <https://www.umweltbundesamt.de/themen/verkehr-laerm/nachhaltige-mobilitaet/radverkehr>
- [Facebook.com/zoldxvii](https://www.facebook.com/zoldxvii)
- www.schipol.nl
- www.gva.ch
- András Ekés,
- Antal Gertheis,
- Balázs Kozák



Verkehrsverbund Ost-Region

Integrated Public Transport Vienna Region

LAirA Conference and Workshop

Andreas Rauter

October 2019

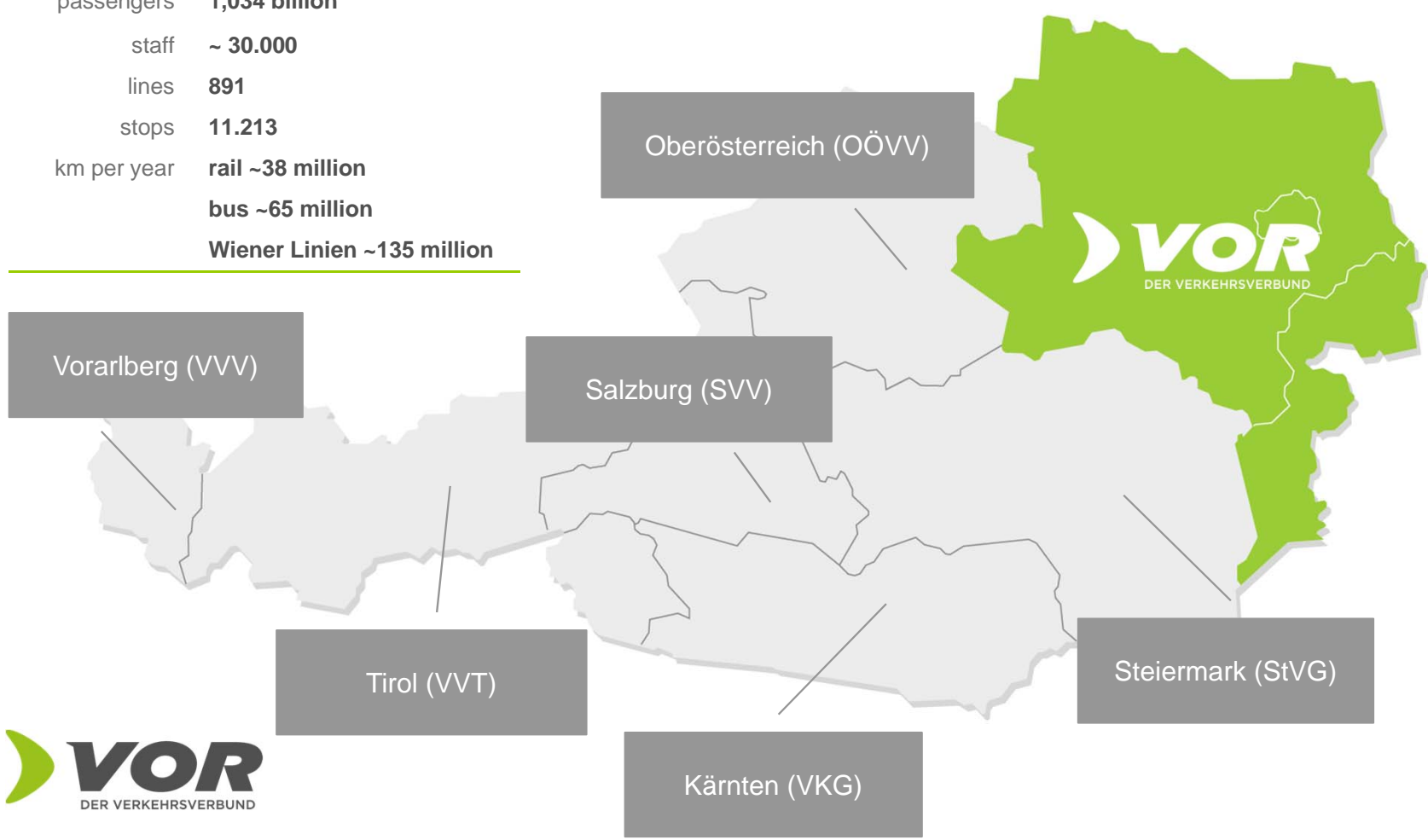


Verkehrsverbände - Public Transport Associations

Public Transport Associations in Austria

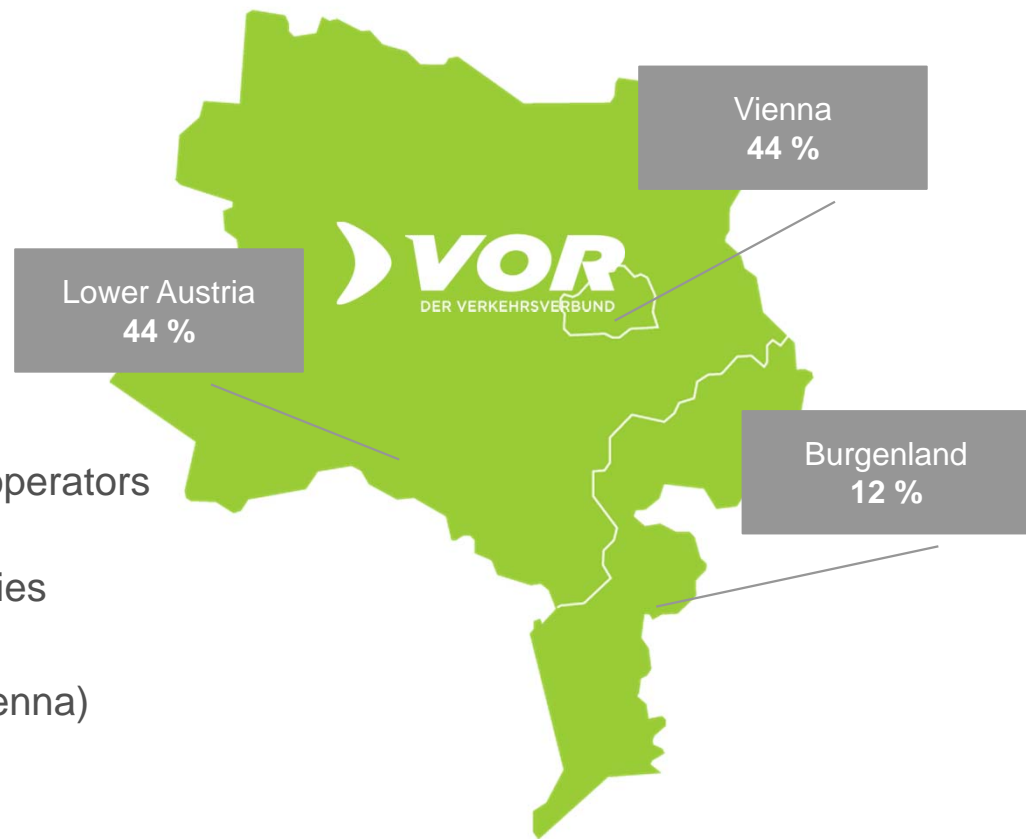
	VOR	OÖVV	SVV	VVK	VVSt	VVT	VVV	Austria
residents	3,7 million	1,4 million	0,5 million	0,6 million	1,2 million	0,7 million	0,4 million	8,5 million
area	23.562,71 km ²	11.980 km ²	7.156 km ²	9.538 km ²	16.401 km ²	12.640 km ²	2.601 km ²	83.879 km ²




passengers **1,034 billion**
 staff **~ 30.000**
 lines **891**
 stops **11.213**
 km per year **rail ~38 million**
 bus ~65 million
 Wiener Linien ~135 million



Shareholders Verkehrsverbund Ost-Region (VOR)

- **Founded in 1984**
- **Shareholders:**
 - Province of Vienna
 - Province of Lower Austria
 - Province of Burgenland



-  ~ 40 regional bus operators
-  4 railway companies
-  1 urban traffic (Vienna)

Forms of organization and partners

- Limited Liability Company („GmbH“)
- Partners



~ 40 regional bus operators



Niederösterreichische
Verkehrsorganisationsgesellschaft



ÖBB Personenverkehr AG



Raaberbahn AG



Wiener Linien GmbH & CoKG



Wiener Lokalbahnen AG



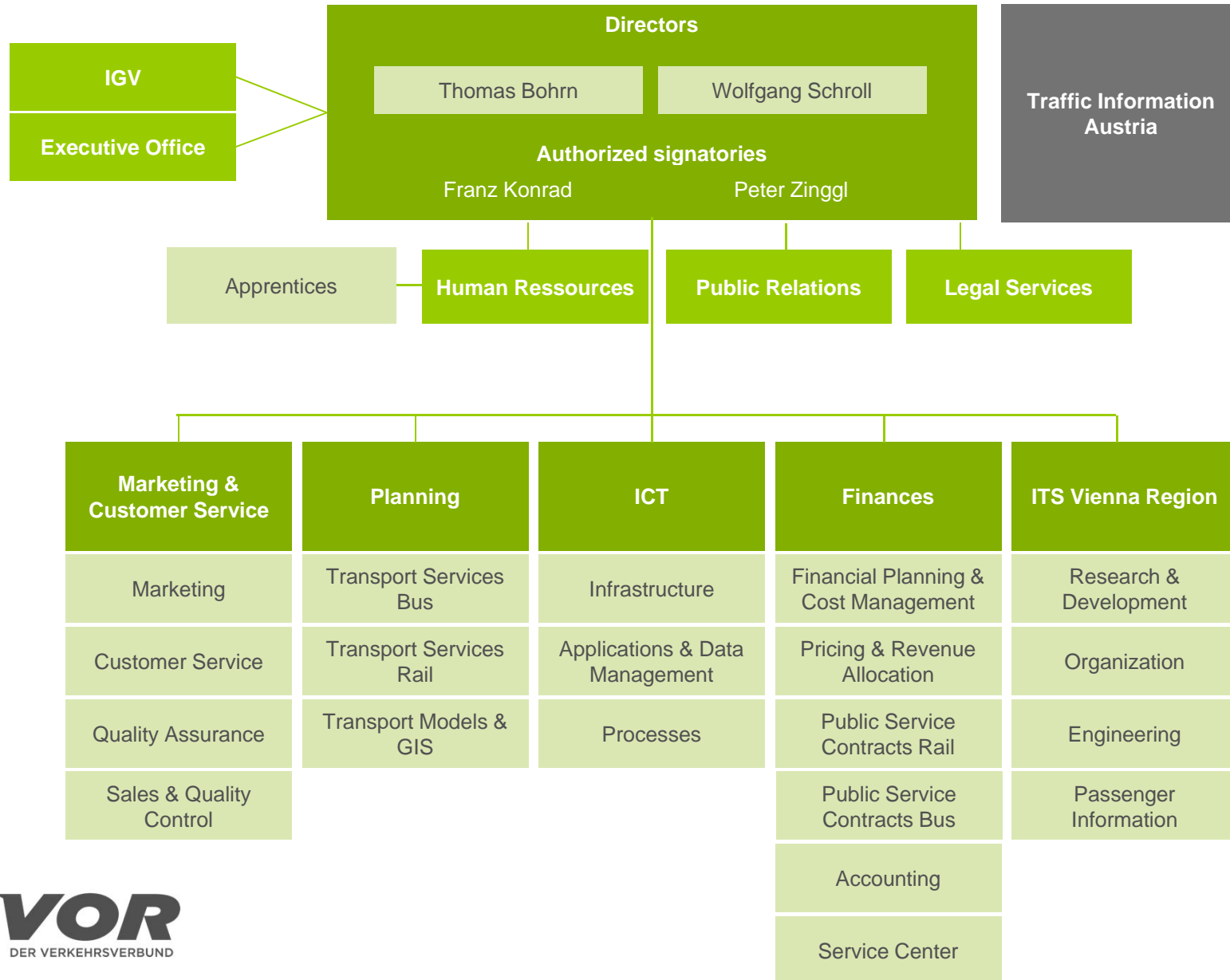
History

- 1974: First organisational preparations
- 1984: Start of the tariff integration for Vienna & railways
- 1988: Tariff integration of regional bus services
- 2010: Responsibility for PSO contracts for the railway
- 2012: Responsibility for all regional bus services
- 2016: New tariff structure „A nach B“
- 2020: Next PSO contracts for the railway

Task Portfolio

- **Shareholders**
 - Planning and management of end-to-end mobility (public transport)
 - Procurement of transport services
 - Research
- **Partners**
 - Clearinghouse
 - Public Service Contracts
 - Planning
- **Customers**
 - Standardized and consistent pricing system
 - Passenger information (VAO)
 - Quality management and customer service
 - Marketing and PR

Organisation

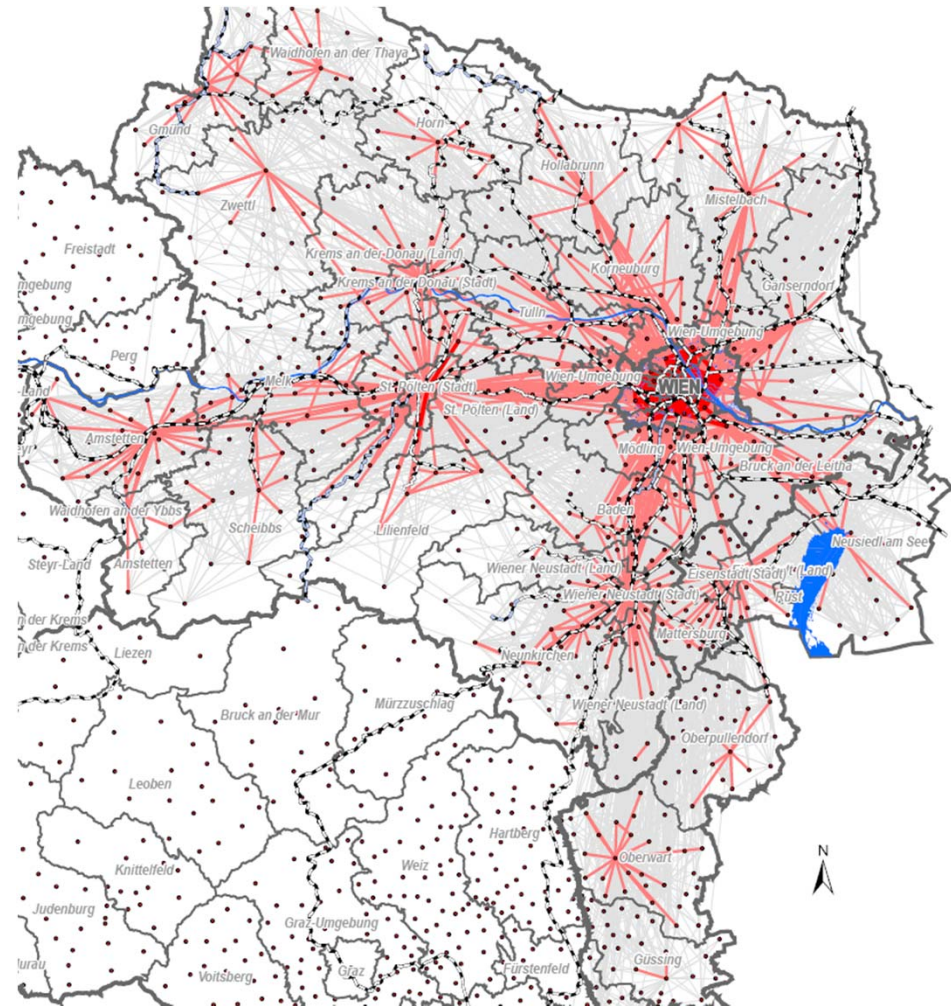


Mobility in Vienna, Lower Austria and Burgenland

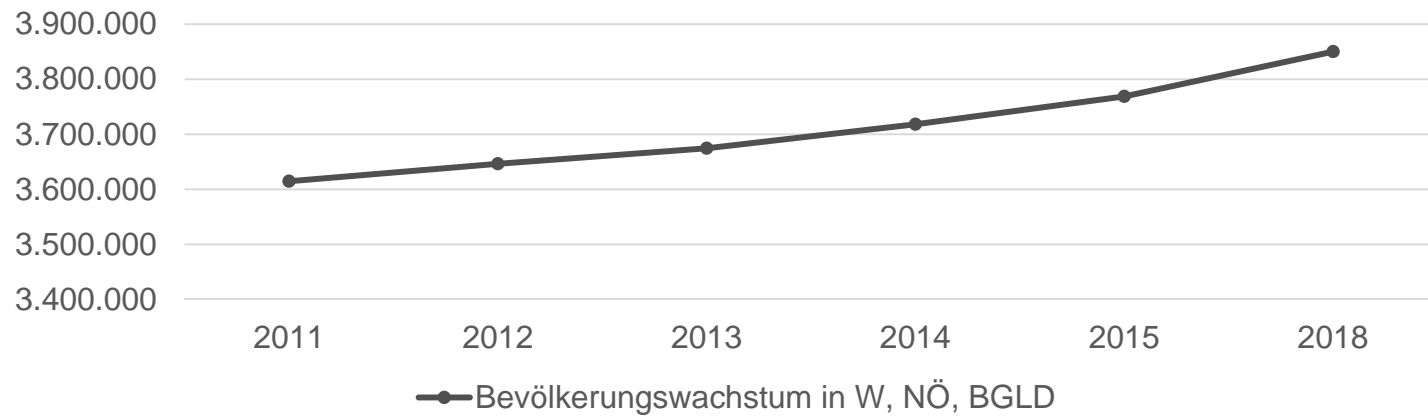
Megatrend Mobility & VOR

Commuters including Vienna:

- Eastern region – one mobility area
- Commuter flow from and to regional centers
- Vienna and surrounding area as mobility hotspot
- Population growth



Population growth in Austria's Eastern Region 2011 - 2018



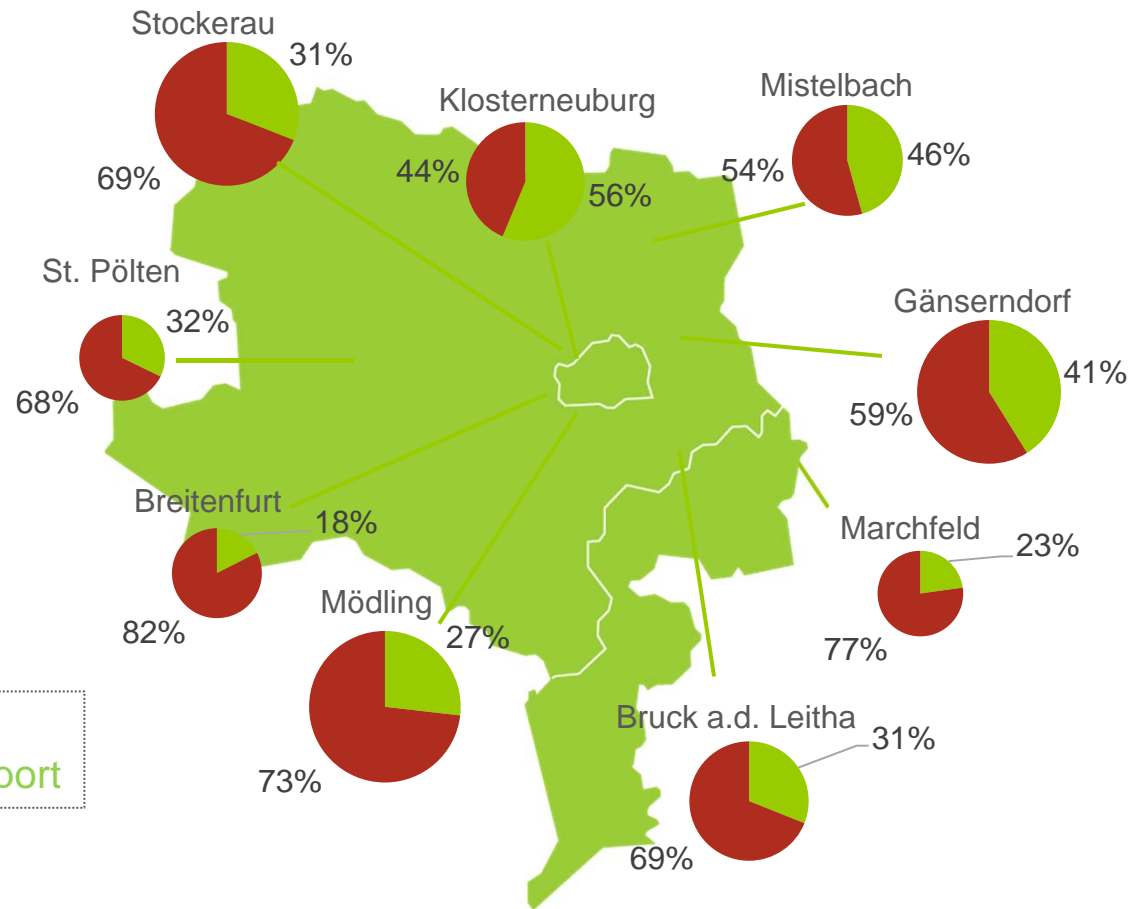
Choosing transportation in the surrounding area

Cordon survey of passenger transport

(Rush hour passenger transportation from 5 to 9 am.)

Based on the main transport routes, nine entry corridors were identified.

by car
by public transport



The simple way from A to B

Pricing and Revenues

New VOR tariff system since July 2016

1984 – 2016:

one mobility area, two tariff systems!

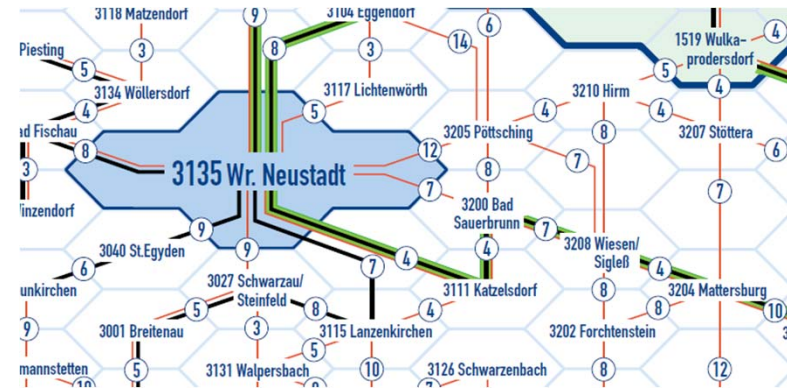
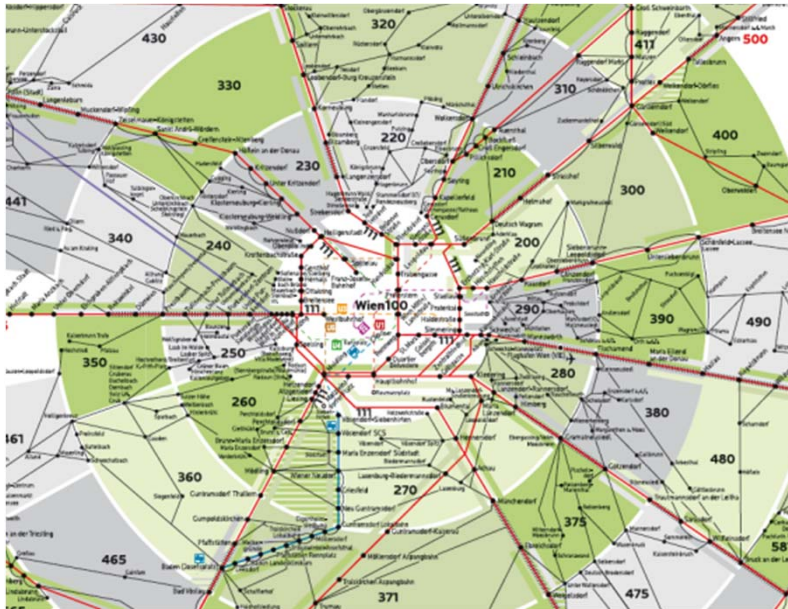
Transport association Lower
Austria & Burgenland
(VVNB)



Public Transport
Authority Eastern
Region
(VOR)

1984 – 2016: one mobility area, two tariff systems!

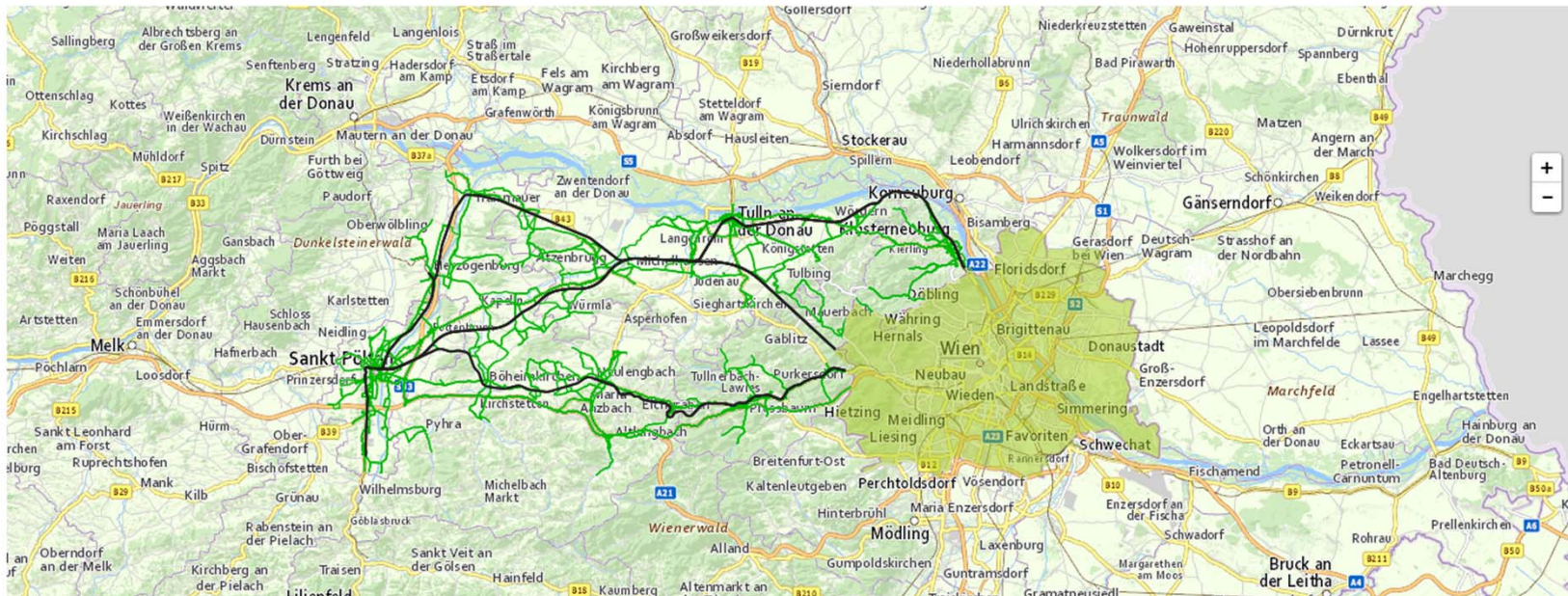
- Complicated VOR zone system
- Numerous exceptions
- Cluttered zone plan with too many details



- VVNB honeycomb system
- Different fares for bus and train
- Integrated city rates in the VOR area (not in the VVNB region)

Since 2016: three provinces, one tariff system

- Relational fare: ONE fare from A to B
- Pricing according to route and distance travelled
- „Personal network“ for season tickets



Jugend- and Top-Jugendticket – a fair fare for younger people

- ca. 511,000 eligible students and apprentices
- more than 340,000 tickets sold throughout the school year 2014/2015
- **365 days – 3 provinces – €70**

Nur € 60 für
Wien, NÖ & BGLD

Top-Jugendticket



○ **Für wen?**

Für SchülerInnen und Lehrlinge bis 24 Jahre

○ **Wo und wann gilt das Ticket?**

Auf allen Öffis in Wien, NÖ und BGLD
von 1. Sept. bis 15. Sept. des Folgejahres

○ **Wo bekomme ich das Ticket?**



In Postfilialen, bei teilnehmenden Post
Partnern und auf shop.vor.at



Mobility & VOR



Reorganization of the regional bus system



Calls for tender

= reorganization of the regional bus system

- New bus routes and timetables
- New buses
- New passenger information systems
- 20 regions until 2019
- 8 year intervals
- 65 million bus kilometers per year



Calls for tender – reorganization process

- Censuses and surveys
- Legal tendering process (approx. 1 year)
- Alignment and harmonization within the region

Municipalities

Schools

Industry

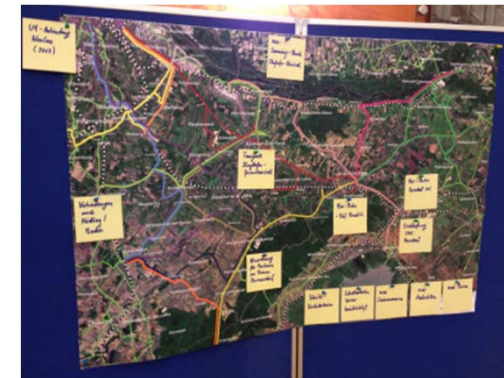
- Alignment and harmonization with the transregional transport system

- Public Relations

Media activities

Customer information

Stakeholder information



Calls for tender – standardized buses

- Handicapped accessible buses
- Two information monitors for information on stop sequence, audio announcement of next stop
- Emission standards Euro VI
- Standardized bus design
- Multi-purpose compartment
- WiFi



Quality management

Regular quality checks:

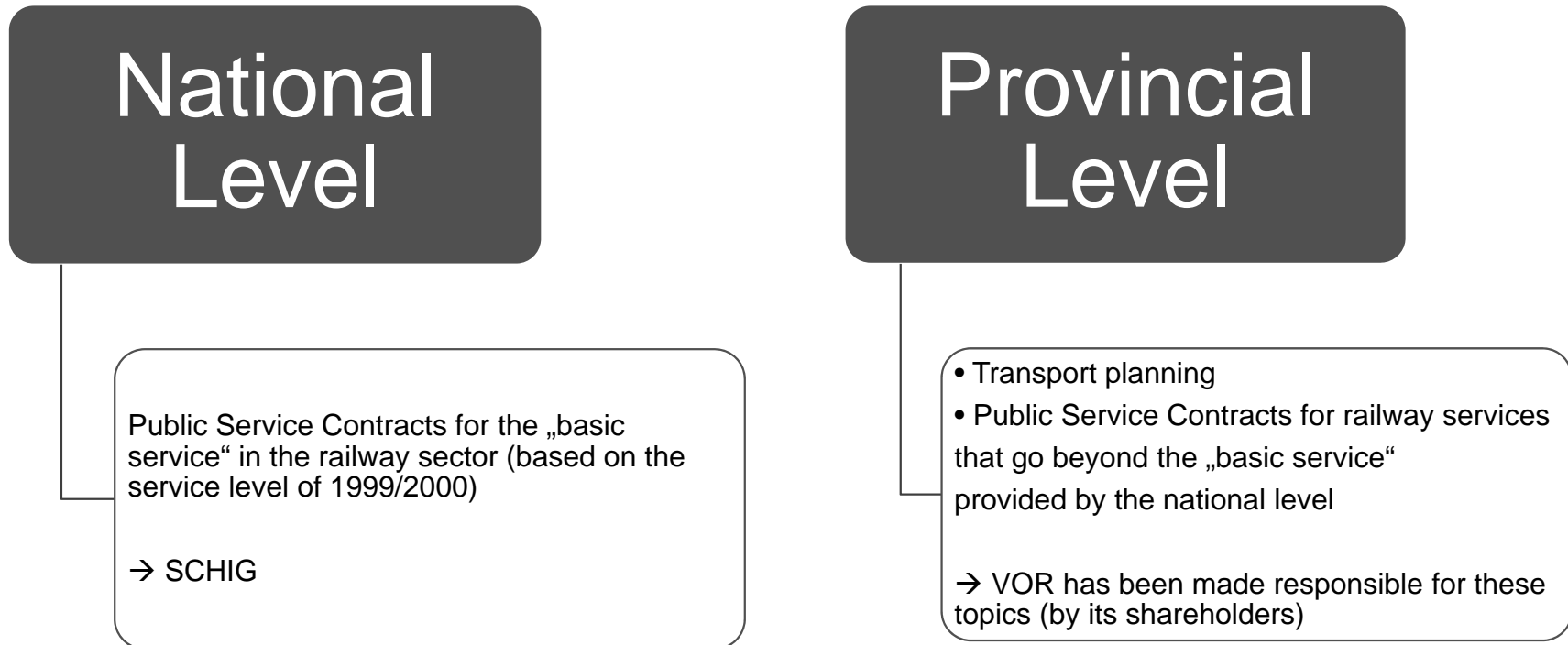
- Quality control for bus service and bus stops
- Passenger numbers / frequencies
- Passenger surveys
- Research on mobility (modal split, modal selection reasons etc.)
- Complaint management

Public Service Contracts Railway



Public Service Contracts (VDV)

Relevant Authorities



Public Service Contracts with ÖBB

Until 2010:

- Annual „GWL-Vertrag“ with ÖBB at national level
- Additional contracts at regional level by „Länder“

Since 2010:

- PSO-contract „Verkehrsdienstevertrag“ with ÖBB until end of 2019 at national level providing the „basic service“ by SCHIG
- PSO-contracts with ÖBB at regional level providing „additional services“ by regional authorities (e.g. VOR)

⇒ Clear definition of services in all contracts

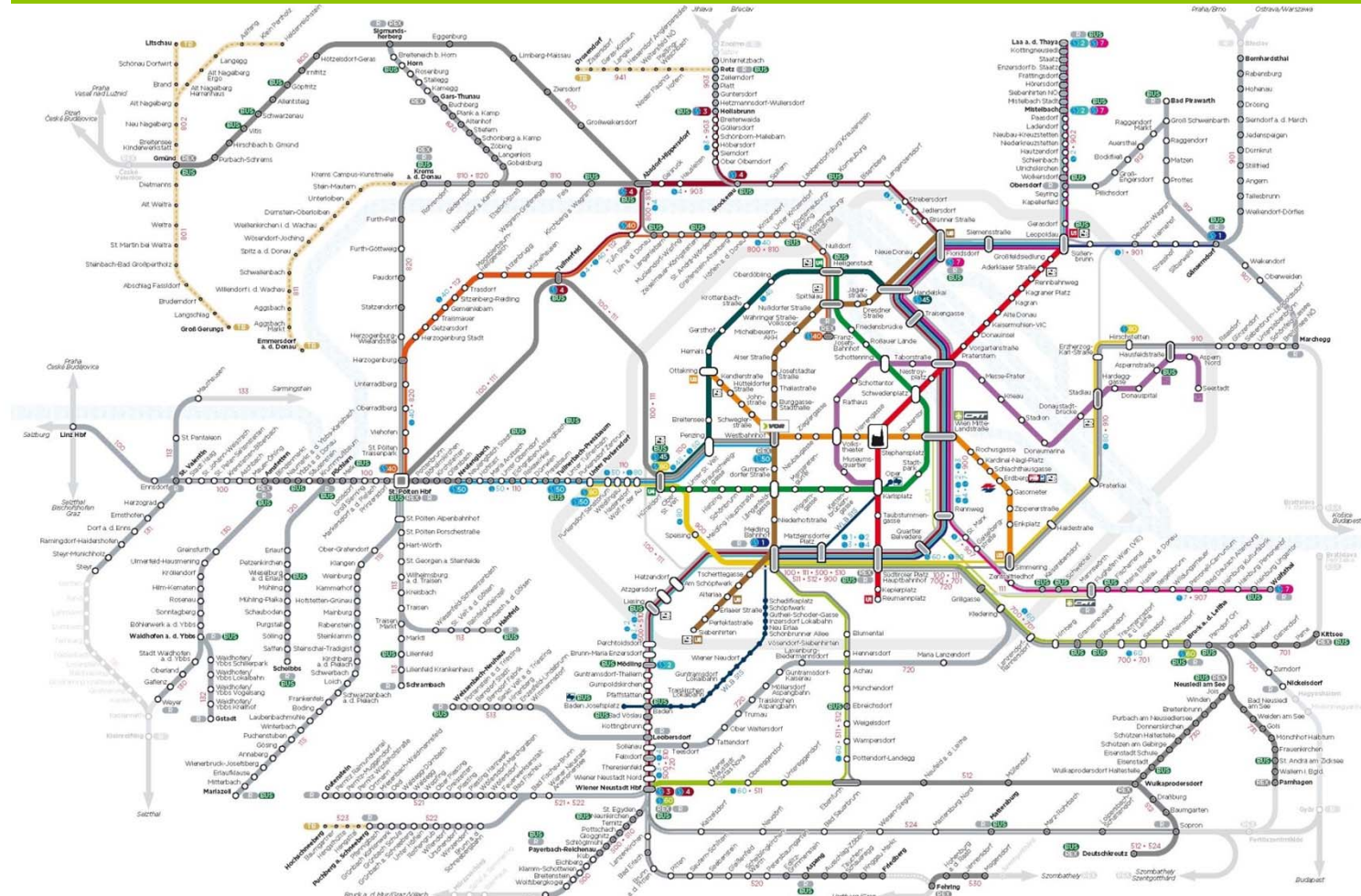
⇒ Net contracts with bonus-malus

⇒ Several contracts by authorities at different governance levels

Development of the Railway Services



VOR railway network: three provinces – one network



- U-Bahn Line
 - S-Bahn Line
 - Regionalbus Halt / Busbahnhof / Straßenbahn
 - Regionalexpress Halt (nicht in allen Stationen)
 - parallel laufende Strassen von S-Bahn, S-Bahn und R&V
 - Station die nur von S-Bahn und R&V angefahren wird
 - Station die auch von R&V angefahren wird
 - Bahnhofsstation mit Busanbindung
 - 900 Streckennummer
 - Wasserführender Streckenverlauf
 - Lokalbahn Wien Baden
 - City Airport Train (Sonder-Tarif VOR-Tickete ungenüßig)
 - Tramway-Bahn (Sonder-Tarif VOR-Tickete ungenüßig)
 - Service Center des VOR in der BahnhofCity Wien West
 - Kundenzentrum der Wiener Linien (U-Bahnring)
- ÖBB-Personenverkehrs AG
+43 5 17 17
www.oebb.at
 - Raaberbahn AG
+43 2687 62224 125
www.raaberbahn.at
 - NOVOG.m.b.H
+43 2742 360990
www.novog.at
 - Wiener Linien GmbH & Co KG
+43 1 7909-100
www.wienerlinien.at
 - AG der Wiener Lokalbahnen
+43 1 904 44
www.wlb.at



Activities of VOR as a competent local authority

Timetable planning / annual adjustments:

- Timetable concepts short-term
- Performance verification & Quality management

Strategic development:

- Infrastructure needs assessment
- Service concepts mid-term & long-term
- Strategy
- Quality
- Implementation

Challenges:

- Urban agglomerations - capacity
- Rural areas – basic services
- Connections railway - bus

- ⇒ Additional knowledge required
- ⇒ Additional human resources required

New Public Service Contract “VDV Neu”

- New contract from 2020 for a period of 10 years
- ~ 37 mio. trainkm/year within the VOR area
- Additional rolling stock
- Additional services
- Timetable development
- Infrastructure development
- One contract for the entire rail service in the region by SCHIG



VAO & VOR Services

VAO: Traffic Information System Austria

Traffic Information System Austria

provides traffic-related services which are

- multimodal
- high-quality
- Austria-wide coverage



→ Routing (route planner) for various means of transport

- Public transportation (train, bus, underground,...)
- Walking (foot path)
- Bike+Ride (including bicycle transport)
- Park+Ride
- Kiss+Ride
- Road (motorized individual traffic)

Traffic Information System Austria

External data source

- Public transportation timetables
- Stations and connecting points
- Intermodal graph (GIP – Graph Integration Platform)
- Traffic messages
- Level of service data (for major freeways and highways)
- Addresses in Austria
- POIs
- Park+Ride and other parking facilities
- Short-term parking zones
- Bike rental stations



Basis for
VOR | AnachB Trip Planner

VOR AnachB Trip Planner

- mobile and multimodal transport information
- available at anachb.vor.at and as app
- Basis: Traffic Information Austria (VAO)



What does the VOR AnachB trip planning tool have to offer?

- countrywide planning tool with pricing information
- current traffic information
- realistic travel time comparison
- environment check (CO₂ emissions)
- monitor: departures and arrivals
- „ÖV Mobility Radar“: availability of public transport options within a radius of up to 20 minutes



Mobility as a Service

Car/Bike Sharing

Ride Sharing

Cooperative Systems

Micro PT

Autonomous Driving

Integrated Ticketing

E-Mobility



Thank you.

We are happy to answer your questions.

Verkehrsverbund Ost-Region VOR GmbH
Europaplatz 3/3, 1150 Vienna
Mailbox 54, Westbahnhof

T: +43 1 95555 0
E: office@vor.at
www.vor.at



Interreg



CENTRAL EUROPE

European Union
European Regional
Development Fund

LAirA

TAKING
COOPERATION
FORWARD



VIENNA INTERNATIONAL AIRPORT
01.10.2019

LAirA CONFERENCE AND WORKSHOP ON IMPROVING
LANDSIDE ACCESSIBILITY OF AIRPORTS IN CENTRAL EUROPE



Sharing Mobility



LAirA | AustriaTech | Thomas Eberhard

AGENDA

Sharing Mobility
Overview

Sharing Mobility
in Austria

Sharing Mobility
at Airports



SHARING MOBILITY - OVERVIEW

“Sharing Mobility is the organized use of mobility services or vehicles by several people on the basis of a framework agreement.”

- Passenger Cars & Vans
- Bikes & Cargo Bikes
- E-Scooters
- Rides
- Parking lots, ...



© Nikolaus Walter



SHARING MOBILITY - OVERVIEW

Forms of organization:

- B2C, B2B
- P2C, C2C

Forms of offers:

- Station-based
- Free-floating

Additional Services:

- Carpooling / Ridesharing
- Ridesourcing
- Rideselling



© Thayaland



Economical Effects

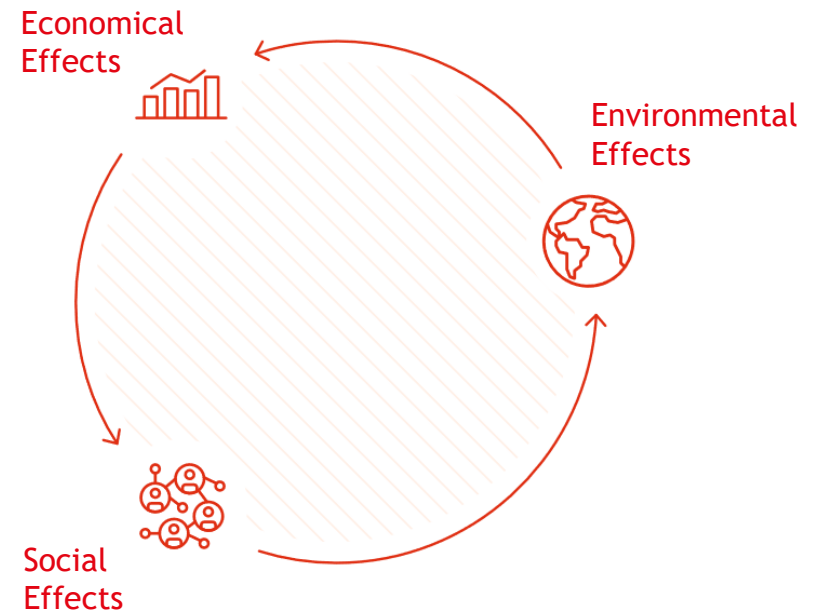
- Cost reduction
- More efficiency & utilization
- Reduction of vehicles

Environmental Effects

- Reduction of emissions, energy and resources
- More aware of usage

Social Effects

- Inclusive offer (affordability)
- Get-together
- Saving time



© AustriaTech



SHARING MOBILITY IN AUSTRIA

77 services in 236 municipalities

58 M. Carsharing kilometres/a

0.12% of all kilometres in AUT

61.500 users in AUT

0.71% of all inhabitants are users

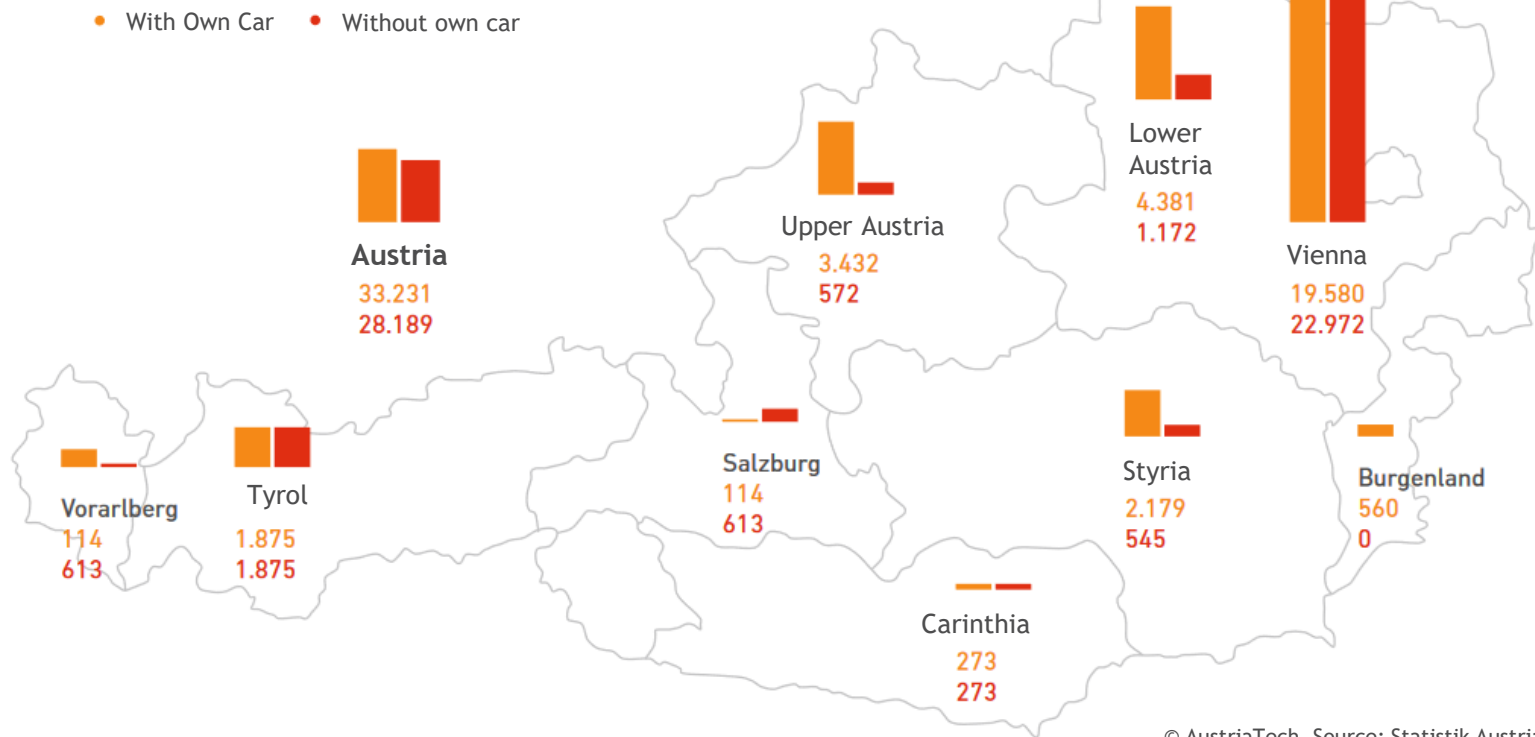
69% of all users are in Vienna



© Caruso Carsharing



Carsharing Users in Austria 2015/2016

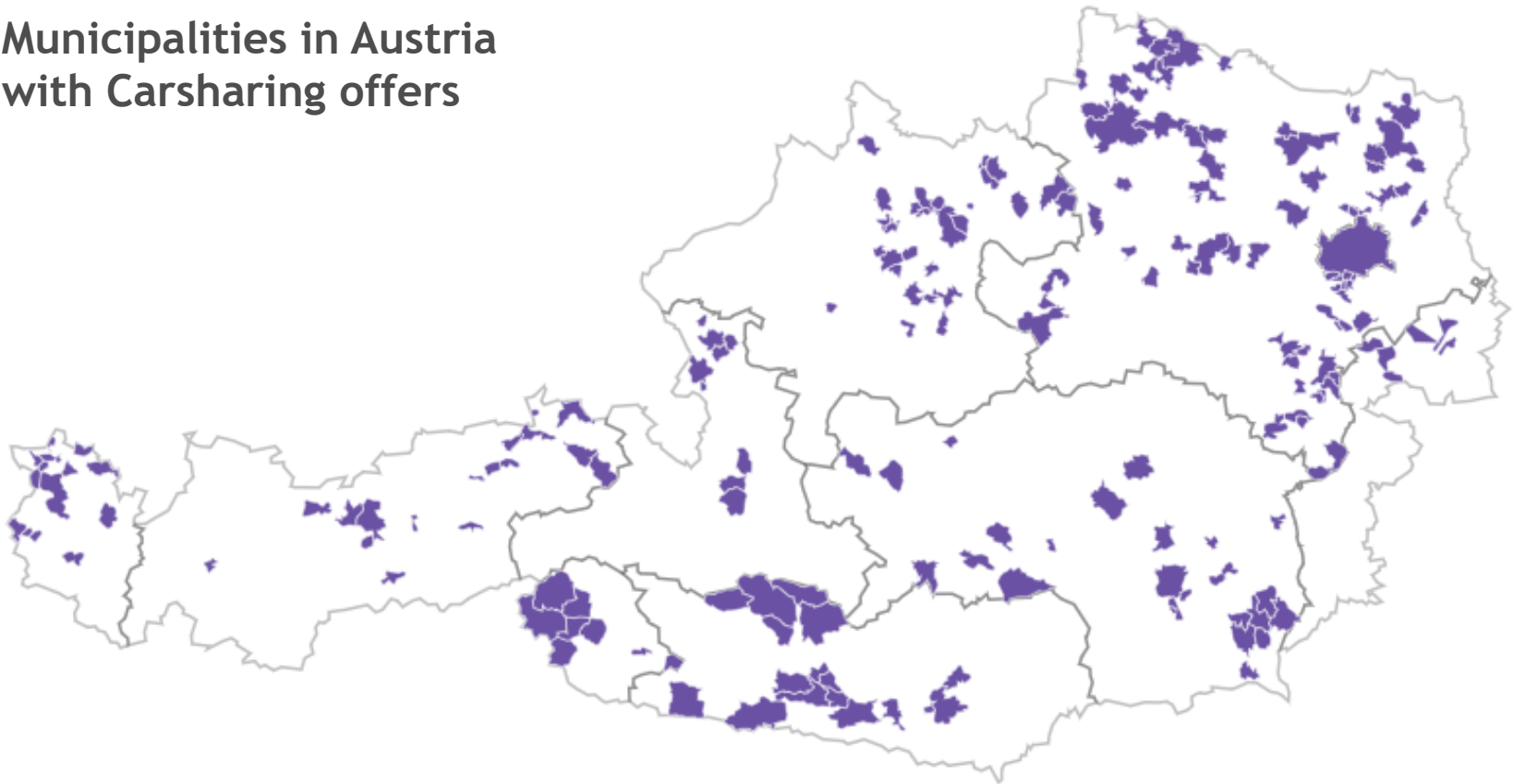


© AustriaTech, Source: Statistik Austria



SHARING MOBILITY IN AUSTRIA

Municipalities in Austria with Carsharing offers

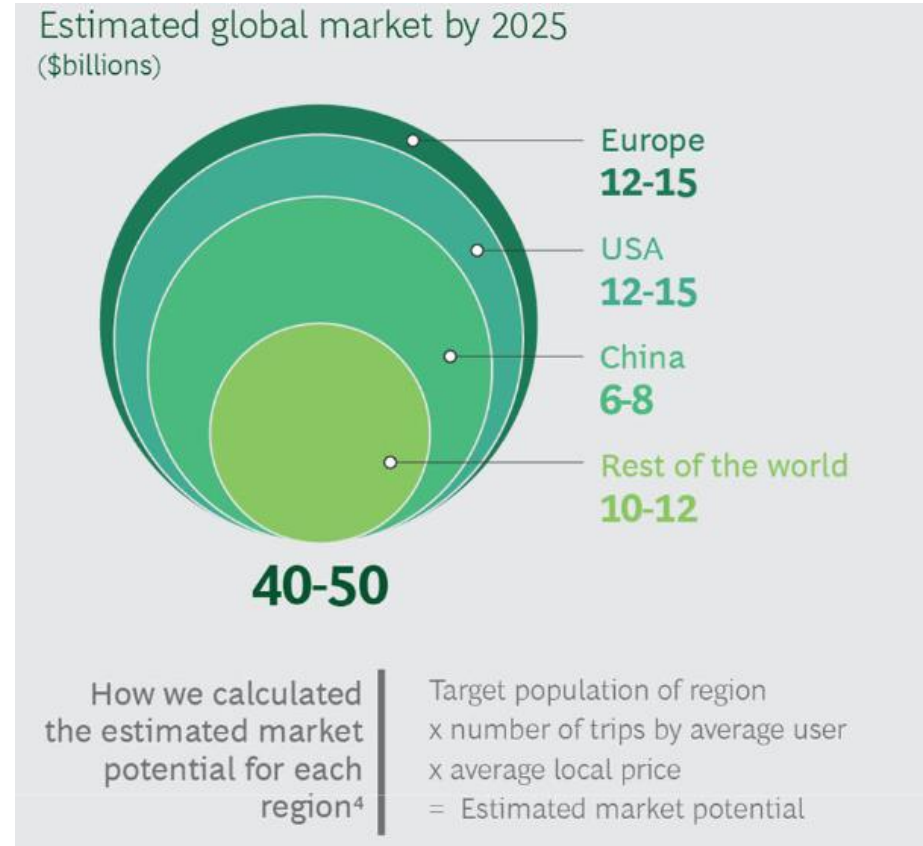


© mobyome KG



Austria:

- 11 providers in 7 cities (August 2019)
- Chances for cities
 - Additional mobility offers
 - Less traffic jams
 - First/Last Mile
- Risks for cities
 - Safety issues
 - Public space
 - Data Security



© Boston Consulting Group



Shared Mobility Action Plan in LAirA

- Within the LAirA context we cover: **shared vehicles** (motorised, non-motorised) and **rides** that are either **commercial** or **privately** organised and operated **station-based** or **free-floating**



https://de.wikipedia.org/wiki/Datei:2011-08-18_Frankfurt_am_Main_Fahrradverleih_Nextbike_Hbf.JPG (10.9.2018)



<https://www.bmwgroup.com/de/marken/nov-mobilitaetsdienstleistungen/drivenow.html> (10.9.2018)



<https://www.climbonmarswiese.at/mitfahrboerse-flinc-marswiesen-gruppe/> (10.9.2018)



Goals & Key Actions

GOALS

- Increase the share of employees and passengers using shared mobility offers (esp. in regions with weak public transportation network/connections/areas of low demand)
 - Increase of travelled kilometers in vehicles occupied with >1 person (to/from the airport)
 - Expand commercial car-sharing parking spaces at the airport when/where needed (in time)
 - Engage employees for paring up for commuting to/from the airport
 - Motivate employees (and where feasible passengers) for commuting by bike to/from the airport
-



KEY ACTIONS

- (1) Establishment of (commercial) car-sharing services
 - (2) Implementation/promotion of bike-sharing services
 - (3) Promotion of (informal) ride-sharing services/platforms for employees
-



Car-Sharing at Airports

Airport	Provider
Vienna International Airport	Car2go, DriveNow
Stuttgart Airport	Car2go
Milano Malpensa Airport	E-vai
Milano Linate Airport	Car2go, e-vai
Amsterdam Schiphol Airport	Car2go
Airports Berlin (Tegel, Schönefeld)	Car2go, DriveNow, MILES
Bromma Stockholm Airport	Car2go, DriveNow
Brussels Airport	Zipcar, DriveNow
Düsseldorf Airport	Car2go, DriveNow



Car-Pooling at Airports

Airport	Provider
Budapest Airport	BeeRides
Vienna Airport	Drive2VIE
London Heathrow Airport	Liftshare
London Stansted Airport	



LAirA Pilots and Awareness Campaigns on Car Pooling

Airport	
SEA Milan Airports - Linate Airport, Malpensa Airport	IT tool
Budapest Airport	IT tool
Mazovia Airport	IT tool
Dubrovnik Airport	Awareness Campaign
Poznan Airport	Awareness Campaign
Stuttgart Airport	Awareness Campaign



Questions & Answers





DI Thomas EBERHARD
AustriaTech - Automated & Clean Mobility



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www.interreg-central.eu/laira



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FORWARD



Vienna SC Meeting

29. September - 01. October 2019

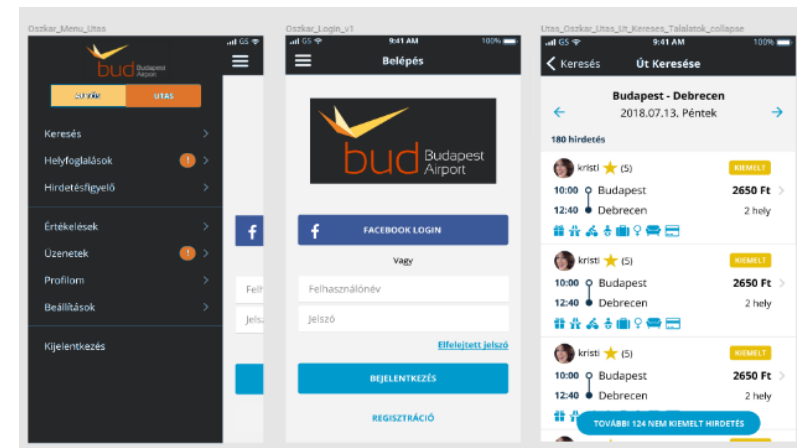


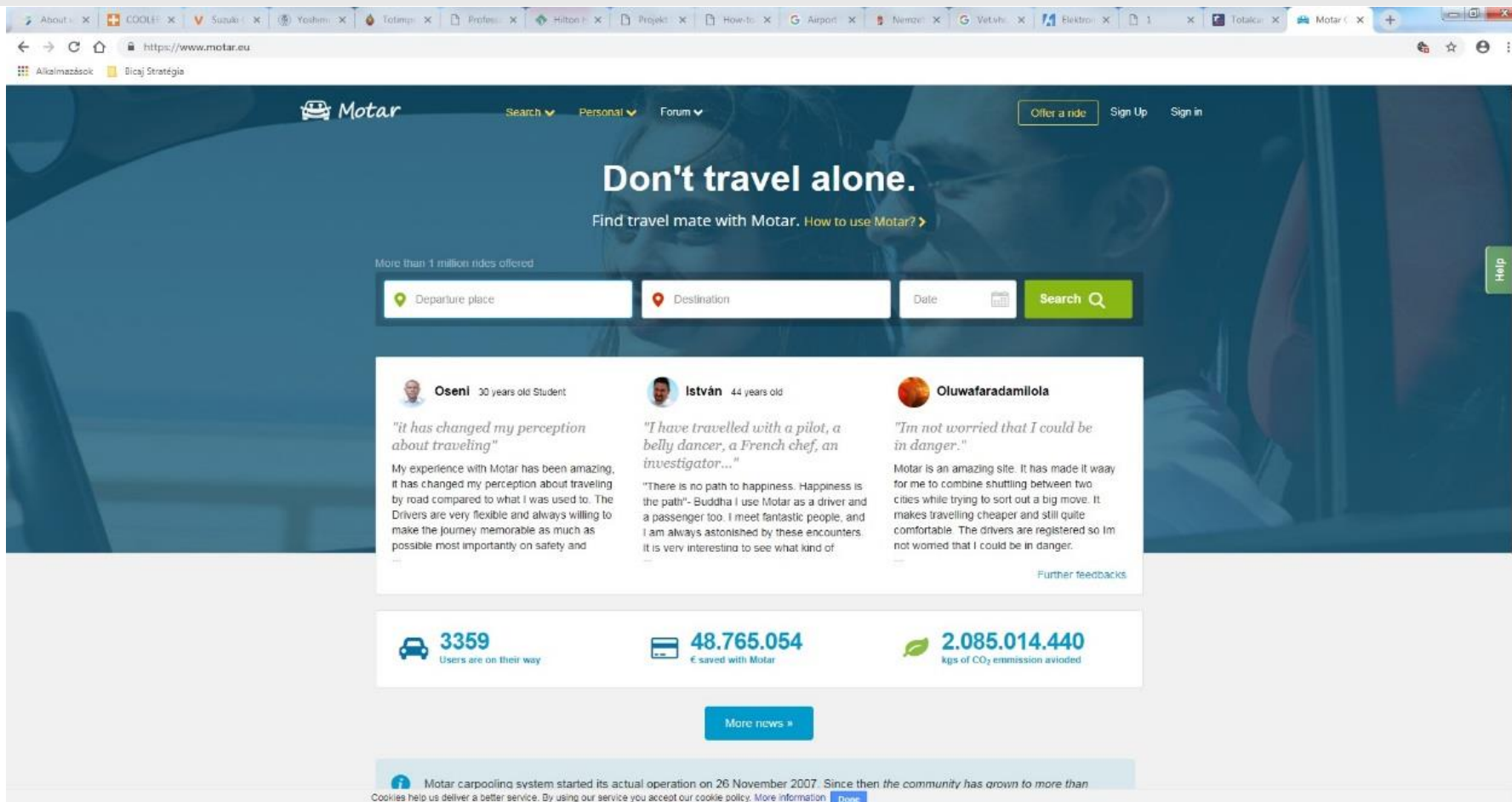
BUD-Oszkar: Employee Ride-Sharing Application



LAirA | BUD - PP2 | Kristof Boda

- Car-Sharing vs. Ride-Sharing
- BUD has successfully contracted Oszkar.com in August 2019
- 2 Bids have arrived but very varied price and very different IT architecture
 - Oszkar, Cabsolutely, BeeRides
 - BeeRides has not responded to multiple requests
 - Oszkar become the winner due to the offered services and price, as well as experience in similar employee ride-sharing schemes
- 4 pillars of the pilot activities:
 - ride-sharing platform
 - specific communication and awareness raising campaign for airport employees
 - company policy initiative
 - good locations for the map



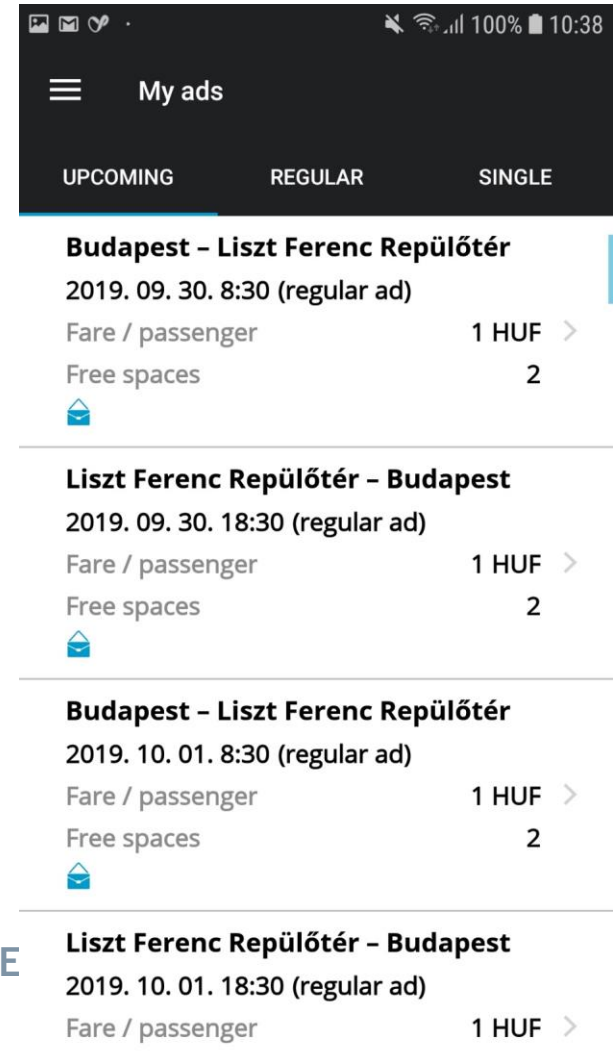
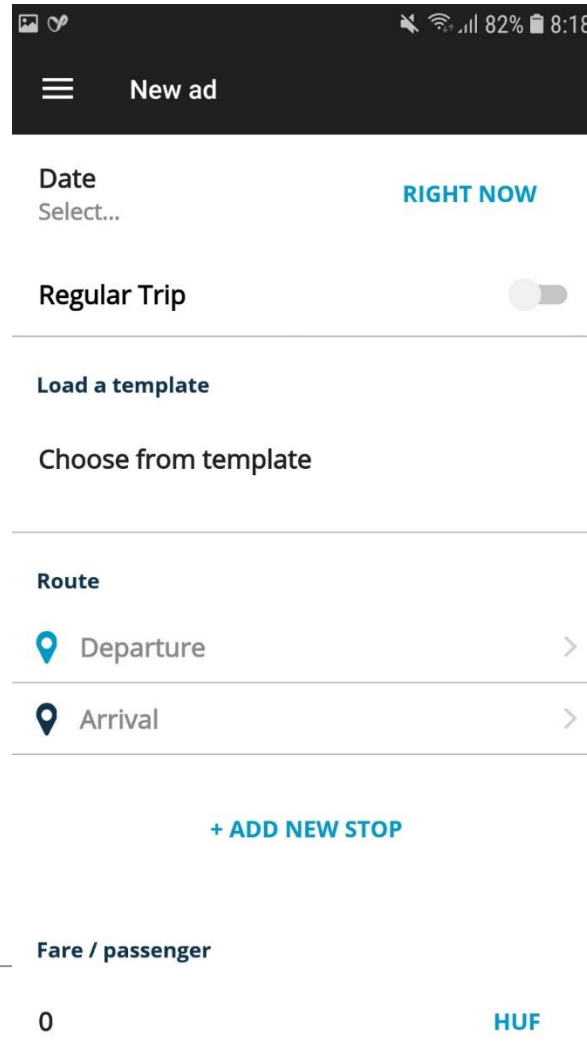
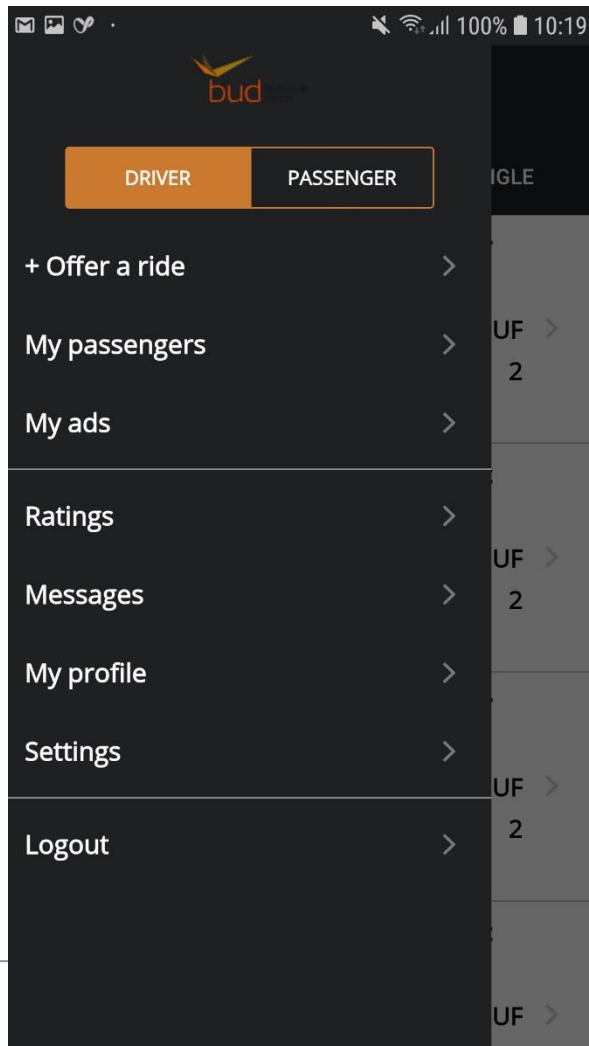


- **Motar (MOre Tan A Ride) since 2007**
 - easy travel search, reduce costs and protect the environment

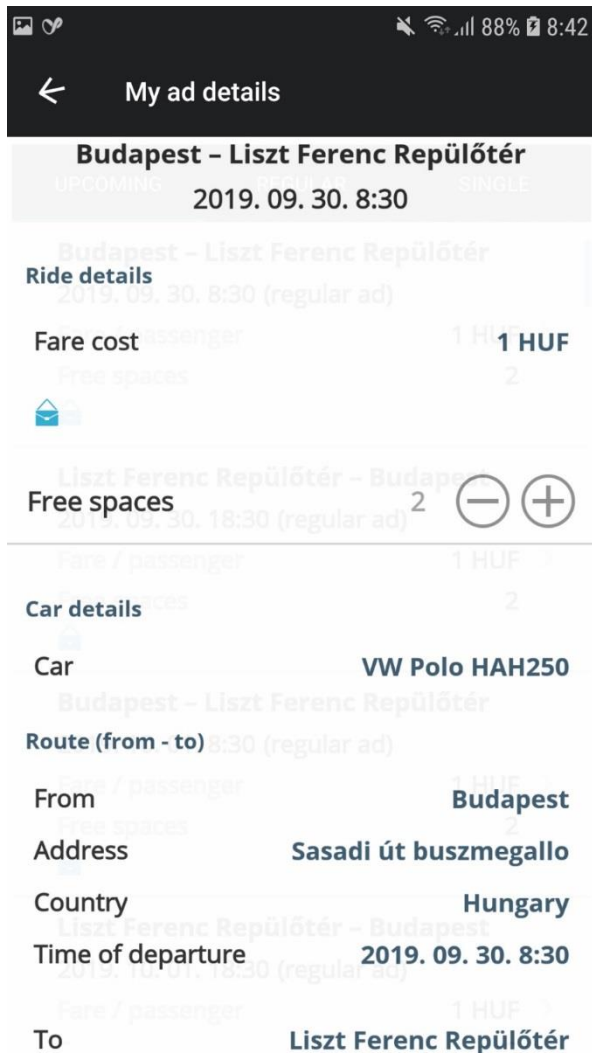


BUD-OSZKAR IT APP: DRIVER MODE

- IT App. can be downloaded at <https://play.google.com/store/apps/details?id=com.zenheads.oszkar>
- Idea, functions, etc. are the same as of the webpage
- Two modes - Driver or Passenger



BUD-OSZKAR IT APP: DRIVER MODE





My ad details

Budapest - Liszt Ferenc Repülőtér
UPCOMING 2019. 09. 30. 8:30 SINGLE

Ride details
Budapest - Liszt Ferenc Repülőtér
2019. 09. 30. 8:30 (regular ad)

Fare cost / passenger 1 HUF
Free spaces 2

Free spaces 2  

Car details

Car **VW Polo HAH250**

Route (from - to) 8:30 (regular ad)

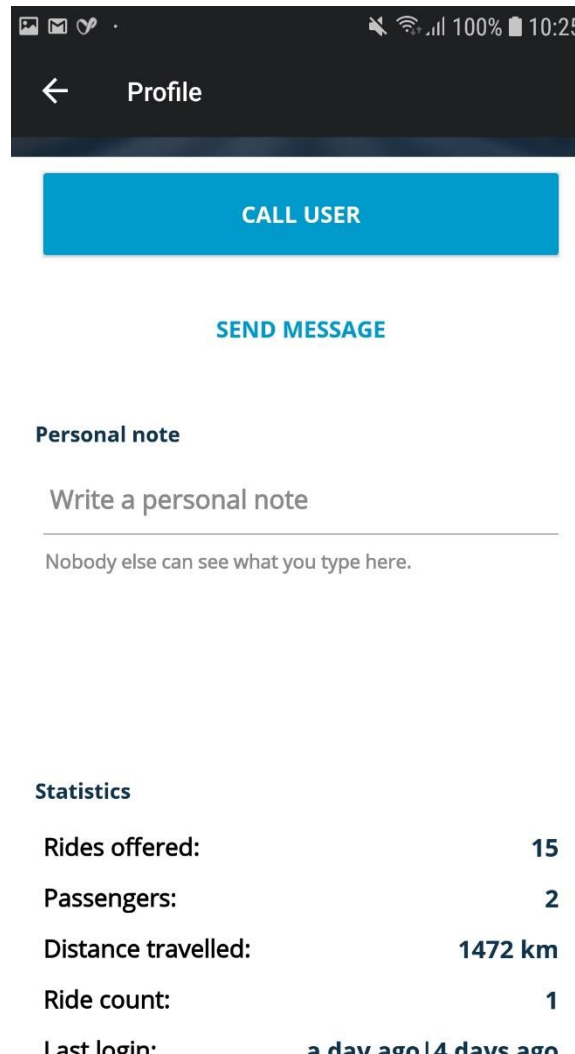
From **Budapest**

Address **Sasadi út buszmegallo**

Country **Hungary**

Time of departure **2019. 09. 30. 8:30**

To **Liszt Ferenc Repülőtér**



Profile

CALL USER

SEND MESSAGE

Personal note

Write a personal note

Nobody else can see what you type here.

Statistics

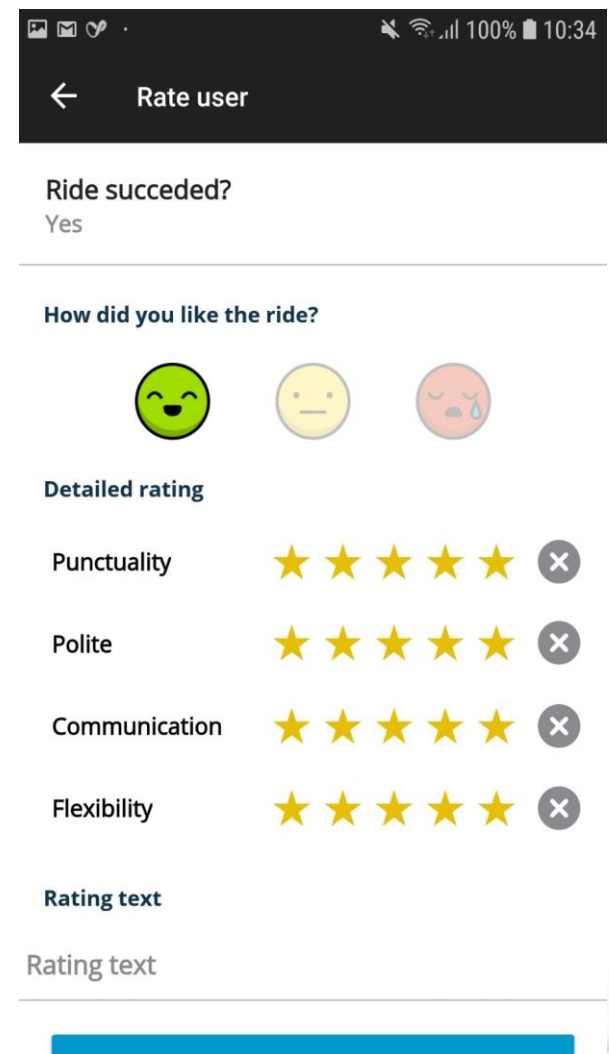
Rides offered: **15**

Passengers: **2**

Distance travelled: **1472 km**

Ride count: **1**




Last login: **a day ago 14 days ago**





Rate user



Ride succeeded?
Yes



How did you like the ride?



  

Detailed rating

Punctuality  

Polite  

Communication  

Flexibility  

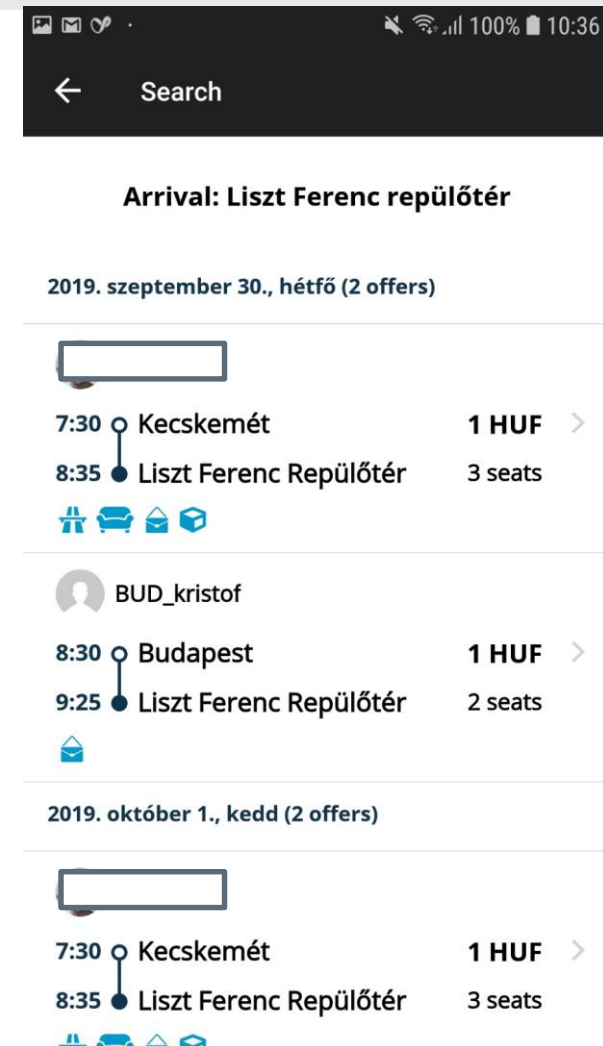
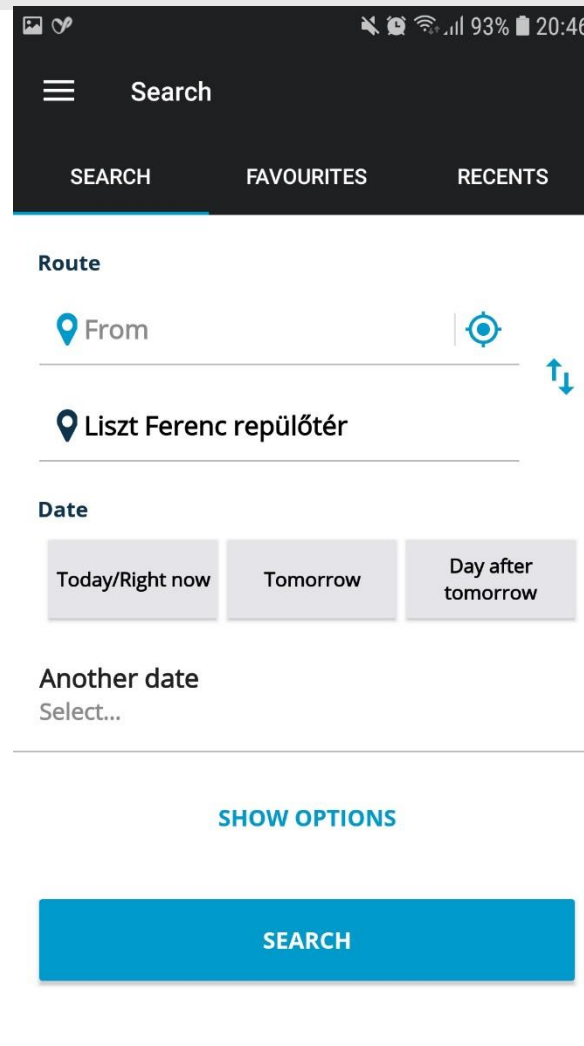
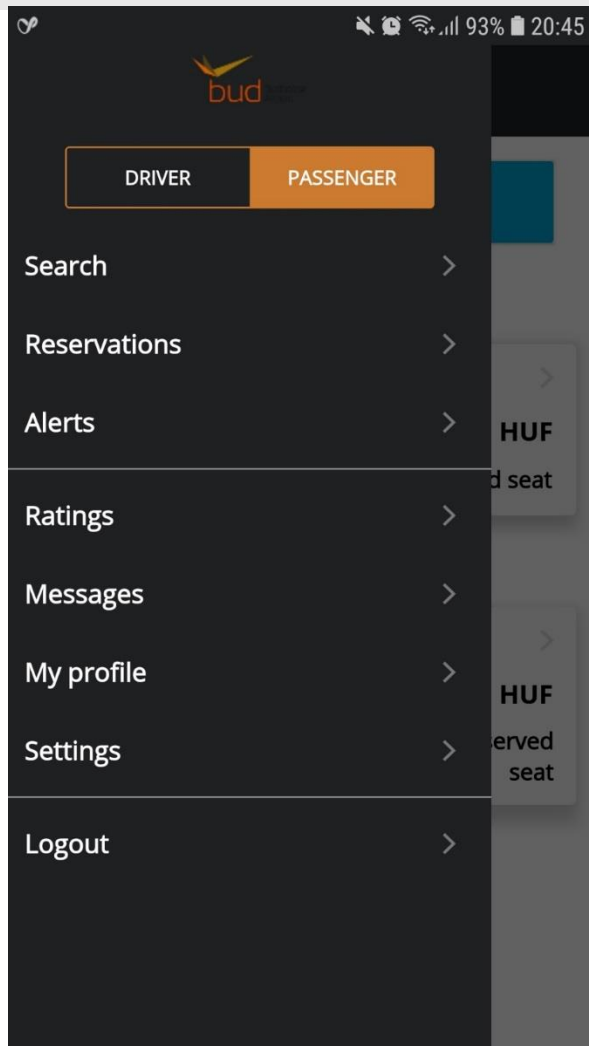
Rating text

Rating text

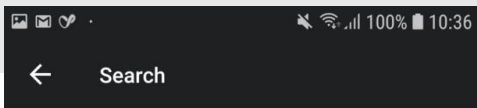
SEND RATING



BUD-OSZKAR IT APP: PASSENGER MODE



BUD-OSZKAR IT APP: PASSENGER MODE



Arrival: Liszt Ferenc repülőtér

2019. szeptember 30., hétfő (2 offers)

7:30 Kecskemét **1 HUF** >

8:35 Liszt Ferenc Repülőtér **3 seats**

BUD_kristof

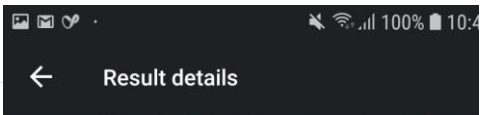
8:30 Budapest **1 HUF** >

9:25 Liszt Ferenc Repülőtér **2 seats**

2019. október 1., kedd (2 offers)

7:30 Kecskemét **1 HUF** >

8:35 Liszt Ferenc Repülőtér **3 seats**




Result details

Ride details

Fare cost **1 HUF**

Free spaces **3 / 3**

Car details



Skoda octavia

2019

Black

RE

Route (from - to)

From Kecskemét

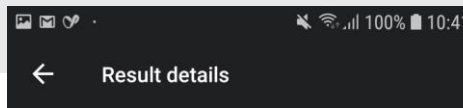
Address Budai kapu

Country Hungary

Date 2019. 09. 30. 7:30

To Liszt Ferenc Repülőtér

Address J porta, D porta, B porta



Country Hungary

Date 2019. 09. 30. 7:30

To Liszt Ferenc Repülőtér

Address J porta, D porta, B porta

Country Hungary

Date 2019. 09. 30. 8:35

[VIEW FULL ITINERARY](#)

Date of ad 2019-08-30

If you need further information before booking your seat, [click here and ask from the driver.](#)

[REQUEST LUGGAGE DELIVERY](#)

[RESERVATION](#)



[SEARCH](#)

3.

iToth >

Budapest **1 HUF**

Budapest 1 reserved seat

2019. 09. 23.

7:30 Kecskemét **1 HUF**

8:35 Liszt Ferenc Repülőtér 1 reserved seat




OSZKAR - COMPANY RIDE-SHARING

- Besides internet users, Company Partners since 2016

2016 **WebEye** Group
Telematics

2016 

2018  Medical Firm at Szolnok (HU)
Large Energy Company at Budapest

2019 


BUD – PP2

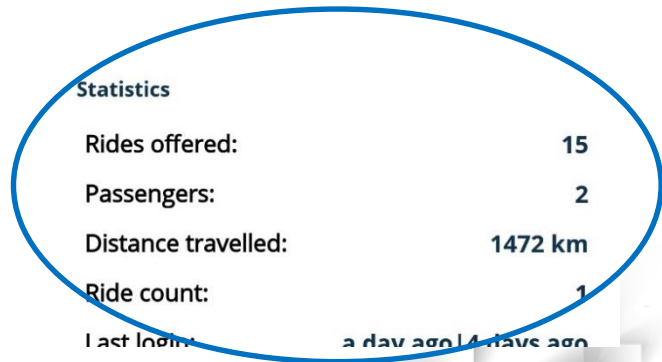
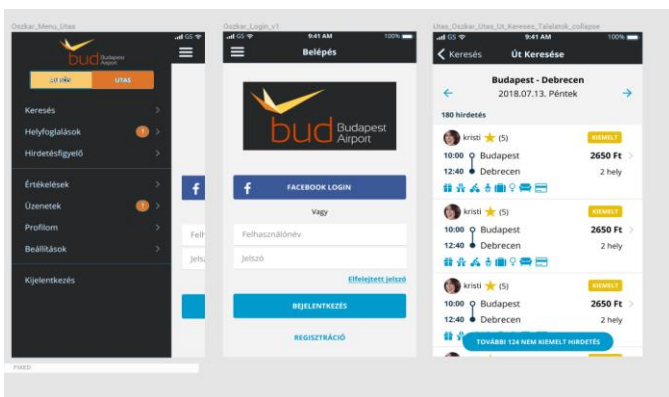
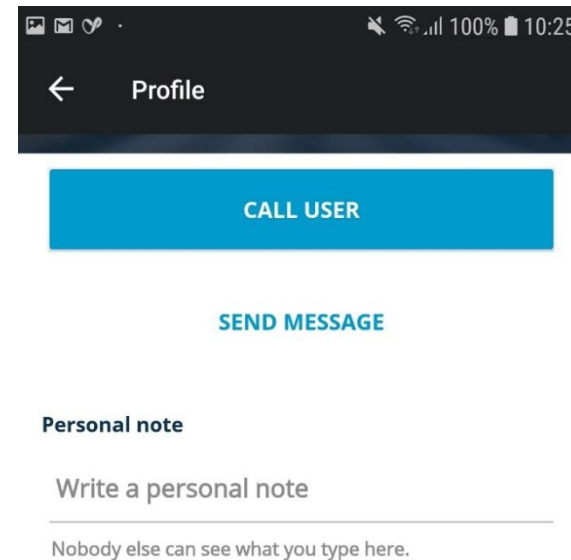


Quantitative indicators

- Number of users (active, passive, “one-hit-wonder”)
- Vehicle occupancy rate
- Frequency of use
- CO2 savings
- Tier 1 Methodology of EEA described in the Air pollutant emission inventory guidebook 2016

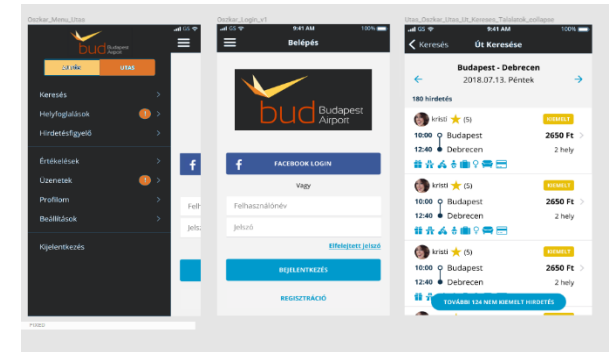
Qualitative indicators

- User experience on
- Accessibility
- Usability
- Availability on (personally)
- Relevant information
- Reasons for usage / non-usage
- Reasons for non-usage (in case a user registered, but not active)



EMPLOYEE BENEFIT SYSTEM FOR RIDE-SHARING

- Critical balance of nr. of drivers and passengers
- Company benefit system is a **MUST** for a successful motivation of employees
- Company kind and size, existing benefit systems are key factors in choosing the right tools for employee motivation
- Various solutions:
 - Dedicated Parking Space closer to entrance (at Terminal 2)
 - Indirect payment: new tire set, free service at BUD partner
 - Direct Payments had been rejected
 - Employee competitions: offered the most travels during the month, travelled the highest distance, etc.
 - Prizes, coupons
 - Annual BUD Awards Gala: New Award for the user travelled the most and/or transported the highest nr. of passengers



RIDE-SHARING PLATFORM AWARENESS CAMPAIGN

■ BUD Communication Team and Oszkar are working together

■ Communication tools:

- BUD Weekly newsletter distributed through e-mail, message boards on office corridors and in hard copies
- BUD Employee Facebook Group (closed group) - Social Media Posts and Pictures
- Company e-mail
- Guerilla videos (script)
- Communication releases at the main stages of the Pilot
- BUD-Oszkar Ambassadors - videos, helping and spreading info among colleagues, leading role
- User feedback channel at dedicated e-mail box
- Users can suggest to add more airport locations
- Poster
- How to Ride-Share Guide

Greenairport
Budapest Airport
Green Partner Program



INDUL A BUD OSZKÁR! Csatlakozz Te is!

Tegyél a környezetünkért, utazz együtt másokkal!



UPSCALING EMPLOYEE RIDE-SHARING IT APP. AMONG BUD AIRPORT PARTNERS

- **BUD is making efforts to upscale the Employee-Ride-Sharing Scheme to our airport partners**
 - Greenairport-LAirA Meetings: BUD provides information about the project and app. development + testing
 - AVIS, DHL is interested, SPAR also - difference in commuting of employees



THANK YOU FOR YOUR ATTENTION!

KRISTOF BODA, GROUND TRANSPORTATION DEVELOPMENT SPECIALIST, BUDAPEST AIRPORT

KRISTOF.BODA@BUD.HU





TAKING
COOPERATION
FORWARD



Vienna, 30.09.2019



Awareness raising campaign for employees



City of Poznan

Instead of running a traditional advertising campaign among the airport employees, we wanted to involve them in creating ideas for reducing their own ecological footprint through daily commuting. That way they could feel responsibility for their choices and find out about the benefits of changing the way they commute to work.



Source: www.inzynieria.com



BMC WORKSHOPS

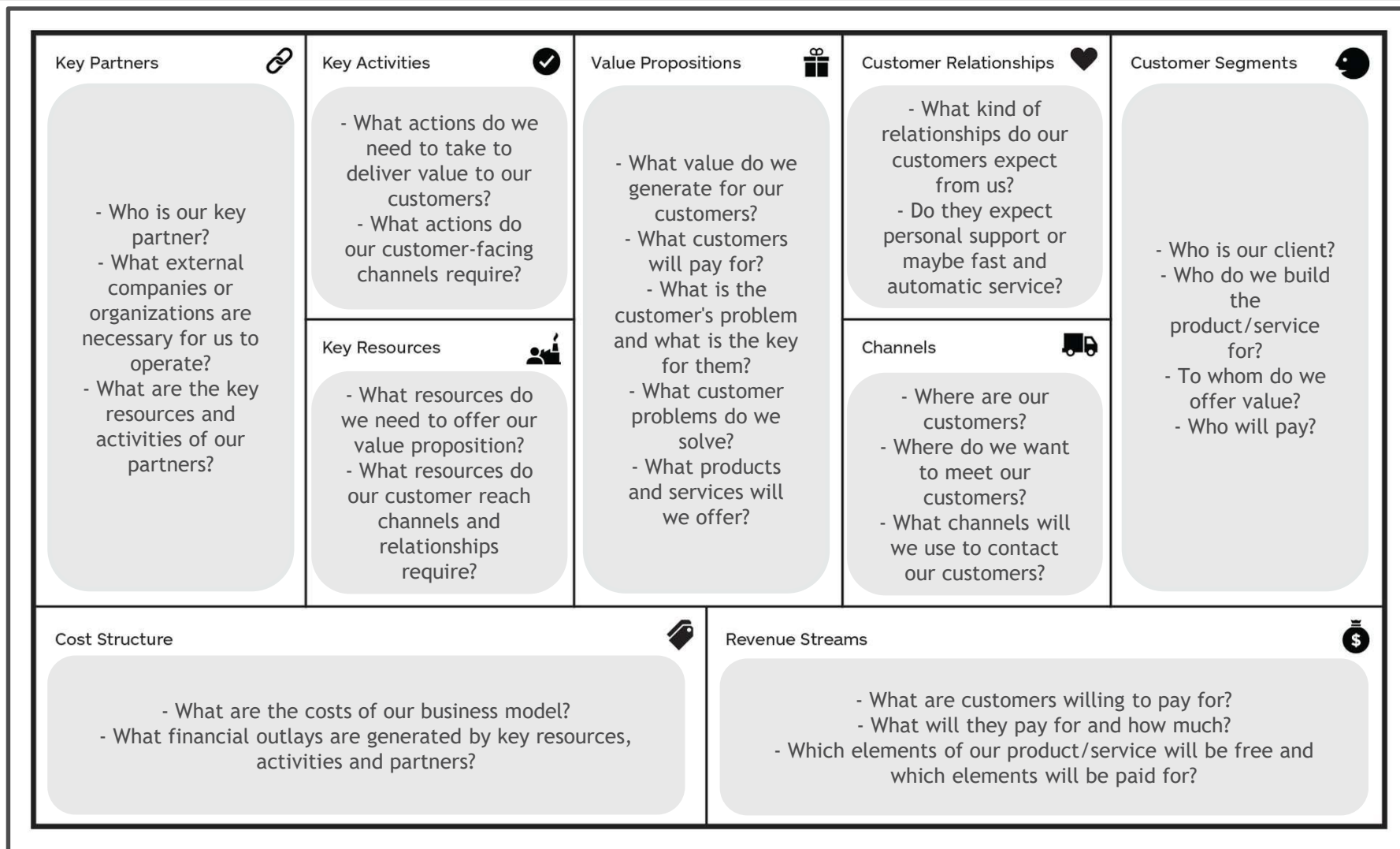


We've organized one-day workshops led by professional moderators and experts. With our help during these workshops employees created Business Model Canvas

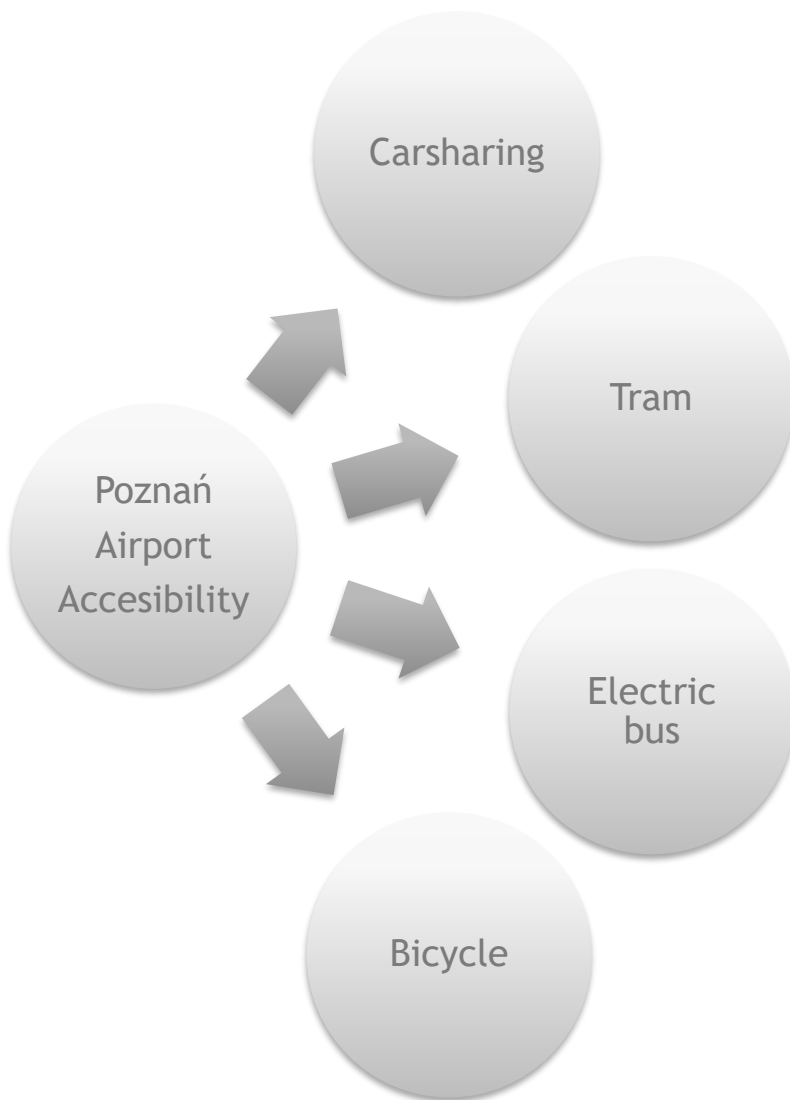
Source: own photography



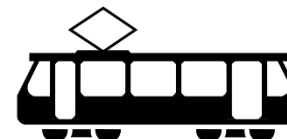
BUSINESS MODEL CANVAS



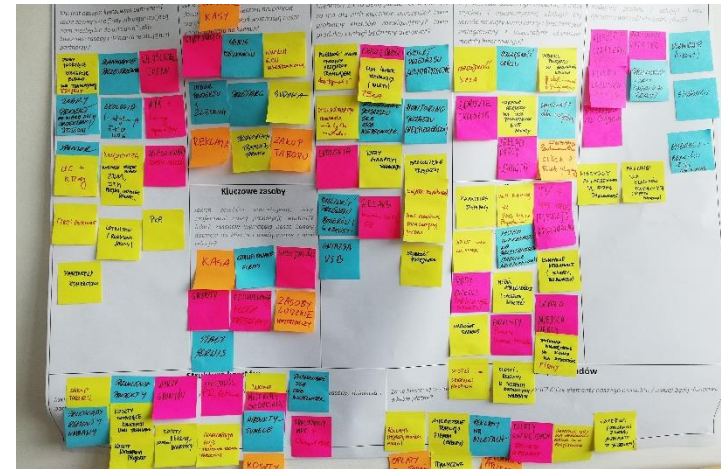
HOW TO GET TO THE AIRPORT?



CAR SHARING



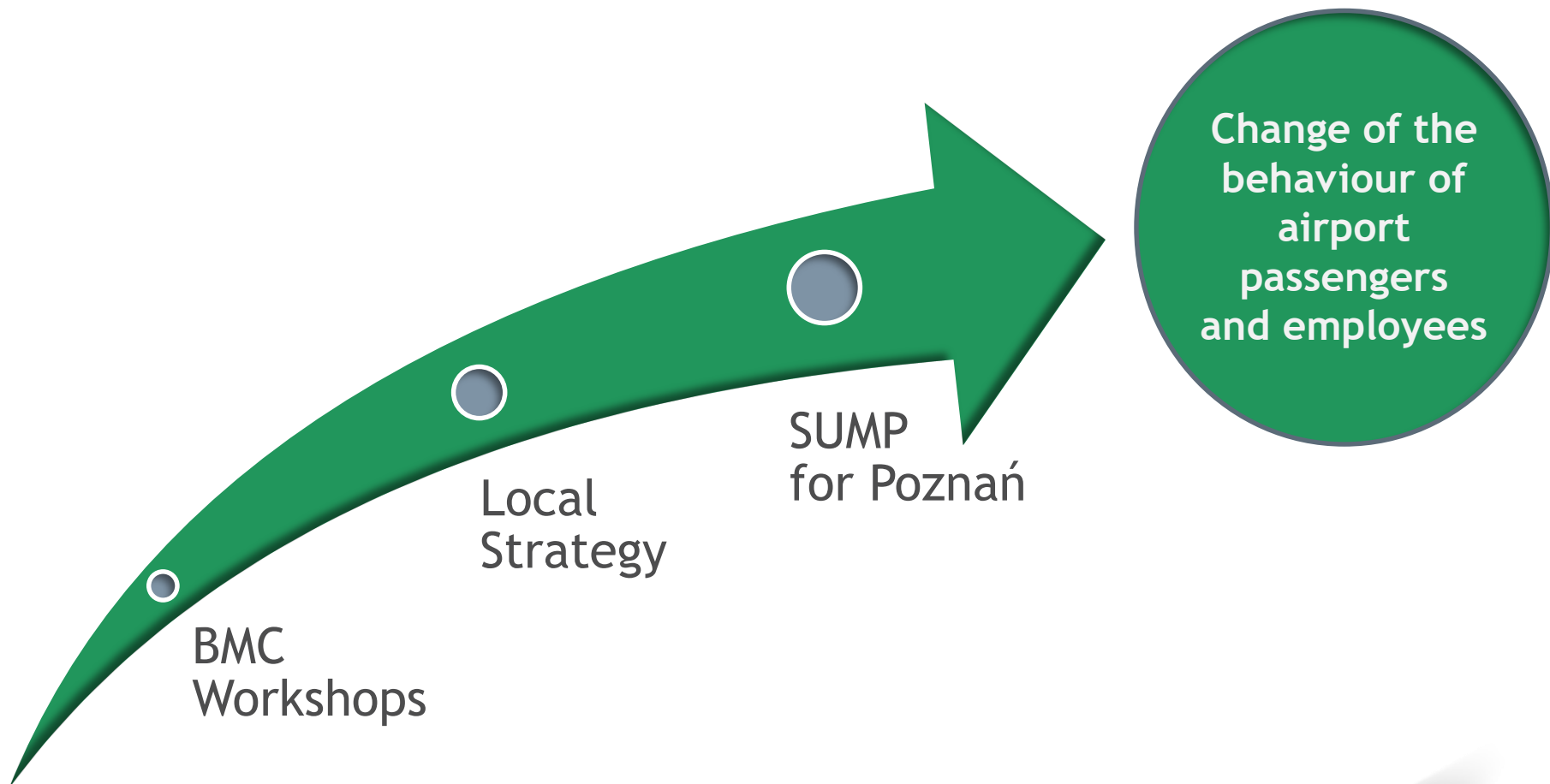
RESULTS



	Electric Bus	Poznan City Bike	Tram	Carsharing
• Cost of implementing the solution	3	2	4	1
• The level of difficulty of the solution (implementation speed, resources, procedures)	3	1	4	2
• Social impact	2	3	1	4
• Environmentally friendly (impact on emissions reduction, noise, etc.)	1	2	3	4
• Flexibility of the solution (possibility of pilotage)	3	2	4	1
• Number of potential users	2	3	1	4
• Territorial scope of the service	2	3	1	4
• Image effect for the city and the airport	1	3	2	4
• Flexibility of the solution (possibility of transporting luggage)	2	4	3	1
• Relationship potential with partners (how easy will it be for us to get along with partners)	3	1	4	2
Total Score	22	24	27	27



CONCLUSIONS





Martyna Kąkalec

Mobility and Transport Policy Department

Office for Coordination of Projects and Revitalization of the City of Poznan



martyna.kakalec@um.poznan.pl
lairapoznan@gmail.com




+48 061 878 50 38



Source: www.urbanity.pl



TAKING
COOPERATION
FORWARD

 Vienna
30 September, 2019

 **Final Report Dubrovnik Airport**

 Josip Paljetak / DBV

CONTENT

Employees
Evaluation
framework

Context

Actions

Final media
report

Recomenda
tions and
conclusions



CONTEXT

The overall objective of the project is to reduce energy consumption and ecological impacts of transport activities at airports and in their wider surroundings.

The specific objectives include the following:

- Changes in mobility behavior patterns of passengers and the airport's employees by creating innovative strategies of public authorities regarding planning of low exhaust emission mobility.
- The set ecological goals in the following period



- The main message of the campaign is raising the environmental consciousness of employees / passengers, and providing them with information on what they can do to reduce the harmful effects of travelling by car.
- The first phase of the campaign includes the realization project “Bike to work” which represents an awareness-raising campaign for employees about environmentally conscious ways of travelling to work and reducing motorized traffic as well as achieving energy efficiency. The campaign includes promo activities of providing a cycling equipment to a local bicycle club. Airport employees are members of the bicycle club.



ACTIONS - COMMUNICATION ACTIVITIES

- Communication mix:
 1. Print
 2. Broadcast (Video)
 3. Events / Promo activities
 4. Digital media (Social Media and Web page)
 5. PR activities

- Good awareness on the project activities on the local level

- Final Report providing a comprehensive picture of the report, including its context, methods and evidences of project monitoring

- Project implementation period: June 28 - August 28 2019.



- ANALYSIS OF DOCUMENTS (COMMUNICATION STRATEGY, HOMEPAGE)
- Analysis of articles / reports (press, TV, internet, social media)
 - PUBLIC RELATIONS AND PUBLICITY Media coverage for the project
 - PRESS RELEASES which will serve to present project progresses
- Analysis campaign “Bike to work” with airport employees and members of the local bicycle club.
- Communication directed at younger groups on social networks



- **Campaign “Bike to work”**
- The campaign was very successful in getting employees to try cycling
- Benefits of cycling:
 - Environmental Benefits
 - Health Benefits
 - Economic benefits
 - Transport benefits
 - Social benefits
 - Personal benefits
- The campaign was mainly marketed on media, which seemed the most efficient way to reach the target market.



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.1. evidence of project monitoring - Digital (internet)

dubrovniknet

VIJESTI

11.08.2019 u 08:15

Zračna luka Dubrovnik organizirala druženje s članovima Biciklističkog kluba Konavle



U Zračnoj luci Dubrovnik članovi projektnog tima LAirA predstavili su ključne smjernice i ciljeve projekta LAirA, te su tom prilikom



Iz teme



VIJESTI
Napustio nas je Davor Grbić, veliki čovjek i "mali" hrvatski branitelj



VIJESTI
Dr. Pero Kolić ima novo radno mjesto i vrijeme u Konavlima



VIJESTI
Dubrovačka profesorica sve je rekla u nekoliko rečenica...



VIJESTI
Članovi Spasilackog kluba „Neptun“ ostvarili veslački rezultat karijere



VIJESTI
PRIJEDLOG GRADU: Skaline od Jezuita preimenujte u "Walk of shame Staircase"!



U Zračnoj luci Dubrovnik članovi projektnog tima LAirA predstavili su ključne smjernice i ciljeve projekta LAirA, te su tom prilikom darivali članove Biciklističkog kluba Konavle.

komentara: 0

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Današnji događaj pod geslom „Biciklom do posla“ još jednom nas je podsjetio kako velika ovisnost o korištenju automobila dovodi do zagađenja prometa, ali i fizičke neaktivnosti, što društvu nameće izravne i neizravne troškove. Promicanje pješacešnja i biciklizma prepoznato je kao jedan od načina ublažavanja takvih negativnih učinaka. Članovima Biciklističkog kluba Konavle i zaposlenicima Zračne luke Dubrovnik uručeni su promo paketi s biciklističkom opremom.

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Konavlima



VIJESTI
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VIJESTI
PRIJEDLOG GRADU: Skaline od Jezuita preimenujte u "Walk of shame Staircase"!

DubrovnikTV.net



DUBROVNIKTV 07.07.19
PRIDRUŽITE SE U HLADU IGORU & DADU: Braća Barać

Mali oglasi

09/09/2019
[url=http://totastx.info/]buy furosemide online[/url] buy lasix usa

PREDAJTE OGLAS SVI OGLASI



EVALUATION AND FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.2. evidence of project monitoring - Digital (internet)



dubrovački dnevnik.hr

Pretraži...

Vijesti Sport Lifestyle Kolumne Fotogalerije Pločanski dnevnik Dubrovnik Daily

Grad Županija Hrvatska Svijet Politika Crna kronika Afere Najave

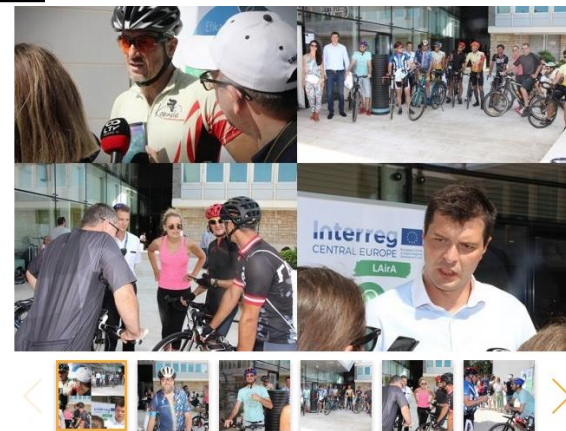
DRUŽENJE NA AERODROMU Uz bicikliranje do očuvanja okoliša (FOTO)

Autor: [dubrovačkidnevnik.hr](#) | Datum objave: 10.08.2019.
Autori fotografija: Goran Mratnović

U Zračnoj luci Dubrovnik članovi projektnog tima LAirA predstavili su ključne smjernice i cijeve projekta LAirA, te su tom prilikom darivali članove Biciklističkog kluba Konavle.

Aktualno:

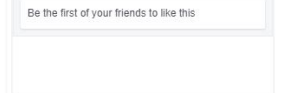
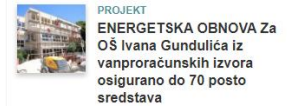
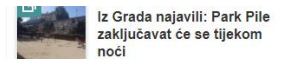
- VODOVOD**
OBAVIJEST ŽUPLJANIMA
Soline jutros bez vode
- 'SJAJAN' POČETAK**
KOLIKO SU DJECA
SIGURNA? Cijela OŠ
Marina Držića u radovima,
a nigdje zaštite ni
upozorenja (FOTO)
- NOVA ODLUKA**
Iz Grada najavili: Park Pile
zaključavat će se tijekom
noći
- POZIV, A NE ZANIMANJE**
RAZGOVARALI SMO SA
SESTRAMA OB
DUBROVNIK 'Ovo nije ni
bunt ni revolt, jednostavno
smo na rubu snaga'
- PROJEKT**
ENERGETSKA OBNOVA Zr
OŠ Ivana Gundulića iz



Podsjetimo, LAirA se bavi specifičnim i značajnim izazovima multimodalne i nisko-ugljične mobilne integracije zračnih luka. Cilj projekta je smanjenje upotrebe energije i ekoloških utjecaja transportnih aktivnosti u zračnim lukama i njihovom okruženju, i to promjenom obrazaca ponašanja mobilnosti putnika i zaposlenika zračnih luka.

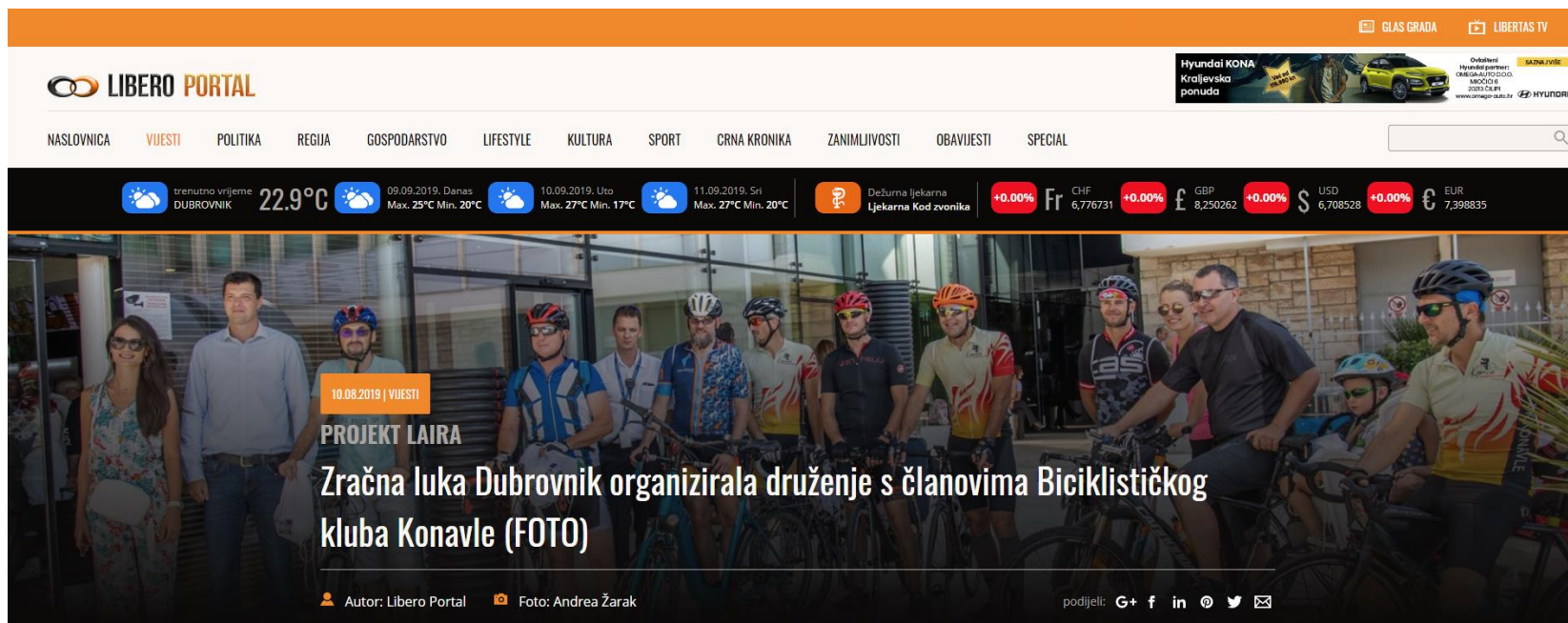
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FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.3. evidence of project monitoring - Digital (internet)



The screenshot shows the Libero Portal website. At the top, there is a navigation bar with categories like NASLOVNICA, VJESTI, POLITIKA, REGIJA, GOSPODARSTVO, LIFESTYLE, KULTURA, SPORT, CRNA KRONIKA, ZANIMLJIVOSTI, OBAVIJESTI, and SPECIAL. Below the navigation bar, there is a weather widget showing the current temperature in Dubrovnik as 22.9°C and forecasts for the next three days. To the right of the weather widget, there are currency exchange rates for CHF, GBP, USD, and EUR. The main content area features a large image of a group of cyclists and a man standing next to them. The headline of the article is "Zračna luka Dubrovnik organizirala druženje s članovima Biciklističkog kluba Konavle (FOTO)". The article is dated 10.08.2019 and is categorized under "VJESTI". The author is Libero Portal and the photo is by Andrea Žarak. There are social media sharing icons for Google+, Facebook, LinkedIn, Pinterest, Twitter, and Email.

LAirA se bavi specifičnim i značajnim izazovima multimodalne i nisko-ugljične mobilne integracije zračnih luka

NAJPOPULARNIJE

24 h

protekli tjedan



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.3. evidence of project monitoring - Digital (internet)

LAirA se bavi specifičnim i značajnim izazovima multimodalne i nisko-ugljične mobilne integracije zračnih luka

FOTOGALERIJA

1 1 2 1 3



U Zračnoj luci Dubrovnik članovi projektnog tima LAirA predstavili su ključne smjernice i ciljeve projekta LAirA, te su tom prilikom darivali članove Biciklističkog kluba Konavle.

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#Zračna luka Dubrovnik

PODIJELI

NAJPOPULARNIJE

24 h

protekli tjedan

08.09.2019



JUTARNJA ŠETNJA Najbogatija Srpkinja sišla s luksuzne jahte i napravila dir Gradom (FOTO)

08.09.2019



RODENJE BLAŽENE DJEVICE MARIJE Proslava Male Gospe u Gospinom polju (FOTOGALERIJA)

08.09.2019



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.4. evidence of project monitoring - Digital (internet)

ŽUPANIJA KONAVLE

L AIR PROJEKT

Zračna luka Dubrovnik i Biciklistički kluba Konavle



10.08.2019. 11:02



U Zračnoj luci Dubrovnik članovi projektnog tima LAira predstavili su ključne smjernice i ciljeve projekta LAira, te su tom prilikom darivali članove Biciklističkog kluba Konavle.

Podsjetimo, LAira se bavi specifičnim i značajnim izazovima multimodalne i nisko-

NAJČITANIJE

ŽUPANIJA

Snijeg u Konavlima i na Pelješcu



Iako u gradu pada kiša, konavska brda su se zabilježila, a snijeg je pao i na Kuni na Pelješcu. Zabilježila su se...

ŽUPANIJA

PIJAVICA POGODILA ZRAČNU LUKU "Letjeli" automobili, iščupani reklamni panoi



Danas oko 15 sati Konavle je zahvatilo nevrijeme, a područje oko Zračne luke Dubrovnik pogodila je pijavica koja...

VIJESTI

Konavoski komin je otvorio svoja vrata!



Konavoski komin se smijestio u ugodnom i prirodnom ambijentu malog mjesta Velji do gdje će vas dočekati ljubazno...

ŽUPANIJA

PISMO ČITATELJA "Za promjenu posla pozivaju se samo djevojke, zašto ne udane žene ili muškarci?"



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< NASLOVNICA

KONAVLE >

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ŽUPANIJA

PISMO ČITATELJA "Za promjenu posla pozivaju se samo djevojke, zašto ne udane žene ili muškarci?"



"Šaljem vam ožegledni primjer diskriminacije u policiji. Zašto samo djevojke, zašto ne mogu udane žene ili muška..."

NAJNOVIJE

ŽUPANIJA

More na 112 plaža izvrsno, na pet zadovoljavajuće



Prema Programu utvrđivanja kvalitete mora na morskim plažama Dubrovačko-neretvanske županije za 2019. godinu, Zavo...

ŽUPANIJA

Metkovci slave 300. godina Župe sv. Ilije



Župan Nikola Dobroslavić i zamjenica Željina Marević primili su čestitke Župe sv. Ilije u Metkovcima...



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.5. evidence of project monitoring - Digital (internet)

**Dubrovnik
PRESS**

Naslovna Aktualno Espresso Marketing Impresum Kontakt Uvjeti korištenja

Subota, 10. Kolovoz 2019 19:38

ZL Dubrovnik uz projekt LAirA organizirala druženje sa članovima Biciklističkog kluba Konavle



većina pisma Pošalji e-mail



Foto FB ZL Dubrovnik

Prvi dan škole: U Dubrovniku više pivašica nego lani



Prijeti mu dva mjeseca zatvora: Vozio 90 km/h više od dopuštenog



16 tisuća kuna i godinu bez dozvole, to je kazna za pijančinu tjedna



Foto FB ZL Dubrovnik

U Zračnoj luci Dubrovnik članovi projektnog tima LAirA predstavili su ključne smjernice i ciljeve projekta LAirA, te su tom prilikom darivali članove Biciklističkog kluba Konavle. LAirA se bavi specifičnim i značajnim izazovima multimodalne i nisko-ugljične mobilne integracije zračnih luka. Cilj projekta je smanjenje upotrebe energije i ekoloških utjecaja transportnih aktivnosti u zračnim lukama i njihovom okruženju, i to promjenom obrazaca ponašanja mobilnosti putnika i zaposlenika zračnih luka.

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DPP



16 tisuća kuna i godinu bez dozvole, to je kazna za pijančinu tjedna



Opet više od tisuću kazni



Policajac udaljen s dužnosti zbog krivolova u NP Mljet



Ovotjedni program „Ulicama našeg Grada“



1.6. evidence of project monitoring - Digital (internet)



JutarnjiLIST

J POČETNA VIJESTI SPORT NOVAC.HR EURACTIV LIFE KULTURA SPEKTAKLI VIRAL VIDEO     

Zračna luka Dubrovnik u sklopu projekta LAira organizirala druženje s članovima Biciklističkog kluba Konavle

AUTOR: Promo OBJAVLJENO: 13.08.2019. u 16:30

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FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.6. evidence of project monitoring - Digital (internet)

Događaj pod geslom „Biciklom do posla“ još jednom nas je podsjetio kako velika ovisnost o korištenju automobila dovodi do zagađenja prometa, ali i fizičke neaktivnosti, što društvu nameće izravne i neizravne troškove. Promicanje pješaćenja i biciklizma prepoznato je kao jedan od načina ublažavanja takvih negativnih učinaka. Članovima Biciklističkog kluba Konavle i zaposlenicima Zračne luke Dubrovnik uručeni su promo paketi s biciklističkom opremom.



Projekt LAirA potiče modalni prijelaz na aktivna putovanja (biciklizam i pješaćenje) zračno-željezničke veze, javni prijevoz i / ili zajedničku mobilnost s ciljem smanjenja zagađenja okoliša.

Iz Zračne luke Dubrovnik naglašavaju kako će i dalje poduzimati različite pristupe akcije kako bi se poboljšale razine pješaćenja i biciklizma te smanjilo korištenje automobila u / iz Zračne luke. Voditelj projekta Josip Paljetak ističe kako se nada većem broju zaposlenika koje će ova i slične akcije motivirati na mijenjanje navik

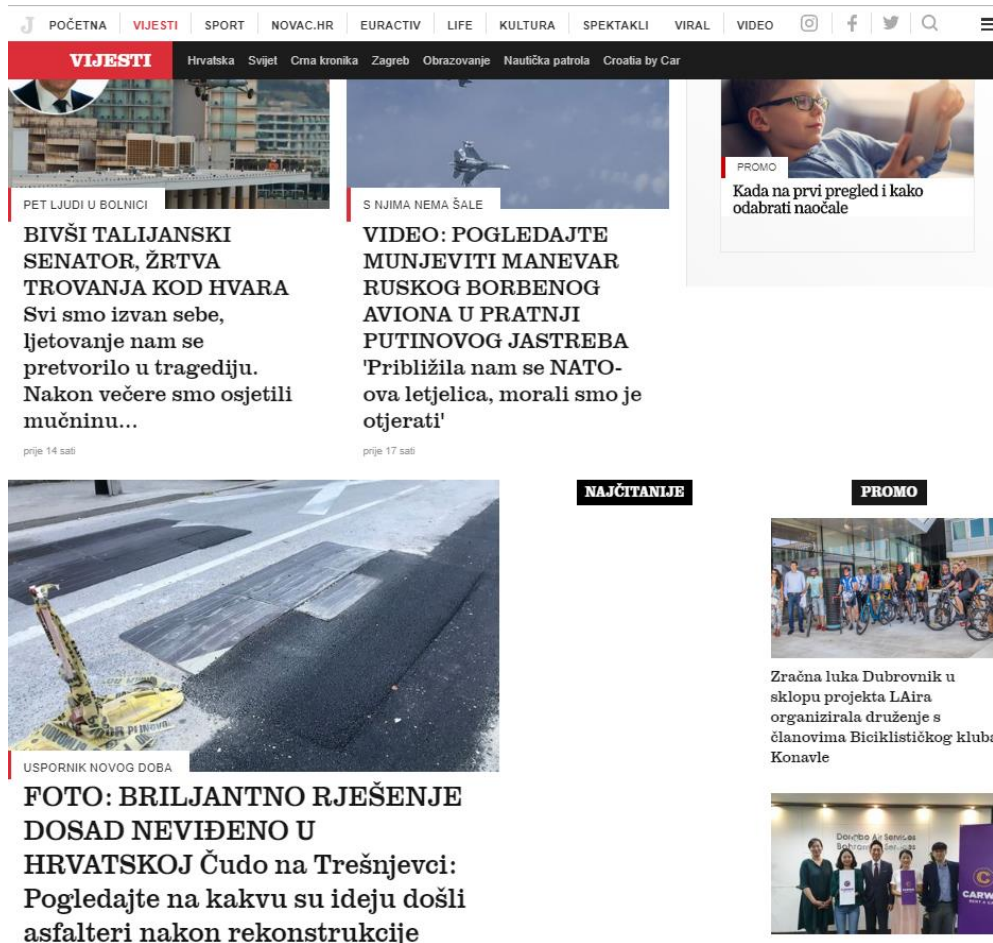
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FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.7. evidence of project monitoring - Digital (internet)



The screenshot shows the homepage of the news website 'VIJESTI'. The navigation bar includes categories like POČETNA, VIJESTI, SPORT, NOVAC.HR, EURACTIV, LIFE, KULTURA, SPEKTAKLI, VIRAL, VIDEO, and social media icons. The main content area features several news items:

- PET LJUDI U BOLNICI**
BIVŠI TALIJANSKI SENATOR, ŽRTVA TROVANJA KOD HVARA
Svi smo izvan sebe, ljetovanje nam se pretvorilo u tragediju. Nakon večere smo osjetili mučninu...
prije 14 sati
- S NJIMA NEMA ŠALE**
VIDEO: POGLEDAJTE MUNJEVITI MANEVAR RUSKOG BORBENOG AVIONA U PRATNJI PUTINOVOG JASTREBA
'Približila nam se NATO-ova letjelica, morali smo je otjerati'
prije 17 sati
- PROMO**
Kada na prvi pregled i kako odabrati naočale
- USPORNIK NOVOG DOBA**
FOTO: BRILJANTNO RJEŠENJE DOSAD NEVIĐENO U HRVATSKOJ
Čudo na Trešnjevci: Pogledajte na kakvu su ideju došli asfalteri nakon rekonstrukcije
- NAJČITANIJE**
- PROMO**
Zračna luka Dubrovnik u sklopu projekta LAirA organizirala druženje s članovima Biciklističkog kluba Konavle
- PROMO**
Dobrodo u servisu... CARWIZ



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.8. evidence of project monitoring - Digital (internet)

AKTUALNO ▾ POLITIKA CRNA KRONIKA DULIST IN SPORT KULTURA ZANIMLJIVOSTI VAŠE VIJESTI KOLUMNJE ▾ f @ ✉ 🔍

DULIST

NAJČITANIJE

- 01** Zaštitar brutalno pretukao mladića ispred Revelina. Svjedok: Nakon nokauta nogom ga je...
🕒 25.5.2019 15:30
- 02** ZNAČKA MU JE U AUTU? Policija tvrdi da nije lažni policajac, a...
🕒 5.7.2019 08:25
- 03** VLASNIŠTVO OBITELJI BOŠKOVIC U Brsečinama se gradi hotel s 24 sobe
🕒 30.5.2019 20:31
- 04** Pronađeno tijelo 28-godišnje Dubrovkinje u moru kod hotela Palace
🕒 21.6.2019 13:04
- 05** LIBERTASOV VOZAČ PIJEVIĆ 'Direktor me bez dokaza optužio da kradem gorivo'
🕒 6.6.2019 12:09

Grad

Zračna luka Dubrovnik potiče nove oblike mobilnosti i održivi razvoj

Dulist 🕒 15.8.2019 09:51

PODIJELI 🏠 0 ⬅️ 8 f 8 🐦 📌 in 🎵 📧 📞



MALI OGLASI



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.8. evidence of project monitoring - Digital (internet)

AKTUALNO ▾ POLITIKA CRNA KRONIKA DULIST IN SPORT KULTURA ZANIMLJIVOSTI VAŠE VIJESTI KOLUMNE ▾

f @ ✉

NAJČITANIJE

- 01** **Zaštitar brutalno pretukao mladića ispred Revelina. Svjedok: Nakon nokauta nogom ga je...**
🕒 25.5.2019 15:30
- 02** **ZNAČKA MU JE U AUTU? Policija tvrdi da nije lažni policajac, a...**
🕒 5.7.2019 08:25
- 03** **VLASNIŠTVO OBITELJI BOŠKOVIC U Brsečinama se gradi hotel s 24 sobe**
🕒 30.5.2019 20:31
- 04** **Pronađeno tijelo 28-godišnje Dubrovkinje u moru kod hotela Palace**
🕒 21.6.2019 13:04
- 05** **LIBERTASOV VOZAČ PIJEVIĆ 'Direktor me bez dokaza optužio da kradem gorivo'**
🕒 6.6.2019 12:09

MALI OGLASI

🕒 9.9.2019 @ 7:43
Tražim stan na duže razdoblje za jednu osobu. Cijena do [...]

Zračna luka Dubrovnik prepoznala je nove oblike mobilnosti, održivi razvoj i zaštitu okoliša kao imperATIVE 21. stoljeća. Kao jedan od sudionika projekta LAirA, Zračna luka Dubrovnik pruža primjer dobre prakse ostalim zračnim lukama, i ostalim gradovima na području Hrvatske i Europe.

Nastavno na subotnji događaj pod geslom „Biciklom do posla“ na kojem su članovima Biciklističkog kluba Konavle i zaposlenicima Zračne luke Dubrovnik podijeljeni promo paketi s biciklističkom opremom, iz Zračne luke Dubrovnik naglašavaju kako će i dalje poduzimati različite pristupe i akcije kako bi se poboljšale razine pješačenja i biciklizma, ističu iz ZLD-a u priopćenju.

Projekt LAirA označuje pristupačnost zemaljske strane zračne luke, i predstavlja veliki izazov za ekološki prihvatljive integracije zračnih luka. Cilj projekta je novim strategijama utjecati na promjenu ponašanja putnika i zaposlenika u zračnim lukama, a sve kako bi se smanjila potrošnja energije i negativan utjecaj na okoliš.

LAirA akcijski plan za pametnu i nisko-ugljičnu pristupačnost u zračnim lukama definira aktivnosti u sedam ključnih tema: električna mobilnost, povezanost zračne luke željeznicom, pješačenje i bicikliranje, zajednička mobilnost, inteligentni transportni sustavi, grafički prijenos informacija u prostorni plan, te javni cestovni prijevoz.

Akcijki planovi pružaju partnerima u LAirA projektu smjernice i nova znanja koja mogu prenijeti na suradnike i lokalnu zajednicu.

Osim LAire, Zračna luka Dubrovnik sudjeluje u još dva ključna projekta; „INTER PASS“ koji označava intermodalnu povezanost putnika između luka i zračnih luka, a sve s ciljem poboljšanja protoka turista, naročito turista s brodova za krstarenje i putnika, koji dolaze na određišta na jadranskoj i jonskoj obali tijekom visoke sezone.

Projekt pod nazivom Zelena i intermodalna rješenja za jadranske luke i zračne luke (Green and intermodal solutions for Adriatic ports and airports – ADRIGREEN) je projekt, koji se realizira u okviru Interreg V-A Italija-Hrvatska, programa transnacionalne suradnje 2014.-2020. Zračna luka Dubrovnik jedan je od deset projektnih partnera koju sudjeluju u projektu ADRIGREEN koji je usmjeren na to da se poboljša integracija hrvatskih i talijanskih luka i zračnih luka s drugim načinima prijevoza kako bi se povećao protok putnika u ljetnim mjesecima te kako bi se smanjio utjecaj jadranskih pomorskih i zračnih sustava na okoliš.

Zračne luke će novim aktivnostima bolje razumijeti nedostake u pristupačnosti kopnenih područja, a različiti oblici mobilnosti dovest će do besprijekorne povezanosti sa zračnim lukama u cijeloj Europi.



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.9. evidence of project monitoring - Digital (internet)



The screenshot shows the website **dubrovački dnevnik.hr**. The main navigation bar includes categories like **Vijesti**, **Sport**, **Lifestyle**, **Kolumne**, **Fotogalerije**, **Pločanski dnevnik**, and **Dubrovnik Daily**. A search bar at the top right contains the text "Pretraži...". Below the navigation, the article title is **Zračna luka Dubrovnik potiče nove oblike mobilnosti i održivi razvoj**. The author is listed as **dubrovackidnevnik.hr** and the publication date is **14.08.2019.**. The article text states: "Zračna luka Dubrovnik prepoznala je nove oblike mobilnosti, održivi razvoj i zaštitu okoliša kao imperativne 21. stoljeća. Kao jedan od sudionika projekta LAira, Zračna luka Dubrovnik pruža primjer dobre prakse ostalim zračnim lukama, i ostalim gradovima na području Hrvatske i Europe." Below the text is a photograph of a group of cyclists and a man standing with their bicycles in front of a modern building. To the right of the article is an "Aktualno:" section with three news items: "ISPITIVANJE KAKVOĆE PRESTAT ĆE I KIŠA More na 112 plaža izvrsno za kupanje", "PRIPREME ZA PROSLAVU POVODOM 300. OBLJETNICE ŽUPE Župan Dobroslavčić primio fra Antu Bilokapicu", and "BRZA VOŽNJA DIVLJAO MOTOROM PO KORČULI Počinio niz prometnih prekršaja, policija ga 'opalila' po špagu, a morat će i u zatvor".



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.9. evidence of project monitoring - Digital (internet)



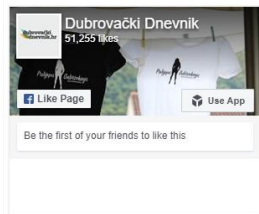
Nastavno na subotnji događaj pod geslom „Biciklom do posla“ na kojem su članovima Biciklističkog kluba Konavle i zaposlenicima Zračne luke Dubrovnik podijeljeni promo paketi s biciklističkom opremom, iz Zračne luke Dubrovnik naglašavaju kako će i dalje poduzimati različite pristupe i akcije kako bi se poboljšale razine pješaćenja i biciklizma.

Projekt LAirA označuje pristupačnost zemaljske strane zračne luke, i predstavlja veliki izazov za ekološki prihvatljive integracije zračnih luka. Cilj projekta je novim strategijama utjecati na promjenu ponašanja putnika i zaposlenika u zračnim lukama, a sve kako bi se smanjila potrošnja energije i negativan utjecaj na okoliš.

LAirA akcijski plan za pametnu i nisko-ugljičnu pristupačnost u zračnim lukama definiira aktivnosti u sedam ključnih tema: električna mobilnost, povezanost zračne luke željeznicom, pješaćenje i bicikliranje, zajednička mobilnost, inteligentni transportni sustavi, grafički prijenos informacija u prostorni plan, te javni cestovni prijevoz.

Aksijski planovi pružaju partnerima u LAirA projektu smjernice i nova znanja koja mogu prenijeti na suradnike i lokalnu zajednicu.

Osim LAire, Zračna luka Dubrovnik sudjeluje u još dva ključna projekta; „INTER PASS“ koji označava intermodalnu povezanost putnika između luka



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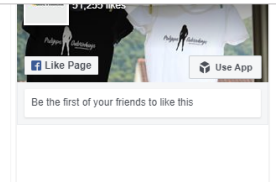
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Zračne luke će novim aktivnostima bolje razumijeti nedostake u pristupačnosti kopnenih područja, a različiti oblici mobilnosti dovest će do besprijekorne povezanosti sa zračnim lukama u cijeloj Europi, izvjestili su iz Zračne luke Dubrovnik.



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.10. evidence of project monitoring - Digital (internet)

dubrovniknet

VIJESTI

14.08.2019 u 16:08

PRIOPĆENJE

Zračna luka Dubrovnik potiče nove oblike mobilnosti i održivi razvoj



Zračna luka Dubrovnik prepoznala je nove oblike mobilnosti, održivi razvoj i zaštitu okoliša kao imperATIVE 21. stoljeća. Kao jedan od sudionika projekta LAirA, Zračna luka Dubrovnik pruža primjer dobre prakse ostalim zračnim lukama, i ostalim gradovima na području Hrvatske i Eurone. Nastavno na subotnji događaj pod



Iz teme

VIJESTI
Napustio nas je Davor Grbić, veliki čovjek i "mali" hrvatski branitelj

VIJESTI
Dr. Pero Kolić ima novo radno mjesto i vrijeme u Konavlima

VIJESTI
Dubrovačka profesorica sve je rekla u nekoliko rečenica...

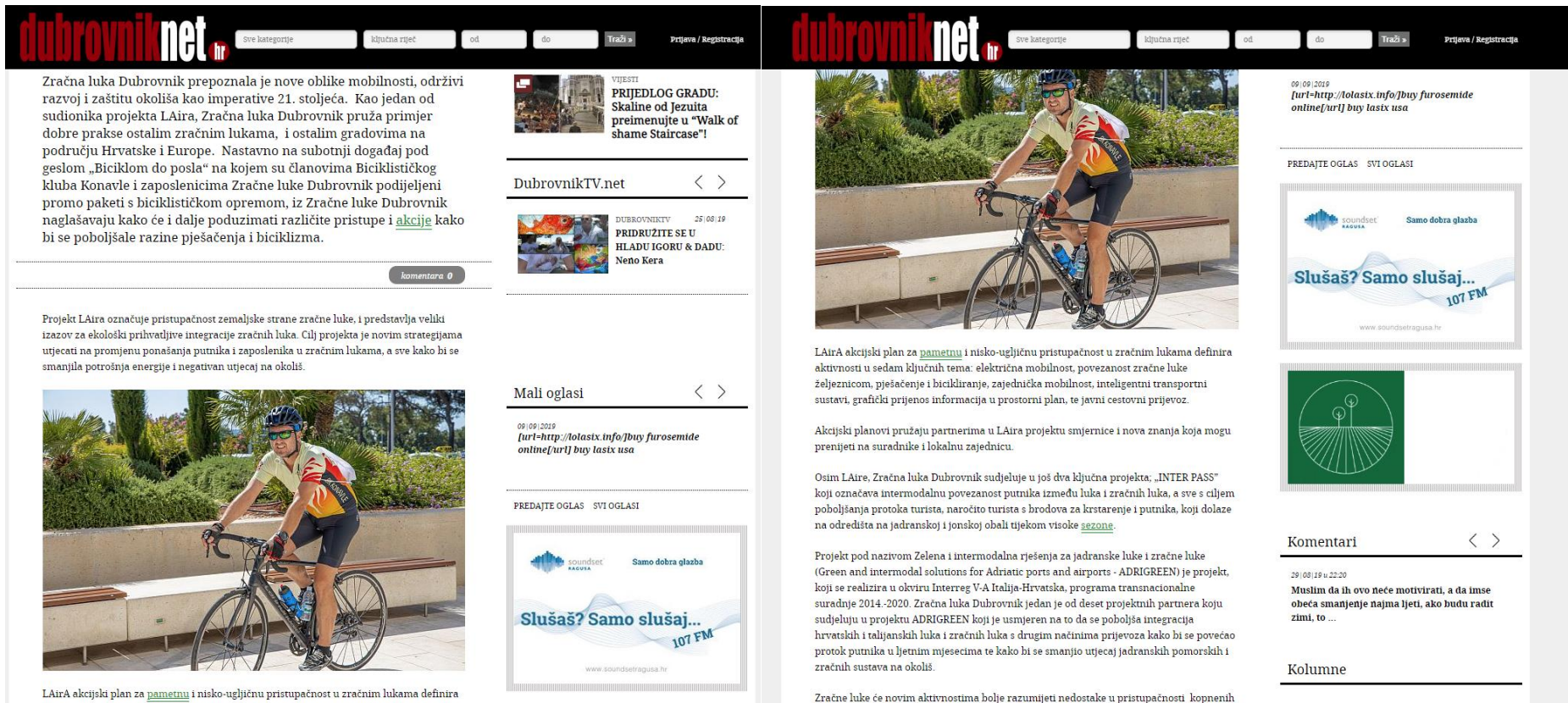
VIJESTI
Članovi Spasilačkog kluba „Neptun“ ostvarili veslački rezultat karijere

VIJESTI
PRIJEDLOG GRADU: Skaline od Jezuita preimenujte u "Walk of shame Staircase"!



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.10. evidence of project monitoring - Digital (internet)



The screenshot displays the dubrovnik.net website interface. On the left, a news article titled "Zračna luka Dubrovnik prepoznala je nove oblike mobilnosti, održivi razvoj i zaštitu okoliša kao imperativne 21. stoljeća..." is visible. The main content area features a large image of a cyclist and a video player for "PRIDRUŽITE SE U HLADU IGORU & DADU: Neno Kera". On the right, there are advertisements for "soundset RAGUSA" and "Samo dobra glazba". The bottom of the page shows a "Komentari" section with a comment and a "Kolumne" section.

Zračna luka Dubrovnik prepoznala je nove oblike mobilnosti, održivi razvoj i zaštitu okoliša kao imperativne 21. stoljeća. Kao jedan od sudionika projekta LAirA, Zračna luka Dubrovnik pruža primjer dobre prakse ostalim zračnim lukama, i ostalim gradovima na području Hrvatske i Europe. Nastavno na subotnji događaj pod geslom „Biciklom do posla“ na kojem su članovima Biciklističkog kluba Konavle i zaposlenicima Zračne luke Dubrovnik podijeljeni promo paketi s biciklističkom opremom, iz Zračne luke Dubrovnik naglašavaju kako će i dalje poduzimati različite pristupe i akcije kako bi se poboljšale razine pješaćenja i biciklizma.

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LAirA akcijski plan za pametnu i nisko-ugljičnu pristupačnost u zračnim lukama definira aktivnosti u sedam ključnih tema: električna mobilnost, povezanost zračne luke željeznicom, pješaćenje i bicikliranje, zajednička mobilnost, inteligentni transportni sustavi, grafički prijenos informacija u prostorni plan, te javni cestovni prijevoz.

Akcijski planovi pružaju partnerima u LAirA projektu smjernice i nova znanja koja mogu prijeneti na suradnike i lokalnu zajednicu.

Osim LAire, Zračna luka Dubrovnik sudjeluje u još dva ključna projekta: „INTER PASS“ koji označava intermodalnu povezanost putnika između luka i zračnih luka, a sve s ciljem poboljšanja protoka turista, naročito turista s brodova za krstarenje i putnika, koji dolaze na određena na jadranskoj i jonskoj obali tijekom visoke sezone.

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Zračne luke će novim aktivnostima bolje razumijeti nedostatke u pristupačnosti kopnenih



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.11. evidence of project monitoring - Digital (internet)



The screenshot shows the Libero Portal website. At the top, there is a navigation bar with categories like 'NASLOVNICA', 'VIJESTI', 'POLITIKA', etc. Below the navigation bar, there is a weather forecast for Dubrovnik showing a current temperature of 22.9°C and a daily forecast for 09.09.2019. The main content area features a large image of a cyclist and a news article titled 'ODRŽIVI RAZVOJ I ZAŠTITA OKOLIŠA' with the subtitle 'Zračna luka Dubrovnik potiče nove oblike mobilnosti i održivi razvoj'. The article is dated 14.08.2019 and is attributed to Libero Portal. Below the article, there are social media sharing icons and a 'podijeli:' label. On the right side of the article, there is a 'NAJPOPULARNIJE' section with a '24 h' and 'protekli tjedan' indicator.

Cilj projekta je novim strategijama utjecati na promjenu ponašanja putnika i zaposlenika u zračnim lukama, a sve kako bi se smanjila potrošnja energije i negativan utjecaj na okoliš

NAJPOPULARNIJE

24 h

protekli tjedan



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.11. evidence of project monitoring - Digital (internet)

stoljeća. Kao jedan od sudionika projekta LAira, Zračna luka Dubrovnik pruža primjer dobre prakse ostalim zračnim lukama, i ostalim gradovima na području Hrvatske i Europe.

Nastavno na subotnji događaj pod geslom „Biciklom do posla“ na kojem su članovima Biciklističkog kluba Konavle i zaposlenicima Zračne luke Dubrovnik podijeljeni promo paketi s biciklističkom opremom, iz Zračne luke Dubrovnik naglašavaju kako će i dalje poduzimati različite pristupe i akcije kako bi se poboljšale razine pješačenja i biciklizma. Projekt LAira označuje pristupačnost zemaljske strane zračne luke, i predstavlja veliki izazov za ekološki prihvatljive integracije zračnih luka. Cilj projekta je novim strategijama utjecati na promjenu ponašanja putnika i zaposlenika u zračnim lukama, a sve kako bi se smanjila potrošnja energije i negativan utjecaj na okoliš.

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Akcijski planovi pružaju partnerima u LAira projektu smjernice i nova znanja koja mogu prenijeti na suradnike i lokalnu zajednicu.

Osim LAire, Zračna luka Dubrovnik sudjeluje u još dva ključna projekta; „INTER PASS“ koji označava intermodalnu povezanost putnika između luka i zračnih luka, a sve s ciljem poboljšanja protoka turista, naročito turista s brodova za krstarenje i putnika, koji dolaze na određita na jadranskoj i jonskoj obali tijekom visoke sezone.

Projekt pod nazivom Zelena i intermodalna rješenja za jadranske luke i zračne luke (Green and Intermodal solutions for Adriatic ports and airports - ADRIGREEN) je projekt, koji se realizira u okviru Interreg V-A Italija-Hrvatska, programa transnacionalne suradnje 2014.-2020. Zračna luka Dubrovnik jedan je od deset projektnih partnera koju sudjeluju u projektu ADRIGREEN koji je usmjeren na to da se poboljša integracija hrvatskih i talijanskih luka i zračnih luka s drugim načinima prijevoza kako bi se povećao protok putnika u ljetnim mjesecima te kako bi se smanjio utjecaj jadranskih pomorskih i zračnih sustava na okoliš.

Zračne luke će novim aktivnostima bolje razumijeti nedostake u pristupačnosti kopnenih područja, a različiti oblici mobilnosti dovest će do besprijekorne povezanosti sa zračnim lukama u cijeloj Europi.

#Zračna luka Dubrovnik

PODIJELI



sišla s luksuzne jahte i napravila dir Gradom (FOTO)

08.09.2019



ROĐENJE BLAŽENE DJEVICE MARIJE Proslava Male Gospe u Gospinom polju (FOTOGALERIJA)

08.09.2019



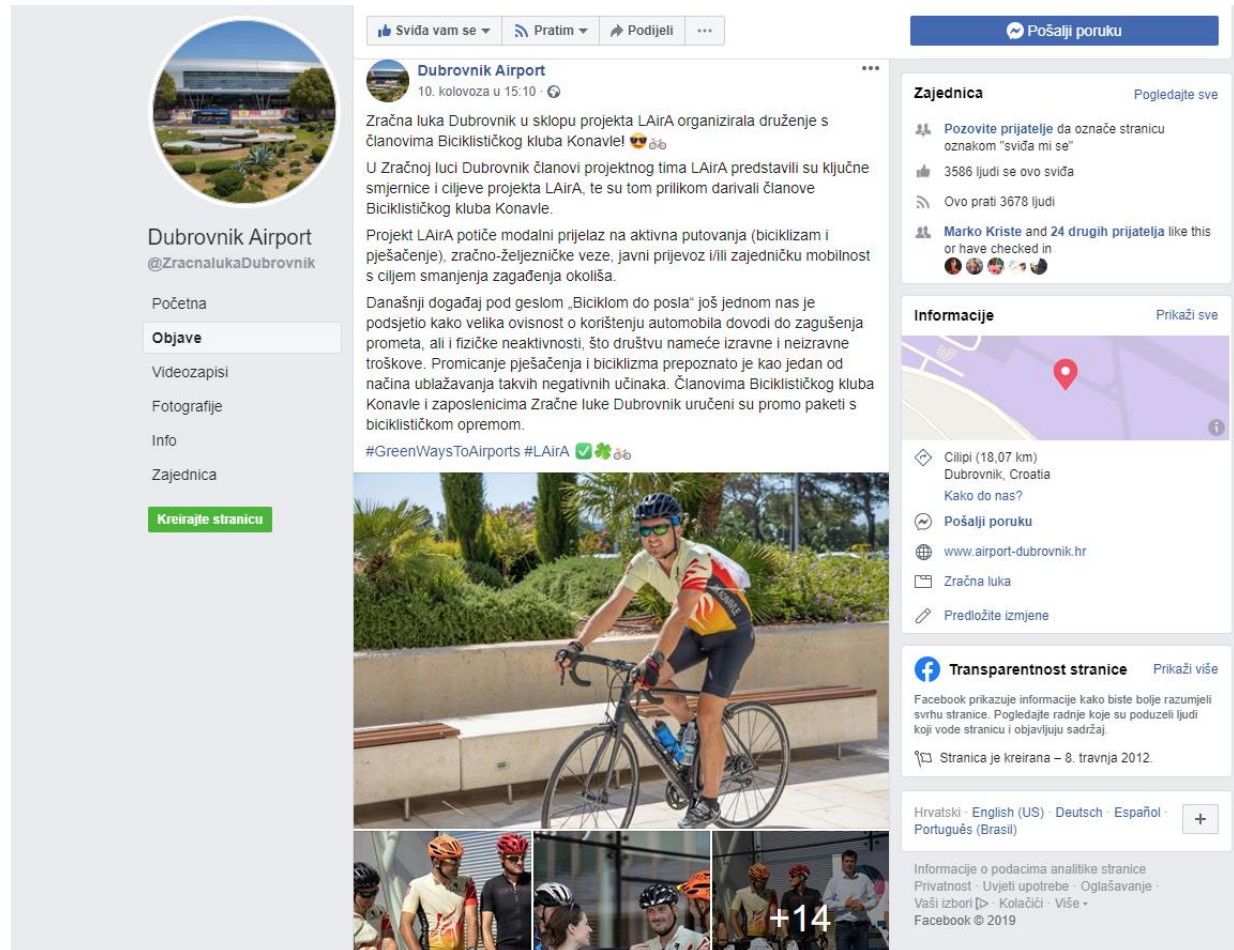
GRADSKI DIR Evo koga smo sve sreli u nedjeljnom diru povijesnom jezgrom (FOTOGALERIJA)

09.09.2019



EVALUATION AND FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.12. evidence of project monitoring - Digital (Social media)



The screenshot shows a Facebook post from the page 'Dubrovnik Airport' (@ZracnalukaDubrovnik). The post, dated 10. kolovoza u 15:10, describes a cycling event organized by LAirA in cooperation with the Dubrovnik Cycling Club. It mentions that LAirA team members presented key directions and project goals, and that LAirA is promoting modal shift from cars to cycling and walking. The post includes a photo of a cyclist and a video thumbnail. The right sidebar shows the location 'Zračna luka Dubrovnik, Croatia' and other page information.

Dubrovnik Airport
@ZracnalukaDubrovnik

Početna
Objave
Videozapisi
Fotografije
Info
Zajednica
[Kreirajte stranicu](#)

Svidja vam se ▾ Pratim ▾ Podijeli ...

Dubrovnik Airport
10. kolovoza u 15:10 · 🌐

Zračna luka Dubrovnik u sklopu projekta LAirA organizirala druženje s članovima Biciklističkog kluba Konavle! 🚴🏍️

U Zračnoj luci Dubrovnik članovi projektnog tima LAirA predstavili su ključne smjernice i ciljeve projekta LAirA, te su tom prilikom darivali članove Biciklističkog kluba Konavle.

Projekt LAirA potiče modalni prijelaz na aktivna putovanja (biciklizam i pješaćenje), zračno-željezničke veze, javni prijevoz i/ili zajedničku mobilnost s ciljem smanjenja zagađenja okoliša.

Današnji događaj pod geslom „Biciklom do posta“ još jednom nas je podsjetio kako velika ovisnost o korištenju automobila dovodi do zagušenja prometa, ali i fizičke neaktivnosti, što društvu nameće izravne i neizravne troškove. Promicanje pješaćenja i biciklizma prepoznato je kao jedan od načina ublažavanja takvih negativnih učinaka. Članovima Biciklističkog kluba Konavle i zaposlenicima Zračne luke Dubrovnik uručeni su promo paketi s biciklističkom opremom.

#GreenWaysToAirports #LAirA 🍀🌱🚴🏍️

Cilipi (18,07 km)
Dubrovnik, Croatia
Kako do nas?
Pošalji poruku
www.airport-dubrovnik.hr
Zračna luka
Predložite izmjene

Transparentnost stranice Prikaži više
Facebook prikazuje informacije kako biste bolje razumjeli svrhu stranice. Pogledajte radnje koje su poduzeli ljudi koji vode stranicu i objavljuju sadržaj.
Stranica je kreirana – 8. travnja 2012.

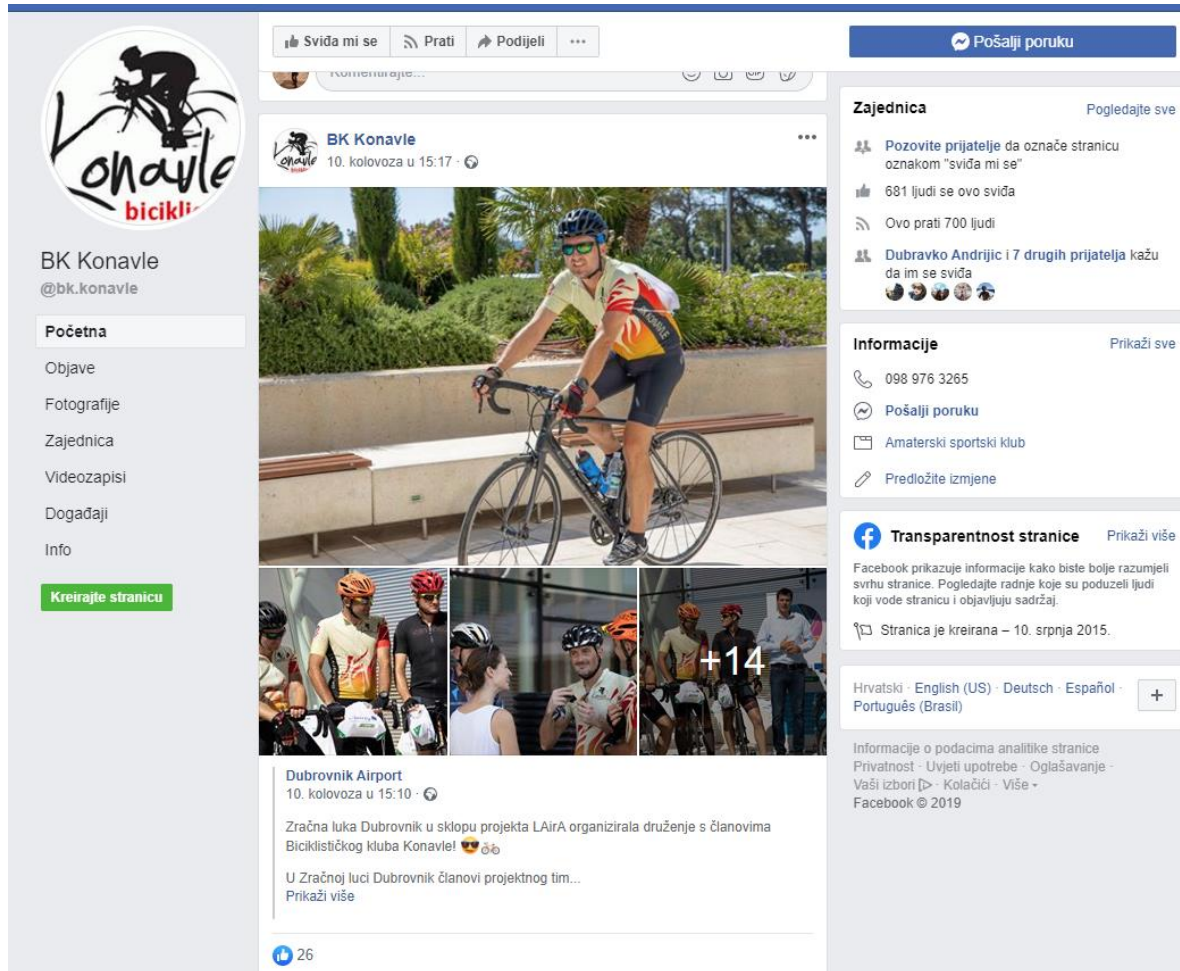
Hrvatski · English (US) · Deutsch · Español · Português (Brasil) +

Informacije o podacima analitike stranice
Privatnost · Uvjeti upotrebe · Oglašavanje · Vaši izbori [D] · Kolačići · Više ·
Facebook © 2019



EVALUATION AND FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.13. evidence of project monitoring - Digital (Social media)



BK Konavle
@bk.konavle

Početna
Objave
Fotografije
Zajednica
Videozapisi
Događaji
Info
[Kreirajte stranicu](#)

BK Konavle
10. kolovoza u 15:17 · 🌐

Dubrovnik Airport
10. kolovoza u 15:10 · 🌐

Zračna luka Dubrovnik u sklopu projekta LAirA organizirala druženje s članovima Biciklističkog kluba Konavle! 🏆🚴

U Zračnoj luci Dubrovnik članovi projektnog tim...
Prikaži više

26

Zajednica Pogledajte sve

- Pozovite prijatelje da označe stranicu oznakom "svida mi se"
- 681 ljudi se ovo sviđa
- Ovo prati 700 ljudi
- Dubravko Andrijić i 7 drugih prijatelja kažu da im se sviđa

Informacije Prikaži sve

- 098 976 3265
- Pošalji poruku
- Amaterski sportski klub
- Predložite izmjene

Transparentnost stranice Prikaži više

Facebook prikazuje informacije kako biste bolje razumjeli svrhu stranice. Pogledajte radnje koje su poduzeli ljudi koji vode stranicu i objavljuju sadržaj.

Stranica je kreirana – 10. srpnja 2015.

Hrvatski · English (US) · Deutsch · Español · Português (Brasil) +

Informacije o podacima analitike stranice
Privatnost · Uvjeti upotrebe · Oglašavanje ·
Vaši izbori [D> · Kolačići · Više ·
Facebook © 2019



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.14. evidence of project monitoring - Digital (Social media)



poslovni savjetnik [®]
CENTRALNI POSLOVNI PORTAL

Poslovni savjetnik
@PoslovniSavjetnikFan

Početna
Info
Fotografije
Osvrti
Preporučiti Poslovni
Dogadaj
Welcome
Čitatej tjedna

Objave
Videozapisi
Zajednica
[Kreirajte stranicu](#)

poslovni savjetnik [®]
16. kolovoza u 10:28 · 🌐

Zračna luka Dubrovnik prepoznala je nove oblike mobilnosti, održivi razvoj i zaštitu okoliša kao imperATIVE 21. stoljeća. Kao jedan od sudionika projekta LAirA, Zračna luka Dubrovnik pruža primjer dobre prakse ostalim zračnim lukama, i ostalim gradovima na području Hrvatske i Europe.

Zajednica Pogledajte sve

- 👤 Pozovite prijatelje da označe stranicu oznakom "sviđa mi se"
- 👍 21.291 ljudi se ovo sviđa
- 📶 Ovo prati 21.291 ljudi
- 👤 Ana Matušić and 3 drugih prijatelja like this or have checked in

Informacije Prikaži sve

📍 1. Gajnički vidikovac 5 (394,57 km)
10 000 Zagreb, Croatia
Kako do nas?
📧 Pošalji poruku

POSLOVNI-SAVJETNIK.COM
Zračna luka Dubrovnik potiče nove oblike mobilnosti i održivi razvoj

👍 1 Jedanput podijeljeno



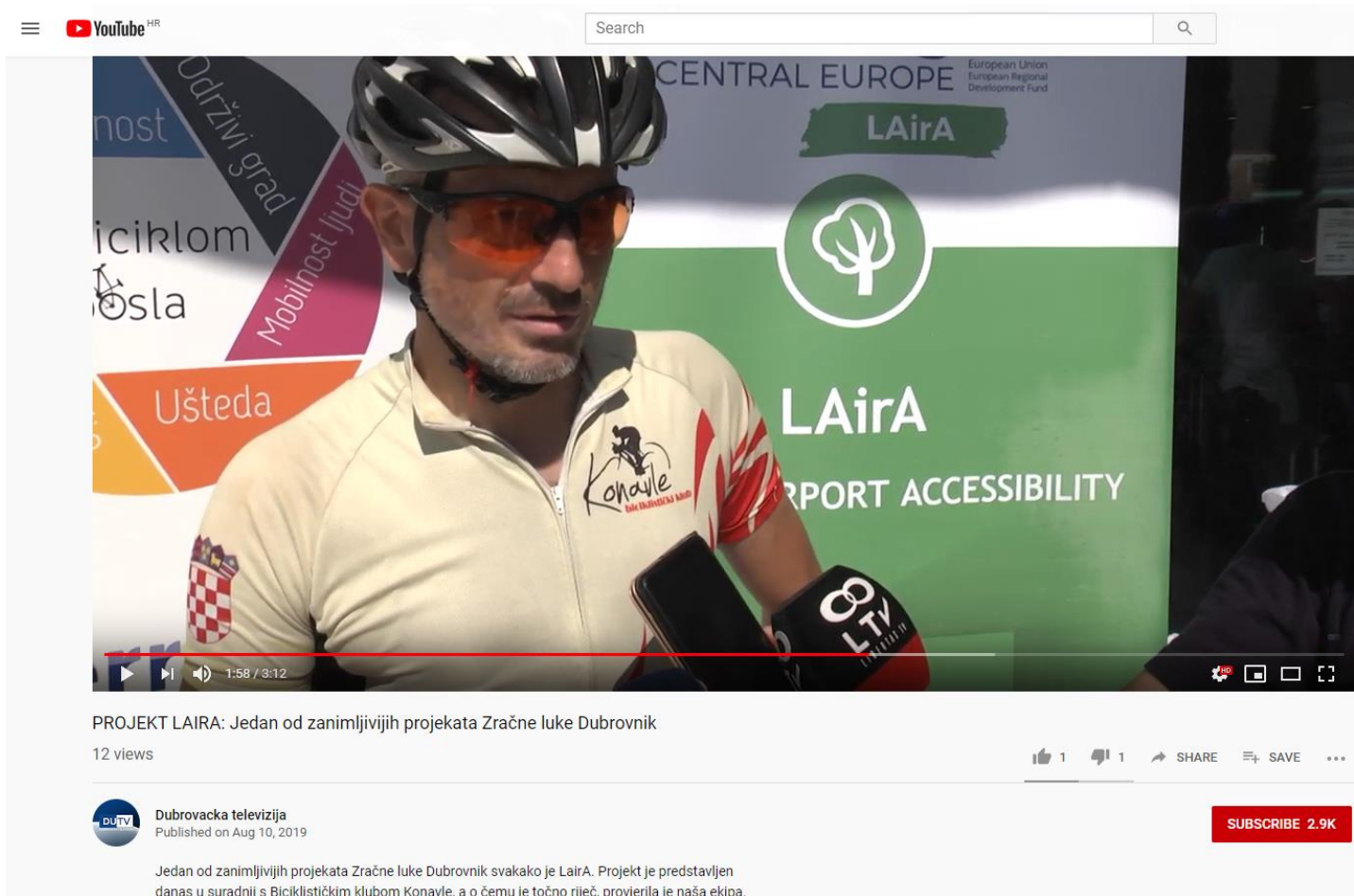
FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.15. evidence of project monitoring - Digital (Social media)



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.16. evidence of project monitoring - TV



PROJEKT LAIRA: Jedan od zanimljivijih projekata Zračne luke Dubrovnik

12 views

Dubrovačka televizija
Published on Aug 10, 2019

Jedan od zanimljivijih projekata Zračne luke Dubrovnik svakako je LAirA. Projekt je predstavljen danas u suradnji s Biciklističkim klubom Konavle, a o čemu je točno riječ, provjerila je naša ekipa.



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.17. evidence of project monitoring - TV



YouTube HR Search

Interreg CENTRAL EUROPE European Union European Regional Development Fund LAirA

Čisto okoliš
Efikasnost
Održivi grad
biciklom do posla
Mobilnost ljudi
Ušteda
Zdravije

Interreg CENTRAL EUROPE European Union European Regional Development Fund LAirA

LANDSIDE AIRPORT ACCESSIBILITY

JULIA MACINKOVIĆ

0:05 / 3:12

WWW.INTERREG-CENTRAL.EU/LAIRA

PROJEKT LAIRA: Jedan od zanimljivijih projekata Zračne luke Dubrovnik

12 views

Dubrovačka televizija

1 1 SHARE SAVE ...

SUBSCRIBE 2.9K



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION


1.18. evidence of project monitoring - TV

The screenshot shows a YouTube video player interface. The video content features a man in a light blue shirt speaking. Behind him is a banner with the 'Interreg CENTRAL EUROPE' logo and the 'LAirA' logo. To the left of the man is a circular diagram divided into five colored segments: blue (top), green (left), yellow (bottom-left), red (bottom-right), and dark blue (right). The segments contain the following text: 'Efikasnost' (blue), 'Održivi grad' (dark blue), 'Čišći okoliš' (green), 'Mobilnost ljudi' (red), and 'Zdravije područje' (yellow). In the center of the diagram, the text 'biciklom do posla' is written. The video player shows a progress bar at 8:13 / 24:51. Below the video, the title 'VIJESTI 12082019' and '50 views · Published on Aug 12, 2019' are visible. The channel name 'LibertasTV Stream' with '1.09K subscribers' is also shown. There are buttons for 'ANALYTICS' and 'EDIT VIDEO'.



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.18. evidence of project monitoring – TV



The screenshot shows a YouTube video player. The video content depicts a group of approximately 12 people, including several cyclists in colorful gear and a few men in business casual attire, standing with their bicycles in front of a modern building with large windows. The video player interface includes a search bar at the top, a play button, a progress bar at 11:01 / 24:51, and engagement icons for likes (1), dislikes (0), share, save, and analytics. The video title is 'VIJESTI 12082019' and it was published on August 12, 2019. The channel is 'LibertasTV Stream' with 1.09K subscribers.



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.19. evidence of project monitoring - PRINT (newspaper)



Zračna luka Dubrovnik u sklopu projekta LAirA organizirala druženje s članovima Biciklističkog kluba Konavle

U Zračnoj luci Dubrovnik članovi projektnog tima LAirA predstavili su ključne smjernice i ciljeve projekta LAirA, te su tom prilikom darivali članove Biciklističkog kluba Konavle. Podjelmno, LAirA se bavi specifičnim i značajnim izazovima multimodalne i nisko-ugljične mobilne integracije zračnih luka. Cilj projekta je smanjenje upotrebe energije i ekoloških utjecaja transportnih aktivnosti u zračnim lukama i njihovom okruženju, i to promjenom obrazaca ponašanja mobilnosti putnika i zaposlenika zračnih luka. Događaj pod geslom „Biciklom do posta“ još jednom nas je podijelio kako velika ovisnost o korištenju automobila dovodi do zagušenja prometa, ali i fizičke neaktivnosti, što društvu nameće izravne i neizravne troškove. Promicajne pješačenja i biciklizama prepoznato je kao jedan od načina ublažavanja takvih negativnih učinaka. Članovima Biciklističkog kluba Ko-



Projekt LAirA potiče modalni prijelaz na aktivna putovanja (biciklizam i pješačenje), zračno-željezničke veze, javni prijevoz i / ili zajedničku mobilnost s ciljem smanjenja zagađenja okoliša. Iz Zračne luke Dubrovnik naglašavaju kako će i dalje poduzimati različite pristupe i akcije kako bi se poboljšale razine pješačenja i biciklizma te smanjilo korištenje automobila u / iz Zračne luke. Voditelj projekta Josip Paljetak ističe kako se nada sve većem broju zaposlenika koje će ova i slične akcije motivirati na mijenjanje navika i korištenje drugih prijevoznih sredstava. I za kraj valja podsjetiti kako je biciklizam dobro za zdravlje, okoliš i novčarnik.)

Izvor: Zračna luka Dubrovnik
Photo: Zračna luka Dubrovnik

20 GlasGrada - 752 - petak 16.8.2019.

REKORDAN SRPANJ ZA ZRAČNU LUKU DUBROVNIK

Preko Čilipa u mjesecu srpnju prošlo 514.723 putnika



Valja istaknuti kako je indeks 2019/2018 prometa +8,44% u odnosu na isti period prošle godine. Po destinacijama su najviše zastupljeni Velika Britanija, Francuska, Njemačka, Italija, Španjolska, Norveška, Irsko, Hrvatska. Zračna luka Dubrovnik premitala je 1,5 milijun putnika u prvih sedam mjeseci ove godine (1.574.407). U odnosu na isto razdoblje lani (1.377.143) to je povećanje od gotovo 200 tisuća putnika (197.264). Izvor: Zračna luka Dubrovnik

Croatia Airlines proslavila 30. rođendan

U protekla tri desetljeća, pružajući uslugu prijevoza putnika i robe u redovitom i charter prometu, Croatia Airlines izrastao je u europskog avio prijevoznika prepoznatljivog po sigurnosti letenja, profesionalnom osoblju i kvaliteti usluge. Točno prije tri desetljeća, na 7. kolovoza 1989, u Zagrebu je registriran Zagreb Airlines d.d. (Zagall), poduzeće za zračni prijevoz, koji je s radom počeo u prosincu iste godine, pružajući uslugu prijevoza poštanskih pošiljaka. Otprilike godinu dana poslije, 23. srpnja 1990, godine, Zagallje promijenio ime u Croatia Airlines d.d., nacionalna aviokompanija za prijevoz putnika, robe i pošte. U protekla tri desetljeća, pružajući uslugu prijevoza putnika i robe u redovitom i charter prometu, Croatia Airlines izrastao je u europskog avio prijevoznika prepoznatljivog po sigurnosti letenja, profesionalnom osoblju i kvaliteti usluge. Od prvog leta do danas kompanija je obavila ukupno 603.000 letova i u zrakoplovima prevezla ukupno 39,240.000 putnika. Pritom je tvrtka postala članica najvažnijih zrakoplovnih udruženja - Međunarodne udruge za zračni promet (IATA) i Star Alliancea, vodeće svjetske udruge avio prijevoznika. Flota Croatia Airlinesa danas se sastoji od dvanaest zrakoplova: četiri Airbusa A319, dva Airbusa 320 i šest turboprop zrakoplova Dash-8-Q400. Zrakoplovi tipa Airbus nose imena hrvatskih gradova (Zagreb, Split, Zadar, Pula, Vukovar i Dubrovnik), a zrakoplovi tipa Q400 mena hrvatskih regija (Slavonija, Lika, Dalmacija, Istra, Zagorje i Primorje). Tijekom ove sezone zrakoplovi lete u 8 domaćih i 30 međunarodnih odredišta u redovitom prometu te izravno povezuju Hrvatsku s 24 države. U ovoj slavljeničkoj godini tvrtka i putnici lete pod sloganom Stvorimo uspomene već 30 godina, koji su, kao i prigodni rođendanski vizual, izabrali i kreirali zaposlenici tvrtke. Osim toga, provode se i mnoge aktivnosti u vezi s dodatnim unapređenjem poslovnih procesa i kvalitetom usluge. Kako bi korisnicima usluga zahvalila na tridesetogodišnjoj vjernosti i s njima zajednički proslavila 30 godina kontinuiranog povećanja hrvatskih odredišta i Hrvatske sa svijetom, kompanija tijekom ove godine provodi više nagradnih natjecanja u kojima putnike i građane očekuju vrijedne nagrade. U želji da zajedno s putnicima stvara uspomene još mnogo desetljeća, Croatia Airlines iskreno zahvaljuje svim korisnicima usluga na ukazanom povjerenju u proteklih 30 godina i veseli se svim novim zajedničkim letovima!

Izvor: Croatia Airlines

dbv info
Novosti iz Zračne luke Dubrovnik
Prijedloge i sugestije šaljte na e-mail: glasgrada@gmail.com, s naznakom 'za dbv info'

RED LETENJA CROATIA AIRLINES

DUBROVNIK - ZAGREB

PETAK, 16.08.2019.
06:15 - 07:10
12:35 - 13:40
15:20 - 16:25
16:20 - 17:15

SUBOTA, 17.08.2019.
06:15 - 07:10
06:50 - 07:45
20:00 - 21:05
21:00 - 22:05
21:20 - 22:15

NEĐELJA, 18.08.2019.
06:15 - 07:10
13:15 - 14:20
21:15 - 22:20

PONEDJELJAK, 19.08.2019.
06:15 - 07:10
12:35 - 13:40
15:20 - 16:25
16:20 - 17:15
20:30 - 21:35

UTORAK, 20.08.2019.
06:15 - 07:10
12:15 - 13:20
16:20 - 17:15
20:30 - 21:35
22:30 - 23:15

SRIJEDA, 21.08.2019.
06:15 - 07:10
12:35 - 13:50
13:15 - 14:20
20:30 - 21:35

CETVRTAK, 22.08.2019.
06:15 - 07:10
12:20 - 13:25
16:20 - 17:15
21:15 - 22:20
22:20 - 23:15

ZAGREB - DUBROVNIK

PETAK, 16.08.2019.
05:50 - 06:45
11:40 - 12:45
14:45 - 15:40
22:50 - 23:45

SUBOTA, 17.08.2019.
14:15 - 15:20
14:20 - 15:15
14:35 - 15:35
22:05 - 23:00

NEĐELJA, 18.08.2019.
07:25 - 08:30
11:40 - 12:45
14:45 - 15:40
22:05 - 23:00

PONEDJELJAK, 19.08.2019.
11:40 - 14:35
14:00 - 14:55
14:45 - 15:40
22:05 - 23:00

UTORAK, 20.08.2019.
11:40 - 12:45
14:00 - 14:55
14:45 - 15:40
22:05 - 23:00

SRIJEDA, 21.08.2019.
07:25 - 08:30
14:00 - 14:55
22:05 - 23:00

CETVRTAK, 22.08.2019.
10:35 - 11:40
11:40 - 12:45
14:45 - 15:40
14:45 - 15:40
22:05 - 23:00

Informacije o ostalim polascima i odlascima možete dobiti na telefon: 773 377, 773 100 ili na: www.airport-dubrovnik.hr

GlasGrada - 752 - petak 16.8.2019. 37



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.20. evidence of project monitoring - PRINT (newspaper)

ZRAČNA LUKA DUBROVNIK POTIČE NOVE OBLIKE MOBILNOSTI I ODRŽIVI RAZVOJ



Zračna luka Dubrovnik prepoznala je nove oblike mobilnosti, održivi razvoj i zaštitu okoliša kao imperativ 21. stoljeća. Kao jedan od sudionika projekta LAirA, Zračna luka Dubrovnik pruža primjer dobre prakse ostalim zračnim lukama, i ostalim gradovima na području Hrvatske i Europe.

Nastavno na subotnji događaj pod geslom „Biciklom do posta“ na kojem su članovima Biciklističkog kluba Konavle i zaposlenicima Zračne luke Dubrovnik podijeljeni promo paketi s biciklističkom opremom, iz Zračne luke Dubrovnik naglašavaju kako će i dalje poduzimati različite pristupe i akcije kako bi se poboljšale razine pješačenja i biciklizma.

Projekt LAirA označuje pristupačnost zemaljske strane zračne luke, i predstavlja veliki izazov za ekološki prihvatljive integracije zračnih luka. Cilj projekta je novim strategijama utjecati na promjenu ponašanja putnika i zaposlenika u zračnim lukama, a sve kako bi se smanjila potrošnja energije i negativan utjecaj na okoliš.

LAirA akcijski plan za pametnu i nisko-ugljičnu pristupačnost u zračnim lukama definira aktivnosti u sedam ključnih tema: električna mobilnost, povezanost zračne luke željeznicom, pješačenje i bicikliziranje, zajednička mobilnost, inteligentni transportni sustavi, grafički prijenos informacija u prostorni plan, te javni cestovni prijevoz.

Akcijski planovi pružaju partnerima u LAirA projektu smjernice i nova znanja koja mogu prenijeti na suradnike i lokalnu zajednicu.

Osim LAire, Zračna luka Dubrovnik sudjeluje u još dva

RED LETENJA CROATIA AIRLINES

DUBROVNIK – ZAGREB

PETAK, 30.08. 2019.	06:15 – 07:10
	12:35 – 13:40
	13:20 – 14:25
	16:20 – 17:15
SUBOTA, 31.08. 2019.	06:15 – 07:10
	06:50 – 07:45
	20:00 – 21:05
	21:00 – 22:05
	21:20 – 22:15
NEDELJA, 01.09. 2019.	06:15 – 07:10
	13:15 – 14:20
	21:15 – 22:20
PONEDJELJAK, 02.09. 2019.	06:15 – 07:10
	13:20 – 14:25
	13:20 – 14:25
	16:20 – 17:15
	20:30 – 21:35
UTORAK, 03.09. 2019.	06:15 – 07:10
	12:15 – 13:20
	16:20 – 17:15
	20:30 – 21:35
	22:20 – 23:15
SRIJEDA, 04.09. 2019.	06:15 – 07:10
	12:55 – 13:50
	13:15 – 14:20
	20:30 – 21:35
ČETVRTAK, 05.09. 2019.	06:15 – 07:10
	13:20 – 14:25
	16:20 – 17:15
	21:15 – 22:20
	22:20 – 23:15

ZAGREB – DUBROVNIK

PETAK, 30.08. 2019.	05:50 – 06:45
	13:40 – 13:45
	14:45 – 15:40
	22:50 – 23:45
SUBOTA, 31.08. 2019.	14:15 – 15:20
	14:20 – 15:25
	14:55 – 15:55
	22:05 – 23:00
NEDELJA, 01.09. 2019.	07:15 – 08:20
	10:25 – 11:40
	14:45 – 15:40
	22:05 – 23:00
PONEDJELJAK, 02.09. 2019.	13:40 – 13:45
	14:00 – 14:55
	14:45 – 15:40
	22:05 – 23:00
	22:50 – 23:45
UTORAK, 03.09. 2019.	06:15 – 11:40
	12:05 – 13:10
	14:00 – 14:55
	14:45 – 15:40
	22:05 – 23:00
SRIJEDA, 04.09. 2019.	07:15 – 08:20
	14:00 – 14:55
	22:05 – 23:00
ČETVRTAK, 05.09. 2019.	06:15 – 11:40
	13:40 – 14:45
	14:40 – 15:40
	14:45 – 15:40
	22:05 – 23:00

ključna projekta, „INTER PASS“ koji označava intermodalnu povezanost putnika između luka i zračnih luka, a sve s ciljem poboljšanja protoka turista, naročito turista s brodova za krstarenje i putnika, koji dolaze na odredišta na jadranskoj i jonskoj obali tijekom visoke sezone.

Projekt pod nazivom Zelena i intermodalna rješenja za jadranske luke i zračne luke (Green and intermodal solutions for Adriatic ports and airports - ADIRGREEN) je projekt, koji se realizira u okviru Interreg V-A Italija-Hrvatska, programa transnacionalne suradnje 2014-2020. Zračna luka Dubrovnik jedan je od deset projektnih partnera koji sudjeluju u projektu ADIRGREEN koji je usmjeren na to da se poboljša integracija hrvatskih i talijanskih luka i zračnih luka s drugim načinima prijevoza kako bi se povećao protok putnika u ljetnim mjesecima te kako bi se smanjio utjecaj jadranskih pomorskih i zračnih sustava na okoliš.

Zračne luke će novim aktivnostima bolje razumjeti nedostatke u pristupačnosti kopnenih područja, a različiti oblici mobilnosti dovest će do besprijekorne povezanosti sa zračnim lukama u cijeloj Europi.

Ovo priopćenje izražava isključivo stajalište autora, te nadležna tijela Programa transnacionalne suradnje Središnje Europe nisu odgovorna za upotrebu informacija sadržanima u navedenom priopćenju. Projekt je sufinancirala Europska unija putem Programa transnacionalne suradnje Središnje Europe iz Europskog fonda za regionalni razvoj.

izvor: Zračna luka Dubrovnik
photo: Zračna luka Dubrovnik



Prijedloge i sugestije šaljte na e-mail: glasgrada@gmail.com, s naznakom 'za dbv info'

Informacije o ostalim polascima i odlascima možete dobiti na telefon 773 377, 773 100 ili na: www.airport-dubrovnik.hr

GlasGrada - 754 - petak 30.8.2019. 37



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

1.21. evidence of project monitoring - PRINT (newspaper)



STIGLA DVOMILIJUNTA PUTNICA U ZRAČNU LUKU DUBROVNIK!

U Zračnu luku Dubrovnik, u petak, 23. kolovoza 2016. godine u 12:30 sati na letu Croatia Airlines broj OS4467 iz Zuricha stigla je dvomilijuna putnica Amanda Lynn Lowe. Putniku su dočekali predstavnici Zračne luke Dubrovnik, te predstavnici turističkih zajednica Grada Dubrovnika i Općine Konavle, te joj uručili prigodna darova. Dvomiilijuntog putnika Zračna luka Dubrovnik dočekala je 19 dana ranije nego prethodne godine.

Izvor: Zračna luka Dubrovnik
photo: Zračna luka Dubrovnik



PROMIČI PJEŠAČENJE, BICIKLIZAM I JAVNI PRIJEVOZ

Predstavljen spot koji poziva na korištenje drugih prijevoznih sredstava do zračnih luka

U sklopu LAirA projektnih aktivnosti objavljen je spot koji promiče pješaćenje, biciklizam i javni prijevoz iz / u Zračne luka. Cilj projekta je novim strategijama utjecati na promjenu ponašanja putnika i zaposlenika u zračnim lukama, a sve kako bi se smanjila potrošnja energije i negativan utjecaj na okoliš. Ovo je još jedna od aktivnosti koje provodi Zračna luka Dubrovnik, a sve kako bi došlo do promjena obrazaca ponašanja mobilnosti putnika i zaposlenika zračnih luka. Više na Facebook stranici Dubrovnik Airport.

Izvor: Zračna luka Dubrovnik
photo: screenshot Zračna luka Dubrovnik

Glas Grada - 754 - petak 30.8.2016. 10



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

Promo materials of the project:



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

Promo materials of the project:

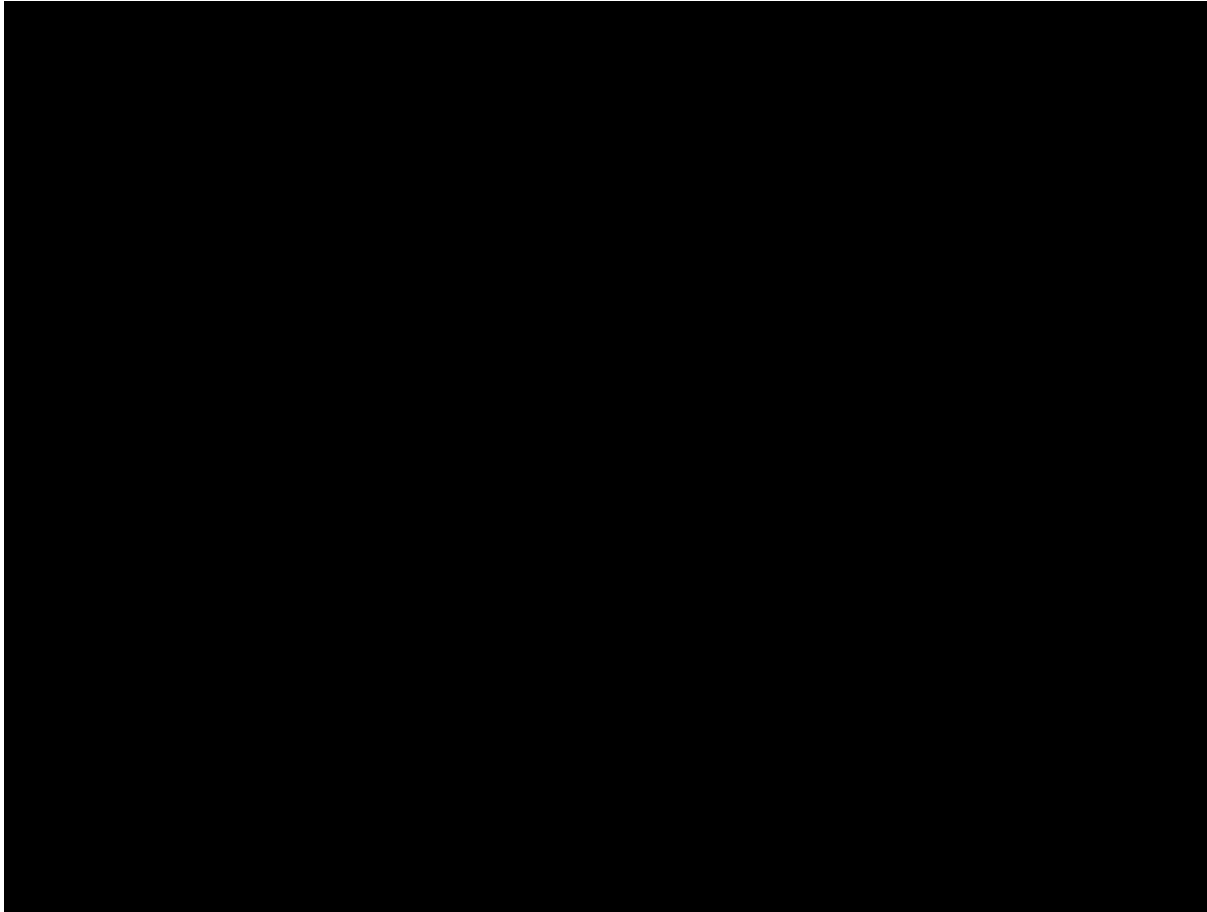


- Električna mobilnost
- Povezanost zračne luke željeznicom
- Pješaćenje i bicikliranje
- Zajednička mobilnost
- Inteligentni transportni sustavi
- Wayfinding
- Javni cestovni prijevoz



FINAL MEDIA REPORT ON PROJECT IMPLEMENTATION

Video production and broadcasting in Croatian and English



RECOMENDATIONS AND CONCLUSIONS

- We have achieved the expected results of the project
- All project participants are satisfied with the results
- Bicycle club members and employees have expressed their desire for additional projects and similar activities
- Giving direct benefits to participants from attending a particular event, such as reimbursement of travel expenses, an attractive venue, or listing important persons as participants in an event, can often help to attract more participants
- We recommend checking analytics websites as well as media analytics, which is a very useful tool for measuring visits and other metrics that show successful project results



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Vienna, 30 September 2019

 **Employee pilot action in Mazovia**

 LAirA | Mazovian Office of Regional Planning

CONTENT

**Pilot Action -
Employees**

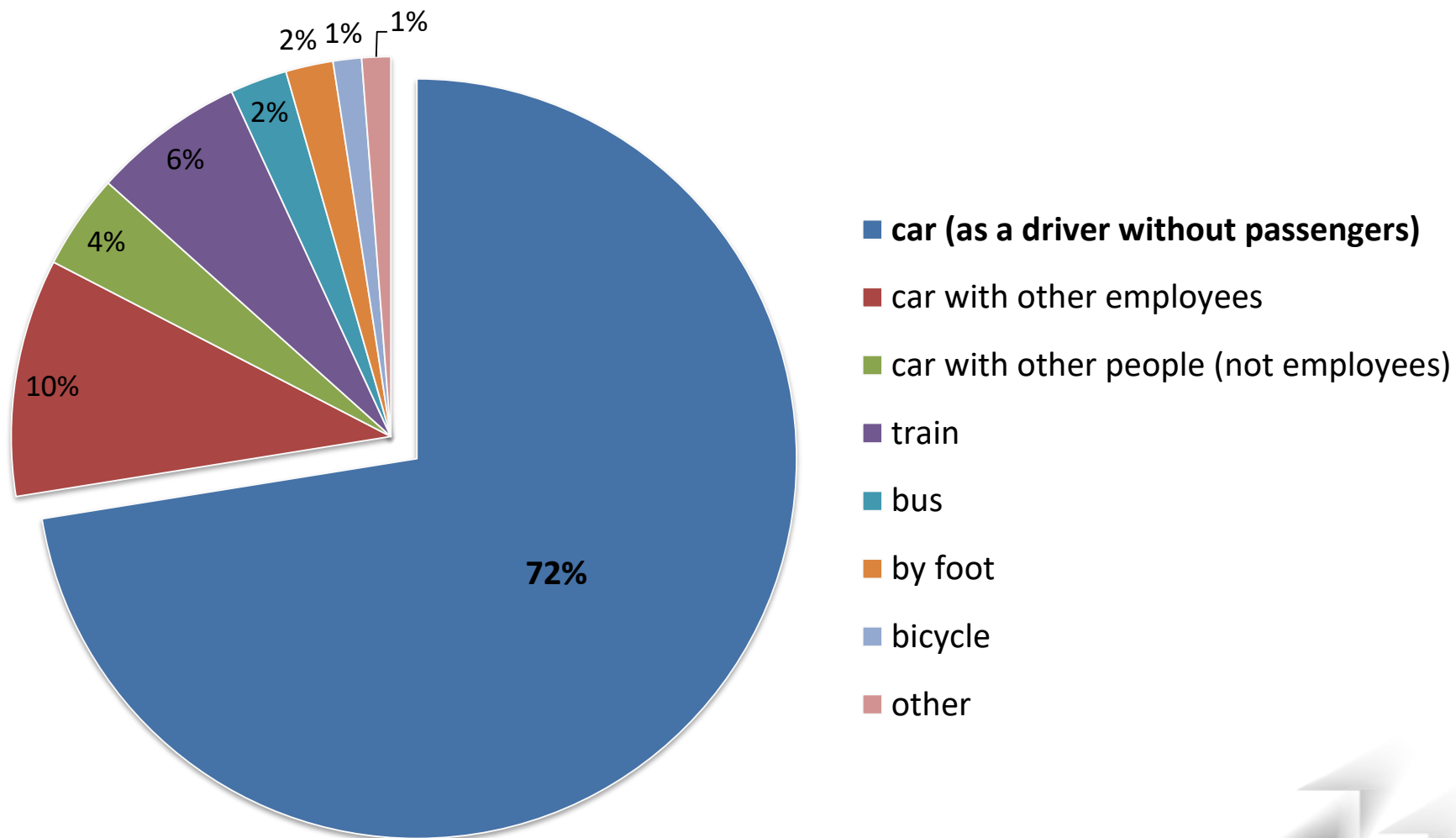
**Employee
survey**

**Platform and
campaign**

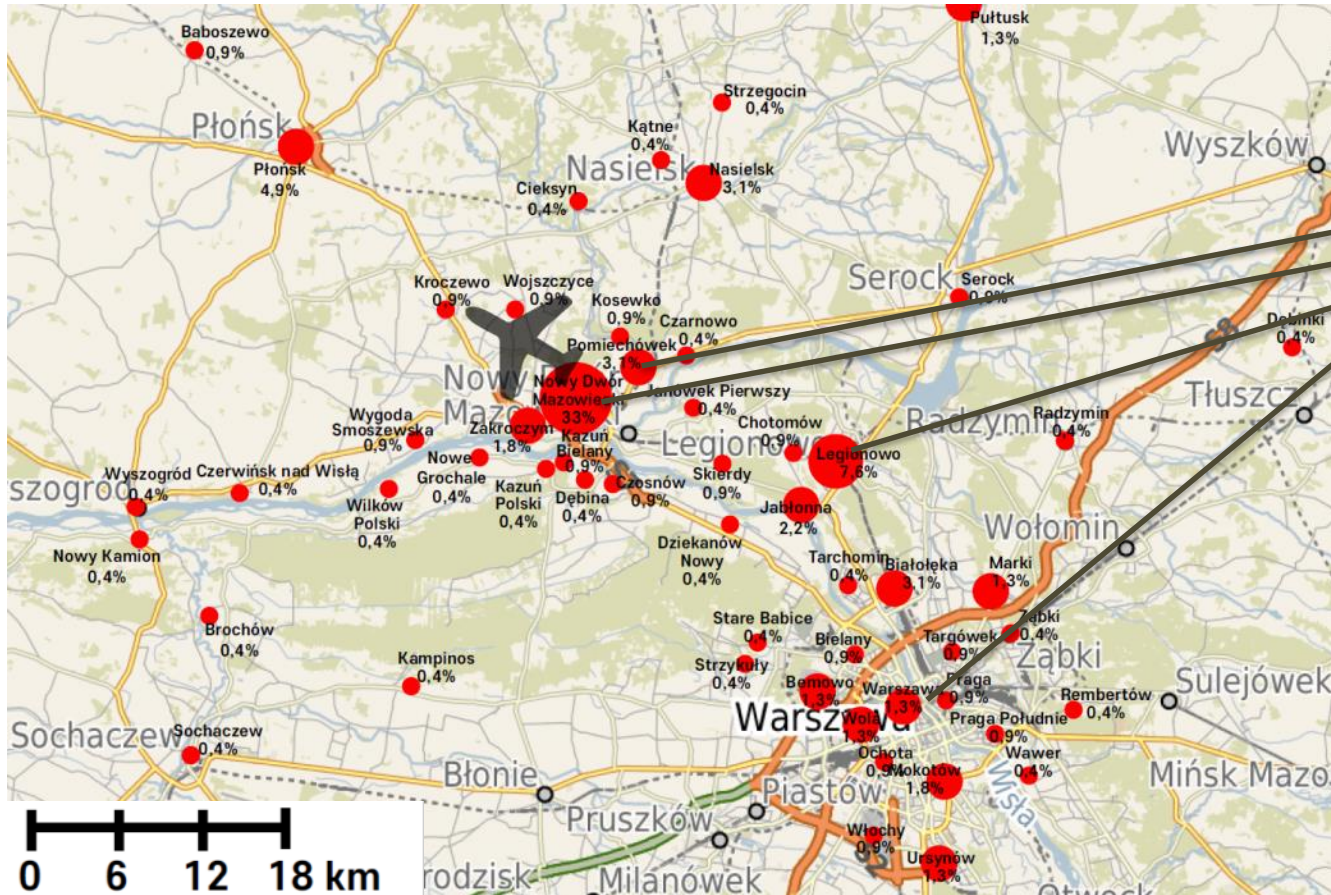
**Results and
lessons learnt**



EMPLOYEE SURVEY



Employee's sources of travel to Warsaw/Modlin Airport



Car (without passengers):

- Pomieczówek - 70%
- Nowy Dwór Mazowiecki - 64%
- Legionowo - 71%
- Warsaw - 62%

43% consider GHG emission generated by the airport as important

72% are not willing to stop commuting by car



Objective: to test the car-pooling platform at the specific airport

Expected impact:

- decrease of the number of employees' car
- increase of free parking spaces at employee parking lot
- better integration of employees
- raising environmental awareness among employees
- building positive employer brand

Quantitative KPIs:

- number of registered users
- number of active/passive users
- number of matched rides to/from the airport
- vehicle occupancy rate (persons per vehicle per ride)
- CO₂ emissions reduction
- number of freed parking spaces

Qualitative KPIs





 Pasażer

 Kierowca

 Zaloguj



Wyszukaj przejazd

Jadę z do

Szukaj

Wyszukiwanie zaawansowane

Nie znalazłeś trasy? Dodaj więcej przejazdów do bazy poszukiwanych przejazdów!

 Dedykowana platforma dla pracowników Portu Lotniczego **Warszawa/Modlin**

 Wykorzystaj przy **dojazdach do pracy!**

Pasażer
Kierowca

Jak korzystać?
Zasady przejazdów
FAQ

Top kierowcy
Top pasażerowie

Mapa strony
Kontakt



Dane do logowania

Adres e-mail:

Hasło:

Powtórz hasło:

Informacja o pracodawcy

Nazwa:
(company name)

Dotychczasowy środek transportu

Jak zazwyczaj dojeżdża Pan/Pani do pracy?
(how usually do you commute to work?)

- Samochód (car) Komunikacja publiczna (public transport) Rower (bicycle) Inne (other)

Marka samochodu:

Model samochodu:

Rodzaj paliwa:

Rok produkcji:

petrol
diesel
LPG
electric
other

Year of manufacture	Average CO2 emissions from new petrol passenger cars	Average CO2 emissions from new diesel passenger cars	Average CO2 emissions from new passenger cars (other)
2000 and older	177,4	160,3	172,1
2001	175,3	159,7	169,7
2002	173,5	158,1	167,2
2003	171,7	157,7	165,5
2004	170	156,2	163,4
2005	168,1	156,5	162,4
2006	164,9	157,9	161,3
2007	161,6	156,3	158,7
2008	156,6	151,2	153,5
2009	147,6	145,3	145,7
2010	142,5	139,3	140,3
2011	137,6	134,5	135,7
2012	133,7	131,5	132,2
2013	128,5	126,9	126,7
2014	125,6	123,2	123,4
2015	122,5	119,2	119,5
2016	121,7	116,8	118,1
2017	121,6	117,9	118,5
2018	121,6	117,9	118,5
2019	121,6	117,9	118,5





Znajdź pasażera

Gdzie będziesz jechać?

z

do

Kiedy chcesz jechać?

od :

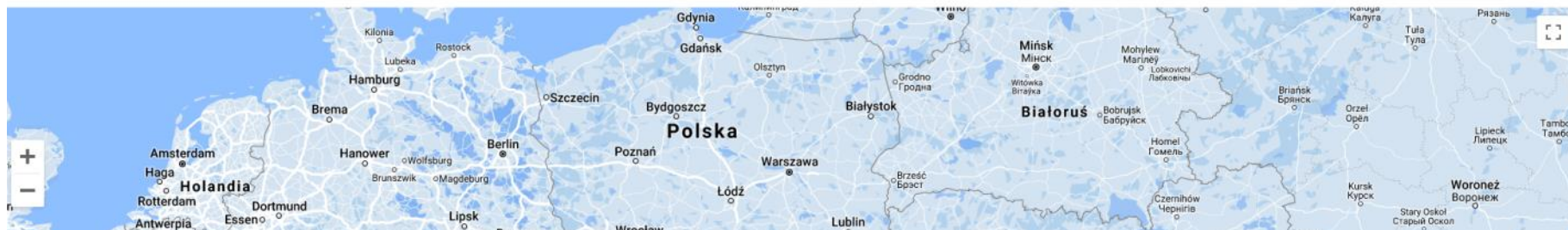
do :

Dodatkowe parametry

cena od zł

liczba miejsc

Szukaj



CAMPAIGN - POSTERS AND LEAFLETS



CAMPAIGN - TRAINING



Results after 3 months:

- 11 passive users (5 drivers)
- 10 added routes
- 0 shared rides

Critical factors:

- moderate support of the airport authorities
- lack of incentives plan
- not enough training for employees
- strong car-oriented habits
- not enough potential users



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THE EVOLUTION OF THE TRANSPORTATION SYSTEM OF VIENNA INTERNATIONAL AIRPORT



Welcome to Vienna International Airport



1st October 2019



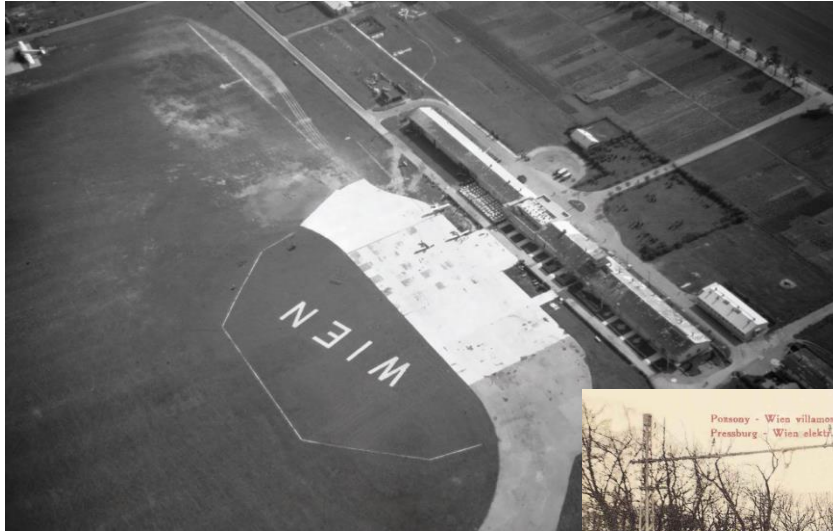
Roland Böhm, MSc
Project Manager – Regional Management



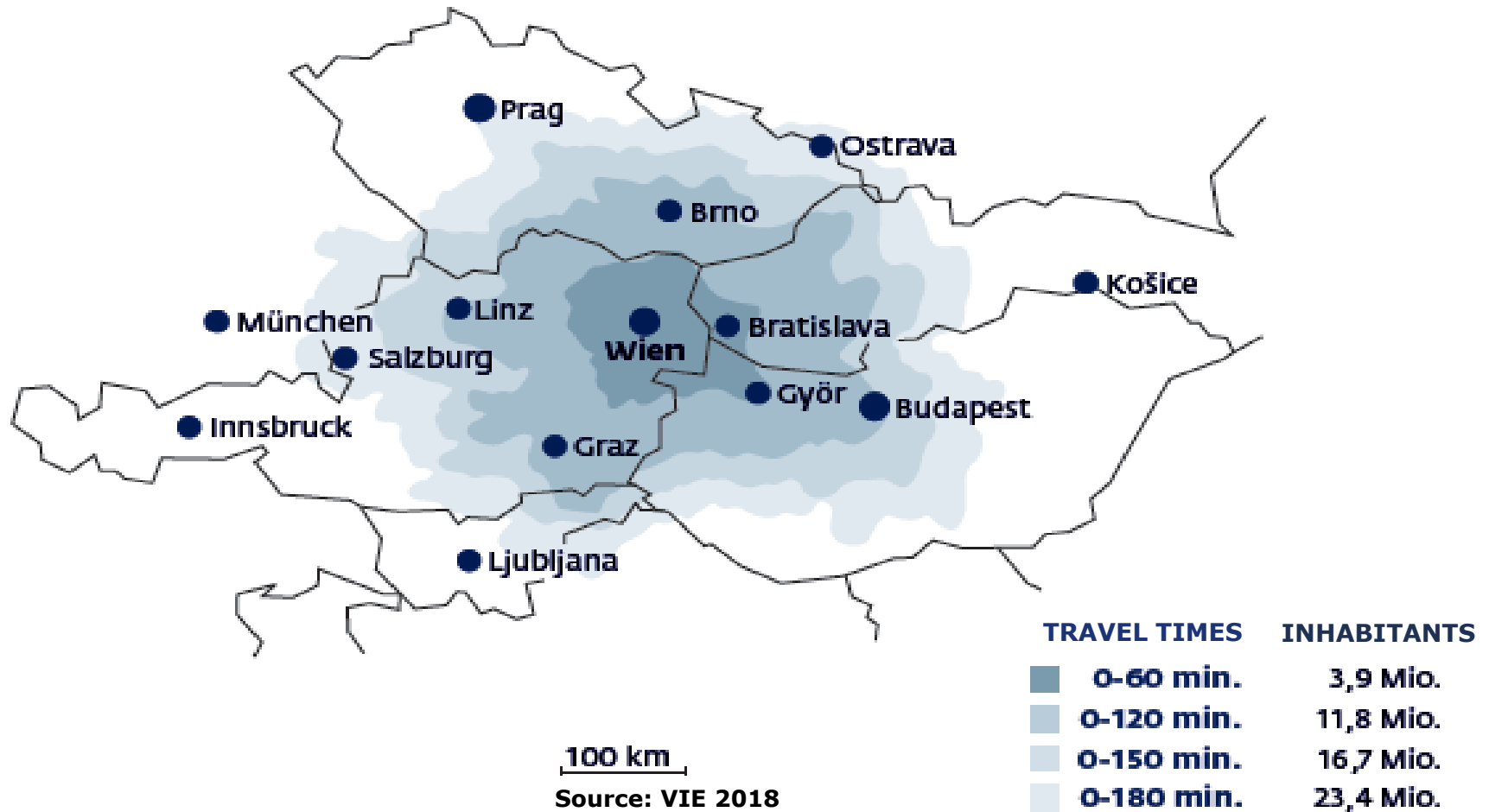
TABLE OF CONTENTS

- **Evolution of the transportation system of Vienna International Airport**
- **Infrastructural development up to the current status**
- **Current practice to access the airport (travellers and employees)**
- **Future plans for increasing the accessibility of the airport (focus on lowering the environmental impact)**

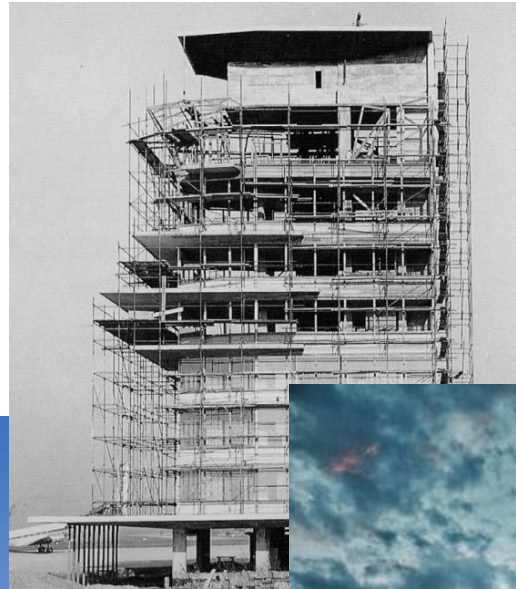
EVOLUTION OF THE TRANSPORTATION SYSTEM OF VIENNA INTERNATIONAL AIRPORT



CATCHMENT AREA

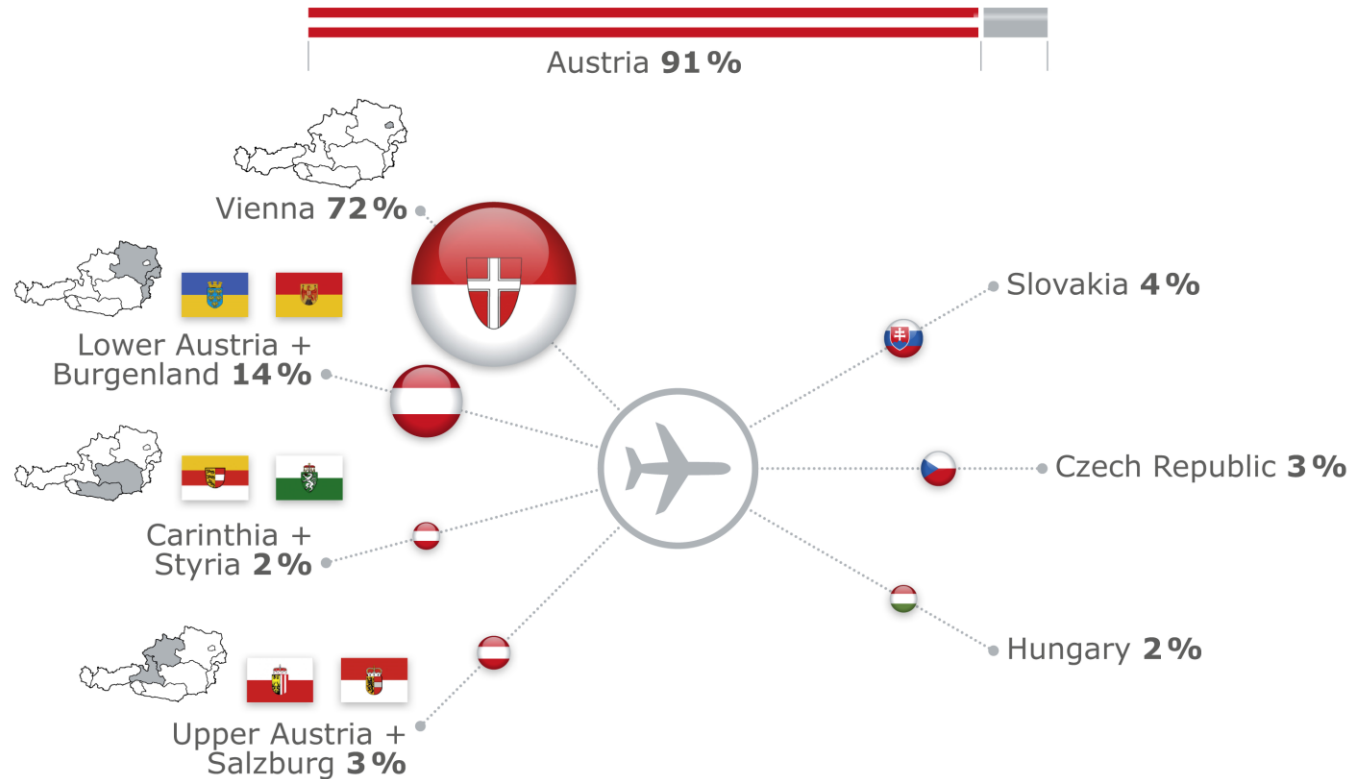


INFRASTRUCTURAL DEVELOPMENT UP TO THE CURRENT STATUS



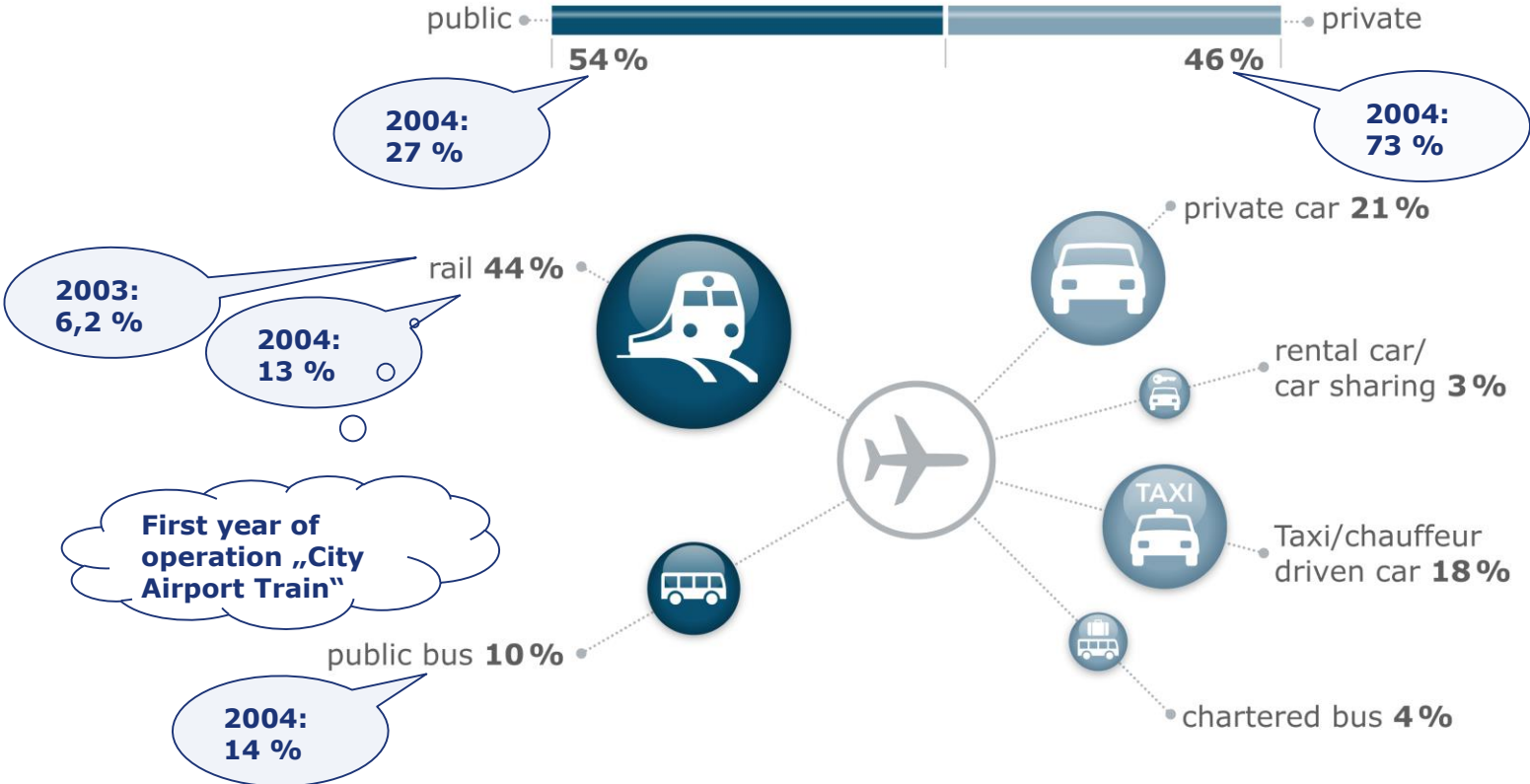
CATCHMENT AREA

CATCHMENT AREA OF LOCALLY DEPARTING PASSENGERS



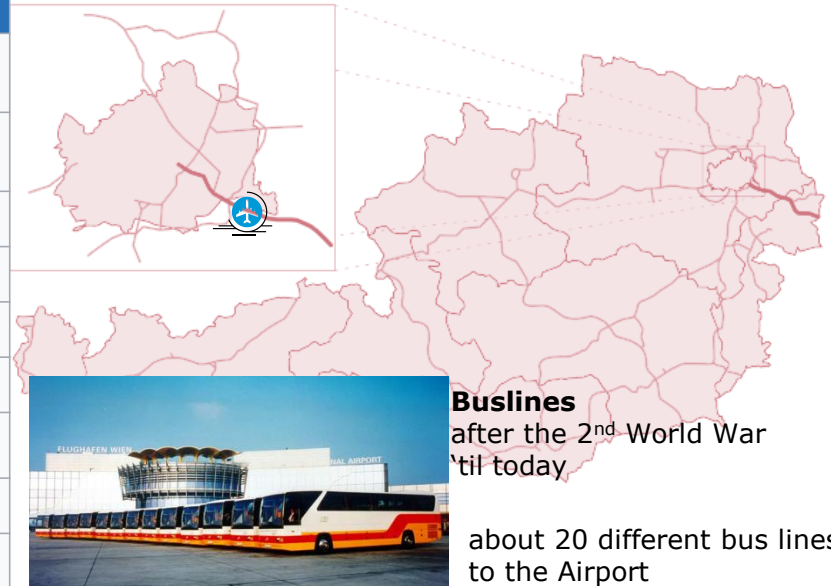
MODAL SPLIT 2018

MODE OF TRANSPORT TO THE AIRPORT 2018



HIGHWAY A4, TRAIN AND BUSESSES TO THE VIENNA INTL. AIRPORT

OPENING	ROAD SECTION	LENGTH
24.05.1978	Intersection Wien-Prater - connect to Simmeringer Haide (linke RFB)	4,055 km
17.12.1982	Intersection Wien-Prater - connect to Simmeringer Haide (rechte RFB)	4,055 km
17.12.1982	Simmeringer Haide - Fischamend west	11,123 km
28.07.1986	Fischamend west - connect to Fischamend east	3,662 km
19.10.1990	Fischamend - connect to Bruck/Leitha west	12,911 km
31.10.1991	Bruck/Leitha west - connect to Neusiedl/See	12,015 km
01.12.1993	Nickelsdorf – connect to the national border Nickelsdorf	1,398 km
28.10.1994	Neusiedl - connect to Nickelsdorf	20,609 km
2000	Intersection Wien-Prater - Stadionbrücke	0,588 km



Pressburgerbahn 1914 – 1918



Regiotrain since 1959



City Airport Train since 2004



electrified train with fixed intervals since 1962
Inter City Express Trains since 2015

CURRENT PRACTICE TO ACCESS THE AIRPORT (TRAVELLERS AND EMPLOYEES)

Only for employees:


- Service by minibuses and vans for free near public stations from Schwadorf, Enzersdorf/Fischa, Kleinneusiedl and Fischamend

Free factory transport system for employees:

- from /to Vienna City Center <> Airport : „City Airport Train“
- Bus „Vienna Airport Lines“ to Schwedenplatz/Morzinplatz

For travellers:

- from Vienna:
„from /to Vienna City Center <> Airport : „City Airport Train“
€ 21,- return - € 12,- single ticket
- Bus „Vienna Airport Lines“ to Schwedenplatz/Morzinplatz
€ 16,- single ticket



All these lines
can be used by
travellers and
employees

FUTURE PLANS FOR INCREASING THE ACCESSIBILITY OF THE AIRPORT (FOCUS ON LOWERING THE ENVIRONMENTAL IMPACT)

Main objectives:

- to develop and present the region as a sustainable business- and residential location > (*airport and communities*)
 - To invest in regional and international location marketing
 - To use the airport for international advertisement
- 1. to improve reachability and mobility
- 2. to involve nature and ecological aspects





STRENGTHENING OF THE EXISTING INFRASTRUCTURAL NETWORK IN THE „AIRPORT REGION“




1. to improve reachability and mobility








STRENGTHENING OF THE EXISTING INFRASTRUCTURAL NETWORK IN THE „AIRPORT REGION“

1. To improve reachability and mobility

Measures and detailed listing:

1. New (2nd) highway exit in the western part of the airport
2. Attended parking lot for trucks near the airport (west)
3. Development / sustainable increased performance of the road S1 in the area between Vösendorf to Schwechat esp. motorway intersection S1 / A4
4. Building new bypass roads around the airport
5. „Flughafenspange“ = upgrading of the mainline rail – from the airport in direction to the east
 -  Bratislava
 -  Győr
 -  Budapest
6. Strengthening & developing the rail network between City of Vienna and the airport

OVERALL CONCLUSION

1. We are developing sustainably a region directly adjacent to Vienna as a residential and business location
2. We want to improve the quality of life of the population by implementing specific projects e.g.
 -  bypass roads
 -  upgrading railway in the east
 -  safeguarding key green areas and landscape corridors
 -  generating of renewable energy
 -  upgrading of recreational areas and increase of biodiversity
3. We have to be a fair partner in / for the region and to develop a win-win situation for Airport, communities and the residents to stabilize the social peace in the "Airport Region"

Thank you for your attention!



Roland Böhm, MSc
Project Manager
Regional Management
Environmental and Sustainability
Management

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LAirA conference & workshop

Vienna International Airport, 30 September - 1 October



Employee Behaviour Change Campaign at Stuttgart Airport



Jana Janson | Project Coordinator, Mobility and Transport | Stuttgart Region Economic
Development Corporation

Stuttgart Airport -
Facts & Figures

Pilot - Employee
Mobility
Management



STUTT GART AIRPORT (FSG)

Facts & Figures

- FUA Stuttgart: 2.8 millions inhabitants
- International airport with 11.8 million passengers in 2018
- Airport locations is 13 km south of the city of Stuttgart
- About 2,000 employees at FSG, airport campus consist of 11,000 employees
- Evolves to a mobility and transport hub → since S21 project increased meaning
- Stuttgart Trade Fair is directly next to the airport



PILOT - EMPLOYEE BEHAVIOUR CHANGE CAMPAIGN



- Organization of a behaviour change campaign for employees of Stuttgart airport in cooperation with their management and administration staff
- Workshop series to establish grounded and accepted sustainable mobility management measures in cooperation with employees in interdisciplinary groups
- Aim: to plan and communicate a corresponding systematic mobility incentive concept for employees of Stuttgart Airport to use low-emission transport in the future
- Target group: now 2,000 employees, in the future 11,000 employees



On 17th of September, 2019 at Stuttgart Airport

- 25 participants from HR, ground-handling, technicians, vehicle fleet management, management, works council, environment department, parking facility management etc.
- Lessons learned:
 - Need of responsible „person in charge“
 - Mobility is in the interest of every employee
 - Public transport is unattractive → free parking spot offered to employees, operating hours don't fit for shift workers
 - Car-pooling platform „Fairport TwoGo“ doesn't work (large catchment area, three different shifts, not enough employees)



THANK YOU FOR THE ATTENTION

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Stuttgart Region Economic Development
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1 October 2019



Air-Rail links



Marius Nicolescu, Secretary General, Airport Regions COncference

AIRPORT REGIONS CONFERENCE

Who are

33 member regions

+ 70 million residents

+ 600 million pax



Austria

Vienna City Council

Belgium

Province of Vlaams-Brabant
The Walloon Company of Airports
(SOWAER)

Czech Republic

Prague Airport Region

Finland

Oulu Town Council
Uusimaa Regional Council
Vantaa City Council

France

Paris Region Planning and Development
Agency (IAU Ile-de-France)
Val d'Oise Department

Germany

Bavarian Ministry of Economic Affairs
Metropolitan Region Rhein-Neckar
Regional Authority FrankfurtRheinMain
State of Berlin and State of Brandenburg

Hungary

Budapest District XVIII

Ireland

Fingal City Council

Malta

Transport Malta

Netherlands

Beek Town Council
Province of Drenthe
Rotterdam City Council

Norway

Akershus County Council
Ovre Romerike Development

Poland

Mazovia Region

Romania

Iasi County Council

Spain

Barcelona Municipal Council
El Prat de Llobregat Town Council
Gavà Town Council
Government of Catalonia
Government of the Canary Islands
Madrid City Council

Sweden

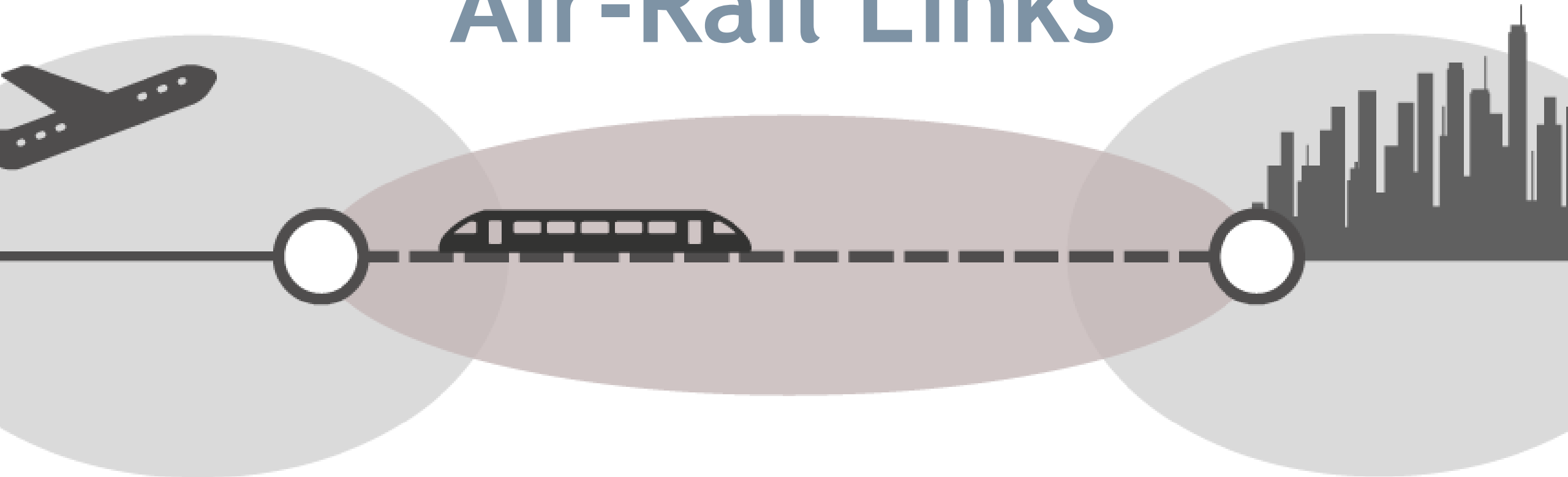
Gothenburg Region
Stockholm County Council & Sigtuna Municipality
Härbyda Municipality

United Kingdom

London Borough of Hounslow



Air-Rail Links

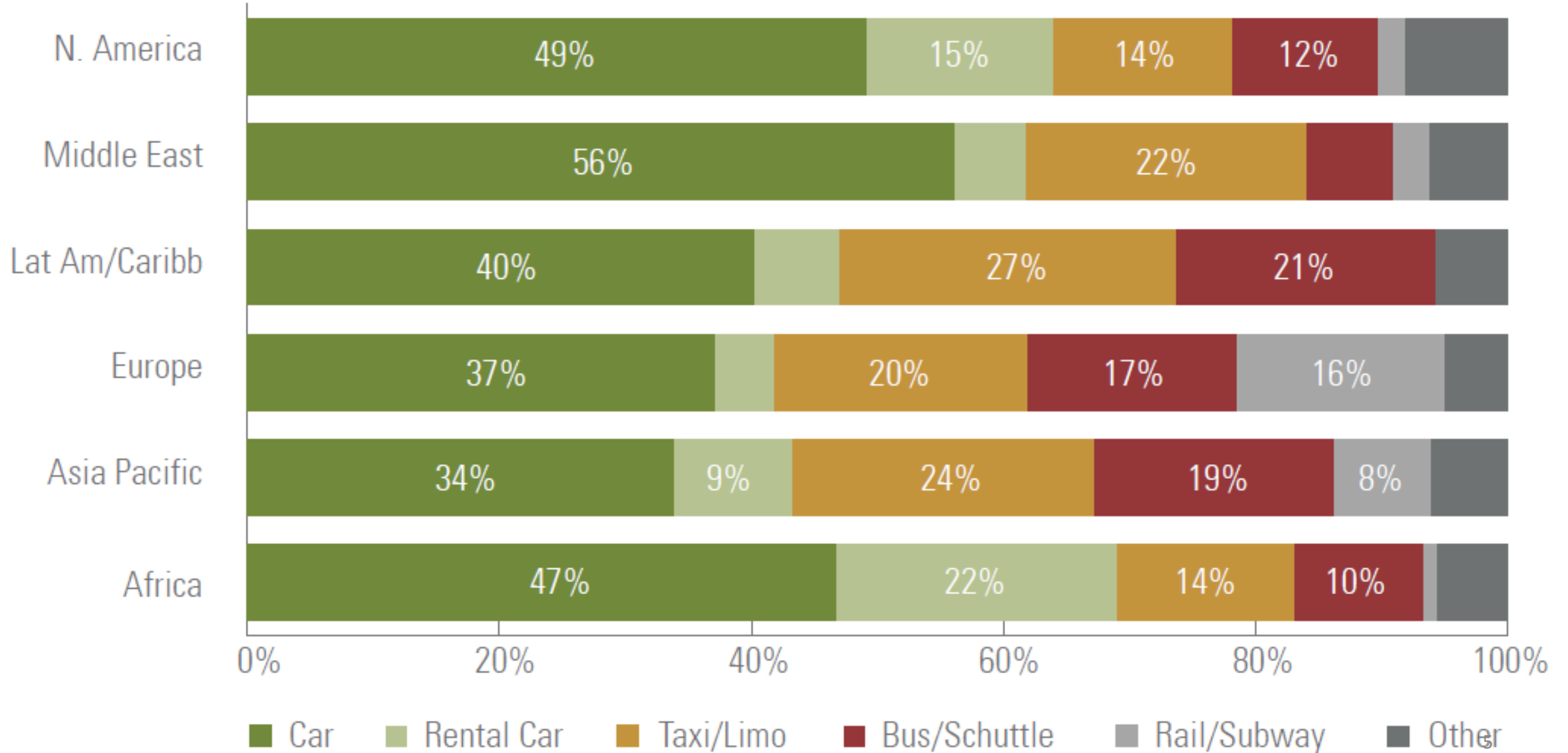


400
250
68



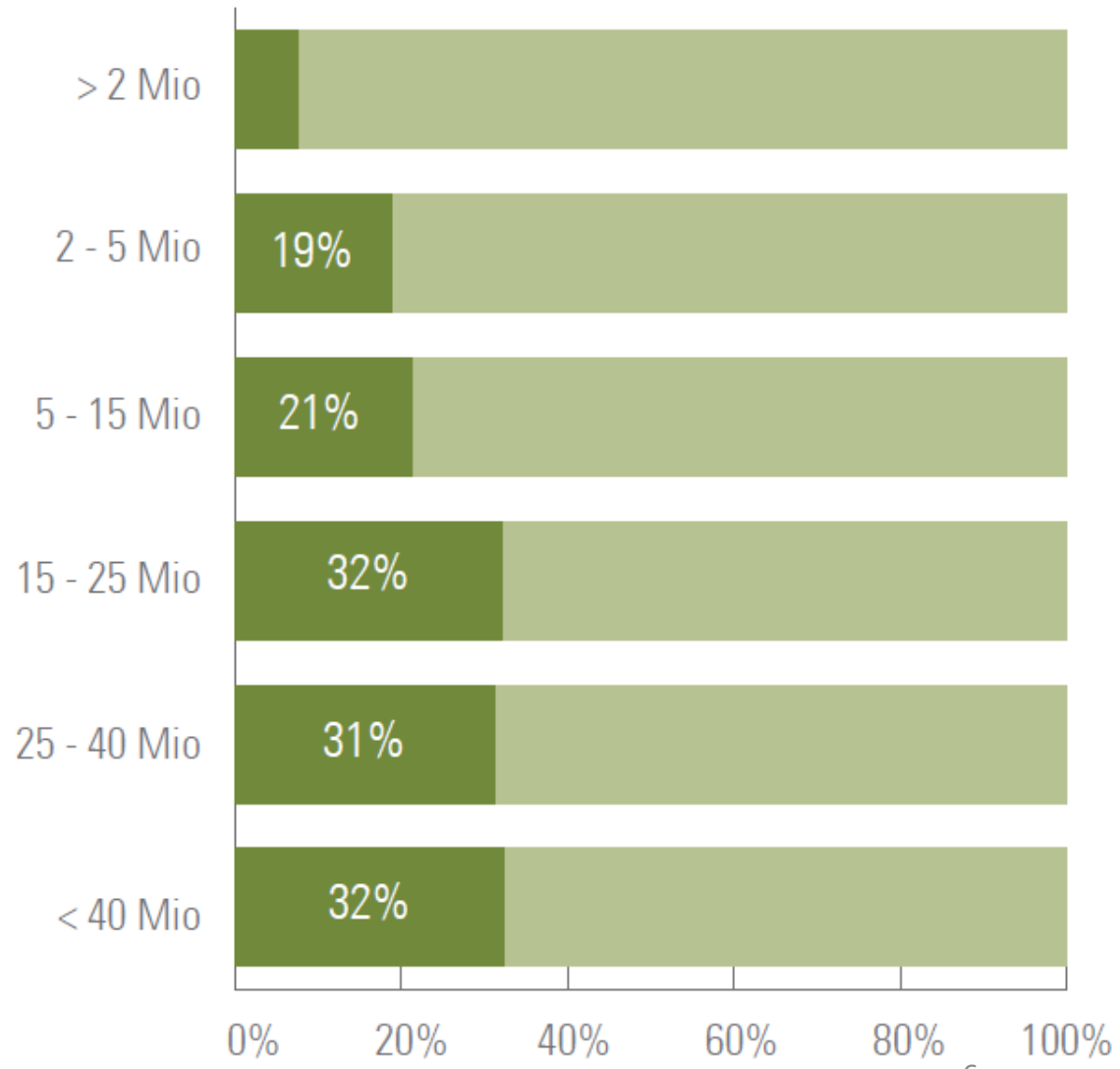
Modal split by region

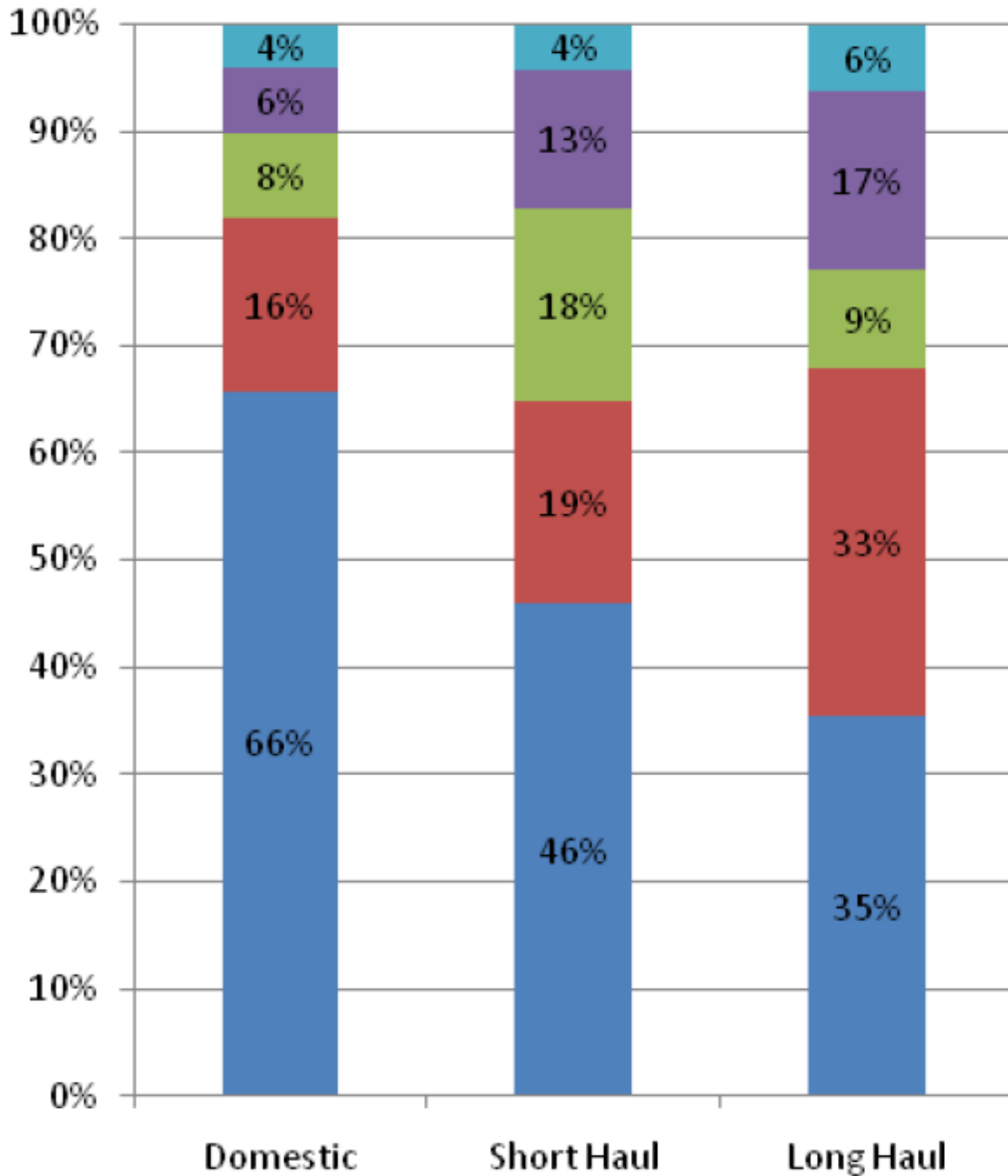
Airport Service Quality – Best Practice Report by ACI





More passengers use public transport at bigger airports

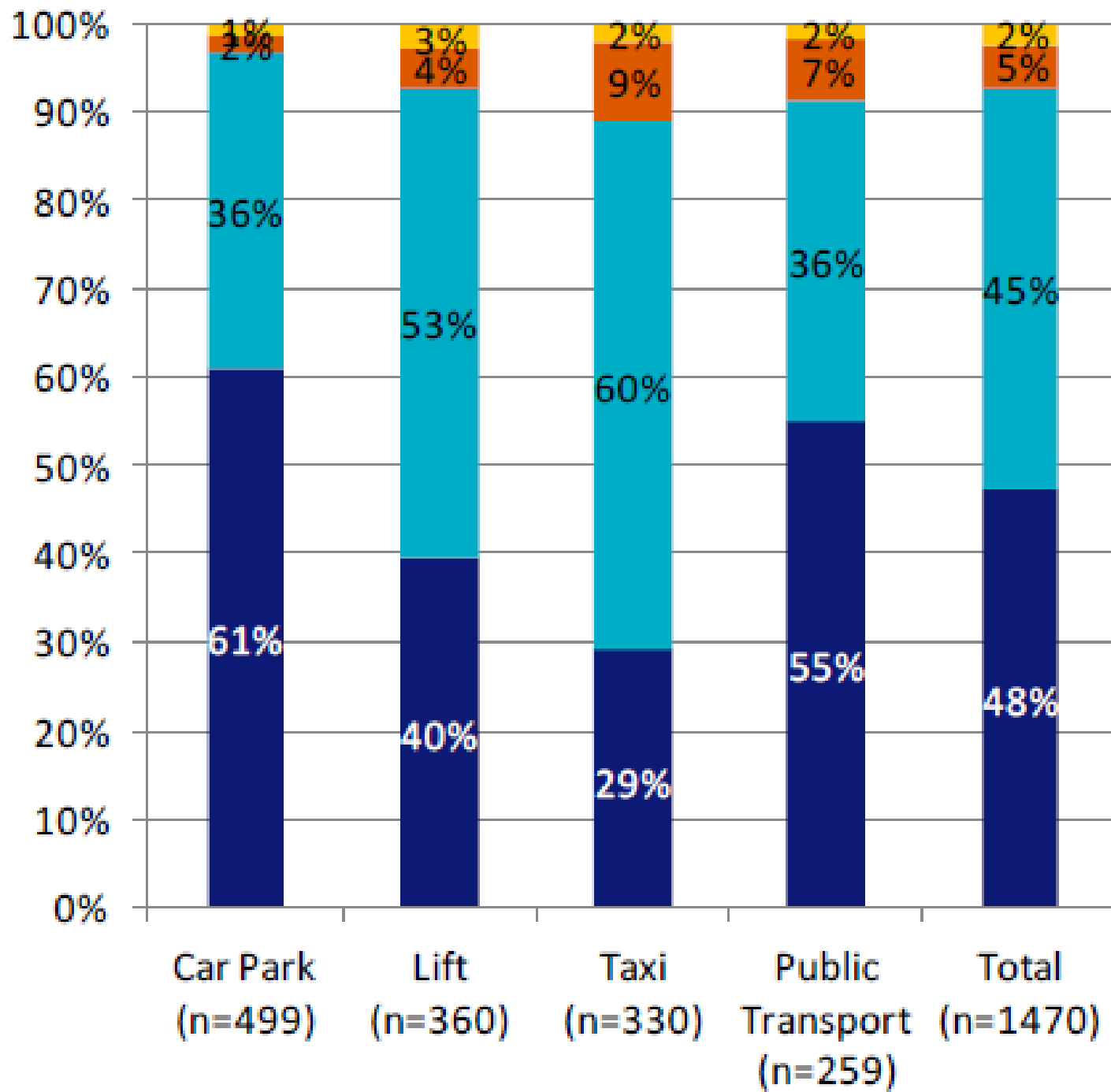




Reasons why pax chose their departure airport.

- Other
- Third party decision
- Cost
- Routes/Frequency
- Location and Surface Access

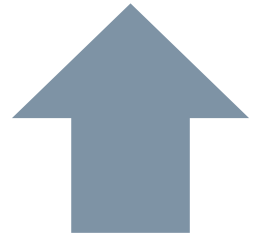
decision on which transport mode to take to travel to/from airport



- Not applicable/someone else made the decision on transport
- On the day of the flight
- After the time of booking but before the day of the flight
- At the time of booking the flights



Reduce CO2 emissions



Increase catchment area

Policy





Why Air-Rail?

Key elements of success of air-rail

- ✓ **Size of the airport** –bigger hub airports have higher percentage of public transport use than small.
- ✓ **What is the passenger passenger profile?** – If the airport serves millions of passengers each year, but most of them are transfer, a rail link might not be on a list of priorities.
- ✓ **What other transport options are available?** –Is the airport served by multiple road transport operators that offer different level of services (limo, taxi, rental, buss, shuttle)? How much it costs to travel on other transport modes? How long does it take?



Best Practice



SAMSUNG Galaxy S9+
Make a splash
The remarkable water-resistant phone (IP68)

SAMSUNG Galaxy S9+
@Worth the wait
www.samsung.com

Informational digital displays showing flight or transit schedules.

Informational digital displays showing flight or transit schedules.

Brilliant in the dark
Stunning super low light camera

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SINGAPORE AIRLINES



WT

First Great Western

43021





Austrian

22.5 kg





Project Partner	Action Plan
Municipality of 18th District of Budapest Budapest Airport Ltd	Air-Rail link between Budapest Airport and East/West Hungary
Austriatech Ltd - Federal Agency for Technological Measures Vienna International Airport	Rail connection to the East from Vienna International Airport
SEA Milan Airports	Improve rail connections to Milan Malpensa Airport Develop new rail links to Milan Linate Airport
Regional Government of the Mazowieckie Voivodeship MPL Warszawa – Modlin Sp.z.o.o. PKP PLK SA Koleje Mazowieckie	Improving public transport connections to Modlin Airport
City of Poznań Marshal’s Office the Wielkopolskie Voivodship in Poznań Metropolitan association of Poznań Polish Railways	Identifying potential future public transport connections to Ławica Airport
Deutsche Bahn	High speed rail link to Stuttgart Airport



Principles of Wayfinding

@TransportingCty
@liamphenderson



Transporting Cities



Principle 1

Begin the wayfinding where the passenger relies on airport information, before they leave the Arrivals area.



Principle 2

Provide simple information, targeted at people who are unfamiliar with the airport.



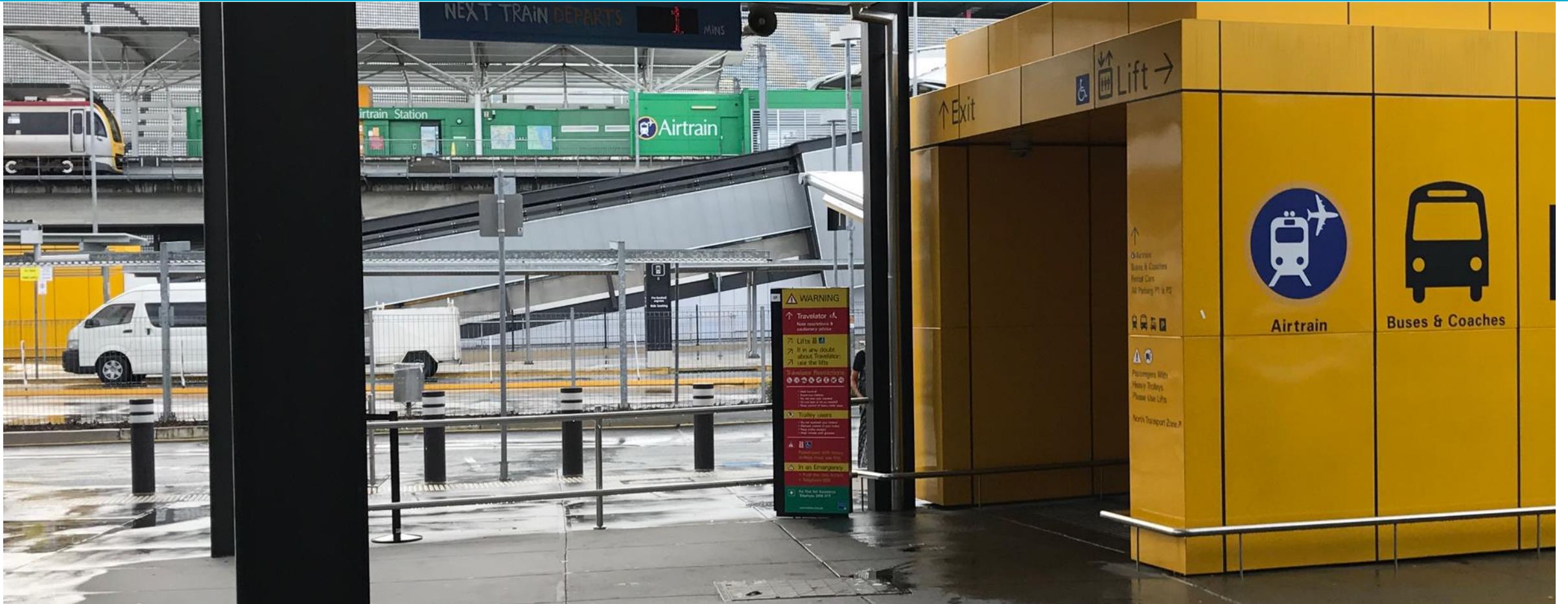
Principle 3

Use standardised, visual way markers.



Principle 4

Provide a consistent wayfinding style throughout airport campus.



Principle 5

Show the way - lead the passenger the whole way.



Principle 6

Confirm to the passenger that they have reached their destination.



Recommendations

- **Establish airport-wide coordination to develop Wayfinding Strategies**
- **Develop of standardised icons for each service available at an airport, to be adopted by all LAirA airports**