

# TEMPLATE

## Output factsheet: Tools

Version 1

<b>Project index number and acronym</b>	CE 1074 - LAirA
<b>Lead partner</b>	Municipality of 18 <sup>th</sup> district
<b>Output number and title</b>	O.T1.1 - Educational model on understanding FUA - airports landside mobility integration
<b>Responsible partner (PP name and number)</b>	LP Municipality of 18 <sup>th</sup> district
<b>Project website</b>	<a href="https://www.interreg-central.eu/Content.Node/LAirA.html">https://www.interreg-central.eu/Content.Node/LAirA.html</a>
<b>Delivery date</b>	2019.04.22.

### Summary description of the key features of the tool (developed and/or implemented)

The educational handbook presents the multimodal and sustainable low carbon mobility integration of seven different airports in the transport systems of their functional urban areas (FUAs). The handbook briefly introduces the objectives of the project in the Introduction section as far as the main challenges and expected impacts and explain the seven key thematic areas which represents the project's comprehensive approach: Electric mobility, Air-Rail links, Walking and cycling, Shared mobility, Information Technology Systems, Wayfinding, Road Public Transport.

At the beginning of each chapter, the background of the specific airport regions, its relationship with the airports, then the characteristics of the airports are presented.

At the end of each chapter also one-two best-practices from other non-project partner airports are explained. In addition, summary questions and tasks are inserted supporting the learning process.

The handbook relies on primary data collected by on-line surveys, in-person interviews and professional materials (action plans, best practices, case studies, reports) with airport employees and passengers. These interviews were prepared by the participating airports. Last, but not least, the handbook and the associated low carbon mobility power point presentation are part of the completed training material.

The educational training which applies the model developed would cover public authorities, such as public servants and transport providers, as well as airport employees to improve their skills in the development of low carbon mobility services at the airport and its catchment area.

The goal of the model is to make public servants and transport providers, as well as airport employees understand the sustainable airport connectivity procedures, so that they can find the right solutions to the problems that arise in the mobility sector of the FUA.

### NUTS region(s) where the tool has been developed and/or implemented (relevant NUTS level)

Country (NUTS 0): HU, IT, PL, DE, HR, BE, AT

Region (NUTS 2):  
HU10, Közép-Magyarország  
PL12, Mazowieckie  
DE111, Stuttgart, Stadtkreis  
HR03, Jadranska Hrvatska  
BE10, Région de Bruxelles-Capitale/Brussels Hoofdstedelijk Gewest  
AT13, Wien  
PL41, Wielkopolskie  
ITC4, Lombardia

### Expected impact and benefits of the tool for the concerned territories and target groups

The educational model provides strong input for the implementation of the training (D.T3.2.11) will be organized in Vienna where all the lessons learnt from the project will be shared to non-project partner FUA airports from the whole Central Europe Program area. The main benefit of the tool is that it raise the attention of the 3 main stakeholder group (public authorities, transport providers, airport managers) for low carbon mobility challenges identified at the project partner airport regions and low carbon mobility solutions collected as best practices from partner or non-partner airports. The territorial effect of the tool can be significant if the messages of the tool can be convincingly transferred to decision makers of public transport providers and airports as beside the low hanging fruit improvements, it concluded during the project implementation that structural changes are necessary in the field of airport mobility.

### Sustainability of the tool and its transferability to other territories and stakeholders

The Educational model is completed by a power point presentation which was developed to ensure the transfer of the main conclusions and identified solutions to the participants of a training organized to present the model. Regarding the content of the model, rather the different approaches, the way of handling challenges, solving problems can be learnt from the cases of the partner airports presented in the document and can be transferred to other territories and stakeholders.

The sustainability of the tool is ensured by the project partner airports who can embed this material into their internal training system and can present in different conferences organized in this field. Furthermore, the model will be shared with public authorities who are responsible for urban planning including the planning and financing of mobility investments to airports.

### Lessons learned from the development/implementation process of the tool and added value of transnational cooperation

The added value of the transnational cooperation was significant in the development of the Educational model, as the document relies on the data, results and conclusions made in all PP's report on passengers and employees landside mobility demand, needs & behaviors. Based on these results and conclusions, the model could be formulated on a way to be able act as a training material teaching stakeholder for low carbon mobility solutions and raise their attention for good and also bad practices which might emerge also at their airport.

In addition, the best practices included into the model were selected from the ones collected in the Best practice guide on low carbon mobility integration of airports into FUAs (D.T1.1.2).

## References to relevant deliverables and web-links If applicable, pictures or images to be provided as annex

All AT 1.1, 1.2, 1.3, 1.4 deliverables especially:

D.T1.1.2 - Best practice guide on low carbon mobility integration of airports into FUAs

D.T1.2.3/4/5/6/7/8/9 - Analysis of the multimodal mobility system in the  
Budapest/Milano/Mazovia/Dubrovnik/Stuttgart/Vienna/Poznan airport FUA

D.T1.3.2 - Data collection on passengers mobility between the FUA and the airport

D.T1.3.3/4/5/6/7/8/9 - Budapest/Milano/Mazovia/Dubrovnik/Stuttgart/Vienna/Poznan FUA report on passengers  
landside mobility demand, needs & behaviours

D.T1.4.2 - Data collection on employees mobility between the FUA and the airport Budapest FUA report on  
airports employees mobility needs and behaviours

D.T1.4.3/4/5/6/7/8/9 - Budapest/Milano/Mazovia/Dubrovnik/Stuttgart/Vienna/Poznan FUA report on airports  
employees mobility needs and behaviours

D.T1.4.13 - Educational model on understanding FUA - airports landside mobility integration