

TAKING
COOPERATION
FORWARD

📍 EUSDR Priority area 1b: To improve mobility and multimodality: road, rail and air transport
20th STEERING GROUP MEETING, Tuesday, 2 June 2020

💬 **LAirA and the EU strategy for the Danube Region**

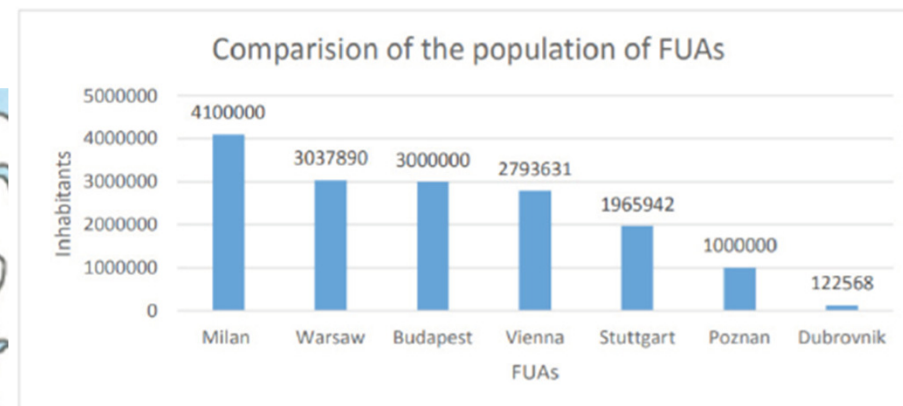
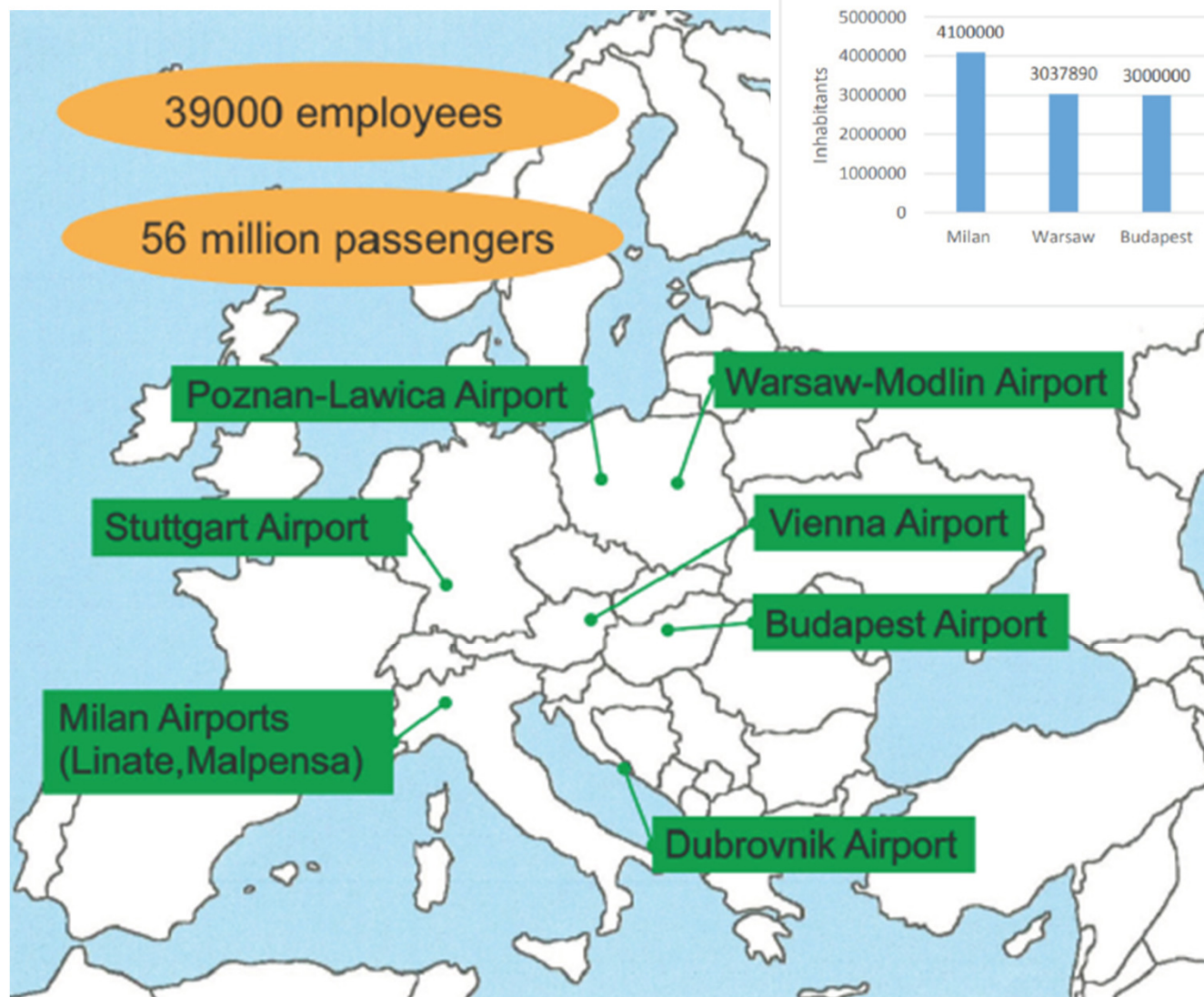
👤 Soóki-Tóth Gábor - LAirA project external thematic expert of Lead Partner

OVERALL OBJECTIVE

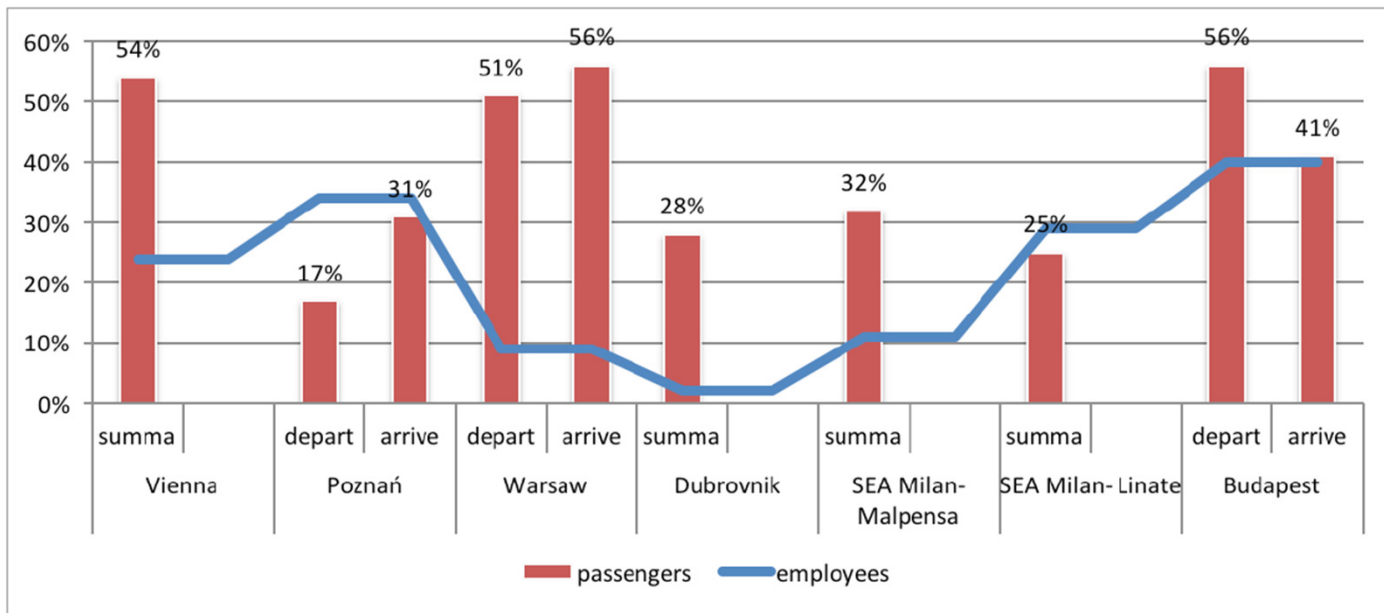
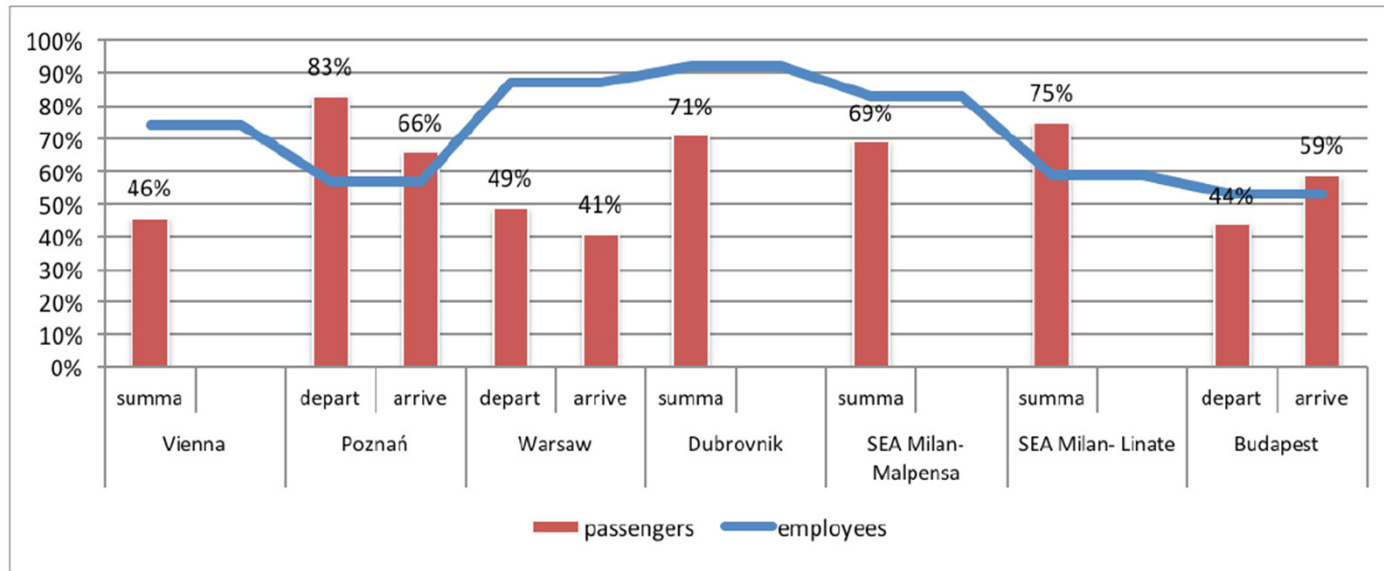
To reduce the carbon foot-print of transport activities related to the airports **landside connectivity** in Functional Urban Areas



GEOGRAPHIC COVERAGE



LANDSIDE ACCESSIBILITY MODES



LANDSIDE ACCESSIBILITY MODES



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LAIRA KEY TOPICS



Electric mobility



Air-rail links



Active travel



Shared mobility



Intelligent Transport
Systems



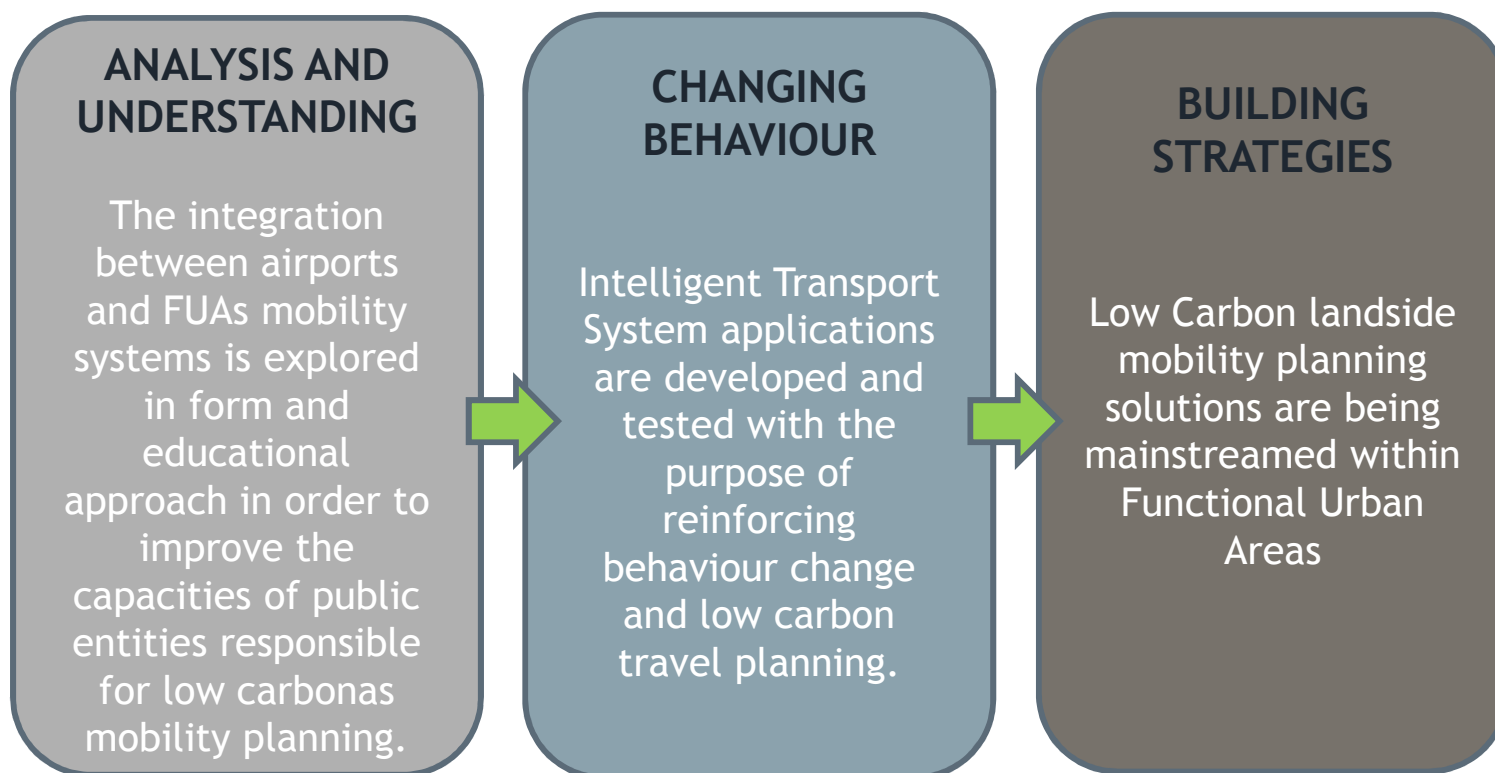
Wayfinding



Road-based public
transport



HOW TO REACH THE OBJECTIVE



MAIN OUTPUTS

Detailed analysis of participating airports FUA mobility integration and
Local Strategies for 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

Transnational Strategy for low carbon mobility integration of airports and
Discussion Papers for EU Macroregional Strategies



The 'EU Strategy for the Danube Region' is described in two documents:

(1) a Communication from the European Commission to the other EU Institutions, and

(2) an accompanying Action Plan which complements the Communication



The Danube Region ...

EUSDR - **11 Priority areas:**
- 24 June 2011: endorsed by
the European Council!

PA 1: To improve Mobility and Multimodality

✓PA 1a: inland
waterways - Austria
and Romania

✓PA 1b : rail, road and
air links - Slovenia and
Serbia



- **14 States:** Germany, Austria, Czech Republic, Croatia, Slovakia, Hungary, Slovenia, Romania, Bulgaria, Bosnia and Herzegovina, Serbia, Montenegro, Moldova, Ukraine
- **Population:** 115 million (EU27: 502 mio) **Area:** 1,092.591 km2 (EU27: 4,324,782)

Action Plan (2009)

„Airports need to be easily accessible, safe and secure.

In certain parts of the Danube Region airports are undergoing privatisation and/or management decentralisation processes and need to have a strong and efficient management system.

The potential for regional airports is being put into light by point-to-point flights and the growth of air cargo. Such growth must take place in a harmonious and unconstrained way.” (p.11.)



„Improvement of access to and connectivity” actions:

“To ensure sustainable metropolitan transport systems and mobility”. ICT will help to reduce information costs and make sustainable modes of transport easily accessible for all. It includes the further development of e-mobility by developing markets and infrastructure in densely populated areas in cooperation with enterprises.

„Multimodal links” actions:

“To develop further nodal planning for multimodality”. The overlap of different freight and person transport leads in many nodes to congestion and loss of productivity. Terminal infrastructure is also missing or little developed to combine the different modes. Protection and mobility internet information platforms for citizens.

“To develop further Intelligent Traffic Systems by using environmental-friendly technologies, especially in urban regions”. The quality of transport nodes highly depends on the capability of its transport system. For example the implementation of intermodal route planner in real time could be spread to larger parts of the Danube Region in particular its important nodes like capital regions and major port regions



- *The Priority Area 1b Steering Group amended these three exemplary targets in the first half of 2016 so that the final wordings of targets for EUSDR Priority Area 1b are as follows:*

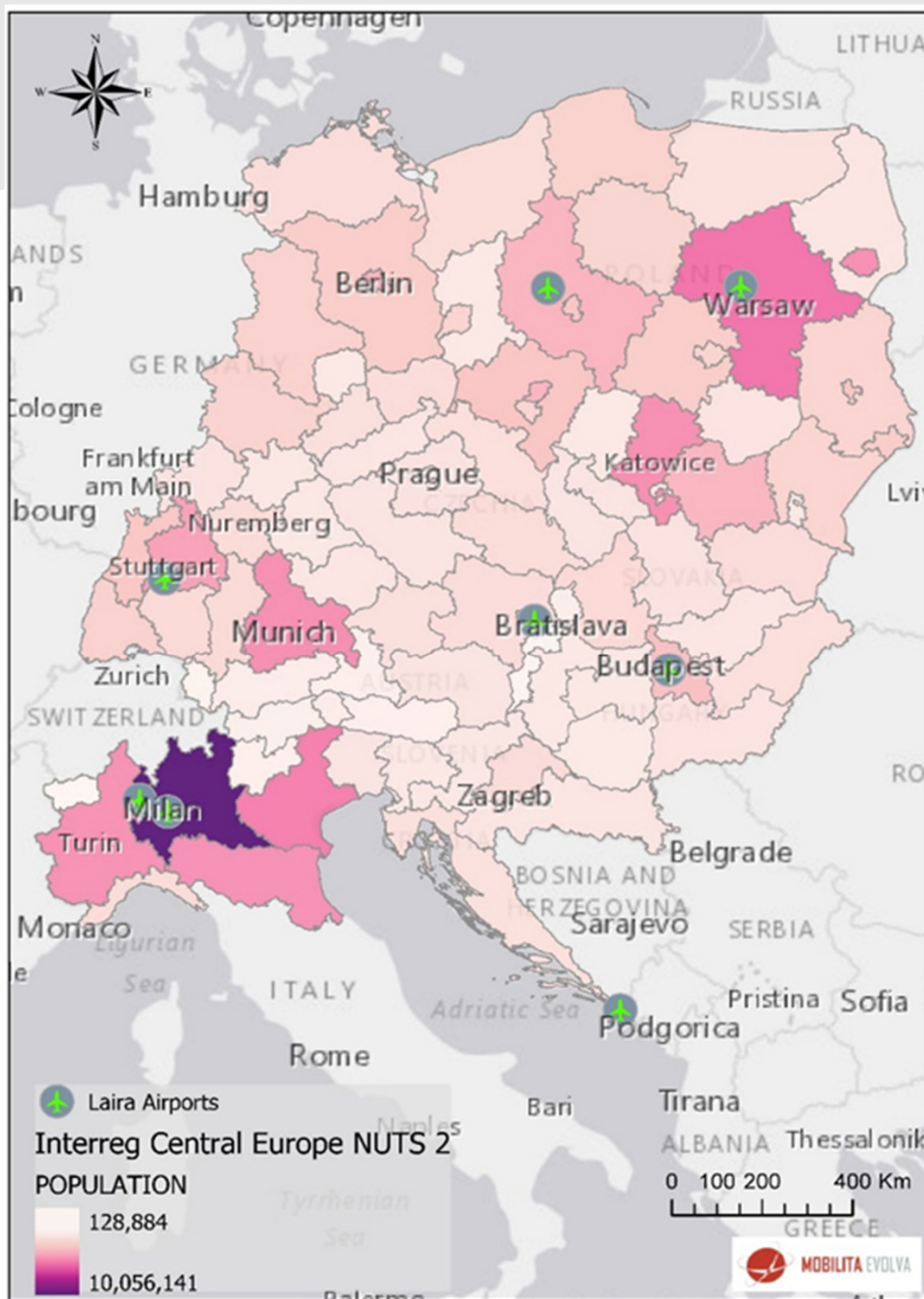
Support improvement of the regional air connectivity and the implementation of the Single European Sky initiative.

Support safe and sustainable transport and mobility in the Danube Region.

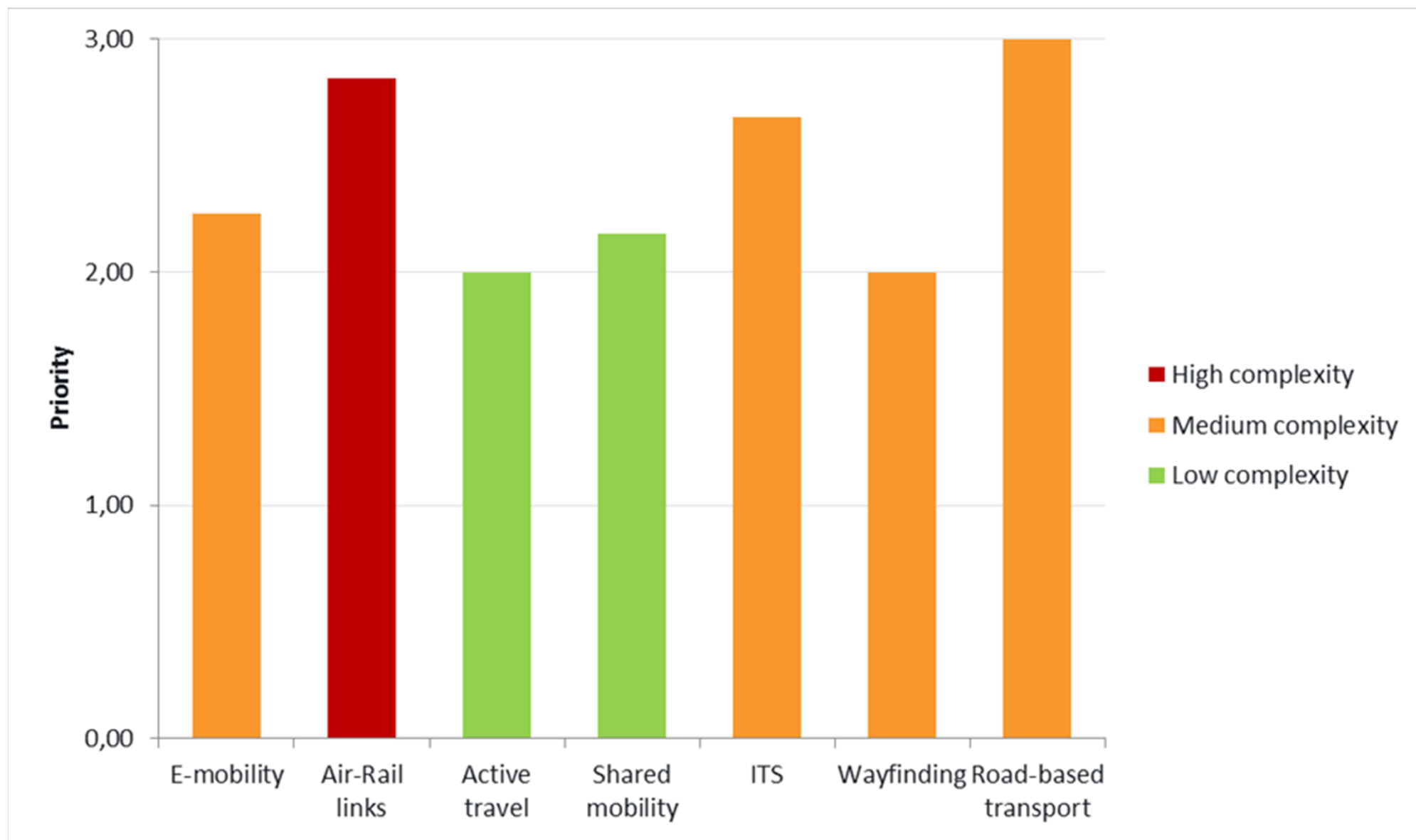
- Support ITS deployment by 2030;
- Support research and innovation in the field of transport;
- Support enhanced road safety;
- Support cycling and walking;

<https://www.danube-transport.eu/targets-and-actions>

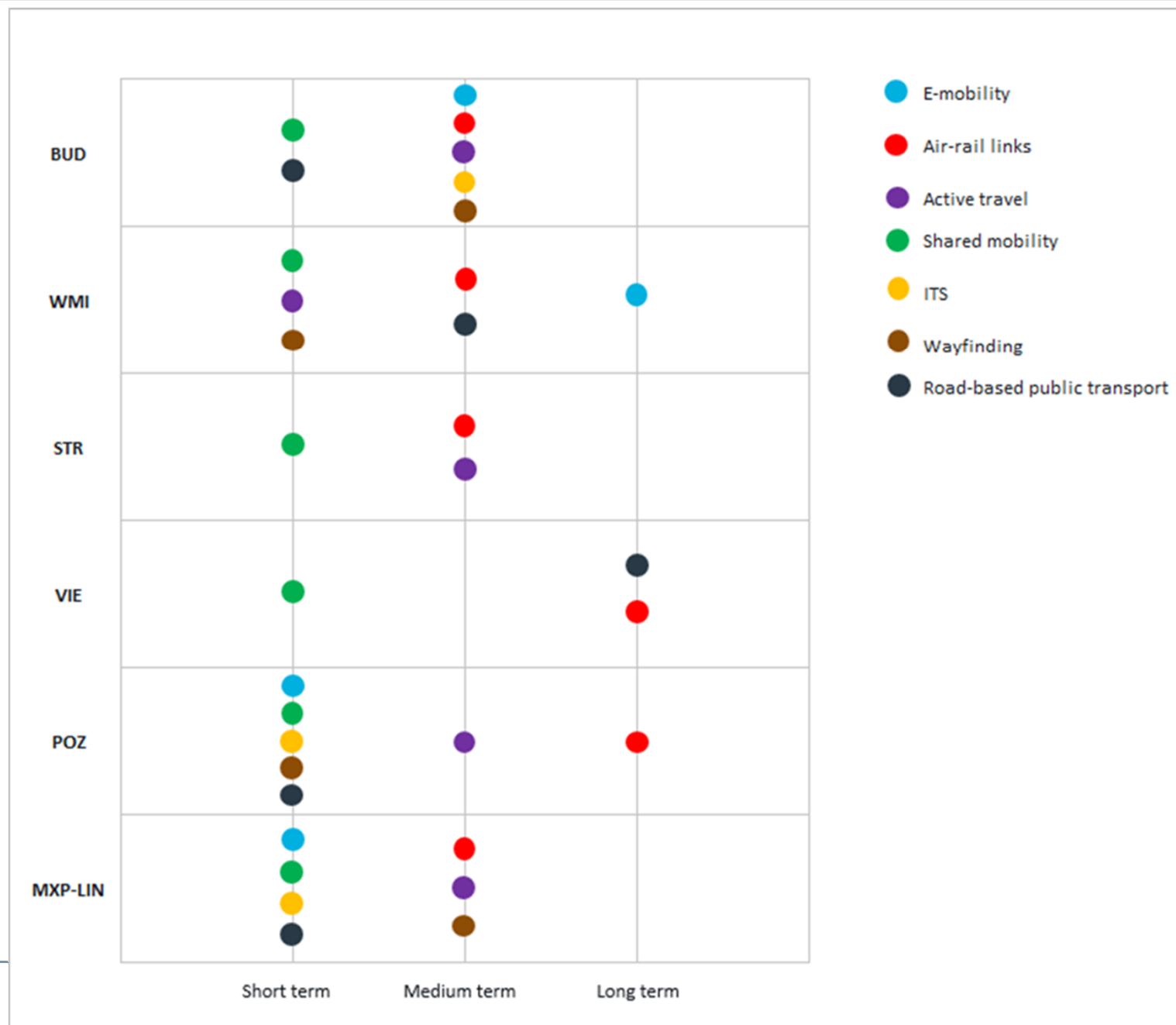




PRIORITY AND COMPLEXITY



SUMMARY OF LAIRA ACTIONS



COMMON STRATEGIC GOALS

- The most important common strategic goals identified valid for all participating airport FUAs were:
- Objective 1 – Improving and investing in the public transport sector – making it attractive and accessible;
- Objective 2 – Investing in the infrastructure for electric mobility and vehicle sharing systems;
- Objective 3 – Soft mobility for commuters



- Application with real-time data with information on different modes of transport and their schedules and itineraries for passengers.
- Awareness raising on low carbon emission mobility among employees
- Shared mobility hubs
 - Bike sharing systems
 - Car sharing
- Measuring and monitoring of the air quality



LONG-TERM INVESTMENTS

Enhancing public transport

Improving and investing in the public transport sector – making it attractive and accessible

New public transport links, connecting surrounding areas for employees and more harmonized system to the city center and the FUA.

Priority of direct air – rail links for the airports

Strategy for battery management

Preservation of the environment

Long term electrification measure

Cradle to grave scenario for lithium ion batteries: sustainable plan of reusing and recycling



LONG-TERM INVESTMENTS

Investments in electric mobility infrastructure

Investing in the infrastructure for electric mobility and vehicle sharing systems

Appropriate charging infrastructure is a key enabler for the switch to electric mobility

Medium term investment for airports and municipalities in the FUA

Investments in soft mobility infrastructure

Soft mobility as a way of accessing and leaving the airport

Appropriate cycling and pedestrian infrastructure are key enablers for the switch to soft mobility

Development and modernization of cycling routes. Due to lack of facilities for cyclists at airport offices, commuting by bike is not attractive to employees. Auxiliary infrastructure is crucial in order to attract employees to cycle to work, at least in warmer seasons (bike parking, lockers, showers, changing rooms).





LAirA project handbook

Multimodal and sustainable
low carbon mobility integration of airports and
their catchment areas



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



LANDSIDE ACCESSIBILITY TO AIRPORTS:
International best practice report



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Thank you for your attention!

