

D.5.3.5 - SET OF SOLUTIONS FOR AN EASY ACCESS TO THE AIRPORTS OF BARI & BRINDISI BY PASSENGER TRAVELLING BY BICYCLE

Working Package n:	WP5
Activity (n. and description):	Activity 5.3 - Enhancing green transport modalities and the interconnections from the nodes and the cycling axis
Deliverable (n. and description):	D.5.3.5 - No.1 Set of solutions for an easy access to the airports of Bari & Brindisi by passenger travelling by bicycle. Improving the accessibility to airports by bicycle travelers using equipment & services
Responsible Partner:	PP6 – Puglia Region
Status:	Final
Deadline:	06/2023
Finalized on:	06/2023

1. Background, scope and description of the pilot action

According to Eurostat¹ Italy is the fourth country in the EU for motorization rate, with about 675 vehicles per 1,000 inhabitants, after Liechtenstein (777), Iceland (768), Poland (687) and Luxembourg (681), Island (768) and with a much higher value than the other main European countries (Germany 574, Spain 513, France 482, United Kingdom 473). Croatia is in the lowest part of this statistic with about 465 vehicles per 1,000 inhabitants. Over 85% of Italians travel by car regardless of motivation, season, distance. These data have always influenced both the culture and the economy of transport, so much so that instead of implementing and disseminating planning tools (SUMP) and management tools (mobility management plans) aimed at rebalancing the excessively unbalanced mobility system towards road transport. Based on the statistics, as well as on researched and studies carried out within WP3 of MIMOSA Project According, it is quite evident that in Italy there is greater attention toward vehicles running on clean fuels (electricity, hydrogen), while there is still need of increasing the awareness and sensitization about collective, multi-modal, cycle-pedestrian, intermodal transport, to tackle some sensitive problems such as road congestion, land consumption for the construction of infrastructures (roads and parking lots).

It is therefore no coincidence that the following emerged from the series of analyzes and public consultations conducted within the framework of MIMOSA and aimed at identifying a series of priorities and critical issues with respect to the current situation of passenger transport:

- excessive car use in cross-border travels²;
- insufficient coordination between transport operators and cumbersome administrative procedures;
- low-level of cross-border connectivity;
- inadequate connections of transport nodes to the hinterlands, the islands, and the coastal areas;
- excessive maritime transport emissions.

This is the reason why it is necessary to propose new models of people's mobility and positive examples to increase skills and guide the modal rebalancing.

Within the MIMOSA project, Puglia Region capitalized on the results and experiences of previous Interreg projects on cycle networks including CYRONMED (Interreg Archimed 2000-2006), which in the past had already highlighted the degree of potential of combined transport between bicycles and collective transport provided that it was not only possible to transport bicycles on

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https://ec.europa.eu/eurostat/databrowser/view/ROAD_EQS_CARHAB__custom_2638260/bookmark/table?lang=en&bookmarkId=56f11fab-07e5-4375-8ea4-1a3cf5457e9e

² Output 3.1 of MIMOSA Project "Passenger Transport Demand Analysis.pdf"

board, but that stations, ports and airports were free of physical and organizational obstacles and equipped with services for bicycle passengers.

Thanks to MIMOSA Project, and namely to Pilot Action D.5.3.5 “No.1 Set of solutions for an easy access to the airports of Bari & Brindisi by passenger travelling by bicycle”, we wanted to highlight the attention on the combined transport between bicycles and airplanes, by improving the accessibility to airports by bicycle travelers using equipment & services.

In fact, pilot action D.5.3.5 concerns the implementation of a set of solutions for an easy access to the airports of Bari and Brindisi by passenger traveling by bicycle, and namely:

- 1) Bike Facility Point (BFP) in Bari and Brindisi Airports to facilitate the disassembly, for departing cyclists, and reassembly for arriving cyclists, of bicycles travelling in the aircraft hold;
- 2) directional signage within airports to direct cycle travelers from the BFP to the departure area and from the arrival area to the BFP;
- 3) useful information for cycle tourists on Aeroporti di Puglia's institutional channels.

Pilot action D.5.3.5 is aimed at supporting cycle tourism which represents a form of use of the territory and free time which has no environmental impact and at the same time enhances local economies. Thanks to MIMOSA, Bari and Brindisi are now among the first bike-friendly Italian airports.

2. Implementation of the pilot action (including a description of the externalized services/supplies/works)

The development of the Pilot Action D.5.3.5 “No.1 Set of solutions for an easy access to the airports of Bari & Brindisi by passenger travelling by bicycle” has been realized according to the following n.4 macro-phases:

1. **Study of the State of the Art (Vedemecum)**
2. **Technical Project Development**
3. **Implementation**
4. **Promotion**

And at this aim, Puglia Region selected n.3 external experts:

- A **Team of Engineers with expertise in sustainable mobility**, that took care about the Study of the State of the art (Vademecum) and Technical Project Development;
- **Aeroporti di Puglia S.p.A.** in charge for the Pilot Implementation and Promotion;
- A **Company with expertise in Communication Activities** to assure a proper promotion of the pilot actions.

STUDY OF THE STATE OF THE ART (VADEMECUM)

With the support of a Team of Engineers, Puglia Region realized the Deliverable D.5.3.1, i.e. Vademecum on main best practices, infrastructures standards and services for the intermodality bike-public and collective transport at nodes in the CBC Area Itay-Croatia. This preliminary study has been useful to identify some key elements to be included in the Technical Project of the set of solutions for an easy access to the airports of Bari and Brindisi by passengers travelling by bicycles, and namely:

- Information (by signs, panels, web, social networks, interactive maps) how to get to/out the airport by bike;
- signposted routes to "departure area" and from "arrivals" area;
- facilitate access to stairs and elevators;
- signposted routes to the place of delivery / collection of bikes;
- space equipped for assembly and disassembly bikes in the arrivals / departures area;
- packing recovery and disposal service in the arrivals area;
- supply of the necessary, for example cardboard box, for packaging bikes in the departures area.

TECHNICAL PROJECT DEVELOPMENT

Basing on the guidelines defined in the Vademecum, as well as on on-site inspections and preliminary meetings with Aeroporti di Puglia S.p.A. to collect all the information needed to the proper planning of the technical projects of the Pilot Interventions in Bari and Brindisi, the Project Team, constituted by external experts and Puglia Region staff members, delivered n.2 technical Projects respectively for Bari and Brindisi Airports.



Fig. 1 – Technical Details of Bari Airport Pilot Intervention

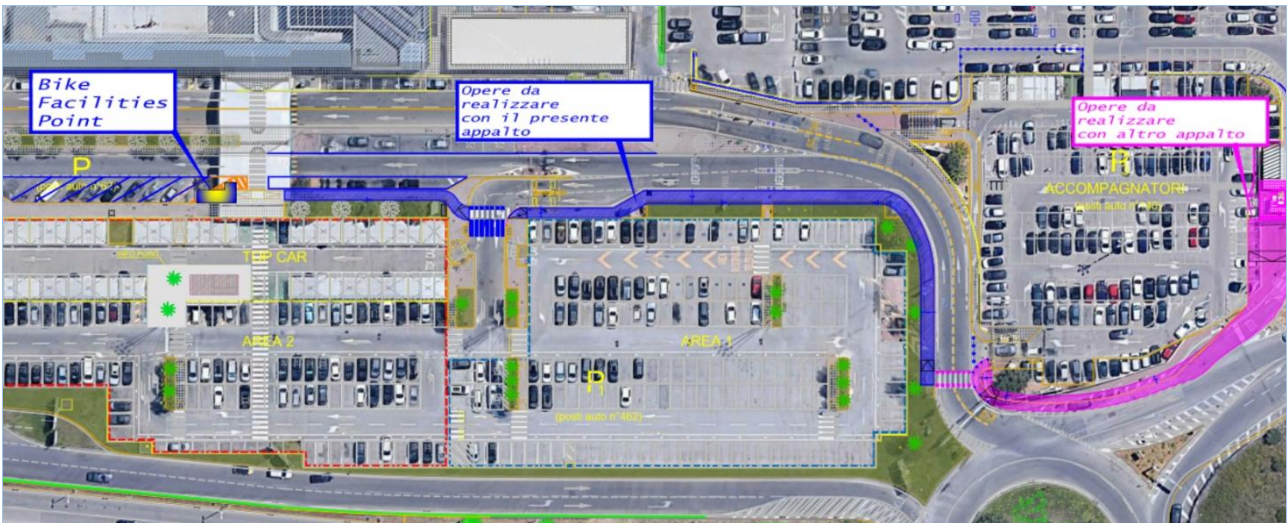


Fig. 2 – Technical Details of Brindisi Airport Pilot Intervention

The Technical Projects are made by several documents such as: executive project of the light infrastructural interventions, plant engineering details, technical equipments, horizontal and vertical signage, logo and communication details etc., and they ToR – Term of Reference of the tender procedure for the implementation of the pilot interventions.

Moreover, specific attention has been paid to Communication aspects for two main reasons: firstly, to ensure the easy and clear recognition of Bike Facility Points within airport areas to be “user friendly”, and secondly to be integrated with the visual identity of Aeroporti di Puglia S.p.A.

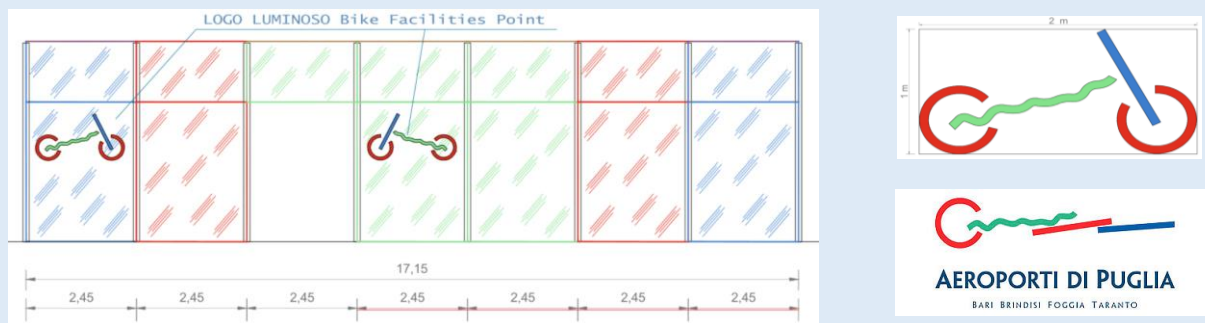


Fig. 3 – Technical Details of Bike Facility Point Visual Identity

IMPLEMENTATION

According to the Italian law, and in particular to the Agreement between ENAC (Ente Nazionale per l'Aviazione Civile) and Aeroporti di Puglia S.p.A (AdP), AdP is the only responsible for the total management of the airport grounds in Bari, Brindisi Foggia and Taranto until 2043. Hence, it is the only Authorized Body to operate within the airport grounds of Bari and Brindisi, pilot sites indicated in MIMOSA Application Form.

By considering the uniqueness of the supplier due to the ENAC Concession, the compliance with EU Policies and other rules, as stated in the paragraph C.4. of the Facsheet n.6 of IT-HR Programme, and according to the art. 63, paragraph 2 lett. b of the National Law on Public Procurement D.Lgs. 50/2016, Puglia Region proceeded through a "Negotiated Procedure without publication of the announcement, as competition is absent for technical reasons" by signing a contract with Aeroporti di Puglia S.p.A. that will take care of Pilot Project realization in the airport grounds in Bari and Brindisi.

The implementation of the pilots foresaw different activities:

- **Realization of the Bike Facility Points in Bari and Brindisi.** Regarding this activity, by considering its institutional role, AdP took care also about the work directions;



Fig. 4 – Pilot intervention in Bari Airport: some of the initial steps



Fig. 5 – Pilot intervention in Bari Airport: some details of the final results

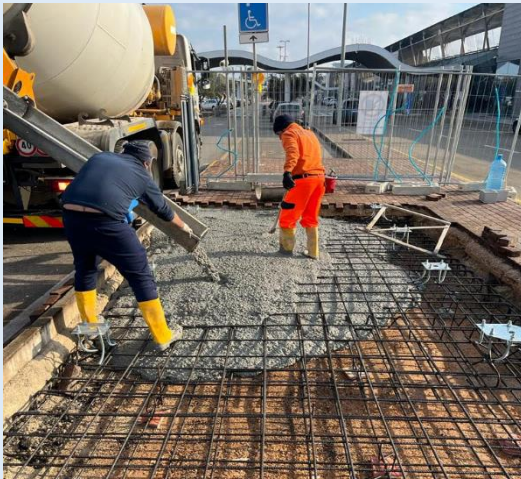


Fig. 6 – Pilot intervention in Brindisi Airport: some of the initial steps

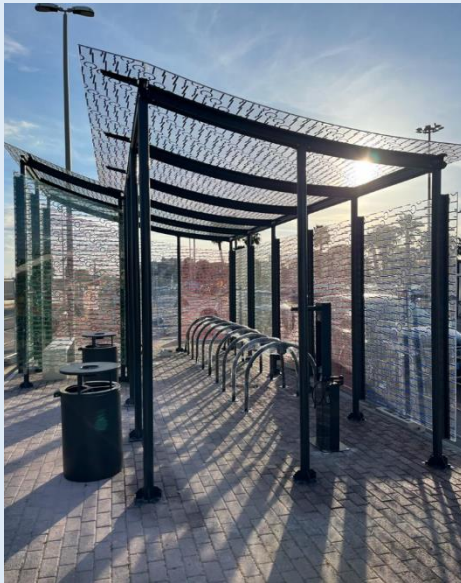


Fig. 7 – Pilot intervention in Brindisi Airport: some details of the final results

- **Realization of the horizontal and horizontal signage**, to facilitate the connection of the BFP with the traffic flows as well as the recognizability of the BFP for the interested users;



Fig. 8 – Indoor Signage of the Bike Facility Point within Bari and Brindisi Airports



Fig. 9 – Outdoor Signage of the Bike Facility Point within Bari and Brindisi Airports

- **Qualified discussion with airport operators and airline companies** to properly valorize the Bike Facility Point and to integrate them into the ordinary function of Bari and Brindisi Airports. This activity has been useful also to be able to provide passengers with the necessary information, specific for each airline company.

PROMOTION

Finally, Promotion activities saw the direct involvement of Puglia Region Staff, Aeroporti di Puglia S.p.A, and an external company that tackled the communication from different perspectives:

Puglia Region concentrated its effort in order to present and promote the Pilot Activity at international level. At this aim, the Project Manager attended the Velo-City conference, respectively on **2021 in Lisbon, on 2022 in Ljubljana and on 2023 in Leipzig.**



Fig. 10 – Velo-city 2022 “Cycling the Change” in Lisbon



Fig. 11 – Velo-city 2022 “Cycling the Change” in Ljubljana

Agenda – 8th May 2023	
Time	Topic
09:00-09:30	Arrival & Welcome Coffee
09:30-09:45	Welcome by ECF & City of Leipzig <ul style="list-style-type: none"> • Henk Swartfouw, ECF President • Dr. Heiderose Heitke, Deputy Head of Office for International Affairs, City of Leipzig
09:45-10:00	Sponsor Presentation by ARUP <ul style="list-style-type: none"> • Tiago Oliveira, Associate Director, Transport Planning Ireland Leader
10:00-10:45	ECF update on selected advocacy topics <ul style="list-style-type: none"> • Jill Warren, ECF CEO
10:45-11:00	Coffee break
11:00-12:00	CRG Exchange Session - Members' presentations <ul style="list-style-type: none"> • Henrik Lundorf Kristensen, Special advisor Mobility Division, City of Copenhagen • Bert Christiaens, Bicycle Coordinators, City of Rotterdam • Emma Kangas, Project Manager, City of Helsingborg • Kostas Anagnostopoulos, Coordinator & Katerina Nikolopoulou, Members Manager CIVINET Greece-Cyprus • Raffaele Sforza, MIMOSA Project Manager, Region Puglia
12:00-13:30	Lunch – PILOT restaurant, Bosestraße 1, 04109 Leipzig (7-min walk)
13:30-16:30	Technical Visit by City of Leipzig <ul style="list-style-type: none"> • Dr. Christoph Waack, Cycling Officer, City of Leipzig



Fig. 12 – Velo-city 2022 “Cycling the Change” in Ljubljana

Aeroporti di Puglia promoted Bari and Brindisi as “Bike Friendly Airports” through its official communication channels: AdP website and totem located in the Airport area.

The external Company supported Puglia Region in implementing the social media campaign, took care of press releases and realized one promotional video.

Finally, two public events have been organized to inaugurate the Bike Facility Points in Bari and Brindisi. The two events have been attended by several key stakeholders, such as: the Councilor for Transport of Puglia Region, the Director and the Manager of the Puglia Region Section for Sustainable Mobility and Supervision of Local Public Transport, the Project Manager of MIMOSA as well as by the Board of Aeroporti di Puglia S.p.A.

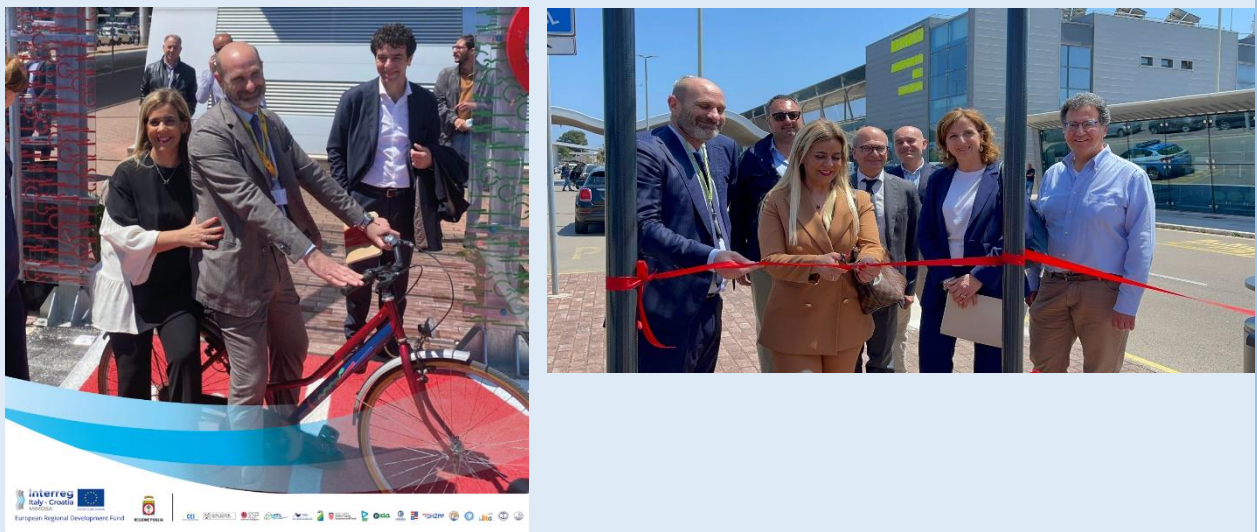


Fig. 13 – The Inauguration of the Bike Facility Point in Bari and in Brindisi

3. Information about stakeholders role/involvement

The Key stakeholders involved within the Pilot Action D.5.3.5 “No.1 Set of solutions for an easy access to the airports of Bari & Brindisi by passenger travelling by bicycle” are:

- **Aeroporti di Puglia S.p.A.:** as previously described, due to the Agreement between ENAC (Ente Nazionale per l’Aviazione Civile) and Aeroporti di Puglia S.p.A (AdP), AdP is the only responsible for the total management of the airport grounds in Bari, Brindisi Foggia and Taranto until 2043, and consequently, it is the only Authorized Body to operate within the airport grounds of Bari and Brindisi, pilot sites indicated in MIMOSA Application Form. For this reason, AdP collaborated with Puglia Region to develop, implement and carry out the Pilot Action. At the same time, due to this close cooperation, AdP empowered its competencies, skills and knowledge to improve airport accessibility to tourists by bicycle.
- **Transport Operators - Airline companies:** Air France, KLM, Lufthansa, British Airways, ITA, EASYJET, Transavia, Air Dolomiti, Vueling, Wizz, Ryanair, Albawings have been informed about MIMOSA Project and it has been requested their collaboration for knowing their procedures regarding the transportation of bicycles, useful to assure a proper pilot implementation.
- **Network (EU, National or regional): European Cyclists' Federation – Cities and Regions for Cyclists (<https://ecf.com/networkproject-involved/cities-cyclists>) a EU Network.** In 2021, 2022 and 2023, PP6 attended the Velo-city, the global cycling conference respectively in Lisbon, Ljubljana and Leipzig and during the events, MIMOSA Project Manager, presented the project and had the opportunity to discuss and consult with targeted stakeholders, that showed great interest in the pilot interventions.
- **Journalists and Media: Journalists and Media participating at the Public Events (Bari, Brindisi, Velo-city) have been informed about the Bike Facility Points and related services in Bari and Brindisi, and through their channel they promoted the service and the attractiveness of the territory.**

4. Lessons learnt and conclusions

- **If you could re-do you pilot action/investment differently, what would you do?**

Making all transport hubs accessible, free from physical and organizational obstacles and equipped with services for bicycle passengers is essential for promoting and supporting bicycle mobility, both for habitual everyday journeys and for cycle tourism. In addition to making the airports accessible, I would have done the same with the ports of Puglia, after signing a memorandum of understanding to share strategies and objectives.

- **If you could give advice to another city implementing your pilot action/investment, what would it be?**

Cycling mobility in the Italian-Croatian area still plays a marginal role, compared to central-northern European countries. I would recommend defining a program of infrastructural and organizational interventions supported by a permanent institutional communication campaign. Better if all supported by a plan or a law.

- **How did you use this experience to promote new sustainable mobility solutions in your city?**

The pilot action is aimed at a niche target, namely the departing and arriving cycle tourists. However, the airlines, the cycle tourism associations and the media who are opinion leaders in their field of intervention have been involved.

- **Were your expectations realistic?**

Thanks to MIMOSA Project, Bari and Brindisi are among the first Bike Friendly Airports in Italy. The novelty of Bari and Brindisi, referring to other experiences like for example the Airport of Bologna and Bergamo, is that these ones concentrated their attention on Employees, in fact they received the certification of Cycle Friendly Employer according to the European Protocol”, while MIMOSA pilot actions has been focused its attention on tourists. In fact, within the “Bike Facility Points” tourists have the opportunity to assemble/disassemble their bicycles and enjoy the cycle tourism. Being among the first in Italy to create adequate conditions to make Apulian airports bike-friendly was certainly an important result. It will be necessary to continue to support the new airport service offered to cycle travelers.

- **What problems did you face and how did you overcome them?**

Although there had initially been a letter of intent from Aeroporti di Puglia to activate the new airport service for bicycle passengers, it was not concretely easy to put the implementation of the pilot action D.5.3.5 on the agenda of the priorities of the management company of the Apulian airports. But with tenacity and good will we managed to reach the final goal.

- **Which are the Enabling technologies?**

Enabling technologies can be adopted for a further development of the pilot, for example by using AI to collect and analyze data on travelers' habits to increase the number and quality of possible services to be offered from transport and touristic point of view.

5. Problems found and adopted solutions

While in central-northern European countries the presence of bike-friendly railway stations is widespread, therefore copying and doing the same thing in the Italian-Croatian area would be easier if there were the political and institutional will, there are few experiences in Europe of bike-friendly airports. In Italy there are none at all. Therefore, capitalizing on the experiences of previous Interreg projects of the Puglia Region on cycling and intermodality and following an intercontinental survey, it was possible to identify a series of good practices which inspired us to conceive and plan the pilot action D. 5.3.5.

Once the agreement in principle was reached between the Puglia Region and Aeroporti di Puglia, the problems emerged in the sharing of the drafting of the pilot action project with the various technical figures and those in charge of safety which led to the movement of the location of the station equipped for the assembly and disassembly of bikes, from inside to the terminal to the outside, with necessary design changes.

Delays and less attention have probably been determined by the fact that the bicycle is not yet considered for all intents and purposes a means of transport with full dignity and that the company mobility management policies aimed at planning and managing the movements of workers with more sustainable, other than private motor vehicles, at least in Italy are still very little widespread.

6. Expected follow up (after project closure)

The pilot action has just started in a context in which attention to infrastructure and services for cycling and quality cycling tourism is still in its infancy.

The hope is that the pilot action will be supported both with adequate promotional initiatives even after the closure of the project and with service management also in the future.

Furthermore, the hope is that the pilot action D.5.3.5 will be a spur to the competent authorities so that the cycle path connections with the two Apulian airports are completed to allow a perfect connection in safety and that trains and buses can also be equipped to transport cyclists with bikes to or from the airport.

Finally, that the pilot action implemented by the Puglia Region is taken as good practice and replicated also by other airports in Italy in order to have a widespread cycle network, integrated and interconnected with the other collective transport networks, with the aim of also promoting cycling of airport workers and support modal rebalancing.