

# Mobility Strategy

2030 goals





## CONTENTS

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<b>INTRODUCTION</b> .....	<b>5</b>
<b>VISION</b> .....	<b>7</b>
<b>PEOPLE MOBILITY</b> .....	<b>9</b>
<b>GOODS MOBILITY</b> .....	<b>12</b>
<b>TECHNOLOGY &amp; INFRASTRUCTURE</b> .....	<b>15</b>
<b>PARTNERSHIPS</b> .....	<b>16</b>

# Introduction

The image features a solid blue background. On the right side, there is a large, curved orange shape that resembles a thick, curved arrow or a stylized 'C'. In the lower right quadrant, there is a white outline of a rectangular shape, which is partially overlaid by the orange shape.

# 1. INTRODUCTION

Liege Airport is the national cargo airport and the only dedicated cargo airport in Europe. It specialises in the transport of perishable goods, pharmaceuticals, express and e-commerce deliveries, medical and humanitarian material and live animals.

The development of Liege Airport and its activities is based on a number of key advantages:

- A strategic location in the heart of Europe and in the middle of the European freight “Golden Triangle” (Paris, Amsterdam and Frankfurt);
- Quadrimodal connections: air, rail, road and sea/river;
- Open 24/7.

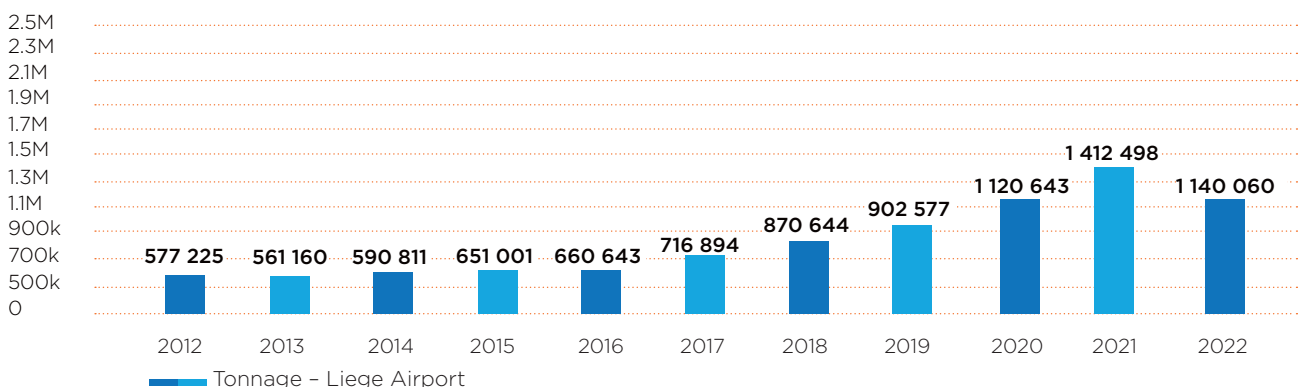
The organisation is currently undergoing a complete overhaul of its DNA, to transform itself from a transit cargo airport to a multimodal service provider.

This transformation is based on a number of essential areas:

- Play an active role in the set-up and promotion of multi-modal solutions (air, road, train, fluvial & sea)
- Leverage land availability by developing a 2nd line on site, with the attraction of the right players, and be an active player on the structuration of a 3rd line
- Implement strong environmental measures
- Create and animate a unified cargo community
- Facilitate the business and offer data processing and digital tools to the handlers and logisticians in a cloud environment
- Improve the operational performance, in particular the quality of cargo handling, the transit time, safety & mobility issues (staff & trucks)
- Extend the offer of specialties (pharmaceuticals ...)
- Grow service offer on site: wide body maintenance, public transportation, staff restaurants, Liege Airport Academy...

**It's all about developing a coherent mobility area and speeding up the modal shift for people and goods.**

Laurent Jossart, CEO



**Vision**



## 2. VISION

The creation of new jobs and the volume increase of goods handled requires a **mobility strategy** to create a coherent mobility area (adapted to needs) and speed up the modal shift for people and goods. This modal shift will improve the accessibility and the flow around the site, will reduce the impact on the nearby road network, thereby reducing the environmental footprint.

In terms of people mobility, Liege Airport would like to provide solutions that meet the needs of the market: developing more attractive public and shared mobility, creating facilities for cyclists and car parks, promoting carsharing, installing charging points for electric cars and bicycles.

For the goods mobility, Liege Airport aims to offer efficient and innovative multimodal solutions. A future platform will include quadrimodal connections, adequate infrastructure and optimal flow management towards the main transport routes.

Liege Airport's mobility strategy is based on **3 main areas**, comprising **15 key actions**:



**people  
mobility**



**goods  
mobility**



**technology and  
infrastructure**

# People mobility





### 3. PEOPLE MOBILITY

The airport is currently one of Wallonia's largest areas of economic activity, with almost **11.000 direct and indirect jobs**. Almost all (98.3%) of the workers, travellers, visitors etc. commute to Liege Airport by car.

A number of studies have shown that almost 82% of the workers on the site come from the Province of Liege and over 23% live within a 15 km radius of Liege Airport.

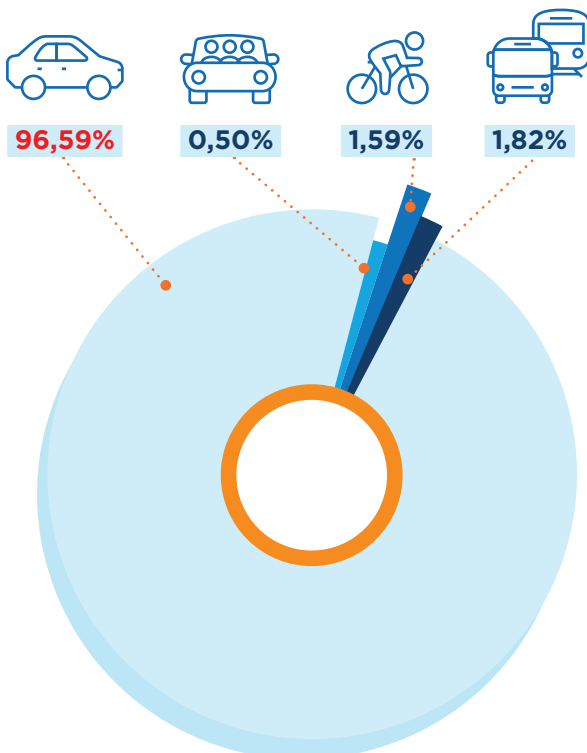
By adapting the transport infrastructure and services, it should be possible to encourage significant changes in the way that people travel. The aim is to significantly reduce car use, in favour of cycling and public transport (mainly buses and the busway).

With the support of the partners involved, Liege Airport has set the ambition of accelerating the modal shift to achieve the following targets by 2030.

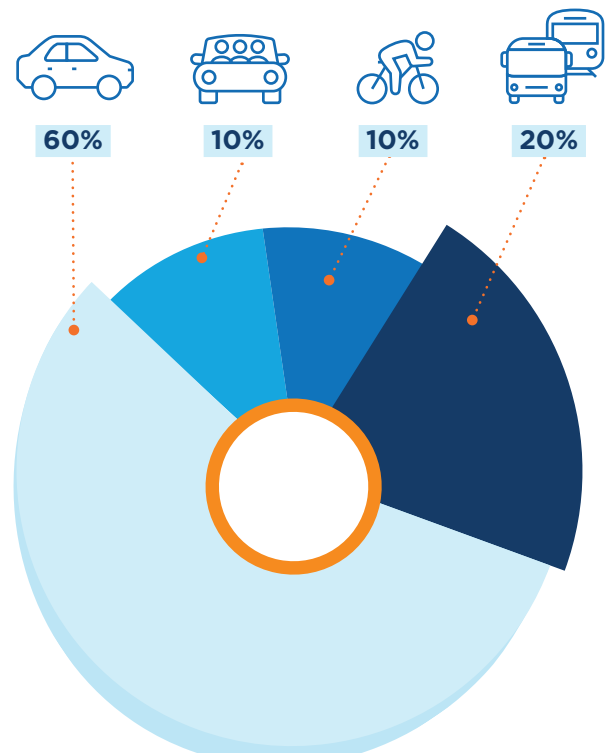
#### Area of residence

<b>Wallonia</b>	<b>85,5%</b>
<b>Liege</b>	<b>81,9%</b>
Namur	2,0%
Walloon Brabant	1,8%
Hainaut	1,0%
Luxembourg	0,8%
<b>Brussels</b>	<b>1,1%</b>
<b>Flanders</b>	<b>3,6%</b>
<b>International</b>	<b>2,4%</b>
<b>No data (GDPR)</b>	<b>5,4%</b>

#### Current distribution of transport methods:



#### Distribution of transport methods - target for 2030:



**5 key actions** have been identified to achieve these goals:

**1. Improving bus services**

- Offer bus services to match the schedules and needs of workers and travellers.
- Coordinate tram and bus services that travel to Liege Airport.
- Develop onsite mobility solutions.

**2. Creating a Mobipoint hub in front of the Terminal**

- Create a central hub for all transport methods and connections.
- Create bus stops, secure bike parking, a Kiss & Fly area, and fast chargers for electric cars near the terminal.



**3. Developing active means of transport**

- Complete the southern loop of the cycling and pedestrian path around Liege Airport (between the Mobipoint hub and the North cycle path).

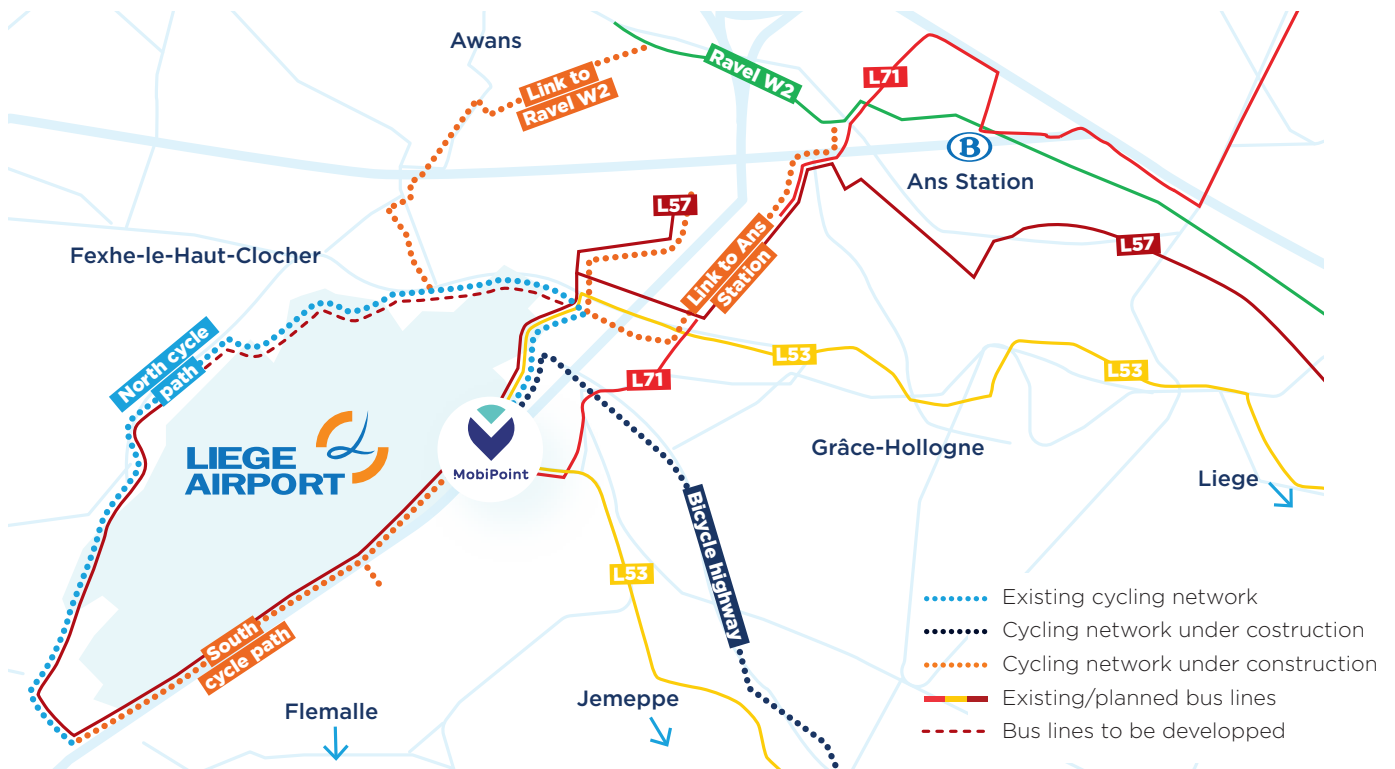
- Support the bicycle highway project connecting the Mobipoint hub at Liege Airport with the Jemeppe Mobility Hub.
- Build secure bicycle parking facilities (Mobipoint, Zone Nord, Escale etc.) with charging points for electric bikes.

**4. Shared mobility and carsharing**

- Facilitate carsharing by providing a platform that all companies can use and by creating dedicated parking spaces.
- Welcome shared mobility initiatives such as bicycles, scooters, and cars, and incorporate them across the Liege Airport site.

**5. Supporting the electrification of vehicles**

- Install vehicle charging facilities for businesses, their visitors and travellers.
- Monitor the evolution of fleets and adapt services to meet market needs.



# **Goods Mobility**



## 4. GOODS MOBILITY

In the heart of Europe and in the middle of the European freight “Golden Triangle” (Paris, Amsterdam and Frankfurt), Liege Airport and Liege Logistics Intermodal handle a combined total of almost 2 millions tonnes of freight every year. Dealing with these goods generates journeys for approximately 1,250 trucks a day throughout the area.

Managing this volume of heavy goods vehicles on the site presents many challenges for the infrastructure, such as secure parking and dedicated facilities for drivers. As well as this, Liege Airport would also like to support the move to alternative fuels (electricity and hydrogen).

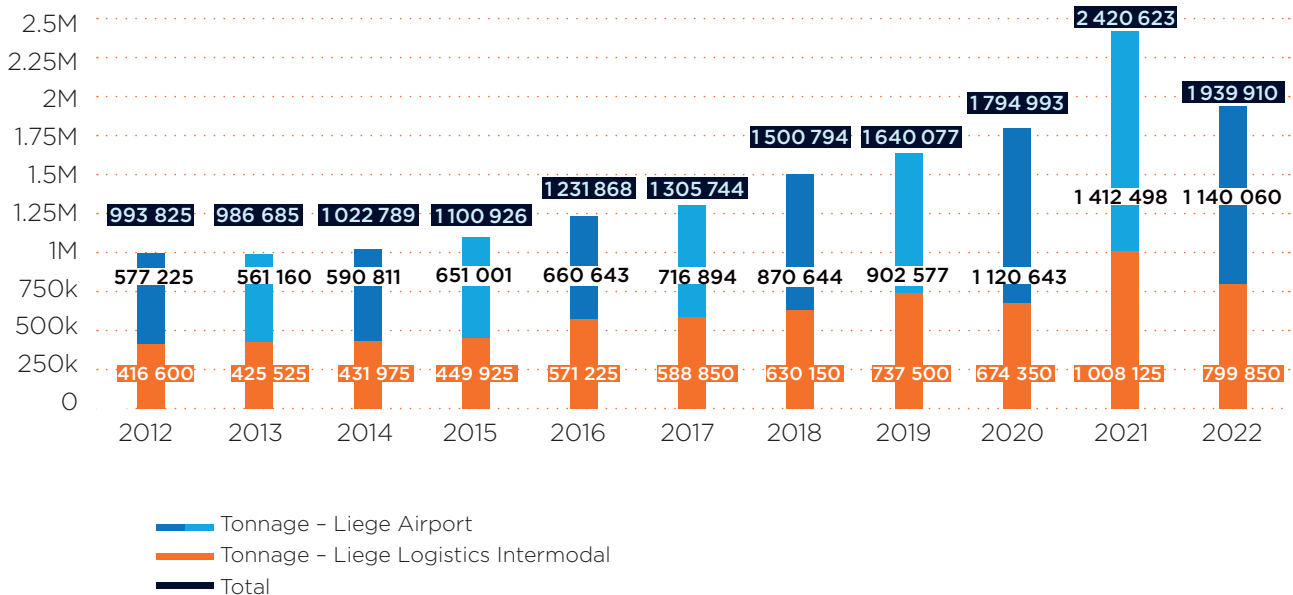
Thanks to these quadrimodal connections (air, rail, road, sea/river), Liege Airport is committed to consolidate its links with the main logistics platforms such as Liège Logistics Intermodal, Trilogiport, Liege Port Authority, and the Port of Antwerp-Bruges. The idea behind this commitment is to contribute to the creation of a logistics network that will encourage the reindustrialisation of Wallonia and its neighbouring regions.

### NUMBER OF MODAL CONNECTIONS

With the support of the partners involved, Liege Airport has set itself the ambition of establishing itself as a supplier of multimodal solutions.



### TONNES OF GOODS HANDLED BY LIEGE AIRPORT AND LIEGE LOGISTICS



**5 key actions** have been identified to achieve these goals:

### 1. Developing multimodal solutions

- Support the existing rail infrastructure (LLI).
- Develop additional multimodal services, such as combined transport.
- Establish infrastructure for the supply by rail of biofuels or synthetic fuels (SAF, HVO100)

### 2. Establishing parking facilities and services

- Provide secure truck and trailer parking close to the airport.
- Improve the available services and facilities for drivers.

### 3. Developing an infrastructure for alternative fuels

- Ensure the availability of alternative fuels (H2, HVO100, electric charging points) for heavy goods vehicles to facilitate the transition to green fleets.
- Anticipate future hydrogen needs by expanding sources of supply (electrolysers, European Hydrogen Backbone etc.) and distribution around the airport.

### 4. Improving traffic management and reducing its impact on road networks

- Implement a signage plan to guide heavy goods vehicles to main roads.
- Embracing dynamic traffic management by integrating real-time traffic conditions (variable message signs, incorporation of car parks on the main roads).
- Promote technical solutions to prevent diversion to secondary routes.

### 5. Helping to develop new means of transport and storage - drones, cargo bikes etc.

- Forge partnerships with companies involved in innovative means of transport.
- Welcome any research and development initiative focusing on these delivery methods (e.g. BURDI project) within the cargo community.
- Establish various facilities to accommodate these means of transport (droneport, shared-use paths etc.).



# Technology and infrastructure



## 5. TECHNOLOGY AND INFRASTRUCTURE

People and goods mobility inevitably requires infrastructure. This includes roads and works of art, as well as connections to the main network, which must be preserved and developed.

In addition, information plays a vital role in the efficient, integrated management of mobility. It provides an objective perspective on any problems encountered and, if necessary, enables adjustments to the infrastructure and the development of adaptive maintenance solutions for operators.

Currently, the movement of cars and trucks around the airport area is not well quantified or defined. In order to support the development of companies based around its site, Liege Airport is establishing a solution for gathering and sharing mobility data, which is essential for many projects connected to this strategy.

Through close collaboration and with the support of reliable mobility data and proactive infrastructure management, Liege Airport is fully committed to develop access solutions for both people and goods. This commitment aims to strengthen the competitiveness of local companies.



**5 key actions** have been identified to achieve these goals:

### 1. Traffic flows and mobility monitoring

- 18 ANPR cameras installed in partnership with SPW-MI and SOFICO.
- Study of traffic flows and impact on neighbouring road networks.
- Decision support for infrastructure development.

### 2. Information sharing between partners

- Analyse and study origin-destination flow of workers
- Define and adapt public transport services with the Opérateur de Transport de Wallonie (OTW).

### 3. Coordination of the development of new facilities with highways maintenance operators (municipal, regional)

- Innovation in infrastructure, signage and markings to improve flows (e.g. turbo roundabouts).

### 4. Bus stops – traveller information and facilities

- Provide traveller information at all bus stops.
- Provide facilities for bicycles near stops.

### 5. Dynamic car park management

- Anticipate the need for electric charging points.
- Infrastructure of services, bathrooms, relaxation and exercise areas etc.
- Provision of carsharing areas, dedicated parking spaces, etc.

## PARTNERSHIPS

These mobility projects, which benefit more than 11,000 families, require cooperation with the stakeholders and municipalities involved, as well as support from the regional authorities.



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