Project Fact Sheet

Stargate within EU Green Deal

Mobility Databox

This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement GA101037053

01 BASIC PROJECT INFORMATION

Project name	Mobility Databox
Partners involved	Sopra Steria, Athens Airport, Brussels Airport, Toulouse Airport
Implementing airport / site	Athens Airport, Brussels Airport, Toulouse Airport
Period tested	2022 - 2026
Project lead / contact	Sopra Steria

02 OBJECTIVE

What are we trying to solve or tackle with this project?

Help airports understand how employees and passengers travel and where more sustainable alternatives are realistically possible.

The Mobility Databox brings fragmented mobility, infrastructure and contextual data together to identify mobility patterns and bottlenecks, supporting better targeted mobility actions and a shift away from private car use.

Success criteria

Bring relevant mobility data into a common environment, map current travel patterns and bottlenecks, identify realistic modal-shift potential and provide evidence to target and monitor sustainable mobility actions.

03 APPROACH (HOW WE TESTED)

Test set-up & method

Building on the COMMUTE approach in Toulouse, the Mobility Databox was adapted to airport contexts. It combines employee and passenger mobility data with infrastructure and contextual inputs such as public transport, cycling, traffic and weather to map travel patterns, identify bottlenecks and assess where alternative modes could realistically work.

Data & measurement



The report does not provide final measured CO_2 or modal-shift impacts. Progress reported: mapping employee and passenger mobility patterns; qualitative indicators focus on accessibility, barriers, incentives and usefulness of mobility insights.

Risks & mitigations

Key risks are fragmented and inconsistent data, different formats and update frequencies, data ownership and GDPR requirements, and limited stakeholder participation.

Mitigation requires clear data ownership, access rules, common data structures and consistent data quality management.

Limitations

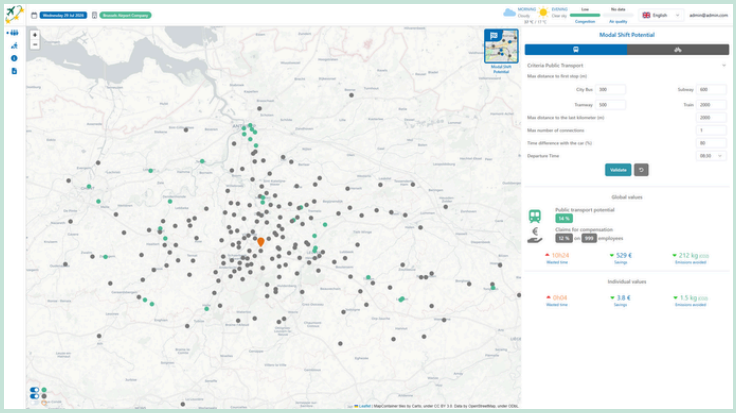
Final airport impact is not yet measurable because mobility habits change slowly. Several KPIs are qualitative or survey-based, and quantified CO_2/modal-shift effects require consistent data and longer monitoring.

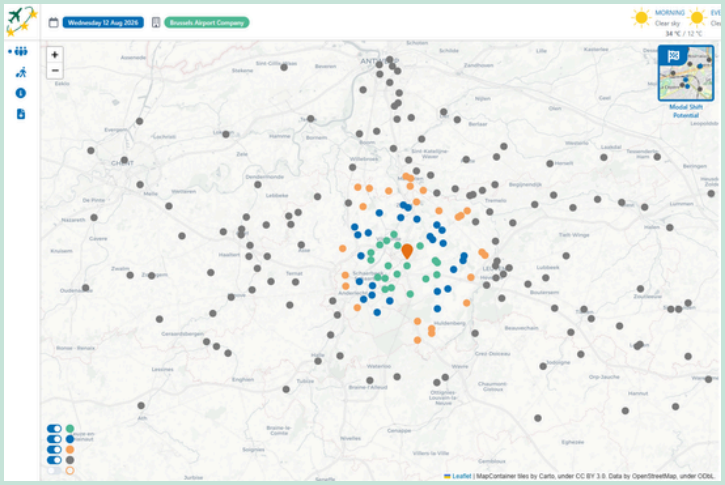
04 RESULTS & IMPACT

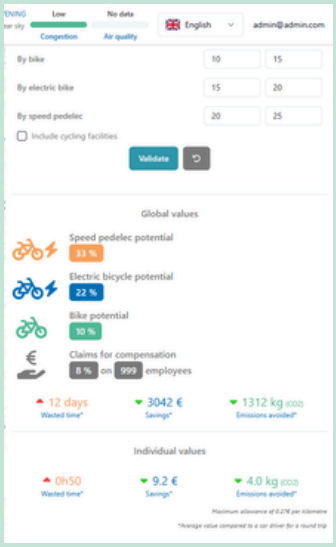
Key results

The Mobility Databox brings together fragmented mobility data to support more targeted sustainable mobility planning. It maps how employees and passengers travel, identifies bottlenecks and highlights where sustainable alternatives are most realistic.

For Brussels Airport, the analysis identified a potential shift of 33% towards cycling and 14% towards public transport, providing a strong evidence base for targeted mobility actions and future SAMP monitoring.









05 RATINGS (QUICK ASSESSMENT)

Deployment Approach

How standardised is the solution: can it be deployed off the shelf, or does it require extensive customization?

Off The Shelf — Custom-Built

Investment Magnitude

From low-cost deployment to major investment.

Low Investment (less than €10k) — High Investment (more than €15mio)

OPEX ■ □ CAPEX

Sector Readiness

From non-existing or emerging standards, regulations, and certification pathways to fully established industry practices.

Emerging Framework — Established Framework

Innovation Maturity

How does the solution score in terms of maturity, from low TRL experimental/pilot-stage to high TRL market-ready.

Experimental — Market-Ready

Operational Impact

Does the innovation deliver targeted improvements or rather drastically transform processes and/or operations.

Incremental Improvement — Transformational Change

Notes

The concept is transferable beyond airports to any location with significant mobility flows, such as rail and metro stations, large employment sites, universities and other major public destinations.

Its value lies in showing where sustainable alternatives are realistically possible, helping airports target mobility measures more effectively. Replication depends particularly on data availability, quality, governance and stakeholder participation.

06 NEXT STEPS / RECOMMENDATION

Recommendation

Continue as a mobility planning tool where sufficient data and ownership exist. Focus on turning Databox insights and identified modal-shift potential into targeted SAMP actions and measurable outcomes.

Next steps

1) Define clear data owners and access rules.

2) Focus on a limited set of reliable mobility datasets and KPIs.

3) Use Databox insights to target SAMP actions where modal shift is realistic.

4) Track whether these actions change mobility behaviour.

5) Validate the approach through continued operational use and monitoring.