Introductory remarks

Mr Jan Owe-Larsson (Region Östergötland), Vice-Chair of the BSC Transport Working Group
- Today’s discussion is on how to use drones for humankind’s well-being.

The EU Drone Strategy 2.0 and beyond – initiatives from the EU Commission

Mr Jukka Savo, Policy Officer, Aviation Safety Unit, European Commission (DG MOVE)
- All kind of new drone services popping up and there is a big demand for innovative new services:
  - health care (Everdrone), fire detection, construction, inspection of power lines, rail lines, buildings etc., personal transport and taxis etc.
- Development of legislative framework and enablers for drones:
  - 2015 Aviation Strategy for Europe;
  - 2018 Basic Regulation for aviation safety considering all drones;
  - 2019 Rules on the operation and design of drones;
  - 2021 U-Space regulation;
- 3 categories of operations: open (low risk), specific (medium risk) and certifies (high risk);
- All drones sold in the EU must be CE certified. Depending on the CE class, some requirements apply:
  - Mandatory registration of operations and certified drones since 2020;
  - Electronic identification required for certain drones;
  - UAS geographical zones restrict areas where drones are allowed to fly;
- U-space airspace:
  - Zones where UAS operations are allowed with the support of U-space services;
  - No particular technology defined for UAS traffic management, automated in the future?
  - If you fly in a U-Space area, you must have authorisation and have contact with one service provider;
  - Market driven, no regulation on pricing, but currently no customers or operators either;
- Drone strategy 2.0 until 2030:
  - Citizens think that there is a need to push the European drone market, especially emergency services are seen as useful;
- The drone market in 2030 could be worth 14.5 billion euros and create 145,000 jobs;
- 5 key areas to develop the drone services market further: airspace capabilities, facilitating aerial operations, societal acceptance, knowledge and learning, and innovations → 3 flagship actions;
- 5 key areas to strengthen civil and defence industry capabilities and synergies;
- Vision for 2030 includes the accessible drone industry, passenger drone services, and the U-Space;
- What regions can and should do? Drone sector cannot develop without regional actors, regions need to plan what they are doing, and work together with other regions and national authorities;
- Is it important or possible to utilise the regional airport? Regional airports are valuable for the testing of drones, services, certifications. There are two types of drones: vertical take-off drones (vertiport needed) and long flight drones that take off and land the same way as conventional aircrafts. Potentially very useful for carrying cargo;
- Market-driven approach is what the EU wants, and regulation comes in when it is absolutely necessary, such as monopolistic situations;
- Patrik Tunon: regions can contact EDIH Hubs to develop their drone capabilities and the hubs also work with regional airports, which should not be neglected.

The Role of Local Authorities in the Emerging Urban Air Mobility Ecosystem

Mr Vassilis Agouridas, Coordinator of the UIC2 – The urban air mobility initiative for cities and regions by CIVITAS

- EASA carried out a study on the social acceptance of urban air mobility in 2021 finding ten topics that need to be addressed. Some surprising findings and key themes:
  - protection of wildlife (no 6), drones and birds share the same air space, also noise, visual pollution etc.
  - integration with ground infrastructure (no 9);
  - authorities must work together at all levels;
  - social acceptance depends on what we use drones for;
- Urban Air Mobility Initiative Cities Community has been established to raise the voice of citizen regions in urban air mobility to drive sustainable and responsible transition of urban mobility (not only air mobility), more than 40 citizen regions across Europe:
  - When UIC2 was established in 2017, multimodal mobility solutions did not consider urban air mobility, which is still the case but not as much any more;
  - electrification of aviation enables more sustainable and less noisy aircrafts, is the noise acceptable in the city level?
- Many types of air vehicles need to be integrated in an airspace causing many challenges, drones in the lower air space above cities require the role of local authorities, and multilevel governance is needed:
  - Regions can talk to national authorities about what the region’s role is and how to implement the U-space in your country;
- European Commission has been working on sustainable urban mobility planning (SUMP). UIC2 created the first SUMP-UAM Practitioner Briefing on sustainable urban mobility and air mobility;
- Prerequisites for a sustainable and responsible transition to UAM:
  - Integrated sustainable urban air mobility solutions;
  - demonstrable benefits to citizens;
  - socially and environmentally acceptable solutions;
- SUMP is not relevant only on the ground.

From technology to planning - a proactive approach implementing drones from the perspective of cities and regions - Example from Region Örebro

Ms Karin Wallin, Region Örebro County

- Introduction of drones in the regional transport system requires planning of both airspace and infrastructure on the ground:
  o Avoiding the chaos of e-scooters in cities when they were introduced;
- Regional drone network has been established in Örebro region after the regional airport saw drones as a business opportunity:
  o participates actively in different national and international networks;
  o works together with other municipalities and the health care sector;
  o main goal is to plan the lower airspace to prepare for the introduction of drones;
  o sub-targets focus on building knowledge about drones and their needs, and identifying corridors and nodes for drone transport as well as suitable places for vertiports for landing and take-off;
  o active participation from municipalities, dialogue with national authorities and communications infrastructure (5G) are needed;
- Cooperation was initiated by politicians, but it is driven by civil servants at the moment;
- A division between drones and electric airplanes has not been made, Örebro airport is interested in developing both aircraft and drone charging.

Preparing cities for sustainable Urban Air Mobility

Ms Renske Martijnse- Hartikka, CITYAM Finland

- The objective of the 3-year CITYAM project is to empower cities in facilitating a responsible and acceptable increase in urban air mobility;
- 6 cities, 4 research organisations, 2 aviation organisations and 1 living lab from the Baltic Sea region;
- There is a lot to learn and develop in the cities and regions in relations to drones;
- Does not focus on the airspace management but more on the capacity building in organisations and services that are useful for local and regional authorities (health care etc.);
- Currently, 99.9 % of the drone flights only carry censors, but drones with cargo are expected to become more common and we need to be prepared for them:
  o passenger drones are seen further in the future and the number of them is expected to be lower;
- CITYAM project aims at different type of outputs, such as learning cases, a social acceptance toolkit for cities/regions, an evaluation tool on how well cities are prepared for UAM, and strategies and action plans for the cities involved;
- Use cases in 2024:
  o Stockholm: drones as the first responder in the city; sending out a defibrillator or capturing live images from accident scenes;
- Hamburg Port: infrastructure management and catastrophe prevention, because they are advanced already (fly drones, build a vertiport for small drones);
- Helsinki: healthcare deliveries and delivery of floating devices for water rescue missions;
- If there is Interreg funding for air mobility in the future, it would be interesting to continue the work after the project end in 2025 and have additional partners involved;
- It it clear now, that the question of drones must be taken to political committee in Region Östergötland;
- There are a lot of ways to start and get involved with drones: UIC2, seminars, reports etc.

**BSC Members Internal Discussion**

- **Update from the Member Regions on recent transport developments (plans, strategies, infrastructure projects and investments, regulatory schemes etc.)**
  - No updates from the member regions.

- **Update from Ms Karin Jacobs, CPMR Director for Transport and Energy at the CPMR General Secretariat**
  - The meeting in Bilbao focused on the Net Zero Industry Act and the importance for regions, plans to REPowerEU, follow up in the Saint Malo meeting;
  - Transport meeting in Saragoza (hybrid) 26-27th of October;
  - Work to do with TEN-T, trialogues are on-going:
    - negotiations especially on Chapter 3 infrastructure for all modalities;
    - interest to get some ports on the core network;
    - cross-border issues between Spain and France;
    - higher demands for rail capacity.
  - Setting new priorities for the new EU institutions after the EU elections in 2024, which are also the main focus in Saint Malo.

- **Update about the Joint Scandria Alliance and BSC Transport Working Group meeting hosted by Helsinki-Uusimaa Regional Council, 6-7 November, Helsinki.** More information [here](#)
  - Site visit to the new light rail line, internal meetings and a joint dinner on the 6th of November;
  - Conference day on the 7 November: key note speakers, presentations and a panel discussion;
  - The latest version of the agenda has been sent recently;
  - Registration open until end of October.

**Concluding remarks**

**Mr Pekka Komu (Päijät-Häme), Vice-Chair of the BSC Transport Working Group**

- In 50 years, cities will look pretty much the same, but what will change is mobility and it could be air mobility and drones:
  - Not sure if we should separate airplanes and drones, will they be the same? Airplanes are almost autonomous already;
- Timeline is something the CPMR and TWG could take a role in and help regions with:
  - There are things that happen now and we should already be prepared for, some things need action in a couple of years and some after 10 years;
  - Have we done enough in the region if drones are really coming to the city as soon as expected;
  - Role of regional airports and drone sports (vertiports) in delivery of goods.