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BFL

Location: Nordic Forum Hotel, Tallinn, Estonia

Present: Karl Alfredsson (GR)  
Björn Flintberg (GR)  
Helen Marry (Fingal County)  
Marie Lawlor (Fingal County)  
Helene Barbier (ARC)  
Ülle Kaldre (Tallinn City Office)  
Deiric O'Broin (Dublin City University)

not represented: (El Prat)

## MINUTES SC 2

### Initiation

Karl welcomed the steering committee and there was a short introduction of the present steering committee members.

Björn went over the agenda for the day and the modifications to it.

### Presentation of findings

#### Dublin report:

The airport is booming, there has just been a proposal for a 4 billion euro expansion, with the aim to be an international business hub for trade with India and China. Some 30,000 jobs are to be created, and some Chinese and Indian multinational corporations are likely to be relocating to the region as their European hub.

The airport doesn't seem to be tied into the development of educational provisions, and are not coordinating the business. It is now mainly managed by the colleges and the commercial providers, with very little formal interaction between the airport and the public colleges for instance. These providers deal directly with the logistics companies, with the airlines specifically and so forth, not as much through the airport itself.



There were a large number of courses, the amount was a lot larger than expected, especially in the area of short and very specific courses. The impression from the airport was that the education needs that arise are being met rapidly by the market.

To look at the airport as a provider and employer can be misleading, as much of the responsibility is handled directly, as mentioned, by the logistics companies, airlines etc.

Process-wise, it was a little more difficult than expected, but there was a lot more data than expected. There are, however, quite a few interesting and potential modules that could be considered for the module development.

### **Tallinn report:**

The airport is 100% owned by the state of Estonia. The airport is expanding with huge plans to develop even further. After joining the European Union, the growth has been especially great. The destination focus has also changed, from being mainly the Nordic countries to getting a more European focus. Flight operations has increased with more than 50% in the last year alone. The two main operators are: Estonian Air and the airport itself, but a number of small operators also exist.

It is hard to get a grip on the education structure. Most of the training seems to be in-house training, using main airlines. It seems that IATA and other international organizations such as ACI are not only setting up international standards, and provide training for airport personnel especially when it comes to continuing training for people in airport-related professions.

The e-vocational school is a collaboration of several vocational institutions are coming together to implement e-learning more and more, but there is a discussion of what “e-learning” really is. But there is certainly a clear effort to implement e-learning and digital tools into the training. The Edutizer tool is being used by Tallinn Airport.

At the moment, only a few operators are licensed by the state to provide the training, and this law is about to be changed, and the airlines are interested in taking on this training themselves if they had the tool.

It was hard to catch up on everything with a short time. It was much easier to communicate with people in the education sector, but it was hard to get information from the airport in a number of instances. The national examination center was very forthcoming as well in helping out with information on their curriculum and how they work with the maritime industry and crew training.



### **Gothenburg findings:**

As with the other airports, the task turned out to be more challenging than expected. After discussing with the valorization group in depth, but there was of course a specific challenge considering that there are two airports (Landvetter and Gothenburg City), and they are very different and partially competing.

When it comes to training, Landvetter is working with the LFV (national airport administration) to provide on-site training in a large number of field. They are therefore having a lot of synergy effects with other airport regions in Sweden, which aren't as prevalent when it comes to Gothenburg City airport. Therefore, it was hard to compare the two.

Gothenburg has a strong technical college in Chalmers, along with a regular university and a number of private providers. There is a large number of education providers. For the last five years, we have had KY-training (Qualified Vocational Training). Any actor, private or public, can apply to get government funding for setting up this type of training, which is normally for two years. To do it, you need strong support from local government and local companies. You also need, in order to maintain your funding past the first two years that show that a minimum 80% of the students actually get jobs. The KY has been a huge success both politically and practically.

In Härryda, where the Landvetter airport is located, there are a number of such courses, two specifically done for the airport. The first course has been on safety/risk management, conducted for the past two years in cooperation with the airport, and the other one is on airport logistics and is just starting up. They have full support from local government and local companies.

The second interesting education solution came from the national airport administration, where they are facing a need to narrow down distances and thereby manage cost for training. They do some e-learning today. The LFV handles all kinds of courses that are available at the airport, from five-hour specialist courses to two-year programs. They are, at least, a great dissemination point.

It is a process to get hold of the right people, and it is probably a process that will go on throughout the project.

### **ARC report:**

AEA and ACI (Association of European Airlines and Airports Council International) have both been contacted, as well as representatives with knowledge regarding the Brussels airport. The challenges for this airport is mobility of workers transferring to and from the airport as well as the language skills and the flexibility of work schedules.

One important finding from this research is also the political/linguistic factor in regards to Flemish/French-cultural areas in Belgium. The airport has a separate cargo training center with two part-time people, handling dangerous goods. The idea is to have a long-term independent entity



where all the workers can be trained with one single authority. There is also a temporary work agency in the airport itself and there are PR initiatives to open up for matching employees with employers.

A meeting was also arranged with the project manager of the ELSY project, an e-learning project to provide e-learning for airport regions to provide unemployed people with basic English vocabulary for four jobs related to an airport. It was very welcomed by Leonardo. The platform was also appreciated, but the partnership didn't work very well, it became just a French project. There were also some problems with the sub-contracting for development of the platform. There was a clear commercialized aspect of it, but in the end they didn't.

### Modules for the project

Karl and Bjorn presented the idea on how the AIREA platform should facilitate the learning process and the relationship between theory and on-site training, and led a discussion on teacher role's, the importance and need for modernized, collaborative learning.

There was then a discussion of which potential modules that should be considered for creating the samples used to demonstrate the platform. A total of six specific courses were presented:

1. A three-year part-time course in supply management hosted by public provider, put forth by Fingal and DCU.
2. A two-year part-time Global Trade/E-business course hosted by a public provider, put forth by Fingal and DCU.
3. A one-year full-time course on travel and tourism hosted by a public provider, put forth by Fingal and DCU.
4. A one-year full-time security studies course hosted by a public provider, put forth by Fingal and DCU.
5. A shorter course on basic security training hosted by a national aviation administration, put forth by GR.
6. A 2-year full-time course on logistics hosted by a public provider, put forth by GR.

After discussion and evaluation on a number of criteria such as language, connections and support to levels of government, how collaboration can be done with the education provider, which target groups the course should address from a vocational perspective, and which field of study should be considered. This discussion was based on the initial discussion in the first steering committee meeting.



After initial discussions, course 1 and 6 remained, as logistics was chosen to be the main field to represent. It is a challenge for every airport, regardless of size, and it is also a topic where the ARC has stressed the importance.

A formal motion was made that:

- 1) The final course provider and course selected should be either course 1 or course 6 above.
- 2) The partners putting forth these two courses (DCU, Fingal, GR) should go back to their respective providers, get more information, and reconvene on their own after the summer vacations end in order to make the final decision; the steering committee delegate the final decision to these three partners.

ARC, DCU, Fingal and GR voted in favor. Tallinn abstained with regards to not having enough information on the subject at hand. The motion was carried.

GR, DCU and Fingal agreed to meet at the end of August or soon thereafter to rapidly make a final decision in line with the will of the steering committee.

The next steering committee meeting was set for November 26<sup>th</sup> in Barcelona. Until the next meeting, each partner should keep the valorization groups living, and start considering two potential dissemination opportunities to be implemented 2009.

The meeting was formally closed at 4pm.