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The newsletter of the Decarbonated
Airport Regions project

IN dAIR

Leipzig Airport - getting dAIR



Leipzig / Halle is a colossal airport but during daylight it seems almost like a ghost town. A few passenger flights during daytime grace the two parallel runways. But it is after the sun sets that the magic begins.

The largest DHL Express hub in the world is based on the airfield. Almost 900.000 tons of freight is being handled by the airport each year, making it the fourth largest European cargo airport, and the 25th largest in the world. The airport is a subsidiary of Mitteldeutsche Flughafen AG and is part of the dAIR project.

"Ecology and Sustainability are core objectives of our business

development model," says Markus Kopp, the CEO of Mitteldeutsche Flughafen AG. He mentions the serious responsibility that the airport has taken in terms of environmental and noise protection. "We have invested some € 135 million in noise protection programs for our airports," he added in relation to the noise abatement program for about 10.000 houses delivered by the consortium.

Leipzig/Halle is in the incipient phases of a widespread decarbonisation phase, admitting that more and more of their shareholders demand ecological behaviour as part of their political strategies. Thus the airport executive staff has identified environmental issues as key for further development.

The airport has developed environmental guidelines which are mandatory for all employees, and involve looking at the consequences on the environment before taking a decision and also increase their awareness to the CO2 emissions of the airport area.

The DHL Express effect

DHL Express moved its hub operations from Brussels to Leipzig in 2005, taking advantage of a virtually uncongested airport with a compre-

hensive infrastructure.

DHL brought thousands of workers on the platform, all of which need to travel to and from the airport on a nightly basis.

For them, and also the daytime workers, the airport, in collaboration with the local public transport operator and Deutsche Bahn is offering reduced rates through a program called Job Ticket (read more about that on page 4). Towards this move, dAIR has been mentioned as a driver of action.

Other very interesting projects are happening at Leipzig, including a car sharing system offered by TeilAuto. The airport is also in the beginning phases of having an energy management system that is provisioned to remove significant amounts of CO2 from the operations.

Read more about Leipzig / Halle airport and the dAIR study visit in this issue of our newsletter and visit our website for in-depth coverage.

www.dairproject.eu

Fifth study visit in pictures



From top (left to right): Markus Kopp The CEO of Mitteldeutsche Airport Holding; project partners and experts at Leipzig Airport; Gaby Moles - Environmental Manager at Eindhoven Airport; Vladimir Vrtisk representing Prague Airport Region; discussions during the mid-term event; participants at Leipzig City Hall; the speakers of the mid-term event at Leipzig old stock exchange; a presentation of the new underground transport in Leipzig;



Photos by Marius Nicolescu

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El Prat de Llobregat



Transport Malta



Mazovia Voivodship



Prague Airport Region



**dAIR NEWS**

See you in Poland

The next study visit is going to take place in Mazovia, Poland.

Project partners and experts from the 10 European regions involved in the project will be able to fully explore Poland's newest airport - Warsaw Modlin.

Modlin is a disused military airfield, which opened in July 2012, intended for low-cost carriers serving the Warsaw, Poland market.

On 8 February 2010, the airport was registered officially as a civil airport by the Polish Aviation Authority. It is located 35 km north of Warsaw's city centre in Modlin, which is a district of the town of Nowy Dwór Mazowiecki.

The organisers will emphasise Mazovia's role in protecting the environment and improving the accessibility of the region's transport as well as looking at Investment plans and ideas for airport development, surface access and development of innovative airport city.

Of interest for many participants will be to look at the Master-Plan of Warsaw-Modlin Airport concerning CO₂ reduction and surface access improvement together with the plans for a railway connection to the newly built airport.

The study visit will take place between 1-3 October 2013 in various locations across Warsaw as well as on location at Modlin Airport.



Express rail service funded from taxes on airline tickets

New taxes on airline tickets may fund a new express rail service from Paris Charles de Gaulle Airport (CDG) to the city.

according to France's transport minister, cited by Le Figaro newspaper.

The tax would not fund the entire project but about a

quarter of the estimated 1.7 billion euros needed for the project. The decision to go ahead with this plan could be taken in the next few weeks.

The project is not new, with the plan for the CDG Express conceived in 2000, but troubled by the financial crisis. The project is being led by airport operator Aeroports de Paris and three French state-owned public transport groups.

Other NEWS

GSA Final Seminar

Please join the GSA Final Seminar in Drenthe, The Netherlands, on 13th November 2013.

At this event focus will not only be on the partnerships' cooperative quest for sustainable solutions in and around regional airports, but also on the latest news regarding aviation research and policy. The varied programme, including presentations, films and interviews, also offers ample opportunity for discussion and networking.

A detailed programme will follow shortly but you can register online now.

We look forward to meeting you (9.30 – 16.30) on 13th November. Should you have any further queries in the meantime, please do not hesitate to contact us.

Please click on the invitation or the following link to register for the GSA Final Seminar: [www.greenairports.eu/registrationGSA Final Seminar](http://www.greenairports.eu/registrationGSA%20Final%20Seminar).



Half Way Through dAIR - the story so far



About a year and a half ago began the story of dAIR – a European project with some great ambitions – looking at how decarbonisation in airport regions can be achieved. It started with an application, an approval, and the willingness of 14 groups of partners from ten EU regions, as far west as Warsaw, Poland and as far South as Malta to work together and find great ideas for the future.

Great ideas – Good practices

An important issue arises, as with every project – what is the scope, the final goal that it tries to achieve? What is the value that it brings? For dAIR, the project partners have been able to recognize these values and already look very focused at the goals from early on. Together they are exploring and identifying ideas, practices in each other's regions and airports that they can apply to their own.

In the end, a series of transnational documents will be produced – encompassing all the ideas that are truly valuable, all based on a specific methodology that looks at a number of factors, including how innovative a project is, costs, CO₂ reduction, ease of implementation and more.

Just a couple of examples of practices identified so far:

Triple Helix cooperation, which is a collaboration between municipalities, universities and businesses towards achieving a particular goal or product. Triple Helix goes beyond cooperation. It allows for ownership of a territorial strategy by providing a framework for this strategy. The impact on CO₂ of this measure would be that this cooperation supports sustainable projects that aim to reduce CO₂ emissions and, at the same time, allow an airport to grow.

Bus on demand, which is a bus system used by employees working for the companies in/around the airport. It is already used in the Charles de Gaulle Airport area. Its inception resulted from the fact that 75 % of CDG employees have staggered working hours. The bus on demand system fulfils the needs of workers who do not have cars and work late-night shifts. Users can call the dispatch centre an hour and half before they need a ride, and a bus will come at their usual bus stop at all times of day and night. In terms of CO₂ reduction it decreases the use of private cars and allow for annual savings of 30.000 tonnes of CO₂.

The exchange has begun already

In the beginning of the project, many have expected the results of the project to come gradually, after its end, when all these practices would have been identified and detailed. However, this has not been the case. Because of dAIR now two regions are doing something more.

In El Prat, the municipality where Barcelona Airport is situated, the municipality is looking at a bus on demand system, like the one in Paris, that would ease access to some hard to reach areas on the airport platform. Officials from El Prat have met with the providers of the Paris system.

“ Because of dAIR regions are starting initiatives on reducing CO₂

During the last study visit, Eindhoven Airport announced that, after seeing what Sweden has accomplished in Stockholm Arlanda and all of the airports in its portfolio, Eindhoven Airport would like to follow through. The plan is thus for Eindhoven Airport to look towards Zero Emission. This also applies to surface access to the same airport. They are commissioning a trainee from a technical university to see how that will be possible and what measure the airport has to take to reach that goal.

These are but some examples of what this project is aiming for just half way during its natural life. The way it looks right now, the project is bound to be a success and take a big step towards a cleaner environment.

For more information on the dAIR project, as well as all our newsletters, press releases and articles please see our website at www.dairproject.eu