



AIRPORT REGIONS CONFERENCE



Annual Report 2007

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Aviation is a hot issue in Europe



*Anne Devitt,
President ARC*

FOR EVERY YEAR it becomes more evident that aviation is an important policy issue at the local and regional level, especially for cities and regions hosting an airport. The effects of international and European agreements in aviation have an impact in the area around the three kilometres of landing strip.

There is a continuous interest for more travel for business and leisure. Aviation brings Europeans together and Europe with the rest of the world, and it all happens in our airport regions

In the regions and communities the political representatives have to face growing demand for airport expansion and the imminent constraints in infrastructure connecting the airport into the regions. There is an increasing awareness in our regions about the environmental effects of aviation in a sustainable society.

IT IS ALL ISSUES ARC is concerned with and where ARC brings the regional perspective into the decision making process at the European level. ARC gives members quick access to the latest information from the international scene, which is becoming more and more important for local and regional politics. Cities and regions today need a better understanding of the rapid development in aviation industry to provide long term strategies for our cities and regions.

Over the last few years, ARC has grown in

importance and membership. This is one of the reasons why the Executive Committee initiated a review of the ARC strategy. With growing influence the ARC need a more consistent approach to the regional dimension of aviation.

We have in 2007 had several discussions formulating a new strategy with three clear focuses. To engage in project development to increase our lobbying activities and to enhance our ability to share information.

These are the key issues in the coming years and will provide us with excellent opportunities to forward opinions from our members to the European and international scene.

IN MAY 2007 ARC co-organised a noise Round Table in Brussels with Val d'Oise Paris region and Brussels Capital Region addressing the upcoming revision of the noise directive and the experiences made in airport regions in Europe. The conference also launched the ADSTAR study (Administrative Structures in Airport Regions). The Round Table is a very good example of the role ARC plays in giving local experiences a European dimension. The recommendations from the conference is today quoted by the European Commission and used in many regions when discussing airport development.

Already in 2007 ARC members started up along

the lines of the new strategy. In Stockholm in June the STRAIR project held its final conference showing an impressive range of studies from airport cluster development, over land-use studies, to logistics and airport accessibility etc. This final conference was also a starting point for new initiatives that build on previous experiences. You can read more about these new projects in this report.

IN NOVEMBER EU granted ARC and members funding for a pilot project concerning e-learning and vocational training in airport regions. The project was prepared by a number of partners and will be in action from 2008.

The Presidency and the Secretariat has successfully shared our opinions with the European Commission and other stakeholders in the industry on issues like Slots allocation, airport capacity, climate change, noise etc.

The Executive Committee has actively engaged in the development of ARC to where it stands today. There is an enthusiasm and involvement from airport regions to share experiences and best practises from all over Europe. This is the important fundament that will provide us with a succesful project portfolio and strengthen the regional and local perspective on aviation in the years to come. ■■

Secretariat report

Europe

AVIATION IS ON TOP of the European agenda. It is becoming even more important as our need to travel continues to grow. At the same time the environmental concern and the impact of aviation on climate change is on everyone's mind. Almost daily, there are articles about aviation related to climate change, new markets and destinations, passenger security etc.

Never before has there been such an environmental focus within the industry as it is today. The European Commission has actively worked on the aviation portfolio in 2007. Projects like Clean Skies, Galileo etc will have a long term impact on the aviation industry environmental performance and its footprint in our regions. In 2007 came the long awaited decision by the Commission to include aviation into the Emission Trading Scheme. When it will come into effect is still pending. The Commission also worked on the report of the implementation of the noise directive. EU and member states with the United States decided to liberalise the aviation market in Open Skies agreement. Slots allocation was also under debate and the Commission reviewed current practices in member states. Airport charges has also been under debate.

Common for all issues are the overarching concern of airport capacity in Europe. Increased capacity is to be realized in airport regions. It is on the local and regional level the European discussion today will make its footprint tomorrow.

Cities and regions must already today take part in this debate and form their regional vision and airport strategy for tomorrow. Sooner or later airport capacity is to be discussed in most airport regions in Europe.

Lobbying

THE SECRETARIAT, with support from the Executive Committee and members, has actively promoted the views of ARC in meetings with representatives of the industry like Airports, Eurocontrol, the airlines etc as well as the European Commission. ARC has met with political representative in the Committee of the Regions, the European Parliament as well as local and regional representatives in airport regions from all over Europe. All good opportunities to inform about the regional and local dimension of aviation. The views of ARC is highly appreciated and often asked for. ARC brings an additional perspective into the decision-making bodies and represents the views of the citizens on aviation.

Conferences and meetings

IN PARTNERSHIP with ARC members and others, several conferences and meetings were organised to share the views of ARC:

Round Table on Noise Nuisance, in Brussels in May, gave several interesting examples from European regions in addressing airport noise, including reports on health impact of noise and testimonies from NGOs. The final recommendations from the conference have been largely quoted afterwards.

The STRAIR project Final Conference, in Stockholm in June, where all the STRAIR partners presented findings from 9 different studies. The studies covered new and innovative strategies of how a region best could benefit from an airport. The successful project have been followed by a new application for Intereg funding.

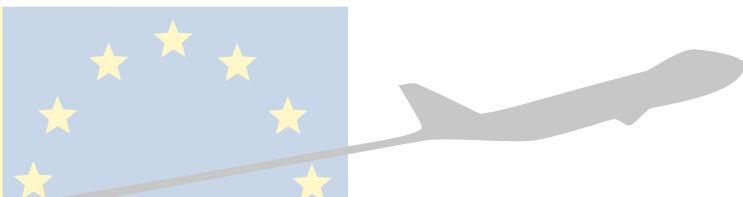
The Annual General Meeting in Malta where a new strategy for ARC was approved and launched. The new strategy got a flying start with several projects addressing quality of life in airport regions, climate change and surface access, and the set up of a centre of excellence in airport mediation. It was announcement that the ARC initiated AIREA-project is granted EU funding for a pilot project in e-learning for airport related jobs.

In the Open Days in October in Brussels, ARC co-organised a seminar on regional airport development with ACI. ARC President Anne Devitt was one of the key note speakers.

The Secretariat

SINCE APRIL 2007 The Secretariat has again a full time Information Officer in Brussels. It strengthens our ability to support ARC members activities in Brussels and enhance the ARC lobbying information activities.

The Secretariat continues to develop an open dialogue with several organisation in the field of aviation and regional development, transport matters and environment to explore potential partnerships for the future. ■ ■



Reports from the Interest Groups

ARC Airport Mediation Centre in Vienna

IN JUNE THE CITY of Vienna initiated an ARC Centre of Excellence in Airport Mediation. The basic idea is that ARC members should be able to collect consolidated information about mediation processes and to be able to extract relevant best practises to support their own initiatives in this field.

Many regions in Europe are facing airport expansion. Many times it is a long and difficult process of major concern for stakeholders within the industry as well as local citizen groups, authorities, service providers etc. Mediation and participative processes are important tools to create the right conditions for a growing airport and at the same time preserve or improve the living conditions for the citizens living closest to the airports. It is one of today's most challenging tasks in an airport region. It needs to be addressed in a systematic way and with great care. All available experiences are valuable assets for ARC members and airport regions to learn from.

All over the world there are several examples of successful and less successful mediation processes. The Airport Mediation Centre will gather European and international examples and provide them to ARC members.

In 2007, the first steps were taken to organise a partnership with the City of Vienna, Dialogueforum in Vienna, Vienna International Airport and ARC. The Mediation Centre will start as a three-year project. Gradually the intention is to build up a knowledge base and later on provide service on demand. ■ ■

*Christian Anderle,
deputy Dep. International
relations, City of Vienna*



Quality of Life in Airport Regions (QLAIR)

QLAIR IS A PROJECT initiated by ARC and eight airport regions in Europe in order to seek level playing field policies for dealing with the societal cost of airport development.

The 8 project partners are: Schiphol region (Province Noord Holland, Municipality Haarlemmermeer), London Gatwick region (West Sussex County), Frankfurt region (Planungsverband), Paris CDG region (Conseil Générale de Val d'Oise), Barcelona region (El Prat de Llobregat), Dublin region (Fingal County), Warsaw region (Mazovia province), Mallorca region (Consell de Mallorca).

There is a sense of urgency to seek a balance in development regarding further growth in aviation and connected land-side investments around airports, as well as solid investments in measures decreasing emissions and noise nuisance for a majority of the residents. Among other measures, this implicates a need for improvement in tailor-made compensation-programs and financial incentives for projects which improve the quality of the surrounding airport area.

QLAIR has the objective to improve this quality of life in European airport regions, while maintaining a level playing field.

To realize this objective QLAIR policies are based on a triptych approach:

1. Mitigation
2. Individual compensation of people heavily affected by aviation emissions
3. Investment in a wider area around the airports



This triptych is bound together by governance models.

The deliverables of the QLAIR project are a survey of the key elements of Quality of Life, a set of governance models, and projects that will focus on different aspects of the QLAIR problems in the airport regions, especially those with a level playing field in several regions. The projects should fit in the policy framework of mitigation and compensation.

The survey of the key elements will be finalized before the Half year meeting in June 2008 in Tallinn. It will be translated in various languages so everybody knows what Quality of life is about.

The governance models and the first project proposals will be discussed at the half year meeting in June '08. ■ ■

Ine Kuipers
Project manager QLAIR
Noord Holland

Surface access and Climate change

AT THE HALF YEAR Meeting in Stockholm in June 2007, Climate change was identified as one of the top ten priorities for the ARC. In the Transport Interest Group we had been considering a project to examine the CO₂ emissions from the surface access movements to and from an airport. Before the Annual General Meeting in Malta in November 2007 the theme of examining the 'door to door' concept for journeys involving air travel was developed. This would analyse the ground and air elements of a journey, estimate emissions, examine alternatives for journeys to and from the airport and investigate the scope for shifting air journeys from air to high-speed train.

There was general agreement on the proposed project within the climate change theme and the following work package will be undertaken over the next 18 months or so. The work package would also support an ARC position on Climate change in airport regions.

The following elements were identified as part of a coming project:

Development of a "model airport"

Is it possible to create a model airport that can be used for calculations and further evaluation? At Arlanda, the emissions created by aviation are about 44%, surface transport 51% and the airport itself 5%. Are there major differences between different airports? Key indicators such as emissions, passengers, customer behaviour, work force and day visitors could be studied.

Intermodality

Which of the journeys performed by aviation today can be replaced by other more climate friendly ways to travel? When do passengers choose train instead of travelling by air? Also the total "carbon footprint" for various modes could be studied.

Holistic perspective – apply a "door-to-door perspective"

Travellers cause CO₂ emissions in all parts of a journey and during the entire stay. It is obvious that there are emissions not only when travelling to and from the airport and during the actual flight but also during their stay at the destination. However there is very little knowledge about the latter contribution to the total CO₂ emissions for the complete journey. It would be necessary to obtain information such as trip lengths, travel patterns during the stay at the final destination and choice of accommodation etc to be able to estimate.

Non-residential or destination airports

We have more knowledge about residential airports/origin airports than about non-residential airports/destination airports. Do we have a thorough understanding of the travel pattern at destination airports?

Guidance

Airport Regions would be helped by guidance on how to work with aviation, surface accessibility and climate change in their region. What are the possible measures for an origin or a destination airport? What information from the model airport could be used?

In reducing CO₂ what is the best use of public funds? Why do some measures work in some places and not in others? What are the cultural differences?

ARC will seek partners in forming a major project on surface access and climate change in airport regions. ■ ■



Roger Jones,
Project manager, West Sussex

Open skies

THE OPEN SKIES agreement will liberalise the aviation market and is supposed to boost the demand for trans atlantic flights. The agreement is supposed to generate about 80 000 new jobs according to a statement from The Commissioner for Transport.

From a regional development perspective it is important to analyse the impact of the Opens skies agreement. It's important to know what the effects will be in short term and long term. It's also interesting to know more about the distribution of the expected growth. Will it be more of congestion in the major hubs, more direct flight between major cities and important business cluster on both sides of the Atlantic? Will there be a similar impact of the Opens skies agreement as the deregulation of the European market a decade ago?

Depending on the answers there may be benefits and disadvantages for regions in Europe and will have an impact on regional aviation strategies.

Based on a similar concern, ARC established in 2007 a relation with Washington Airport Task Force. Both ARC and WATF share the same concern regarding the Opens skies and have set forward to jointly monitor and support the evaluation of the agreement. A joint work programme will be developed in 2008.



*Secretary General
Bengt Christensson
Göteborg Region*



Noise and Environment

NOT ONLY THE aviation industry has increased in recent years, but along with this the environmental impacts. Noise nuisance, climate change and other environmental issues therefore are – still – highly relevant topics for airport regions.

In 2007 ARC Noise group launched the ADSTAR study, concerning Administrative structures in airport Regions. The study analysed different organisational structures within the EU with regard to air safety and noise reduction measures. Main aspect was to deliver an overview of national and regional competences and the legal structure concerning noise abatement and regulation. The findings in ADSTAR lays a fundament for the QLAI project where governance structure is a key element in providing sound living conditions and a level playing field in Europe.

A main concern for ARC Noise group in 2007 was to provide ARC views on the evaluation of the EU Directives 2002/30 (Noise Operation restrictions at Airports) and 2002/49 (Environmental Noise Directive). At 11 May 2007 ARC in cooperation with the Val d'Oise department and the Brussels Capital Region organised a conference in Brussels which dealt with both directives and have led to recommendations of local and regional authorities for reducing aircraft noise pollution.

With the positive feedback on the conference and its results ARC is preparing a follow up conference on noise related issues and other workshops or seminars. The next Conference is supposed to be organised in the autumn 2008.

*Joachim Wempe
Group leader, Frankfurt*



STRAIR

THE STRAIR (Strategic development and co-operation among airport regions) project was initiated in 2004 by seven members of the Economic Development Interest Group. They share the belief that airport regions have a significant role to play since aviation is a key factor behind economic growth.

STRAIR is an INTERREG IIIC-supported project with eight partners from seven regions across Europe: Canary Islands (Spain), El Prat and Viladecans, Barcelona (Spain), Härryda, Gothenburg (Sweden), Oslo Teknopol IKS (Norway), Renfrewshire Council, Glasgow (UK), Stockholm-Arlanda partnership (Sweden) and West Flanders (Belgium).

The partners organised their work in three main components, which generated studies that the partners carried out and published:

1. Innovation and Business development directly related to airports
2. Innovation and Business development indirectly related to airports
3. Territorial and environmental effects of airport development

A few common conclusions have emerged:

- It is essential for a region to formulate its broad economic and social objectives, and use them as a basis for more specific targets such as a focus on passengers or cargo
- All areas of airport development require close co-operation with the airport operator(s) and other stakeholders such as air carriers, exporters and hoteliers
- You have to seek the best fit between your region's objectives and those of the private sector, which are invariably based on cost/benefit analyses. This holds true whether you aim to attract air services, investors or tenants for your business park

- Even in today's world of electronic communication, physical presence and accessibility are essential drivers of the airport's impact on your region: intermodal connections and geographic concentration matter!
- Whether you aim to attract MRO or other aerospace activities, you must offer or encourage relevant education and training in your region

The STRAIR partnership has disseminated its findings through the ARC's dense network in European regions and the aviation industry. Many ARC members use the STRAIR reports to develop new approaches to enhance economic growth. STRAIR has not only resulted in new partnerships within regions but also among different regions. ■■



*Hans Brattström,
Lead Partner
Stockholm Region*

AIREA

THE AIREA PROJECT is the outcome from the ARC Education network. Airports are considered to continue to grow in the coming decade and the need for a skilled workforce is a common interest for regions as well as airports and service providers at airports. The education network identified a common interest to find pan-European solutions to a common regional interest in most airport regions in Europe.

A group of partners designed a pilot study for a web based approach of developing an e-learning platform for job related to airports. By the end of 2007 ARC and partners were granted funding through the EU Transfer of Innovation fund, also known as "Leonardo da Vinci Leonardo funding.

The AIREA (Airport Regions E-learning Academy) is a pilot project that will build a digital platform and make an effort to harmonize the different vocational training systems, teaching methods, and course availability throughout the EU".

Over a period of two years, the project will examine and evaluate the needs of the regions, find the best-practice cases, and based on these, develop one or two pilot modules of vocational training that can be put into an advanced web-based platform using modern collaborative and experiential learning methods.

This e-learning platform will aim to show that a digital platform for vocational training in the field of airport-related professions can be successfully launched. The project will explore possibilities of using this type of solution to further European vocational education in airport regions on a larger scale. A successful project result will be the first building block in creating a new, improved and pan-European range of vocational training options for the aviation and airport industries.

The impact of a successful project could in the long run potentially change the way that training is handled

for vocational skills, allowing regions to recruit more frequently from local sources and receive certified training in a range of skills otherwise not available on a local level.

Six partners are participating in the process. Apart from ARC, the other partners are: Göteborg Region (GR), Dublin City University, Fingal County Council from Dublin, El Prat de Llobregat from Barcelona and Tallinn City Council. ■■



*Karl Alfredsson
Lead Partner
Göteborg Region*

Presentation of the Executive Committee 2007–2008

THE EXECUTIVE COMMITTEE is appointed by the Annual General Meeting and made up of elected councillors. It manages and administers the association in accordance with decisions taken by the Annual General Meeting. It delegates the day to day management to the President and the Secretary General. The Executive Committee reflects the wide geographical spread of ARC member regions across Europe.

Current Full Voting Members of the Executive Committee are:



*Anne Devitt,
ARC President,
Fingal County Council
(Dublin Region)*



*Sergi Alegre Calero,
ARC Vice President,
El Prat de Llobregat
(Barcelona Region)*



*Heikko Kassekert,
Frankfurt Region*



*Agneta Granberg,
Göteborg Region*



*Mati Eliste,
City of Tallinn*



*Erich Valentin,
City of Vienna*



*Ton Hooijmaijers,
Noord Holland*



*Tex Pemberton,
West Sussex
County Council*



*Secretary General
Bengt Christensson
Göteborg Region*

Members of ARC

MAJOR INTERNATIONAL AIRPORT	MEMBER REGION	PASSENGERS 2006, MILLIONS	ANNUAL GROWTH
Amsterdam Schiphol Airport	City of Amsterdam, Province of Noord-Holland, City of Haarlem-mermeer	46.1	+4.4%
Athens International Airport	Prefecture of Eastern Attica	15.1	+5.6%
Barcelona Airport	Barcelona Regional, Generalitat de Catalunya, El Prat de Llobregat	30.0	+10.5%
		Girona: 3.6	+2.2%
		Reus: 1.1	–
Brussels Airport Zaventem	Flanders Region	16.6	+3.2%
Dublin Airport	Fingal County Council	21.2	+14.5%
Frankfurt Airport	Planungsverband Frankfurt, Rhein-Main	Frankfurt International: 52.8	+1.1%
		Frankfurt Hahn: 3.7	+20.4%
Glasgow Airport	Renfrewshire County Council	8.9	+0.7%
		Prestwick 2.4	+0.3%
Gran Canaria Airports	Gobierno de Canarias	Gran Canaria: 10.3	+4.7%
		Tenerife Norte: 4.0	+7.2%
		Tenerife Sur: 8.8	+2.6%
		Lanzarote: 5.6	+2.9%
		Fuerteventura: 4.4	+8.4%
		La Palma: 1.7	+3.0%
Göteborg Landvetter Airport	Göteborg Region	Landvetter: 4.3	+4.9%
		Säve: 0.5	+16.0%
Helsinki Vantaa Intern. Airport	City of Vantaa	12.1	+8.6%
London Gatwick	West Sussex County Council	34.2	+4.2%
London Heathrow	London Borough of Hounslow	67.5	+0.6%
Madrid Barajas	City of Madrid	45.5	8.1%
Malta	Malta Environment & Planning Authority	2.7	-2.8%
Milan Malpensa Airport	Regione Lombardia	Malpensa: 21.8	+10.9%
		Linate: 9.7	+6.7%
		Bergamo: 5,2	+20.4%
Munich Airport International	Land Bavaria	München: 30.8	+7.5%
		Nürnberg: 4.0	+3.1%
Oslo Airport	Romerike	17.7	+11.2%
Palma de Mallorca Airport	Consell de Mallorca	22.4	+5.5%
		Menorca: 2.7	+3.8%
Prague Airport Ruzyně	A.V.A.R.	11.6	+7.5%
Roissy, Charles de Gaulle	IAURIF-Île de France, Val d'Oise	Roissy CdG: 56.8	+5.6%
		Orly: 25.6	+3.1%
Stockholm Arlanda Airport	Stockholm Region	Arlanda: 17.7	+2.5%
		Bromma: 1.7	+21.8%
		Skavsta: 1.8	–
Tallinn Airport	City of Tallinn	1.5	+10.0%
Targu Mures Airport	Mures County Council	–	–
Warsaw Airport	Mazovia Province	8.1	+14.6%
Vienna International Airport	City of Vienna	16.9	+6.3%
Zürich Airport	City of Zürich	19.2	+7.6%

Statistics: ACI Europe.





What is ARC?

- ARC** is the leading European representative organisation for cities and regions with major airports and as such is recognised as a political stakeholder.
- ARC** members represent more than 30 cities and regions from 19 countries and the organisation continues to grow. Our members represent 70 percent of all European regions with airports handling more than 10 million passengers.
- ARC** has a Representative Office in Brussels to inform and promote the ARC to the European Commission and to other European institutions and the aviation industry. This office also provides ARC members with a platform to support member activities and projects.
- ARC** monitors air transport policy development in Europe on behalf of its members.
- ARC** provides a network of expertise for policy development on key topics for airport regions.
- ARC** produces a wide range of studies on topics including economic growth and innovation, transport structures, spatial planning and land use, environmental effects.
- ARC** provides a global network of contacts with similar organisations.
- ARC** stimulates cooperation between members through a stable network of regions with similar structures and who face similar challenges.
- ARC** informs members on how EU policy may affect local policies.
- ARC** informs European institutions about the effect of aviation on the cities and regions in Europe.

“Making the best of your airport!” • www.airportregions.org

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