

## Minutes Workshop 3C: Surface Access and climate change

### **Workshop leaders:**

Roger Jones, Principal Manager, Major Projects, Resources and Performance, West Sussex County Council

Pieter Deschamps, Secretary Flemish Airport Commission and Project Manager ARC "Surface Access and Climate Change"

### **Presenters:**

Etienne van Zuijlen, Programme Manager Airport CDM, Schiphol Group

Philippe Jacobs, Head of Department Marketing & Communication, De Lijn

Emma Stromblad, WSP Analysis & Strategy

Over the last decade the Airport Regions Conference (ARC) has been engaged in several studies on the relation between aviation growth, airport accessibility and public transport and the impact on climate change.

In 2008 ARC published a special report analysing the CO<sub>2</sub> emissions in two airport regions (London Gatwick and Stockholm Arlanda) related to aviation and surface access to airports. Due to the significant amount of traffic generated both by passengers and employees travelling to and from the airports, this counts for half of the greenhouse gases associated with the airport, with the other half deriving from aviation (LTO-cycle) and on-airport activities<sup>1</sup>. The session looks at guidance and collaborative methods to improve airport accessibility and intermodality to reduce emissions.

We invited three presenters to cover different angles on what can be done and by whom to lower the carbon footprint related to airports. You'll find all three files on the conference CD.

First, Mr Etienne Van Zuijlen representing Amsterdam Airport Schiphol, informed the audience on the carbon management at Schiphol.

The developed Climate Plan forms the basis for environmental initiatives within the organization. The Blueprint for energy and sustainable mobility are the two focus areas of this plan. The former aims at Energy reduction & efficiency measures and On-site generation of renewable energy (20%). The latter has a dual objective: Reduce emissions from mobility and improve landside accessibility.

A highly interesting initiative is the setting up of the '*Dutch aviation climate table*' where the involvement of other stakeholders can be achieved and forces are joined to increase sustainability in industry.

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<sup>1</sup> Special Report 1:2008 *Climate Change and Surface Access in airport regions*

The Amsterdam Airport Schiphol policy on carbon management will also be accredited by ACI Europe's airport carbon accreditation scheme<sup>2</sup>. Airport Carbon Accreditation assesses and recognises the efforts of airports to manage and reduce their carbon emissions with four levels of awards: mapping, reduction, optimisation and neutrality.

Second, Mr Philippe Jacobs from the Urban and regional public transport provider in the Flemish region, De Lijn. He gave an overview of the Flemish region's policy for improving the surface accessibility to the Brussels Airport region.

After SABENA's (former flag carrier) bankruptcy in 2001 and the decision of DHL to move their European distribution centre (EDC) to Leipzig about 4750 people lost their job.

The Flemish government developed in 2004 the START-plan focusing on employment, mobility for employees and the need for space to attract new companies.

Mr. Jacobs explained the new initiatives and the results of these efforts. The mission was to improve the accessibility of the airport region with good quality public transport and give an alternative for the private car. The Flemish government aims for a modal split to and from the airport of about 40 % by public transport.

The core of the PT plan consists of focus areas:

- 13 new direct bus lines to the airport for employees within a radius of 20 km with a high frequency (rush hour '15, day hour '30, weekend '60) and broad amplitude
- Increasing the frequency on existing regional public transport in order to reduce the gridlock on the ring around Brussels (R0)

Coming from an initial 2%, today 12% of the employees living in the intermediary communities use the busses (13 START-lines) to travel to the airport region. There is also a significant increase in the number of air passengers using the bus from 6% to 11 % in 2008.

Important elements for this success were *the third party payment scheme* and the excellent collaboration with the Airport operator, the airport companies and the government.

Last, Ms. Emma Strömblad from WSP presented the preliminary findings of the study commissioned by the Airport Regions Conference (see presentation)

After the presentations Mr. Roger Jones, until very recently project manager of the SA CC project group, opened the discussion.

- The reason why airport employees mostly use their private car is because of the flexible working regime (very early and very late) and the fact that there is no or less congestion at these times.

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<sup>2</sup> <http://www.airportcarbonaccreditation.org/>

- When it comes to defining measures to decrease emissions Mr. Van Zuijlen recommended ARC to really focus on what airport regions can actually do, i.e. improving surface access. The Aviation sector will be as of 2012 included in the European Trading Scheme and ACI encourages the European airport operators to become carbon neutral. Also the Open Skies and SESAR initiatives will influence the carbon footprint.

ARC will continue on the line towards the long-term vision, starting from where we stand today based on the surface access report. Short to medium haul journeys within the European Community can be easily planned and executed as a seamless door to door experience for the traveller with a minimum carbon footprint. There are good reasons to develop airports to be the key intermodal point for transport in the 21st century.

Please feel free to contact The Airport Regions Conference or the project manager of the Surface Access and Climate Change Project Group:

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