



Annual Report 2013

35 members
70+ million citizens represented

575+ million
passengers in our
member regions' airports



On the path to recovery

I want to thank all of you for your continued support to the ARC. As regions and airports all over Europe start recovering from a fierce financial crisis, we are glad to see that many regions are continuing to develop and invest their relationships with airports. Our voice continues to be heard in Europe's major aviation debates including the airport package, noise directive and the importance of spatial planning.

We look forward to work with all of our members to improve economic development in regions, at the same time being aware of the importance of the environment in this case. In 2013 we have continued on our path to bringing regional representatives of airport areas together. We have organised conferences in which our members learnt about the importance of territorial marketing as well as the role of the link between airports and regions in terms of economic and social development. We have been present at EU level and our input into legislation is making a difference in our members' regions and beyond.

I look forward to working with you in 2014 and continuing on a clear set path of creating new opportunities, relations and supporting development in airport regions in all its forms. ■■



Sergi Alegre Calero
ARC President



ARC: The Common Denominator



Léa Bodossian
ARC Secretary General

The strength of the ARC is to be an organisation of common sense, of balanced views, representing common interest. Our membership is balanced, we represent the regions hosting international airports in Europe, who take pride in putting the sustainable relationship with their airport on the top of their own agenda, and that include the airport in their territorial strategies.

The variety of our membership inevitably leads to numerous ways of understanding current issues, still there has always been one common denominator between our members: the certitude that the airport regions are to have a say in aviation debates. We build this certitude not through general political views, but through years of exchanging our concrete experiences of having an airport on our territories. This makes the work we do and the position we stand for invaluable and it also make our own work in the Secretariat extremely gratifying.

Our standpoint, the ARC standpoint, is more than accepted, it is respected by our partners and the ARC is a “normal” interlocutor in aviation debates. I have personally been in the aviation or regional affairs for some 18 years now, and I have seen the situation evolving through the years. It is fair to acknowledge that this is certainly not estranged with ARC twentieth anniversary which we will celebrate in the course of 2014.

I hope that you will have as much pleasure in reading this 2013 activity report as we had in actually working on making all these activities possible. ■■





AIRPORT REGIONS CONFERENCE

ARC Members 2013

In 2013 our members handled over 575 million passengers in their territories.

Our members have airport territories that range from the largest hubs in Europe (Heathrow, Madrid, Frankfurt, Paris, Amsterdam, Barcelona) to small but important regional airports bound for development (Oulu, Targu Mures, Tenerife, Malta).

In 2013 the ARC welcomed **Terres de France** and **Gava, Spain** as new members and was happy to extend its membership base in the center and South of Europe. In February 2014 we also welcomed the city of **Beek, Netherlands** and **Iasi County Council, Romania** into our membership.

Below is a list of all the member regions in 2013 and on the next page the cities and airports of the ARC:



Akershus County Council
Ayuntamiento de Barcelona
Ayuntamiento de Madrid
Ayuntamiento de Gava
Bavarian Ministry of economic affairs
Budapest 18
City of Amsterdam
City of El Prat de Llobregat
City of Oulu
City of Rotterdam
City of Vantaa
Fingal County Council

Flanders Region
Généralitat de Catalunya
Gobierno de Canarias
Gothenburg Region
IAU Ile-de-France*
London Borough of Hounslow
Mures City Council
Over Romerike Utvikling
Pôle d'Orly (Essonne & Val-de-Marne)
Prague Airport Region (PAR)
Prefecture of Eastern Attica
Province of Mazovia

Regional Authority FrankfurtRheinMain
Société wallonne des aéroports (SOWAER)
State of Berlin and State of Brandenburg
Stockholm (County Council & Sigtuna)
Terres de France
Transport Malta
Uusimaa Reginal Council
Val d'Oise
City Council of Vienna
Viladecans

* Institut d'Amenagement et d'Urbanisme

Country	ARC Member	Population	Airport	IATA Code	Traffic 2013 (million pax)	Rank 2013
Austria	City Council of Vienna	1.757.000	Vienna International Airport	VIE	22	19
Belgium	Flanders Region	6.350.765	Bruxelles	BRU	19.1	25
			Ostend-Bruges International Airport	OST	0,3	162
			Antwerp International Airport	ANR	0,16*	ab. 250
			Kortrijk-Wevelgem International Airport	KJK	0,07*	ab. 250*
	Société Wallonne des Aéroports (SOWAER)	3.546.329	Brussels South Charleroi Airport	CRL	6.8	58
			Liège	LGG	0,3	158
Czech Republic	Prague Airport Region	200.000	Prague	PRG	11	38
Finland	Uusimaa Regional Council	1.500.000	Helsinki-Vantaa Airport	HEL	15.3	30
	City of Vantaa					
	City of Oulu	193.902	Oulu airport	OUL	0,7*	ab. 100
France	IAU Ile-de-France	12.161.542	Paris-Charles de Gaulle airport	CDG	62	2
	Pôle d'Orly (Essonne et Val-de-Marne)		Paris Orly	ORY	28.3	13
	Département du Val d'Oise		Paris-Charles de Gaulle airport	CDG		2
	Terres de France					
Germany	Berlin Brandenburg	2.500.000	Berlin Schoenefeld	SXF	6.6	59
			Berlin Tegel	TXL	19.6	24
	Regional Authority FrankfurtRheinMain	5.821.523	Frankfurt Airport	FRA	58	3
	Bavarian Ministry of economic affairs	12.519.571	Munich Airport	MUC	38.7	7
Greece	Prefecture of Eastern Attica	403.000	Athens International Airport	ATH	12.5	35
Hungary	Budapest 18	93.000	Budapest Airport	BUD	8.5	51
Ireland	Fingal County Council	273.051	Dublin Airport	DUB	20.2	23
Malta	Transport Malta	452.515	Malta International Airport	MLA	4.1	81
Norway	Akershus County Council	523.272	Oslo	OSL	23	17
	Ovre Romerike Utvikling					19





Nether-lands	City of Rotterdam	1.178.953	Rotterdam- The Hague Airport	RTM	NA	ab. 100*
	City of Beek	16,268	Maastricht Aachen Airport	MST	0.4	ab. 200*
Poland	Province of Mazovia	5.164.612	Frederic Chopin Airport	WAW	10.7	39
Romania	Mures City Council	550.846	Targu Mures	TGM	0,2*	ab. 100*
	Iasi County Council	780.000	Iasi Airport	IAS	0.3*	ab 150*
Spain	Ayuntamiento de Madrid	6.369.162	Madrid	MAD	39.7	6
	Généralitat de Cataluna	7.565.603	Barcelona El Prat Airport	BCN	35.2	10
			Girona	GRO	2.7	96
			Reus	REU	NA	NA
	Ayuntamiento de Barcelona		Barcelona El Prat Airport	BCN		10
	City of El Prat de Llobregat					
	City of Viladecans					
	City of Gava					
	Gobierno de Canarias	2.117.559	Valverde - E9I Hierro	VDE	0,1	NA
			Fuerteventura	FUE	4,3	80
			Lanzarote	ACE	5,3	67
			La Palma Santa Cruz	SPC	NA	NA
			Las Palmas Gran Canaria	LPA	9.8	42
			Tenerife Norte	TFN	3.5	89
Tenerife Sur			TFS	8,7	49	
Sweden	Stockholm (County Council and Sigtuna)	2.127.006	Stockholm Arlanda	ARN	20.7	22
			Stockholm Bromma	BMA	2,3	104
	Goteborg Region	1.589.016	Göteborg Landvetter	GOT	5	69
			Göteborg City	GSE	0,7*	NA
United Kingdom	Hounslow London Borough	254.900	London Heathrow Airport	LHR	72.4	1
Total		76.009.395			579.2	

Sources: Traffic: ACI • Population: Wikipedia • Published April 2014 • *data is not updated for 2013

A snapshot of 2013 - meetings we attended and organised

January

- Participation in the Synaptic project to discuss intelligent mobility in Brussels
- EUROCAEP meeting to discuss a European position on environmental issues at ICAO in Brussels

February

- ARC Interest groups in Cergy, France
- Conference on Territorial Marketing in Cergy, France
- Annual General Meeting
- dAIR Study visit in Malta

March

- EUROCAEP meeting to discuss European position on Market Based Measures negotiations (CO2 trading scheme) at ICAO

April

- Participation with speakers at the Passenger Terminal Conference in Geneva, Switzerland
- Participation with speakers at the Regional Airports Forum in Lyon, France
- dAIR Study visit in Terres de France

May

- Participation with speakers at the Air Rail Conference in Frankfurt
- Participation as active member of the Observatory of Airport Capacity

June

- ERA industry meeting
- dAIR Study visit in Stockholm

- Executive Committee meeting in Prague
- Prague conference on Airport and region collaboration

July

- Meeting European Stakeholders for preparation to ICAO assembly
- CEMR (Council of European Municipalities and Regions)
- ERRIN (European Regions Research and Innovation Network)

September

- dAIR mid Term event in Leipzig
- dAIR Study visit in Leipzig
- Speaking at Internoise, Innsbruck

October

- Experience Exchange in the United States
- dAIR Study visit in Mazovia
- Sustainable Airports Seminar in Roissy CDG
- Frankfurt Conference – Half Yearly meeting

November

- Participation at AER meeting
- Participation at CPMR meeting
- State aid hearing
- Speaking at the Green sustainable airports seminar
- ARC Nordic Meeting

December

- Intermodality Document is Finalised
- Industry meeting with ERAA
- MBM (Market Based Measures) meeting





The ARC: a tool for lobbying and anticipating changes

The Secretariat of the ARC is active in Brussels in order to represent the voice of the European regions and cities in aviation related debates.

This work aims at developing awareness of regional concerns in aviation. The work is done through

- Participation to existing structured working groups,
- Individual meetings with the DGs and officers in charge,
- Discussions with partner organisations which may be likely to support the same positions.

Below is the list of the formal working groups the ARC is part of or contributing to:

Name	Description
CAEP	CAEP is not an EU working group. It depends from ECAC (the European Conference of Civil Aviation, the European Branch of ICAO). But it plays a significant role in EU as all EU aviation policies come from the general guidelines discussed at UN level (ICAO is a UN agency)
CNOSSOS	This is a working group depending from DG ENV from the European Commission, and animated by the Joint Research Centre in ISPRA. The group is aiming mostly at revamping the environmental noise directive
Xnoise	This is a working group depending from DG Research from the European Commission, and aiming at streamlining aviation noise research.
Eurocontrol	Eurocontrol included the ARC in its list of stakeholders to be consulted.
Observatory of Airport capacity – group 1	This is a working group depending from DG MOVE from the European Commission. This group is chaired by Eurocontrol and dedicates its work to the notion of capacity. It worked mostly on the Challenge of Growth update, which was released in 2013.
Observatory of Airport capacity – group 2	This is a working group depending from DG MOVE from the European Commission. This group was chaired by EUACA, the slot coordinators and it focussed its work on the revamp of the slot regulations.
Observatory of Airport Capacity – Group 3	This is a working group depending from DG MOVE from the European Commission. It is chaired by the ARC and it worked on what intermodality could bring to the notion of airport capacity. The final report was released in December 2013.
Observatory of Airport Capacity – plenary meeting	This is a working group depending from DG MOVE from the European Commission.

Developing Knowledge: Our Working Groups

Economic development group

DREAM Project

DREAM stands for Development of Regional Employment in Aviation and Maintenance. The idea of the project is to match the needs of Airports, Aviation and Maintenance in terms of qualified staff, together with the competence of members in terms of education.

The project is currently being planned with the support of our members and more discussions about its inception will take place in 2014.

Territorial Marketing conference

The ARC member of Val d'Oise hosted a conference on territorial marketing attended by many of the ARC members in February 2013. A book of proceedings has been printed as a result of this well attended conference which is available on the ARC website.

Air Traffic Management and Spatial Planning group

The group started the redaction of a guide of spatial planning best practices in collaboration with ACI Europe.

SACC (Surface Access and Climate Change Group)

The ARC is extremely dedicated to promoting intermodality, be it intermodality with high speed train and intermodality as a means to improve the surface access to airports;

In this context we are part of the dAIR project where we support the exchange of best practices in between several members.

The ARC has sponsored the AIR Rail Conference in Frankfurt, and was invited to also take an active part to the Air Rail conference in Birmingham in November 2013. The ARC chaired the session dedicated to access to airports at the Passenger Terminal Conference, and was invited to co-chair the session dedicated to Airport cities at the next edition of this conference in April 2014 in Barcelona.

The ARC also chairs the working group on intermodality within the European Commission Observatory of Airport Capacity. After 4 years of work, from 2009 to 2013 a final document was produced and will be co-signed by the major aviation industry stakeholders. The ARC role as chair of this group consisted of supporting the proceedings, coordinating the drafting and reviewing each of the numerous versions of the document. This ought to be approved within the plenary meeting of the Assembly of the European Commission Observatory in November 2014.

ARC at the forefront of discussions
on noise, capacity and more



Groups in 2013

Air Traffic Management and Spatial Planning

Lead member: City of Vienna

Project managers: Franz Joechlinger
Regina Wiala- Zimm

Economic Development

Lead member: Val D'Oise County Council

Project manager: Jean-François Benon

Noise and Environment

Lead member: Frankfurt Metropolitan Region

Project manager: Joachim Wempe

Surface Access and Climate Change

Lead members: Stockholm County
Gothenburg Region

Project managers: Hans Brattström
Per Kristersson

The legislative agenda and our impact

The legislative agenda has been focusing on

The airport package

The package is still under adoption, between the European Parliament and the Council. Most of the objections relate to ground handling and slots. The Noise Regulation is scheduled for adoption in the first semester of 2014

The State Aid to airports guidelines

Some draft guidelines were released early in July and a consultation was held on the topic (until 25 September 2013). The ARC members were invited to comment individually.

The ARC has been invited on several occasions to comment on the topic (Assembly of European Regions, Council of European Regions and Municipalities, ACI).

ARC members are not primarily at stake, as they are not regional airports, but there is a need to take into account the specificity of airports which are regarded as infrastructure and have the capacity to serve regions.

The global impact of airports should be better evaluated (including economic and spatial impact). The new guidelines ought to be published in March 2014.

The European position on a world-wide carbon emission reduction scheme for aviation

The ARC took part in several meetings of the CAEP, which is currently focusing its work on market based measures, namely the carbon emissions quotas. These meetings intended to prepare the European position on the ICAO General Assembly (early October) for the implementation of market based measures at world level (enlarging the Emission Trading Scheme for aviation). Europe reached some success, and a scheme is to be presented at the next ICAO general assembly in 2016.

The ARC also took part in the XNoise meeting where we agreed to take the lead in the reflection on spatial planning as one of the tools for fighting noise.

Collaborative Environmental Management

The new guidelines for CEM are being redrafted by EUROCONTROL and a consultation took place in last quarter of 2013. On the basis of the comments received, the ARC provided advice to Eurocontrol.

Of course there are many other issues on the agenda of legislators in Europe, with whom the ARC is closely collaborating. You can learn more about those on our website at www.airportregions.org

**We make the voices of regions heard
at an European level**





Spotlight: Airport and Region Conference

On Thursday, 27 June 2013, in Kladno nearby Prague, the Airport and Region conference, co-hosted by the ARC with its member Prague Airport Region, brought together experts and professionals in transport, land use planning and the environment.

The conference focused on the integration and links between regions and airports in its many forms. The initial discussion and presentations revolved around the Prague area and surface access connections such as a planned railway service. For funding of the project, involvement of European funds is considered. For the ground transport to the airport as well as the public transport in its surroundings, this project is of major importance, thus numerous funding options are considered.

The issue of reducing airport emissions was also tackled during the event. The audience was introduced to new approaches to aircraft starting and to the results achieved by the airport within a program for CO2 emission reduction – the Airport Carbon Accreditation.

Ludomír Landa, Director of ČSAD Kladno, spoke about the use of alternative fuels and his experience with operating CNGs, which are natural gas powered buses, which produce less emissions and are more economical.

Jiří Kraus, Operational Director Prague Airport, spoke about the airport development and told the participants about the progress of ongoing repair works on the main runway during the afternoon excursion on the airport premises.

Also the presentation of the WheelTug, a company which is finishing the development of electric motors for non-engine taxiing of aircraft, was of interest for the audience. The use of electric motors will bring a significant reduction of emissions

as well as noise at the airport and in its surroundings.

The afternoon session was launched by Sergi Alegre, the President of the ARC, and Miroslav Bernášek, the Member of the Czech Parliament and Deputy Mayor of the city of Kladno.

Beyond that, speakers from Swedish municipalities spoke about the options of reducing CO2 emissions produced by ground transport to the airport, as they successfully applied in the surroundings of Swedish airports. In practice, their methods can be used for the calculation of the impact of planned measures – use of alternative fuels, more passengers in public transport etc. on the CO2 emissions reduction.

Furthermore, participants learned about the support of exchange of best practices from the part of ARC as well as about various aspects of sustainable development of the airport and its region based on the knowledge of the Centre for Air Transport and Environment of the Manchester University.

Overall the event brought a number of ideas for participants that can be taken back to their own regions, as well as putting together key stakeholders of the Prague Airport Region Area. It emphasized the importance that collaboration between the airport and its surrounding authorities can have on emission reduction as well as infrastructure and transport connections.

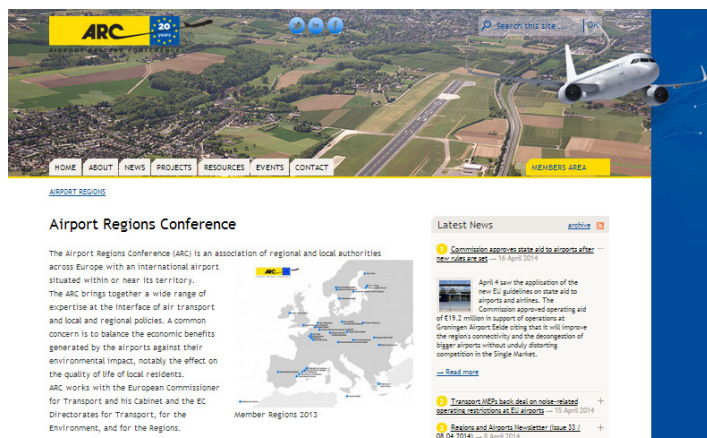
The ARC organises such conferences regularly, encouraging its members to disseminate crucial information which may lead to better quality of life for their citizens. More information on www.airportregions.org

Communication: At the heart of our activities

In 2013 our communication activities have been running at full speed, with the new website fully implemented as well as a number of new communication options, both with our members and the general public.

As communication leaders for the dAIR project, in 2013 we have released 6 press releases for the project, getting heavy attention in local media throughout the project partner regions. We have also been publishing articles and updating events on the dAIR website.

ARC Website



In 2013 the ARC website has been the main place for our members to gather all information in relation to our activities, as well as new projects and events and news related to their spheres of activity.

Through dedicated sections for members, separated into projects, logged-in visitors can consult all ARC publications,

information from projects and constantly be up to date with world wide events to which they may be interested in attending.

Regions and Airports Newsletter



The ARC newsletter was redeveloped from the ground up, and we have received very positive feedback on it. While in 2012 the newsletter would be issued approximately once every two months, the new version of the newsletter is issued every two weeks on average, including all ARC information as well as news we post and interesting information from around Europe and the world. The newsletter contains around 15 articles on average and is a source of information. It is distributed to both ARC members as well as to an extensive list of emails the ARC has been building.

In the secretariat



In the Secretariat, an infomail launched in 2012, has proved very successful in 2013 as well, with 50 such messages sent throughout the year. This is specifically reserved for ARC members only, notifying them of specific information of interest, projects, activities in which they may be interested.



Communication: visibility for our members

folders to brochures and layouts. ■ ■ ■



Social media

In 2013 the ARC has continued developing its social media presence over Twitter, Facebook and Linked In, with a sizeable increase in twitter followers. Generally all articles and important information from the ARC website are disseminated in this social media. We are working to improve and diversify our presence in the social media in the coming year as well.

dAIR Project

The ARC is the communication leader of the dAIR project and as such in 2013 produced 5 newsletters for the project, continued updating and improving its website, kept partners of the project in contact and has been constantly identifying and publishing news relevant to the decarbonisation of airport regions. We have disseminated information from the project to ARC members, thus spreading the knowledge acquired and developing new links. We have also been publishing a wide range of print material for the project, from



When the dAIR partners came to Modlin Airport for the first time, it had been reopened for one day. The newest Polish airport has been through a lot lately, including missing out on almost a year of operations due to problems to the runway.

Since it is a new airport, carbon emissions from airport operations and surface access are still an issue that will develop when the airport will be thriving, but for now the airport is focusing also on their environmental footprint. The airport is surrounded by national parks and very close to protected animal areas, thus their environmental department is focusing on issues of noise and environmental protection.

Yet, when it comes to decarbonisation there are some possible projects in the pipeline for Modlin airport.

Rail

For now the airport is not directly connected to the Polish capital of Warsaw by train, though there is a hybrid train-bus possibility. This means you can take a train from Warsaw until Modlin station, which is six kilometres away from the airport, at which point a bus picks you up and takes you to the terminal. Plans are to extend the existing line all the way to the airport where it will have an underground station. This means an additional six kilometres of rail that will need to be built. There would also be a train connection between Warsaw Chopin airport and Modlin, facilitating airport to airport transfers. This would be a possibility to reduce CO₂, but it depends significantly also on Polish national policies on electricity production. For now, 90% of Polish electricity is produced using coal.

Electric vehicles at airport
Modlin airport has purchased a number of electric vehicles. They are used inside the airport for transporting light cargo necessary for operations as well as staff around the hangars and the main terminal building.

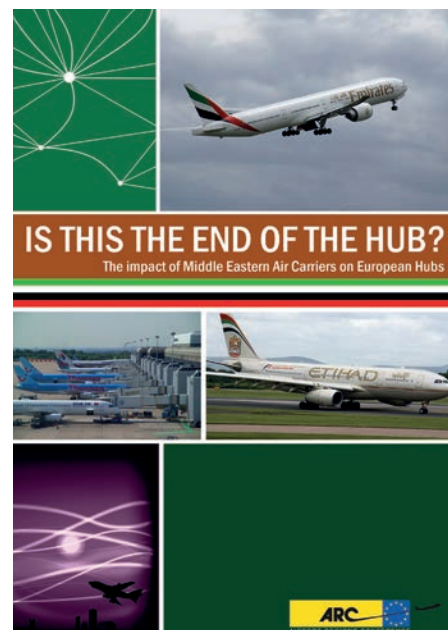
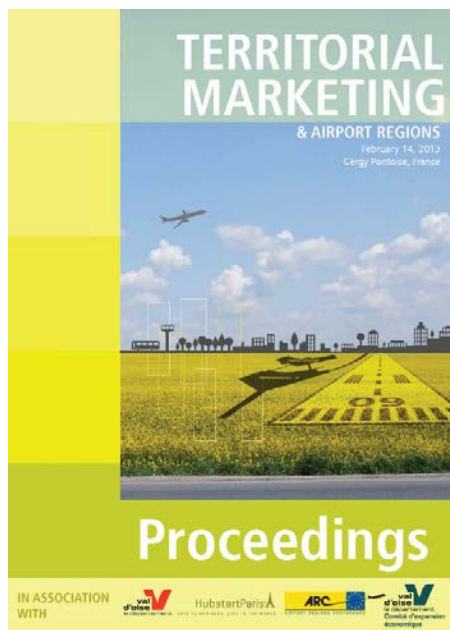
These vehicles are able to reduce the use of fuel, replacing it with electricity, therefore reduction in CO₂.

Bike accessibility to the airport

Many workers around Modlin airport reside in a city five kilometres away from the airport. Dedicated bike lanes (which are though of, not planned or existing) would facilitate transport of employees to the airport. Another idea is the creation of short time bike rental stations in and around the airport for employees and passengers to take. There are a number of organisations who are considering this possibility and through the dAIR study visit the airport officials are now aware of this possibility.

All in all, Modlin Airport is in the very beginning. In a country like Poland, where, unfortunately CO₂ reduction is not high on the agenda, just the participation in a European project such as dAIR shows a commitment to changing the current situation. The challenge for Mazovia will be to be able to differentiate itself from the others with a policy that is geared towards carbon emission reduction and hopefully neutrality.

Publications in 2013



Spotlight: Is this the end of the hub?

Gulf carriers are shifting the way European hubs behave and transfer passengers. But does this shift just benefit the Middle Eastern air carriers (MEAC), or is there a more complex picture to look at? Our study on the issue looks at what could be the impact on European regions.

Middle Eastern Air Carriers

Their presence has intensified in the past few years, with the ever increasing market share of Emirates, Etihad and Qatar. They are not attempting to take over a niche; they are strongly competitive on the main income source for airlines such as Air France, British Airways, KLM or Lufthansa: long haul flights. In turn, they provide lower prices and high quality on-board service, whilst changing a plane in their hubs in Dubai, Doha and Abu Dhabi.

The phenomenon is starting to be perceived in the major airport hubs such as Paris, London and Frankfurt, where some European airlines fear they will lose their dominance. Making a simple search on a flight booking website, you can book a flight from Paris to Sydney, through Dubai for cheaper than using a European airline. This applies to the majority of flights into the Asia-Pacific regions.

What does this mean for the European airlines?

The European airlines are looking at fewer passengers flying long haul, as long as it involves a stopover. It is cheaper and faster to fly from Leipzig to Shanghai via Doha, rather than London, Amsterdam or Paris.

CH aviation investigated the number of passengers lost by European Airlines on long haul routes from 2007 to 2012 (which is the period MEACs entered the market), Alitalia lost 21.6%, British Airways 2.16%, with Air France KLM and Lufthansa gaining more (1.5% and 6.5% respectively, mostly due to routes not towards Asia and the expansion of some of their subsidiaries).

The European airlines are losing their passengers on long haul and also on some of the short haul routes that were feeding their hubs. One of the more immediate results is job cuts.

The regions

One of the characteristics of MEACs is that they do not always choose major hub airports to fly to. Manchester is a very good example of this, with a significant number of flights operated by Emirates there.

Many regions in Europe are benefitting from the increase of jobs due to the presence of new carriers there, especially long haul ones, with large planes that require large infrastructures for logistics on site.

Future

The ARC study, entitled “Is this the end of the hub?” looks at three possible scenarios for the future of co-habitation of MEACs and legacy carriers in Europe. One in which the European airlines do nothing, the economic war scenario, where price competitiveness becomes a major factor and the alliance and joint ventures possibility, where the Europeans begin to collaborate with the Middle Eastern Airlines in order to minimize the damage.

In all of these scenarios one thing is for sure: things are changing and will change significantly over the coming years in the aviation picture of Europe. The airports are there to stay but will shift in importance depending who is based there and how well they are able to manage their assets.

Events organised by the ARC in 2013



Conference on Territorial Marketing

This event, organised by our member in Val d'Oise, France in collaboration with the ARC was a one-day conference on the importance and impact of marketing the territory around an airport. As a result of the conference, a book of proceedings was published also in collaboration with Val d'Oise.

The one day conference, organised by our member, Prague Airport Region looked at how issues at the airport can be discussed effectively with the citizens in the area. Members were able to hear from experts on the topic and also present their specific situations.

Getting dAIR - Policy Event in Leipzig

The one day workshop, organised in the framework of the dAIR project, presented updates in the policy advance of the dAIR project, looked at good practices for decarbonisation in airport regions.



Airport and Region - Prague





Speaking for our members

We like to keep our members interest at heart, and as a result we are constantly speaking at leading international conferences, promoting our members' values and commitments. We know how important it is to have a voice that is strong enough to make a difference. In 2013 we have been speaking together with our members at the following events:



Synaptik Project , Brussels
EUROCAEP , Brussels
Passenger Terminal Conference , Geneva
Regional Airports Forum , Lyon
Air Rail Conference , Frankfurt
Observatory on Airport Capacity , Brussels
Internoise , Innsbruck
Sustainable Airports Seminar , Roissy
Green Sustainable Airports , Netherlands
dAIR Study Visits and Conferences (6 in 2013) , various European locations
European Stakeholders of ICAO , Brussels
CEMR , Brussels
ERAA Industry Meetings , Brussels

Speakers at **13** external events
3 ARC events organised

Through the ARC our members have the unique opportunity to speak at numerous conferences worldwide, present their region and their airport to the world, while networking and meeting future partners.

Executive Committee



Sergi Alegre
President

Sergi Alegre Calero is the Vice-Mayor of El Prat de Llobregat in Spain, where he is in charge of spatial planning and of environmental issues. The Barcelona El Prat airport is one of the fastest growing European airports, and Mr. Alegre Calero has been responsible of accommodating the needs and constraints of a fast growing business. Mr. Alegre Calero has been serving in the ARC Executive Committee since 2002. He became the ARC president in 2011.



Erich Valentin
Vice-President

Erich Valentin is a member of the Vienna City Council and Provincial Parliament, where he serves as Chairman of the Environment Committee. He is in charge of spatial planning and environmental issues at municipal and district level. Due to his role in the cooperation with Vienna International Airport, including the mediation process, planning and land use, he represents the City of Vienna in the ARC Executive Committee. He became Vice President in 2011.



François Scellier
Vice-President

François Scellier is Vice-President of the General Council (Conseil Général) of Val d'Oise. Scellier has worked for the Ministry of Finance, before becoming a Senior Tax Services Director. Since 1986, Scellier functions as a special rapporteur on behalf of the French Finance Committee budget for Housing. Scellier has been a member of the Executive Committee since 2011.



Annette Eiserman-Wikström
Vice-President

Annette Eiserman-Wikström is educated as cartographer, but changed direction to become an economist. Wikström-Eiserman has been self-employed in the security industry since 26 years, being in charge of finance and human resources. Eiserman-Wikström is commissioner of the municipality, member of the City Council and chairman of the City board of Härryda in Sweden. Annette Eiserman-Wikström has been in the ARC Executive Committee since 2011.



Anne Devitt, Honorary President

Councillor Anne Devitt has been the political representative of Fingal County Council, Ireland to the ARC since Fingal joined in 2001. Cllr Devitt was the first chairperson of the newly formed Northern Area Health Board and held that position over a two year period. She also holds the Chair of the Strategic Policy Committee for Community, Recreation and Amenity of Fingal County Council. She was elected as ARC president between 2002-2011. Since 2012 Cllr Devitt is an honorary member of the ARC Executive Committee.



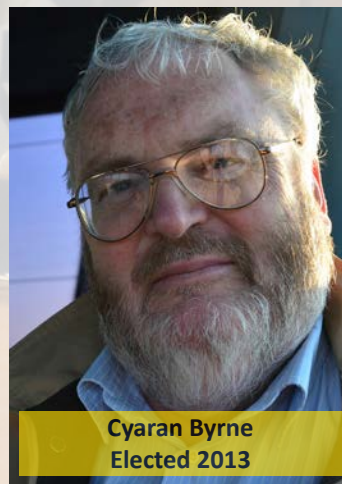
Vladimír Vytyska
Elected 2010

Vladimír Vytyska is the Mayor of Únetice, outside of Prague in the Czech Republic. Vytyska, with a diploma in economy, has been elected as a Mayor of Únetice for last twenty years. He has also studied music, and is an active musician. Vytyska represents Prague Airport Region (association of municipalities around Prague Airport) in ARC, and he has been a member of the Executive Committee since 2010.



Harald Espelund
Elected 2010

Harald Espelund is a Norwegian politician for the Progress Party. He served as a deputy representative to the Norwegian Parliament from Akershus during the term 2001–2005. On the local level he is the mayor of Ullensaker since 2003. Outside of politics he is an organic farmer. He was elected to the Executive Committee of the Airport Regions Conference in 2010.



Ciaran Byrne
Elected 2013

Ciaran Byrne's experience includes: Member of the Governing Authority of Dublin City University, Member of the Irish Labour Party National Executive and Central Committee, Mayor of Fingal County Council, Chairman/director of the Fingal LEADER Partnership, Chairman of Fingal County Development Board, Established the Dublin Airport Stakeholders Forum, Chairman of Strategic Planning Committee of Fingal County Council, Director STS Management Consultants, Business Development Manager of Glockenspiel Ltd.



Ludger Stüve
Elected 2013

Ludger Stüve is director of Regionalverband FrankfurtRheinMain, a regional authority responsible for land use planning and regional development in the Frankfurt Rhine-Main area. Mr Stüve also is non-executive director of different regional corporations for business development, marketing and culture. Before Ludger Stüve was elected as Regionalverband's director in 2012 he served as mayor of Schöneck – a town near Frankfurt – for eleven years. Prior to this he worked in IT and controlling departments of several major banks.



Lars Birger Salvesen
Elected 2014

Lars Salvesen is a Norwegian politician and the Deputy County Mayor of Akershus. Akershus is the region surrounding the capital city of Oslo. Salvesen's main field of expertise is transport politics. He has formerly been elected president of The Norwegian Youth Council (LNU), and General Secretary of the Young Christian Democrats. He also worked as a political advisor in the Parliament for the Christian Democratic Party and as adviser for the Norwegian Association of Local and Regional Authorities (KS).

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