

D-AIR start position report

VIENNA

What's the objective of the start position report?

Objective of the start position report = assess the situation, identify what is expected through D-AIR so that at the end of the project each partner can say how much D-AIR has helped them. You are the primary target of this report: putting down on paper in simple word what is the start situation, will help you to identify your expectations and to measure your progresses all through the project. At the end of the project, you will be able to evaluate the situation.

What's the size of my start up report ?

There is no definitive rule on the size of the start position report, but we advise you to keep it simple, and ideally the answer to each question should be around one paragraph (5-10 lines maximum)

Table of contents

DAIR start position report	1
CO2 neutrality of airport operator activities.....	4
Q1: Which emission sources of CO2 do you have within your own operations, i.e. emission sources of CO2 that your company controls?	4
Q2: Is all emission sources within your own operations included here?.....	4
Q3: What is the annual consumption/usage of the sources?.....	4
Q4: What are the annual CO2 emissions from these sources?.....	4
Q5: What are the challenges regarding mapping the CO2-emissions from your airport operator activities?.....	5
Q6: Is there an action plan, targets or similar with the aim to reduce CO2-emissions from the emission sources?.....	5
Q7: Have there already been any measures carried out to reduce CO2 emissions?	5
Q8: To be climate neutral for own operations the remaining emissions should be neutralized by offsetting.	5
Q9, regarding innovation: Is there already / do you plan any cooperation with the R&D community (e.g. research and knowledge institutions / businesses) in reducing CO2 emissions stemming from airport operator activities?.....	5
Surface access	6
Q1: What is the current situation of your airport surface access?	7
Q2: For each of the mode already in place, can you explain what is the influence of your organization?.....	7
Q3: Are there any other policy measures regulating surface transport and its environmental impacts? And does the organization have any impact on these?.....	6
Q4: Are there any concrete plans/measures to be introduced to change the current situation - especially regarding green transport?.....	6
Q5: Have you calculated the amount of CO2 linked to the surface access to your airport? If yes, can you explain the methodology, and give the main results available ?	8
Q6: What are the challenges you have currently identified regarding the surface access to your airport?	8
Q7: The stakeholder forum: is there an existing stakeholder forum?	8

Q8: Is there a mobility plan available for the main city? 9

Q9: Does the airport has its own mobility plan?..... 9

Q10: Is there, in the vicinity of the airport a company that has set up a mobility plan?..... 9

Q11: What are the information tools available for the average citizen, to find information related to the public transport means available at the airport?..... 10

Q12, regarding innovation: Is there already / do you plan any cooperation with the R&D community (e.g. research and knowledge institutions / businesses) regarding how to green the surface access to the airport?.....8

CO2 neutrality of airport operator activities

Q1: Which emission sources of CO2 do you have from airport operator activities, i.e. emission sources of CO2 that your company controls?

E.g. vehicles, boilers, GPU's, engines, emissions from purchased electricity, heating, business travel, fire exercise etc. Please fill in your data in the table. (For following Airport Carbon Accreditation and the GHG-protocol, please have a look at <http://www.airportcarbonaccreditation.org/process/ghg-protocol.html>)

Ground Support Equipment, Road Traffic Airside, Energy, Emergency Power Generator

Q2: Is all emission sources from airport operator activities included here?

Please motivate your choice of boundaries.

There are all emissions from the airport operator Flughafen Wien AG included – it is necessary for the ACAS process.

Q3: What is the annual consumption/usage of the sources?

Please fill in your available data in the table, e.g. amount of fuel used.

Annual consumption of Ground Support Equipment, Road Traffic Airside, Energy, Emergency Power Generator (2010) 54.266 t Co2

Q4: What are the annual CO2 emissions from these sources?

Please fill in available calculated annual CO2 emissions. (For following Airport Carbon Accreditation and the GHG-protocol, please have a look at

<http://www.airportcarbonaccreditation.org/process/ghg-protocol.html>)

Table of CO2 emissions from airport operator activities

Emission sources	Consumption, annually (e.g. in tonnes, km etc)	CO2-emissions annually (tonnes)
Ground Support Equipment		4.350 (year 2010, SCOPE1, A)
Road Traffic Airside		6.048 (year 2010, SCOPE1, A)
Energy		43.790 (year 2010, SCOPE2, A)
Emergency Power Generator		78 (year 2010, SCOPE1, A)

Q5: What are the challenges regarding mapping your CO2 emissions from your own operations?

This question is meant to allow you to explain where / why you want to put the focus of the D-AIR project for you on certain aspects.

Q6: Is there an action plan, targets or similar with the aim to reduce CO2 emissions from the emission sources?

- *Please mention the CO2 reduction measures or targets and whether the organization is fully in charge or if other role players / policy makers influence as well. Energy Efficiency Group established in 03/2012*

To renew the existing ACAS LEVEL 1 from 2013 for 2014 as well and to apply for LEVEL 2 in 2015, what will automatically demand a CO2 reduction plan

Q7: Have there already been any measures carried out to reduce CO2 emissions?

Please mention the CO2 reduction measures and whether the organization is fully in charge or if other role players / policy makers influence as well.

- **Airside lighting system was optimized** - 3800 MWh (- 700 t CO2 /a)
- **Parking Areas lightingsystem was optimized** n.a.
- **Frequency Converter get installed at Terminals Air Supply** - 30 % energy / quantity 2010 n.a.
- **Running about 80 NG driven VW caddys** - 100 t CO2/a
- **CAT (City Airport Train)** runs CO2-neutral, quantity n.a.

Q8: To be climate neutral for airport operator activities the remaining emissions should be neutralized by offsetting.

Please describe your position or choice of this process and give examples of your focus in the project.

Main target is ofcourse to save as much emissions as possible, and the rest could be neutralized by buing CO2 emission certificates. Q9, regarding innovation: Is there already / do you plan any cooperation with the R&D community (e.g. research and knowledge institutions / businesses) in reducing CO2 emissions stemming from airport operator activities?

Flughafen Wien AG is not offsetting at the moment

If yes, please explain how does this cooperation work, if it is effective or not, if you are planning any improvements to it, or enlarging the scope of the cooperation etc. If no such cooperation exists / is planned, please explain why it is so.

Surface access

Q1: What is the current situation of your airport surface access?

Here we ask you to fill in the table with the existing information that is available from you. If the information is not available, please indicate n.a. One of your goals for the project could be (but it is not an obligation) to have a better idea of your needs

	Exist (answer just yes/no)	% of the passengers accessing to the airport	Price of this mode of transport (single ticket – one way)	In number (nr. of bus lines, taxi's etc.)	Frequency of services to the main city	Frequency of services to other cities
Road	Y	38,5	na			
Taxis	Y	24	€ 30,- bis 40,-			
Green taxi	Na					
Bus shuttle regional		13	€ 8,-	6 lines (region)	1-2/hr.	
-Bio fuel bus shuttle	Na					
Tram	Na					
Train		14,5	€ 4,-	1 line	2/hr.	
Express Train CAT		10	€ 12,-	1 line	2/hr.	
High Speed Train	Na					
Other (please specify)	na					

FIGURES MENTIONED IN THE ABOVE INDICATES JUST PASSENGER BEHAVIOUR!

Q2: For each of the mode already in place, can you explain the influence of your organization?

This question is meant to allow you to focus on the transports modes where you are the most influential and / or to justify why you are focusing on a mode where you are less influential

CAT (City Airport Train) is operated by Vienna International Airport and ÖBB (Austrian Railway Company)

Q3: Are there any other policy measures regulating surface transport and its environmental impacts? And does the organization have any impact on these?

Q4: Are there any concrete plans/measures to be introduced to change the current situation – especially regarding green transport?

Yes, Projekt is already started

- (1) At the end of 2015, long distance trains will connect the airport with the western+ southern part of Austria; there will be a shift in the modal split towards a higher percentage of passengers using the train to get to the airport (2013: 30%)
- (2) Construction of a new airport cycle route for neighbouring residents and employees: the 17 km long cycle route connects the airport with the municipalities and aims to boost the daily use of bike for work and leisure; furthermore attractive cycle stands, rest stations and well signposted cycle guidance system have been built; in addition to this 5 bike rental stations were installed along the route, to facilitate the use of the bike
- (3) Project „PUMAS“ (Plan of sustainable regional and urban Mobility in the alpine space) together with city of Vienna, the airport and its surrounding communities develop a mobility plan targeting to improve the service and quality of public transport in the region
- (4) Vienna Airport plans to install an online ridesharing platform for airport commuters; employees do not only benefit from saving money by sharing costs, but it also has positive effects on the environment as it aims to reduce CO2 emissions
- (5) Future project: reduction of empty drives of taxis from and to the airport. Taxis do address the problems with

Q5: Have you calculated the amount of CO2 linked to the surface access to your airport? If yes, can you explain the methodology, and give the main results available?

This question is meant to allow you to display what is your start up knowledge regarding the impact of surface access and to evaluate your needs.

Calculations are done in combination with traffic counting.

In 2010, 7.298 t CO2 are listed for the whole Landside Traffic (passengers, employees.)

Q6: What are the challenges you have currently identified regarding the surface access to your airport?

This question is meant to allow you to explain where / why you want to put the focus of the D-AIR project for you on certain aspects

Access/ transport with public traffic systems for the passengers, the employers and the inhabitants of the Airport Region to and from the City of Vienna

Q7: The stakeholder forum; is there an existing stakeholder forum?

- If yes describe the composition, the role and its functioning

- If no, explain how you intend to set it up for the project and whom you plan to involve

This question is meant to help you either in setting up your stakeholder forum or in explaining what your existing stakeholder forum can bring to you within the D-AIR project

The “Dialogform”, the “Nachbarschaftsbeirat” and the “Forum 11” are founded for the communication between the airport and the stakeholders of the region especially to discuss environment themes like aircraft noise, pollution, public transport,

In the “Nachbarschaftsbeirat” every community within the noise level of 54 db(A) respectively which is situated close to the airport is a member

In the Dialogforum all of the Nachbarschaftsbeirat and additional 15 citizen groups, 3 federal states, city of Vienna, Austro Control and Austrian Airlines are direct members of the registered association Dialogforum; supplementary more than 100 communities are also involved in the “Bezirkskonferenz”, which is organised by the Dialogforum

Q8: Is there a mobility plan available for your city or the most important city of your region?

- If yes explain how the airport surface access is integrated in the city / local authority strategic vision for mobility
- If no, explain if this is a strategic choice or if this is a tool you feel you need

Questions 6, 7 and 8 are meant to help you in presenting the existing tools regarding public transport management in your region

Yes, explanation will follow

Q9: Does the airport have its own mobility plan?

Questions 6, 7 and 8 are meant to help you in presenting the existing tools regarding public transport management in your region. This specific question is meant to identify how the airport is already reflecting on the surface access needs.

Please specify if there are specific measures taken to encourage airport staff to use public transport (job tickets etc.).

Airport developed the Airport train to the city (CAT), the airport co-financed the railway station for international trains on the airport;

The airport also organises public bus transport to the city of Vienna for Passenger and employers

Employers of the Airport Company (Flughafen Wien AG) and the Austrian airlines group can use for free the public transport to and from Vienna (CAT and bus transport).

Q10: Is there, in the vicinity of the airport a company that has set up a mobility plan?

Questions 6, 7 and 8 are meant to help you in presenting the existing tools regarding public transport management in your region. This specific question is meant to identify if there is a need for a further mobility plan nearby the airport.

Please specify if there are specific measures taken to encourage staff to use public transport (job tickets etc.).

No, airport of Vienna is responsible for these matters

Q11: What are the information tools available for the average citizen, to find information related to the public transport means available at the airport

The purpose of this question is to understand if there is central point of information available, in what language. You can mention the existing web site, info point at the airport, explain if it is possible to buy public transport ticket directly at the airport, with an international credit card.

Information papers and Internet (www.viennaairport.com , www.vor.at , www.qando.at
www.cityairporttrain.com

Q12, regarding innovation: Is there already / do you plan any cooperation with the R&D community (e.g. research and knowledge institutions / businesses) regarding how to green the surface access to the airport?

If yes, please explain how does this cooperation work, if it is effective or not, if you are planning any improvements to it, or enlarging the scope of the cooperation etc. If no such cooperation exists / is planned, please explain why it is so.

- **The cooperation with Leader Region Römerland Carnuntum and CEIT ALANOVA/ Schwechat includes mobility plan targeting to improve the service and quality of public transport in the region -see answer Q4 (3)**
- **Cooperation with the technical university of Vienna includes the development of measures for the noise protection program**
- **Cooperation with different engineers includes the development for CO2 reduction (e.g. Dipl.-Ing. Ellinger)**