



Regional Implementation Plan VIENNA

General environment management

Initial situation

In the current situation in almost all parts of the Organisation of the Flughafen Wien AG there are efforts to consider the ecological themes.

There are also lots of environmental Projects organized and realized by different groups of the Airport like the AMAS certification.

Now it is planned to establish a central Eco Management and an audit Scheme and to coordinate all the measures by an expert group.

With this management system, under this umbrella project for instance the

- EMAS certification itself as the lead target
- ACA Scheme (current the work to reach level 2)
- Energy efficiency law

will be elaborated.

Targets, Methods and Measures

Environmental management is the part of the management, which concerns itself with the environmental aspects of an organization, e.g. like processes, activities, services, products, planning, organisational structure, behaviour etc. on the environment affects itself.

Since 1993 the European environmental management of the European Union offers a voluntary instrument for a sustainable development in the economy and in the administration as a standard for innovative and engaged enterprises (EMAS II regulation: 19.03.2001, EMAS III regulation 11.01.2010) All EMAS locations are entered into a common register (EMAS Airports in Austria and Germany: Salzburg, Innsbruck, Munich, Frankfurt, Hamburg, etc.)

EMAS is an in practical applications tested instrument to obtain continuous improvements to save resources and costs, to reduce environmental impacts, to analyse and optimize organization and information flows and to ensure legal security (legal Compliance).

9 steps to the EMAS registration:

Step 1 - Environmental policy:

Written confession to operational environmental protection, obligation for continuous improvement and to the legal compliance under inclusion of the employees

Step 2 - environmental check – actual state analyses

Determination of the environmental relevant effects and aspects, examination of the right conformity and investigation of the organization of the environmental range inclusively training and more communication

Step 3: Environmental targets & program

Derivation of goals considering the results of the environmental check. The environmental program contains measures for achievement and includes responsibilities, schedules and forecast for the need of cost

- Step 4: Environmental management system, organization and documentation
Organization of the operational structures and configuration of the documentation, definition of expirations, procedures and dokumentation.
- Step 5: Internal audit (environmental audit)
Check of the viability of the environmental management system at least once a year, corresponding to EMAS-rules and environmental policy, goals and measures. One of the results is the determination of improvement potentials.
- Step 6: Management review (executive committee)
Evaluates the effectiveness of the environmental management system and specifies with the responsible persons the necessary measures for further improvement.
- Step 7: Environmental statement
This explanation is checked by the Federal Office for Environment Protection and can be used therefore as an official paper for the public.
- Step 8: Assessment - external audit)
Examination by independent environmental consultants whether the environmental management system is corresponding to the EMAS-rules.
- Step 9: Entry in the EMAS register
Submission of the validated environmental statement to the register authority (Federal Office for Environment Protection).

Most important advantages of EMAS

- Fulfilment of the legal obligation (energy efficiency law)
- Legal Compliance and reduction of liability risks
- Systematically and constantly energy and environmental savings
- Environmental management, energy management system and monitoring is the basis for a detailed operating cost account
- Possibility of the reduction of insurance premiums
- Helpful for the approval of the operational plant (according to the environmental management law)
- Permanent overview to all ecological matters
- Current reporting and documentation of all environmental relevant data
- most extensive automation and unification of the data
- Requirement for environmental funding

Most important advantages of the general environment management

- As there will be an unique management for all ecological projects and measures, the results of every project or investigation can be used for different matters. So for instance is with the work for EMAS a big part of the necessities for ACAS done.
- The environment manager will have the assignment by the board of the company and will have therefor the competence to act in every department of the company
- The environment management will act as an internal consultant for the whole company
- Especially to get project´s government funded or - even more - funded by EU requires a lot of experience. Otherwise it will cost more money to search and ask for the funding than money you will get.

Timetable

- 2014 - Project preparation like as selection of the involved divisions of the airport, the management and the members of the working groups, financial matters, legal matters, detailed definition of targets and aims and so on
- 2015 – official start of the general environment management

Commuter car pooling

Initial situation

A survey of all the employees of all companies at vienna airport shows, that in the current situation in the average 74%, more than 90 % of the people living outside the cities use the private car. About 98 % use their car alone..... Naturally the cost of the car for commuting is for nearly all employees an essential theme.

As there are 23 different times for the start of work, it is not possible to change the modal split only through improve the public transport system.

Targets

By sharing a ride, people save gas and money, reduce auto emissions such as CO2. Pollution, traffic, parking and road maintenance are reduced.

The aim is, to organize a special car SHARING SYSTEM for all employees of all the companies on the site of the airport. The advantage of a "closed" system is, that it is not anyone, who is driving or who is riding along in your car, but a colleague from the Airport.

It was also as a result of the survey, that about 60 % can "imagine to use the system", about 15 % "don't know" and only 25 % "cannot imagine" to take part on the carsharing system.

The project is developed from the Airport of Vienna together with Austrian Airlines – so more than 10.000 employees can be reached in the starting phase. Later on it is planned, to invite all companies on the site to participate.

There is the potential for a reductions per year of about 4.800.000 kilometers, about 470,- € cost for every participating employee (!!!) and about 720 tons of CO2.

Methods and Measures

For "Connection of the People", of the drivers and passengers a software for handheld PC (apple, android, later on windows) for the special usage was adapted. The aim is, that the partnership can be arranged short dated to the trip, as a lot of the employee cannot finish their work sometimes at a designated time. The usage of the software is free of charge.

There are fixed rates suggested for cost sharing, but this has to be arranged between the driver and the passenger.

The roll out of the system is planned latest at the beginning of 2015.

“Sprintspartraining”
Petrol-saving training program for employees

Initial situation

In the sphere of the Flughafen Wien AG there are about 40 motorcars for individual usage and about 28 for shared usage by employees.

Furthermore there are about 650 vehicles in use on the apron especially for ground handling activities.

All together have an usage of about 2.700.000 kg fuel / year.

Common sense is, that for petrol saving trained driver reduce about 5 % consumption of fuel.

Targets, Methods and Measures

In a first step the petrol saving training is organized for the employees, which are using the 68 cars individual or shared.

Method of training	Short training (1 -2 hour)	One day Training
Target group – Employees	shared usage of car	Individual usage of cars
Number of cars	28	40
Number of participants	100	40
Consumption of fuel	93.000 l	41.600 l
Planned for period	2014 - 2015	2014 – 2015

The training is organized by driving instructors on the site of the Flughafen Wien AG

Fuel / Energy consumption before the training	134.600 l / year	1.312.376 kWh/y
Fuel / Energy consumption after the training	125.790 l / year	1.227.080 kWh/y

Reduction	Energy	85.295,60 kWh/y
	CO2	21.052,37 kg/y
		21,05 t/y
	NOx	89,78 kg/y
	Particel	3,98 kg/y

After this initial phase it is based on the experience basically planned, to organize training for the driver of the 650 vehicles on the apron.

At the moment it is seriously not possible, to designate a forecast for the possible reduction in this group. Nevertheless as this group has a current consumption of about 2.500.000 l/y there is existing a huge potential.