decarbonated AIRport regions
Who are we?

City of Eindhoven
Eindhoven Airport N.V
Airport Regions Conference
Terres de France
Stockholm Public Transport Authority
Stockholm-Arlanda Airport / Swedavia
City of Leipzig
Mitteldeutsche Airport Holding
City of Vienna
Province of Bologna
City of El Prat de Llobregat
Transport Malta
Mazovia Region
Prague Airport Region

14 partners • 10 Member states • 1 European Association • Experts • Stakeholders
dAIR looks at how can the carbon from surface access and airport operations be reduced. These two together account for about half of the carbon footprint. Through study visits and workshops, as well as stakeholder forums, the 14 member organizations are able to exchange experience and see what reduction solutions have been used and have worked at other airports and how they could be applied to their own.

The importance of this project cannot be overstated at a time when airports in Europe find it hard to expand because their environmental footprint is being increasingly scrutinized by authorities as well as the nearby population. However, if there is willingness to reduce the carbon around the airport, the neighboring communities will begin accepting the airport as a necessary catalyst for economic development. With the reduction of CO₂, there will also be some reduction in noise and other environmental impacts.

dAIR is also about exploring the new technologies and approaches to reduce CO₂ being developed by companies and research centers.
When we speak about surface access in the **dAIR** project we think of the method through which people reach the airport on the ground. It refers to both passengers of the airlines, but also the employees working on the premises.

Employees tend to generally use their personal vehicles more often, since the public transport options to the various locations in which they reside tend to be less frequent and of inferior quality than the ones from the city centre.

Through **dAIR** we want to look at perspectives towards increasing public transportation and of other sustainable alternatives to private car use.

Surface access is the number two contributor to CO₂ emissions at an airport.

* Graph represent CO₂ emissions from fossil fuels | Source of graph: Airport Regions Conference study on best practices in reducing CO₂ in airport areas. Study based on emissions at member airports. More info on www.airportregions.org
Airport Operations

Airport operations are the third largest contributor to CO\textsubscript{2} emissions in an airport area. They range from baggage handlers, cooling and heating facilities, electricity or ventilation. In many airports in Europe these systems tend to use a significant amount of fossil fuels, thus emitting important quantities of carbon into the atmosphere.

In the dAIR project we look examples of airports which have taken a step forward and are embracing a eco-friendly alternative. Already a number of airports is exploring the use of electric vehicles, rainwater for non-drinkable water, demand controlled electricity and heating/ventilation as well as renewable fuels and aquifers for heating and cooling. Projects such as the Airport Carbon Accreditation (ACA) have been useful in providing incentives for less CO\textsubscript{2} emissions.

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Exchange of experiences

At the end of the day, the main goal of the dAIR project is to allow the airports and regions in the project to go forward with more inspired and innovative ideas for planning their future mobility, operations and more around the airport. This is done through exchanging good practices, which will be identified jointly by all of the partners together with their stakeholders.

Fresh ideas are developed with the help of stakeholders in the airport regions. Some of these include:

- buses on demand for employees around the airport
- electric vehicles for airport operations
- smart floors that generate electricity when people walk on them
- car pooling systems
- eco taxis having priority at the airport taxi stands

Project partners experiencing the airport hybrid bus at Barcelona El Prat
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