



Aviation & Environment Summit 2008

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Robert J Aaronson
Director General, Airports Council International

Good morning, ladies and gentlemen.

I'd like to add my welcome to those of the other speakers here this morning. This event is significant not only because of the importance and urgency of its topic – the environment and in particular climate change – but also because of its unique aviation-wide parentage. This is a forum that reflects the growing collaboration amongst global aviation players on environmental issues. Safety and security have always united us in common cause. Now environment has firmly taken its place in a triumvirate of top objectives. We agree on the need to be proactive, to share best practices and to broaden our work with government and regulatory bodies. And since the launch of the Enviro.aero initiative we can see that we are on the right track.

We are a growing industry. Airports report that in 2007 passenger traffic grew by 6 percent and freight by 3 percent, with international traffic growing respectively by 8 and 4 percent. And these are worldwide averages, with some regions performing at more than twice that pace.

So as industry partners we must be willing to ask ourselves how we will we manage such growth in an environmentally responsible manner. Over the next two days we will certainly be looking at hard questions. Are there trade-offs to be made? What investment will it take? Will we find public support for growth? And of course, what is the risk for our industry if we do not meet the environmental challenge?

I would like to focus on the airport perspective.

The positive news is that airports are demonstrating that they are committed to an accelerated approach to implementing 'green' measures. Why? Because environmental awareness has grown at a rapid pace, both at the airports and in the communities that surround them.

Airports are integral components of the local and regional community infrastructure; gateways for tourism; enablers of new business development. They are also key community employers and financial contributors. They feel the weight and pressure of corporate responsibility and want to fulfil their public service capacity in a sustainable manner.

It is not surprising, therefore, that it is imperative in many locations to take action speedily and, although there may be less of a sense of urgency in some nations, ACI members have shown that they know that the best choice is to take action sooner rather than later.

ACI has over 1640 airports working through the association. From that pool, ACI's regional and world environmental committees have drawn representatives from

environmentally committed airports that are focused on what airports are achieving today and what they can do tomorrow. They identify best practices that can be shared widely across the airports community.

At the same time, ACI is pushing for acceptance of more stringent international standards at ICAO that will look beyond what we know we can comfortably accomplish to the goals that the whole industry must set for ourselves in order to accelerate results.

Despite best efforts, airports can find themselves under heavy fire from environmental protestors, as we saw at Heathrow last summer. Airports are easy to reach and to target, so it is not surprising that we have seen radical accusations crystallising into militant action right on our doorstep.

And unfortunately, the 'aviation obsession' is damaging the cause protestors claim to represent. So much more progress can be made tackling climate change by looking at the largest sources of emissions, focusing attention on the solutions to reducing carbon dioxide from sectors such as electricity generation, deforestation and surface transport. Yet no one protests about shipping emissions at Rotterdam's port or Hong Kong Harbour, despite shipping emissions being double that of aviation. People seem to be more concerned about petrol prices than road transport emissions at 18 percent, which is nine times aviation's contribution.

What is more worrying is that many of the accusations levelled at the industry are based on false assumptions and misinformation that tend to make travellers feel guilty and create a public perception that is warped. So it is our job collectively to set the facts straight... acknowledging aviation's impact and explaining our solutions. In

conjunction with this debate, we must also set an example and achieve measurable targets. At airports, we are accelerating the implementation of initiatives that minimise impact on the environment – emissions, noise and air quality being top airport priorities.

An airport is a complex operation – the convergence of many types of activity and modes of transport. This means there are many opportunities to make energy and emissions savings. This slide highlights many specific actions that can be taken and it illustrates a vision of the green airport of the future.

I say that this is a vision for the future airport, but actually this is already the airport of today. Every element depicted on this slide is in use at an ACI member airport right now.

What we don't yet have is one airport bringing together all of the possible environmental initiatives to be a totally green airport. But we have a number that are approaching this objective. The point is that airports are employing a huge range of diverse and innovative environmental projects.

ACI members have been proactively tackling their environmental impact for decades, across a number of areas: water quality, recycling, wildlife management, sustainable infrastructure development, land use zoning and in particular noise and local air quality.

None of them is world-changing by itself, but every one is a step on the road to a more sustainable future and more than a few have resulted in significant emissions

savings – sometimes leading to changes beyond the airport boundary into the cities they serve.

Noise and air quality have caused the most repeated blockage to airport development, causing significant delays on building projects in Seattle, Tokyo, and Heathrow to name a few. Now, a third objection, climate change, is being heard in development planning enquiries, most recently in the UK and with echoes in Hong Kong. It will only be a matter of time before the perceived impact of aviation on climate change is more frequently used to evaluate development plans in all regions of the world. This I believe is one of the greatest risks from the airport perspective, as it can create congestion and impact customer service delivery.

At our ACI annual assembly in 2007, airport members unanimously approved a resolution to focus on specific target areas at each of their facilities to reduce environmental impact, and called for a move towards carbon neutral airports. This is a reasonable and achievable goal – already accomplished by at least two of our members in Sweden and New Zealand and committed to by around ten more. This goal works alongside programmes in other parts of the aviation sector. The reality is that many positive environmental decisions are also positive business choices. Energy efficiency can reduce costs and sustainable development provides long term planning viability for airport operators.

It needn't be hard – what it does require is a step-change towards placing environmental concerns at the very heart of corporate and infrastructure planning. The coordination on environmental programmes between airport company, airline, ground handler, government agency and concessionaire should be standard practice

at all airports and at every level of the aviation industry. It is effective, it is relatively easy and it extends the benefits of working with our business partners.

As I mentioned earlier, from an international perspective, ICAO is responsible for global standard setting on noise and emissions. Progress is based entirely on the consensus of ICAO's member States. Airports and communities working together have shown environmental leadership that surpasses ICAO guidelines, which is demonstration enough that often this institution is racing to catch up with the reality on the ground. For example, the Noise Quota at London Heathrow has a greater impact on engine design than ICAO's newly enforced Chapter 4 standard. And ICAO's new Guidance document on emissions-based landing charges comes 15 years after Zurich starting using such a charge.

Not only internationally but also locally and regionally, airports have opportunities to provoke change. Stockholm's Arlanda airport introduced a simple alternative queue for green taxis and within three years the proportion of green taxis in the city jumped from 5 to 35%. And airports see an advantage in financial incentives, such as peak pricing to alleviate congestion and user charges reductions for quieter and less pollutant aircraft, when their application is appropriate.

Airports are also leading the way in energy-efficiency for large public buildings. It is fair to say that green is the new norm for airport terminals and this is not just reflected in new facilities around the globe. Recycling and retro-fitting of older buildings has also led to significant savings in energy and reductions in carbon emissions.

It is now the case that sustainability is standard operating procedure at many airports. Top performance is already an objective. We have an interesting competition developing between Seattle, Los Angeles and Chicago O'Hare Airports, all racing to be the 'greenest airport in the USA'. This competitive spirit is encouraging as it prompts everyone to raise their game. And all progress towards a more environmentally efficient facility is to be applauded.

So in conclusion, I hope that you will take away some key points from my remarks:

- Airports are under pressure and are accelerating initiatives to limit impact not only on carbon emissions but also noise and air quality;
- Airports are defining best practices that take into account a balance between community needs and environmental imperatives;
- Individual airports are showing leadership in the introduction of new technologies and market incentives;
- And as we heard in yesterday's workshop, airports collaborate with industry partners to gain maximum efficiency of operations.

What is the risk if we do not succeed in contributing to a sustainable future? The industry could be constrained, and high demand means that travel and trade could take on a new face, with travelers having to book months in advance at higher prices and shippers worrying about getting goods to market in time. I believe this extreme scenario is not necessary. Our goal to accommodate growth in an environmentally sustainable framework is achievable. This Summit is proof that all of us have set ourselves to the task of making that happen.

Thank you.

