

## Report of the first Stakeholders' Forum Meeting held on 04<sup>th</sup> June 2013

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| <i>Participant/s:</i>      | A participant list is attached to this document.    |                              |
| <i>Time:</i>               | Meeting commenced at 10:15hrs and ended at 12:00hrs |                              |
| <i>Venue:</i>              | Malta International Airport                         |                              |
| <i>Abbreviations used:</i> | D-Air:  | Decarbonised Airport Regions |
|                            | ETS:  | Emission Trading Scheme      |

### I Summary:

Main issues discussed:

- Introduction and explanation of the aim and expected results of the D-Air project
- Status of the project and work completed so far
- Next Steps

### II Report on Proceedings of Meeting

#### Opening:

*Stephen Camilleri, Senior Manager, Integrated Transport Strategy Directorate, Transport Malta*

Mr Camilleri welcomed all participants to the first in a series of three meetings to be organised by Transport Malta for the identified Stakeholders to the D-Air project. Mr Camilleri introduced the organisers and asked all participants to introduce themselves and the organisations they are representing. He then handed the floor to Mr Galea.

#### Introduction:

*Robert Galea, Senior Planning Officer, Integrated Transport Strategy Directorate, Transport Malta*



Mr Galea gave an overview of the agenda of the meeting and what the purpose of this meeting which is to introduce the D-Air project to the stakeholders by describing its aims, the expected results and the way forward.

Mr Galea explained that D-Air stands for Decarbonised Airport Regions. The project is co-funded by the EU INTERREG IVC Funding Programme and is being led by Eindhoven City Council. The project is roughly half way through its lifetime and its goal is to contribute towards the attainment of Carbon Neutral operations within the airport. This will be done by focusing on two branches: surface accessibility to and from the airport and airport operations.

The scope of the project is limited to the geographical area of the Malta International Airport and therefore includes all operations within its boundaries but excluding aircraft after take-off as that is tackled by the Emissions Trading Scheme (ETS) and thus falls outside the scope of this project.

The D-Air project encompasses a group of fourteen partners throughout Europe that include varying types of airports – including hub airports, destination airports, cheap airline hubs, regional airports – and public entities. The Partnership is therefore made up of representatives with different expertise and backgrounds who are all working towards the same goal which is to create a package of measures that can be adopted within the airport regions to minimise carbon emissions.

This project has opted to focus on the airport region since it encompasses within its boundaries several different operations within a clearly defined boundary and therefore simplifies the study of the effects of carbon emissions on a given area and allows the clear monitoring of any improvements. Moreover, airports in Europe tend to find it hard to expand because their environmental footprint is being scrutinized by numerous authorities and neighbouring residents.

However, if there is willingness to reduce the carbon around the airport, the neighbouring communities may begin to accept the airport as a necessary catalyst for economic development. The minimisation of carbon emissions will also result in less waste and therefore a more efficiently run operation.

The main result that Transport Malta is expecting to achieve as part of this project is the compilation of a Carbon Footprint Study. This will be done through the contracting of an expert who will collect the data necessary from all stakeholders present.

The collection of the data – which will mainly consist of electricity and water bills that will be used as the basis for the study – is the most time-consuming part as this data will also be inputted within a database and classified according to pre-set criteria. The data to be collected from each stakeholder will vary depending on the operations that the respective organisation is involved in.

Based on the data collected, solutions will then be sought and discussed with both the governmental and commercial entities present. Here, Mr Galea stressed that the solutions to be proposed are not fixed and feedback is welcome at any time, especially when the External Expert is contracted. In fact, the next Stakeholders' Forum will be organised for the purpose of discussing just such ideas.

Mr Galea explained that the level of commitment that Transport Malta expects from the stakeholders is very minimal. It includes assistance and cooperation in providing data when

requested and the attendance of the upcoming two meetings which are planned for February and April 2014.

#### Methods of Study to be Adopted

Mr Galea explained that the way this project plans to achieve its goals is through study visits and workshops organised between the partners to this project. Periodically, partners are invited to one of the partners to this project. The measures that have been implemented by that airport (and its surrounding region) to mitigate the effects of carbon emissions are then demonstrated to the partners and experts present. Workshops are organised at each study visit where each expert can contribute with new ideas; discuss the measures just demonstrated; learn of difficulties encountered as well as the successes of the said measures. The experts can then adapt these measures to the necessities and specificities of the airport area they represent.

However, before any measures can be adopted, it is important to first know the baseline; the current situation of the airport region; know which operations cause most emissions; who is responsible for said operations; identify which operations can in fact be modified. In order to do this, Transport Malta has developed the following study process:

1. Collection of data from identified stakeholders within the airport boundary;
2. Input of data and creation of a database on carbon emissions indicating where the emissions are coming from; the level of influence that the main airport operator has on the identified emissions;
3. Data Interpretation Report which explains the results obtained and presented in the Database;
4. Proposed list of possible Plans and Measures including options analysis;
5. Discussion with stakeholders;
6. Proposed Implementation Plan.

#### Panel Discussion: Q&A

#### **For the Government and Private Sector Operators, why is knowing the extent of the CO<sub>2</sub> footprint of the airport's operations important?**

CO<sub>2</sub> is high on the Agenda at EU level and as a result also at the National level, moreover it results in unpleasant environmental effects that can be mitigated if only the main sources of CO<sub>2</sub>

emissions can be identified. Unfortunately, in Malta we haven't much data to base our studies on carbon emission and thus create a better environment.

### **Why should the private sector provide us with the data?**

Private sector is driven by profit and any reduction in CO<sub>2</sub> emissions will result in cost savings which can be placed elsewhere. Any measure taken in this light can also be used as an advertising tool; green credentials for the company in question.

But before any of this can be done, we need to take stock of the operations, create a baseline and then move on from there.

### **What is the relationship between water and electricity bills and the airport?**

Every company has its bills since everything is run on electricity. D-Air is not looking into how luggage is transferred; it is looking into whether Halogen or LED bulbs should be used inside the offices. It is these small measures that when implemented throughout the region, can make a lot of difference. Therefore, electricity and water bills are a starting point identified by Transport Malta; the data required can be extended to and modified by the External Expert.

### **Certain measures, like changing to LED or installing PV panels, have been considered, companies do know of their benefits, but the initial investments remain too large.**

There are several measures, some of which require large investments, and this project is looking at them all; however, this project is also looking at the potential of subsidies, the kind of studies that can be made available and at what stages.

Suggestions are welcome at any point during the project. The project is at a very early stage and the stakeholders are very diverse, therefore there is a very high potential of coming up with a handbook that can offer a wide variety of measures which can actually be implemented in practice.

### **How is this handbook being brought together and how can it be used?**

The project Partnership consists of 14 partners with diverse technical and scientific expertise. Moreover, some of the measures to be analysed are already in place in certain airports in Europe. During the Study Visits, these measures are shown to the experts during the project timeline and from there new measures can be developed and adapted to other airports according to specific needs.

An example that has been demonstrated during one of the Study Visits was a system of Electric Vehicle car hire between a number of hotels. Such a system might work very well in Malta.

Many studies so far have tended to be academic. D-Air is more hands on. When the experts attend Study Visits they see what has been implemented, use the infrastructure when possible and not just within the airport but also in the surrounding towns that make up the airport region.

**If it is found that 90% of emissions are from aircrafts, wouldn't it be a waste of time?**

As already explained by Mr. Galea in his introduction, the scope of the project is limited to the geographical area of the Malta International Airport and therefore includes all operations within its boundaries while an aircraft is still on the ground. We will not be dealing with anything that has to do with ETS but at what we can change, for example, while on the apron, can a plane switch off one engine instead of remaining idle with two engines revving? These are the kind of questions that this project will be asking.

**It is important that TM is a partner. Even if only 10% is by non-aircraft, that 10% is also important. Once the contractor is in place, who will be monitoring the contractor?**

We as TM understand that privacy is an issue especially for commercial entities, therefore we will be vetting all question set by the contractor before those questions are put forward to the stakeholders.

**Will potentially commercial information be classified?**

Yes, information will be presented in the form of general company groupings, for example; Ground Handling Operations. No one company will be mentioned by name.

**Is it only CO<sub>2</sub> emissions that will be studied or will other GHG emissions be considered?**

Primarily, it is CO<sub>2</sub> emissions, which will establish the footprint of operations and transport within the region. We would be interested in other sources but it will also depend on the availability of budget and time.

**Would the contractor only be collecting data or using instruments to measure the emission levels?**

At first, it will just be the contractor collecting data. However, if it transpires that specific measurements are needed, we will consider the budget and timeframes and act accordingly.

**What about employees to and from the airport? There are about 5,000 employees and courier services within the airport region, surely these leave their own effects on the carbon levels of the airport?**

Employees will definitely be considered. TM will be looking at employee habits; for example, whether a car is really needed for everyday use or not; whether the use of a car is an essential part of that employee's work or not.

One can also consider whether it is possible for companies to subsidise public transport for its employees. Another option would be, first to identify where employees come from and then consider the possibility of introducing a shuttle service from a specific region of the country.

**Will traffic jams towards the airport be looked at?**

The general road network outside the airport is outside the scope of this project, and more of a national issue. However, when there are a number of employees working 24 hours - 7 days a week, then yes they are affecting the network and if a company is able to provide a shuttle service for these employees, than the network is relieved.

The scope of projects like this is to put down suggestions to government. Government can then take them up, develop these ideas and eventually implement them. But the starting point is to see where we stand now and identify whether there is room for improvement.

**There is always going to be costs to the company. Will there be any financial help from the government?**

Branding is increasingly important today; people are not purchasing cheap high emission electronics because they are more expensive to maintain. Let's start by first seeing what we are spending and what we can do to mitigate that cost. Then, maybe the government will be interested in the idea of financing certain greening resources.

**Have you thought about cycling as a mode of transport to and from, as well as within, the airport? Have you therefore considered bicycle racks, routes and showers?**

The project is still in its initial stages, however, comments and feedback like these is what TM is looking for. With regards to cycling, it can only be successful if the required facilities are provided at the end journey and this will definitely be discussed at a later stage with the respective stakeholders.

**Is there any space currently in use at the airport that can be used for cycling purposes? Workers who use their personal cars, are they being offered car sharing facilities?**

It is yet another option to consider and, as already said earlier, TM is open to suggestions. There is no one correct solution.

**Measures are plotted according to their cost effectiveness. Sometimes a project may be expensive but will have so many benefits that it would make its costs worth it.**

This is one of the main outcomes of the project. The idea is to have quite a wide-ranging option field.



Another possible measure that would not incur any costs is to restrict premium parking spaces to encourage car sharing among employees.

**Buses and coaches need to run for long periods of time before drivers actually start their service / routes, especially in summer when air conditioning is a must in buses.**

One easy option is to shade the area where coaches are parked. Even better than that, it may be considered to cover the area where coaches are parked with PV panels; thus providing both shade, and therefore minimising the need to run vehicle engines for long periods of idleness, and produce green energy at the same time.

#### Way Forward

Mr Galea thanked attendees for their participation and interest in the project. A report of the meeting shall be uploaded on the TM website for ease of reference. A special thanks was given to MIA for hosting this meeting.

#### Next meeting

Next Stakeholders' Forum – planned for February 2014