Synergy between airports and urban development for sustainable development

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Outlines

• Introduction
• Airports and urban development
• Addis Ababa, Ekurhuleni, Johannesburg and Nairobi
• Socio-economic development
• Conclusion
Introduction

- The realization of the 2030 Agenda requires partnership among key stakeholders, including in the UN system.
- ICAO and UN-Habitat initiated partnership to collaborate on SDGs of common interest.
- A joint Pilot project on Synergies between airports and urban development for sustainable development implemented in three (3) States: Ethiopia, Kenya and South Africa.
ICAO is the custodian agency of global indicator 9.1.2 (passenger and freight volumes carried by air transport) agreed to monitor SDG 9, Target 9.1

<table>
<thead>
<tr>
<th>Region</th>
<th>Total passengers</th>
<th>Share of passengers</th>
<th>Total freight tonnes carried</th>
<th>Share of freight tonnes carried</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>World</strong></td>
<td>3,303,349,219</td>
<td></td>
<td>50,351,508</td>
<td></td>
</tr>
<tr>
<td><strong>Developing Regions</strong></td>
<td>1,488,317,905</td>
<td>45.05%</td>
<td>26,087,125</td>
<td>51.81%</td>
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<td><strong>Developed Regions</strong></td>
<td>1,815,031,314</td>
<td>54.95%</td>
<td>24,264,383</td>
<td>48.19%</td>
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<td><strong>Least Developed Countries</strong></td>
<td>26,381,089</td>
<td>0.80%</td>
<td>514,474</td>
<td>1.02%</td>
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<td><strong>Landlocked developing countries</strong></td>
<td>97,713,083</td>
<td>2.96%</td>
<td>667,942</td>
<td>1.33%</td>
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<tr>
<td><strong>Small island developing States</strong></td>
<td>54,464,259</td>
<td>1.65%</td>
<td>1,276,418</td>
<td>2.54%</td>
</tr>
</tbody>
</table>
2016 IATF on Financing for Development report points at ICAO data on the quality, reliability, sustainability and reliance of aerodrome infrastructure as an indicator to measure infrastructure gaps
Introduction

• While ICAO projection shows that air traffic will double by 2030, UN-Habitat estimates that more than half of the global population live in urban areas by 2050.

• The growth of urban population will generate more travel demand and more so on air transport sector and associated infrastructure.
Introduction

• Factors with implication on airports and cities development:
  – Concentration of population
  – Economic activities
  – Social and cultural interactions in the cities
  – Increased need for robust land-use management
  – Increased need for adequate airport and urban planning
Airports and urban development

• Aviation contributes to socio-economic growth and development of Nations in areas such as:
  – Business & Trade
  – Tourism
  – Job creation and Attraction of investment
  – Social interaction of people and increased connectivity/cooperation among cities
  – Enables increased GDP
Airports and urban development

• Based on the correlation between air traffic and urban population growth, there is need for:
  – Development of infrastructure
  – Increased facilitation for passengers, goods, meeters and greeters and support services
  – Increased aviation safety and security
  – Increased management of air navigation and ground aids facilities installed at and around metropolitan area
Airports and urban development

- Airport requires basic public services and utilities such as:
  - Energy
  - Water
  - Solid waste, drainage and sewage management
  - Information Communication and Technology
  - Organized surface transportation
Addis Ababa, Ekurhuleni, Johannesburg and Nairobi

The pilot study revealed that:

- Four cities considered in the pilot project have different approaches in articulating the development between airports and urban settlements.
- Cities are guided by urban policies.
Addis Ababa, Ekurhuleni, Johannesburg and Nairobi

- The current synergy between airports and urban development which includes infrastructure development are governed by standalone policies in each sector.
- Five airports implement ICAO SARPs and policies related to infrastructure development, land use and planning as part of the national civil aviation regulations but at a different pace.
- The prevailing situation makes difficult to achieve the objective for sustainable development under the 2030 Agenda.
- There is a need to consider Security and Environmental protection measures at the airport and city development planning stage, despite existing ICAO SARPs and guidance.
Socio-economic development

• Best practices and principles in urban land use and management around airports are of capital importance in both airport and urban development and lead towards the development of airport cities and aerotropolises worldwide;

• Aerotropolis is a non-aeronautical revenue enabler which, in addition to airport operators, include among others the following potential customers:
  - Business and Residents
  - Services
  - Trade and Industry
  - Scientific and Technology Park

• Integration of non-aeronautical activities in the airport vicinity was first described in ICAO Doc 9184 Airport Planning Manual, Part 2
Socio-economic development

• Possible benefits from aerotropolis:
  - Decrease of tax on aviation
  - Increase in non-aeronautical revenue
  - Increase of air traffic (Pax, cargo and aircraft movement)
  - Decrease in air travel cost
  - Increase direct and indirect jobs created by aviation
  - Improvement of airport and air navigation capacity
  - Improvement of urban surface transport capacity
Conclusions

• The Experts Group Meeting called by ICAO and UN-Habitat to validate the study completed in Eastern and Southern African Region recommended that:

  ❖ ICAO and UN-Habitat to encourage integration of airports and metropolitan planning strategies
  ❖ ICAO and UN-Habitat to develop guidelines for integrated airports and urban development, aligned with existing ICAO SARPs and guidance material
  ❖ Stakeholders to sensitize city planners and urban policy makers on land use development and operational needs for aviation infrastructure, using reference to ICAO SARPs and guidance material.
Conclusions (Cont’d)

- Stakeholders to develop tools to assess/quantify the socio-economic contribution of airport to city and national development and vice-versa.
- Mechanisms to enhance capacity building in airport and urban planning and development should be established;
- Stakeholders to engage the programme between airports and city authorities to ensure the implementation of the Aviation and Urban Development Initiative (AUDI) which may be established.
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