

SYNERGY BETWEEN AIRPORTS AND URBAN ENVIROMENT FOR SUSTAINABLE DEVELOPMENT

**Common Infrastructure Development and Management .
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- **Introduction**
- **ACI Sustainably Initiatives**
- **Infrastructure Development**
- **Conclusion**

INTRODUCTION

As of January 2016, ACI serves 592 members operating 1,853 airports in 173 countries.

- ACI is a non-profit organization whose prime purpose is to advance the interests of airports and to promote professional excellence in airport management and operations.
- According to preliminary statistics, in 2015 airports worldwide welcomed 7.1 billion arriving and departing passengers and handled 105 million metric tonnes of cargo and 86 million aircraft movements.

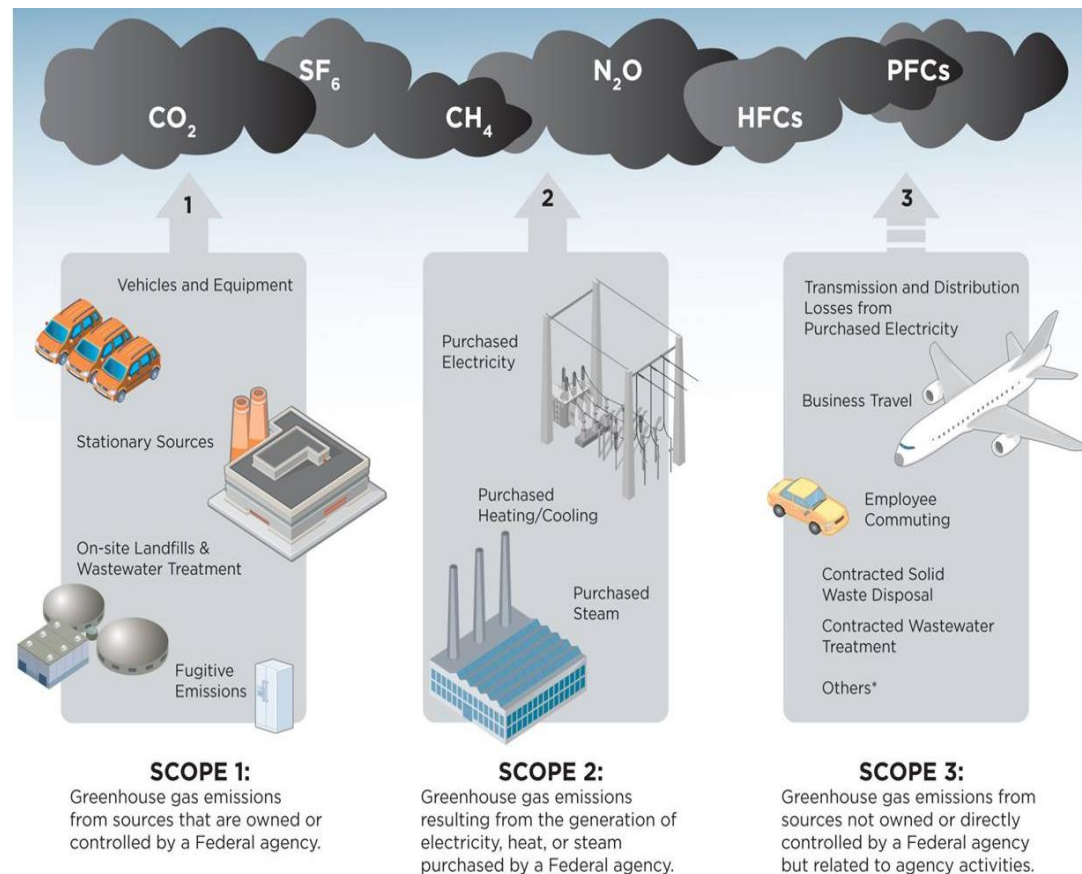
- ACI Africa is pleased to receive the Report on the synergy between airports and Urban Development
- That our African members were chosen for the implementation of pilot project (Addis Ababa, Nairobi, Ekurhuleni and Johannesburg).
- Development around airports are sometimes uncoordinated and haphazard .
- Assist in filling the legal/regulatory gaps and enhance co-operation/harmonisation

ACI WORLD ENVIRONMENTAL ACTIVITIES

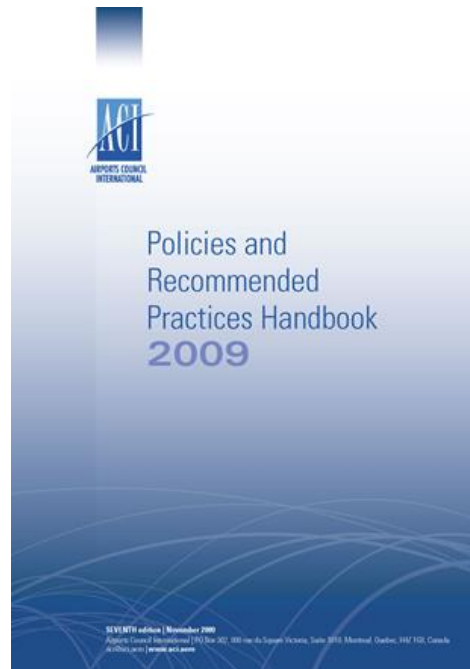
- ACI World Environment Standing Committee – WESC
- Observer at CAEP
- Engagement with ATAG
- Global Training on Environmental Management
- Developing Nations Assistance DNA - *Maputo
- Publications
<http://www.aci.aero/AboutACI/Priorities/Environment/Publications>
- ACERT
- * *Airport Carbon Accreditation* (Europe)

AIRPORT ENVIRONMENTAL MANAGEMENT

- Noise
- Local Air Quality
- Green House Gas Emissions
- Water
- Solid waste
- Tools-Guidance material
- Airport Carbon Accreditation
- Acert –Emission Inventory tool



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INFRASTRUCTURE DEVELOPMENT AND MANAGEMENT

THE AIRPORT BUSINESS

- Over the past 30 years, airports have evolved from being simply municipal or Government infrastructure providers into sophisticated and business-oriented service providers.
- As in every industry the pressure to operate efficiently is constant and arises from customers and stakeholders alike.
- Funding of infrastructure not addressed in detail .
- Capacity pressure and outdated infrastructure
- Delayed decision making
- Travel unpleasant

ACI encourages its member airports to:

- Continuously improve operational and cost efficiency
- To moderate the cost of flying
- To mitigate intensifying capacity shortfalls
- To create sufficient rates of return enabling them to invest in additional capacity.

- Airports are stable providers of infrastructure assets, even in the sometimes turbulent aviation industry. While airports and airlines are intrinsically linked and rely on one another to operate efficiently, they are based on different business models.
- Airlines are able to move quickly to respond to changes in traffic flows, by leasing or retiring capacity. Airports, on the other hand, must make long-term planning decisions to safeguard capacity sometimes 50 years into the future.

- In spite of this, through efficiency gains in operations, staff productivity and venturing into new revenue streams, airports have held user charges at a stable 4% of airline operating costs for over two decades.
- In the meantime airports have invested to meet the needs of a burgeoning aviation industry and developed new business models.

AIRPORT COSTS

- In recent years airports have played a critical role in keeping air traffic affordable and stabilising operating costs for airlines.
- Despite major setbacks such as 11 September, 2001 and SARS, airports have shown high flexibility in dealing with their airline's customers to relieve some of the financial pressure they endured.
- Ebola had severe impact on airports
- Security risks –Egypt/ Tunisia
- Business Risks

FUNDING OF INFRASTRUCTURE

- Airports are a critical part of the economy of the State and serve as engines of growth for local regional and national economies. In an increasingly commercial and competitive business airports must be able to :
- Collect sufficient revenues to finance their investments and operations
- and maintain an level of service acceptable to all users and
- To support the economic interest of surrounding communities.



OWNERSHIP

- Airports should be permitted have a range of types of ownership to allow flexibility in its business and participation by private capital.
- Airport operators have become fully fledged businesses which can manage a single airports or a network
- Airport systems can achieve economies of scale and transfer of skills and expertise. Benefits of a network
- Note for governments who wish to privatise

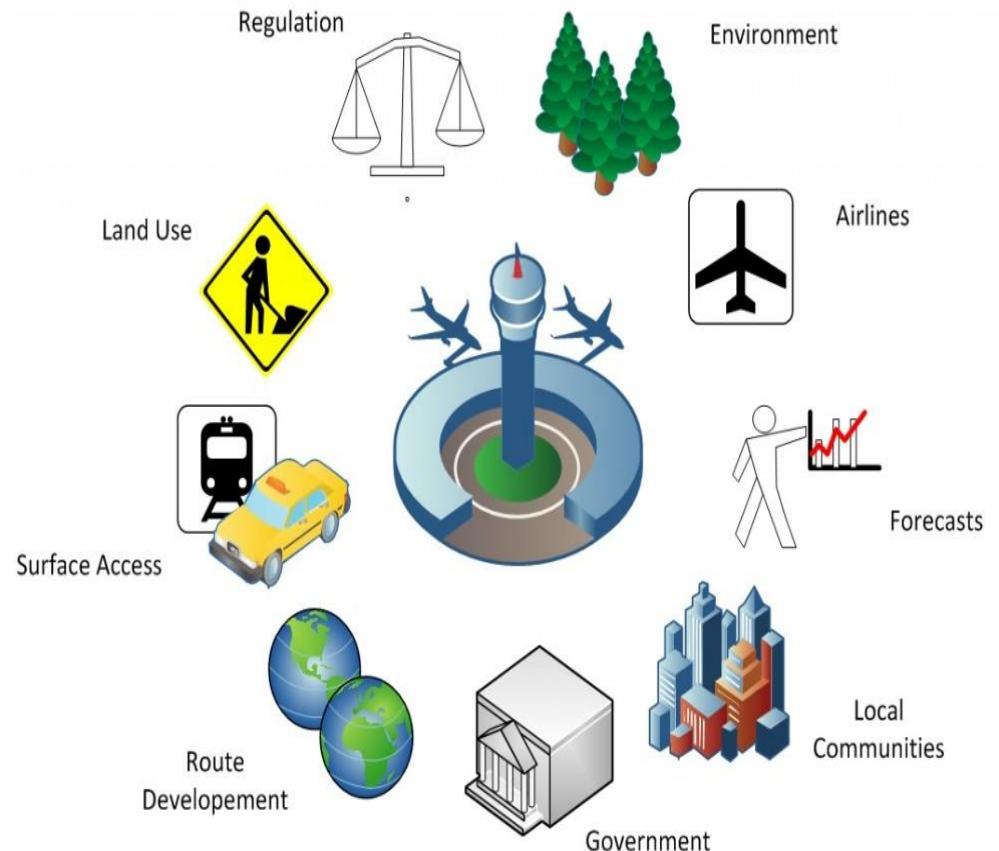
- Airports must be allowed to access sufficient funds to finance for projected demand
- Pre-financing of infrastructure through airport charges before or during construction may be appropriate in line with the guidelines set out in ICAO Doc. 9082

REGULATORY OVERSIGHT

- Economic /Regulatory oversight should be applied to balance public interest stakeholders and airport.
- The interest of the aircraft operator does not always equate to the interests of the passenger or other airport users.
- Absence of this framework is a major shortcoming in many States.

USER CONSULTATION

- Airports are capital intensive and require a rate of return sufficient to satisfy investors and creditors.
- Consultation with users is an important element in the development of airport charges.
- All parties have the responsibility to engage actively and constructively and should primarily take into account the future interest of passengers and end users.



PERFORMANCE MANAGEMENT

- Performance indicators for airport managers is best practice and is encouraged. This should cover all activities by all service providers at the airport.
- Note of caution when comparing with other airports since vast differences exist between airports.

GOVERNMENT CHARGES ON CIVIL AVIATION

- Governments should impose charges only for services which directly benefit civil aviation operations.
- It should not impose any charges for functions which are the primary responsibility of governments.

FACILITATION

- Not well structured and implemented
- Travel documents, visas, delays, processes, forms
- Capacity Improvements and Efficiency
- Airport Collaborative Decision Making-ry/bay occupancy. KPIs. On time departures
- Fast travel initiative – remote check in, baggage, screening at terminal
- Smart Security – risk based, etc
- Emergency management and public /health often left to airport as adequate or local facilities not adequate i.e. fire /medical



Two different programmes – with the common objective of improving security



Airport Excellence (APEX) – A peer review process to assist airports in their efforts to improve their security measures; to identify areas where efficiency and effectiveness gains can be made. Includes ALL aspects of airport security from facilities to training, screening to quality management.



SMART Security – A joint ACI/IATA programme focused on the future of passenger screening checkpoints, with strengthened security, increased operational efficiency and improved passenger experience through investment in technology and innovation in processes.

SMART Security - Three Pillars



SMART SECURITY

Risk-based
security and
differentiated
screening

Technology
for
enhanced
detection
capability

Process
innovation
for increased
operational
efficiency

CONCLUSION

- The report and project is supported
- Will be a catalyst for proper planning for the expected growth
- Will assist our authorities to make prudent decisions balancing the interest of growth and sustainability.
- Look forward to next Phase and Good practice manual.

Finally !!

THE END...

Thank you !!!



Questions??

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