

Colloquium on the sustainable development of the airport sector in Wallonia

The environment and Infrastructure

LA HULPE - 25-26 October 2010

Seminar Centre
DOLCE La HULPE
135, Chaussée de Bruxelles
1310 La Hulpe

Programme

Monday, 25 October 2010

09.30 **Registration and welcome coffee**

10.00 **Opening**

10.10 **Airports: economic business parks and attractiveness - Luc VUYLSTEKE, President of the Executive Committee of SOWAER -**

In general, in order to play a major role, the airline industry needs a real strategy incorporating known elements with an ever changing future, according to developments in technology and operator influence as well as environmental issues and global economic development.

Both Walloon airports have fully understood this. Thanks to an ideal geographic position and new infrastructures appropriate to their development, they have become genuine centres of excellence in terms of the region's economy and attractiveness, each generating a significant number of direct and indirect jobs. Brussels South Charleroi Airport is now the 2nd largest passenger airport in Belgium and Liège Airport is Europe's eighth largest and Belgium's leading cargo airport.

These significant developments would not have been possible without an extensive investment programme established by SOWAER, itself appointed by the Walloon Region, all within a framework of sustainable development through an original and innovative programme supporting the airports' local residents.

10.25 **Accompanying policy for local residents around Walloon airport platforms: a remarkable model in the European sky - Valérie LEBURTON, Director-general of SOWAER -**

Because of the rapid development of Walloon airports over the last twenty years, it has become increasingly important to consider the environmental impact of airport activities, particularly noise. That is why a complete accompanying programme in favour of local residents has been developed, fine-tuned and strengthened by successive Governments.

Today, this accompanying programme is considered as one of the most comprehensive in Europe. SOWAER intervenes in the acquisition and the soundproofing of the buildings located near the airports, as well as in granting allowances for businesses and professional activities, but also for the relocation of residents. A permanent network of sound meters has been installed around each airport to provide clear and transparent information to local residents and to monitor compliance with provisions on airport development.

10.40 **The DIAPASON system: central tool for communication and environmental management - Stéphane CHERTON, Engineer of SOWAER -**

*The **DIAPASON tool**, developed by SOWAER, integrates the trajectories, noise levels, and detailed data for each movement as well as the weather conditions around the regional airports of Liège and Charleroi-Brussels South. This device, in addition to the general information provided to local residents, allows us to monitor aeronautical developments and to relay information to the authorities, airlines, operating companies....*

It is an essential tool for monitoring compliancy of air activities with the procedures defined by the Walloon Government in consultation with Belgocontrol and leading companies operating in and around both airports. In addition, this tool allows us to identify areas for improvements relating to trajectories, noise level procedures, and impact and to implement these improvements.

11.00 **COFFEE BREAK**

11.15 **The proactive role of Belgocontrol in favour of the environment - Peggy DEVESTEL, Manager ATS Régions of BELGOCONTROL**

Belgocontrol is an autonomous public company in charge of the safety of air traffic in the civil airspace for which the Belgian State is responsible. Although the protection of the environment is not directly part of the company's missions, this has an ever increasing impact on the activities of air navigation service providers. Also for Walloon airports, Belgocontrol plays a proactive role by studying the means, procedures and techniques that have a positive effect on the environment without compromising its basic missions regarding safety and efficiency in air traffic management.

11.30 **Role and tasks of the independent authority for airport noise control in the Walloon Region - Jean-Pierre COYETTE, Vice-President of L'ACNAW-**

The setup of an independent authority for airport noise control results from the willingness of the Walloon Government to monitor the development of regional airports in terms of noise. The role, tasks and operation of the authority are described. A synthesis of activities for the 2002-2010 period is presented and commented on. The various measures relating to noise management and accompanying programmes are evaluated and several recommendations are formulated for the future development of airport platforms.

Q&A

12.30 **LUNCH**

14.00 **Green Airport Projet - David GERING, Commercial Director Aviation, PR & Communication Brussels South Charleroi Airport-**

How to adapt and innovate in order to reconcile massive traffic growth (+30%) with reduced environmental impact.

14.30 **Which environmental policy for LIEGE Airport? - Christian Delcourt, Communication Manager of LIEGE AIRPORT-**

Considered as a centre of socio-economic development, Liège Airport also conducts a sound environmental policy. This requires taking several measures, including rational energy consumption, air quality control, reducing greenhouse gas emissions, monitoring legislation, investments, raising awareness and providing information.

In addition to the airport businesses, Liège Airport welcomes many other companies near and around the airport, which implement their own environmental policies.

The presentation will outline the different initiatives taken by Liège Airport and a few companies working near the airport.

15.00 **COFFEE BREAK**

15.15 **EURO CAREX: a key sustainable development project - Serge Kreins - Engineer General Coordinator - Liège Carex, Deputy Managing Director - Euro Carex**

The new European high-speed freight network offers opportunities for a modal shift for cargo currently transported by trucks and short/mid-range aircraft.

This modal shift towards high-speed rail traffic will produce an average of 35 times fewer CO2 emissions compared to the aircraft and trucks currently used.

The network will initially link the airports of Amsterdam, Liège, London, Lyon, Roissy Charles de Gaulle and Germany.

Liège Airport, ideally situated next to the existing high-speed line and directly connected to 6 European motorways, will be the only Belgian platform chosen as the “international crossroads” of the HST Freight green corridors, which will, in the future, link the major European airport freight hubs via a new mode of innovative, ecological, safe and economical transport.

15.45 Q&A

17.00 End of Day 1

18.00 **GALA DINNER**

21.00 Departure for LIEGE AIRPORT for night visit (TNT sorting office and airport)

Tuesday, 26 October 2010

09.00 **WELCOME COFFEE**

09.30 **European guidelines on the financing of airports: practice of the European Commission - Henri PIFFAUT Deputy Head of the F2 Unit: State Aid for Transport, of the DG Competition - European Commission**

Mr Piffaut will present the regulations established in 2005 by the European Commission relating to the public financing of airport infrastructures.

Previously considered as general infrastructures and thus not subject to the European regulations applicable to State aid, from now on airports fall within the same category as companies where all public financing must be appropriately analysed. Subject to the application of the private investor principle, public financing in support of such infrastructures is likely to constitute State aid which may nevertheless be authorised by the Commission under certain conditions.

10.00 **The public financing of airport infrastructures: a practical approach for airport managers and their public shareholders - Annabelle LEPIECE, Expert in European law CMS DEBACKER**

In 2005, the European Commission adopted new rules on the public financing of airport infrastructures with regard to State aids. Those rules are still largely unknown to the stakeholders. But they may not be ignored taking into account their importance and the associated risks. Mr Lepiece will therefore explain the reflex which ought to be adopted by airport managers and their public shareholders when considering new investments.

10.30 **COFFEE BREAK**

10.45 **The local and regional importance of a soundly financed network of regional airports.** The view of the EU Committee of the Regions from **Gordon KEYMER CBE, leader of the UK CoR Delegation and member of the COTER Committee.**

Regional airports play a vital role in a flourishing local economy, local employment, local tourism and easy and rapid access across the EU. Regional airports must be able to operate on a sound financial basis with minimum red tape.

11.10 **Amplify the economic effects by the development of the zones of economic activity around both airports - Luc VUYLSTEKE, President of the Executive Committee of SOWAER -**

In addition to the day to day management of the capital, SOWAER is responsible for meeting ambitious economic development objectives and targets to improve the lifestyle of residents living near to the airports. To this end, SOWAER initiated a strategic discussion about the development of areas close to the airports and conducted studies on several hundred hectares of land within the economic zones of the Liège and Charleroi sectors.

These studies must result in the imminent adoption of a master plan for a balanced, comprehensive development of these economic zones. From the end of this year, these sites will be open.

- 11.30 **Real estate to generate more income possibilities for Liège Airport - Luc PARTOUNE, General Manager of LIEGE-AIRPORT-**
- Since its creation, Liège Airport has focused entirely on a cargo strategy. This choice implies that warehouses and offices should become available for new companies, freight forwarders, etc.*
- As the armed forces left Liège Airport and thanks to the environmental measures launched by Sowaer (Walloon Region), a very large area is now available for new buildings. This means Liège Airport now has the opportunity to strengthen its development. After the example of major airports and to take up this challenge, Liège Airport has decided to increase its real estate investments and to set up a subsidiary for dealing with these investments.*
- 11.50 **Charleroi Airport – Alternative revenues of the « Friendly Airport » - Jean-Jacques CLOQUET, Chief Executive Officer f.f. South Charleroi Airport**
- The ins and outs on how to finance exponential growth, while remaining one of Europe's least expensive airports.*
- 12.10 **Q&A**
- 12.45 **Concluding Session - André ANTOINE, Walloon Minister of the airports sector in Wallonia**
- 13.00 **LUNCH**