



## STUTTGART TO DEPLOY SIX MORE ELECTRIC BUSES

Electric power is certainly continuing to make the headlines.

After the successful testing of an electric airport bus in the three metre category, Stuttgart airport has taken delivery of the first of six more eCobus 3000 electric examples. With this order, almost half of the shuttle buses used at Stuttgart airport will now emit no exhaust pipe pollution.

The government of Baden-Württemberg is known to be a huge supporter of electric mobility and the state intends to become a pioneer region for sustainable mobility. Compared to diesel-engined alternatives, it has been calculated that every new vehicle will save over 22 tonnes of CO<sub>2</sub> per year. Moreover, the energy consumption per passenger is effectively reduced by around 80%.

The airport is well known for its green credentials. At Stuttgart, airport hybrid baggage transporters with electric and diesel drives have been used since as far back as 1991. In more recent years, the vehicle fleet was completed, step-by-step, with electric vans, baggage towing

tractors and a pushback vehicle, as well as other electric vehicles. Above all, the operational safety of this alternative technology is a key factor in the use of electric drives for the airport operation. Thanks to investments of approximately €3.5m in the local charging infrastructure and optimisation of parts and application processes, the airport has succeeded for the first time in co-operating with the manufacturers to create the conditions for a widespread use of the technology. The economic viability of the project is also secured by funding: the airport receives 40% of the additional costs compared with diesel drives through the state initiative Electric Mobility II. Both the European Union and the Federal Ministry for Economic Affairs and Energy have supported the construction of the new electric infrastructure to the tune of more than €0.5m. In short, Stuttgart airport has set itself the long term goal of becoming one of the highest performing and most sustainable airports within Europe.

### IN BRIEF



Yet another accolade for its efforts in environmental initiatives: Air India has become the first airline in India to gain the IATA Environmental Assessment Certificate.

## African airports added to accreditation scheme

As many readers of these pages will know, the Airport Carbon Accreditation programme certifies airports at four different levels of accreditation, covering all stages of carbon management, namely Mapping, Reduction, Optimisation and Neutrality. It is independently administered and institutionally endorsed.

At its 24th Annual Assembly, Regional Conference & Exhibition, ACI Africa announced the certification of two more airports in its region, those of Felix Houphouet Boigny Abidjan International (on the Ivory Coast) and Libreville Leon Mba International airport in Gabon.

## Heathrow gains fleet plaudit

*Green Fleet Magazine* has named Heathrow's vehicle fleet as the Private Sector Fleet of the Year in the Medium-Large category.

The recognition follows two more successes: Heathrow was shortlisted for the best in passenger transport by the inaugural National Air Quality Awards and was shortlisted for the Energy Management Award in the Edies' Sustainability Leaders Awards.

Matt Gorman, Heathrow's Director of Sustainability and Environment, commented: "We are honoured to receive these awards, particularly as they recognise the work that we have done in the past few years to improve Heathrow's air quality and reduce our emissions - but we are committed to doing more to be a good neighbour.

"Even with expansion, we can meet air quality limits, and carbon targets, and ensure a bigger Heathrow can be better neighbour."

## GREATER FUEL EFFICIENCIES RECORDED AT CATHAY PACIFIC

**Cathay Pacific achieved a 4.5% improvement in the fuel efficiency of its passenger and cargo operations in 2014 over the previous year, according to the airline group's latest annual sustainability report.**

Since 1998, its overall revenue-tonne-kilometre fuel efficiency performance has improved by 22.8%. In addition to a contribution from a higher load factor in 2014, the airline attributes this impressive progress to ongoing fleet modernisation and flight efficiency measures. These have included the adoption of single-engine taxi-ing manoeuvres and onboard weight reductions.

However, as a result of the growth in capacity, CO<sub>2</sub> emissions from fuel burn for Cathay Pacific, along with its sister airline Dragonair, actually increased from 15.5m tonnes in 2013 to 16.4m tonnes in 2014 (representing a growth of 5.8%); this represented the group's first rise in total emissions since 2011.

During 2014, the two airlines took delivery of a total of 16 new Airbus and Boeing models, and nine were due to be added to the fleet last year. These new models should deliver significant fuel savings and will be noticeably quieter. Cathay sets store by the Boeing 777-300ER for its long-haul fleet, and this model has brought fuel efficiency improvements of up to 28% compared to older models.

Looking ahead, during the coming decade around 80 new aircraft are planned to be incorporated in its operations.