

EUROPEAN OBSERVATORY ON AIRPORT CAPACITY & QUALITY

4th meeting of TASK FORCE 1

"Quantifying the economic and social impact of future unmet demand for air travel"

BRUSSELS, 23 FEBRUARY 2015, ACI EUROPE

Meeting Highlights

1 – Welcome address & adoption of the agenda

The agenda was approved

2 – Review of the action items stemming from the last meeting

No comments were made on the highlights of the last meeting. No comments were received from the TF members on the draft environment tables and preliminary conclusions. Four members volunteered to contribute to the drafting of the final report. George Anjaparidze (IATA economic part only), Stephanie Erdmann (AEA), Chris Mason (ERA), Dominique Lazarski (UECNA).

3 – Update on the work of other TF

TF2: expect to send a report to Plenary session of the Airport observatory to be examined in the Summer. There was a visit to Dusseldorf airport last January. There will be one last meeting.

TF3 will meet on 24 February and will hear from Poland and Ireland. Some airport users and airlines will also be presenting (IATA, ERA, AEA). There will be one last meeting on 30 March. The Plenary session of the Observatory will endorse the work of the TF and the Commission will then decide on the next steps and what concrete actions should stem from the work of the TF. In particular, the scope and impact of the capacity crunch is very interesting for the Commission. It now needs to assess how it can best help Member States on this issue and influence the debate.

4 – Outline of draft economic section

There are different approaches to assessing the economic impact. Two of these methodologies were applied to the Challenges of Growth projections/scenario. Donagh Cagney (ACI EUROPE) & Georges Anjaparidze (IATA) set the context for the work undertaken. They explained the differences in both methodologies used, and they pointed out that the focus is on EU 28 as opposed to all ECAC countries.

As a starting point, the unconstrained vs. the regulated growth scenario were compared.

5 – Review and adoption of the draft economic section of the report

- There was a discussion on what catalytic impacts are and why they are included in the draft report.
- The report will need to include a disclaimer to be clear about what is and what is not included in the analysis and scope of work. It will need to make clear that there are different methodologies, leading to different projections, and it will clearly highlight that the two methodologies used in the work do not include environmental impacts.
- On presentation, Commission would prefer to focus on regulated growth - the most likely scenario.
- We will also need to add that the environmental impacts on growth are included or at least reflected in the projection even if not quantified separately.

Action: Donagh and George will include/reflect on the comments received and send a revised section by 20 March for review (done).

Environment section of the report

Actions: Co-chairs to circulate a detailed draft outline of the environmental section for comments (done - no comments received). The draft environmental section will be sent subsequently to members of the TF for review.

Note: The TF will not seek to quantify the economic costs of the environmental impact of air transport, as there is no unanimously agreed methodology on the topic. Nevertheless, the need for such a methodology might be included in the final document.

6 – Concluding remarks & next steps

This was the last planned meeting of the TF. The co-chairs are open to examine the need for an additional meeting to review the environmental section if needed.

PARTICIPANTS

Institutions:

European Commission

Member States:

Austria - BMVIT - Bundesministerium für Verkehr, Innovation und Technologie

Italy - ENAC – Italian Civil Aviation Authority

Poland Civil Aviation Authority of Poland

Organisations:

IATA – International Air Transport Association

UECNA - Union Européenne Contre les Nuisances des Avions

ARC – Airport Regions Conference

AEA – Association of European Airlines

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