

APPLICATION FORM

PRIZE FOR MOBILITY MANAGEMENT IN COMPANIES

Please send your entry via e-mail to the ITF secretariat: maryvonne.lebouc@oecd.org
This call closes on 14 March 2008.

DETAILS OF APPLICANT

Company	Stansted Airport Limited /BAA Stansted	
Country	>UK	
ADDRESS:		
Street / Post box	>Enterprise House, Bassingbourn Road,	
Postal Code, City	>CM24 1QW, Stansted Airport	
CONTACT PERSON:		
Name	>Julia Gregory	
Telephone	> 01144 (0) 1279 663185 011 44 (0) 7793762385	
Fax	>011 44 (0) 1279 66	
Email	>Julia_gregory@baa.com	
Website	>www.stanstedairport.com / www.	
Key information on the company		Number of employees: BAA Stansted 1500 whole airport 12,000
		Type of business: Airport Operator
		Other: Current passenger numbers about 24million per annum

DESCRIPTION OF CORPORATE MOBILITY MANAGEMENT PLAN

Please provide below key data on the corporate mobility management plan: (main objectives, number of employees involved, date of implementation, etc). Kindly attach a copy of the plan.

Stansted's Corporate Mobility Management Plan

In 2002, BAA Stansted introduced its airport surface access strategy(ASAS) to serve an increased passenger from 15 million passengers to 25million passengers. The Strategy covers all forms of transport accessing the airport was updated in 2005 (Attached) with additional targets.

BAA Stansted introduced a daughter document to the ASAS in 2002 which specifically focussed on employee travel called the BAA Stansted Travel Plan. This was updated in 2005 to include all 12,000 airport employees in the 160 companies on Airport. This is called the Stansted Airport employee Travel Plan in 2005 (Attached).

In 2007 we published a full review of both plans. (Attached)

Key Objectives of the Airport Surface Access Strategy and Stansted Site Travel Plan:

- To increase the proportion of air passenger using public transport to 37% by 2010 and 40% beyond.
- To decrease the number of staff who drive a private car to work alone to 80% by 2010.

Number of people involved

- In 2003, the airport was serving about 15 million passengers with 9,000 staff on airport
- In 2005, the airport was serving 21 million passengers per annum with 11,300 staff on airport.
- In 2007, the airport was serving about 24 million passengers per annum with 12,000 staff on airport. There are a total of 160 separate companies on airport which are all included in the Stansted Travel Plan

Please provide a pre-plan assessment of travel/ trip patterns of employees, clients/customers, suppliers and impact on environment, particularly CO₂ emissions.

Employee travel trip patterns for 10,000 staff from 2002/03 survey

Private car :	86.3%
Car passenger	4.9%
Bus/Coach	1.6%
Rail	4.6%
Taxi	1%
Motorcycle	0.5%
Cycle/Walk	0.4%

Clients/Customers : Air Passengers for 11 million passengers per annum - CAA 2002 data

Private car	52.8%
Taxi	10.1%
Hire Car	3.0%
Bus/coach	6.9%
Rail	27.1%

Suppliers/ Freight 2004 roads survey

Light goods vehicles in a 24 hour period : 1048
Heavy Goods vehicles in a 24 hour period : 394 50% EURO 4

Bus and Coach EURO standard 1999

90% Euro 2 Standard

BAA is currently working with the UK Government's Department of Transport and its National Business Travel Plan Network to develop a consistent approach across business to assess CO₂ emissions. This is being done with Cambridge University and the National Traffic Information Project.

Please describe the extent to which employees, clients/customers, suppliers have switched to environmentally friendly modes of transport based on the plan.

Employees travel/trip patterns for 12,000 staff from 2007 staff travel survey:

Private car	73.1%
Car passenger	6.3%
Bus/Coach	10%
Rail	6.4%
Taxi	1.5%
Motorcycle	0.7%
Cycle/Walk	2%

Clients/Customers: Air Passengers for 24million passengers per annum - CAA 2007 data

Private car	43%
Taxi	8%
Hire Car	5%
Bus/coach	20%
Rail	24.1%

Suppliers/ Freight 2007 survey

Light goods vehicles in a 24 hour period : 198
Heavy Goods vehicles in a 24 hour period :315 90% are EURO 4

Bus and Coach EURO standard

90% EURO 4
10% EURO 3 with particulate traps

BAA is currently working with the UK Government's Department of Transport and its National Business Travel Plan Network to develop a consistent approach across business to assess CO2 emissions. This is being done with Cambridge University and the National Traffic Information Project.

Please describe the provisions taken by your firm to facilitate this shift; mix of measures (e.g. information, parking management, incentives for use of public transport, on site infrastructure..)

Measures taken:

1. Creating a partnership – The Stansted Area Transport Forum

BAA Stansted set up its Transport Forum in 1999 recognising that there are many organisations and companies who influence and control the transport infrastructure in the Stansted Area.

Some key Partnership members : BAA Stansted, Essex County Council, Hertfordshire County Council, Uttlesford District Council, Suffolk County Council, Cambridgeshire County Council, East Herts District Council, EERA, EEDA, Highways Agency, One Railway, Cross Country Railway, Network Rail, First Group, National Express, Arriva , Terravision, Easybus, Excel Coaches, Stansted Transit, Stansted Flyer, Snowdrop Travel, Trust line, Sustrans and CTC.

The partnership in action

One of the biggest private/public partnerships in the UK, Stansted’s Transport Forum has over 70 members who ensure the successful delivery of the Airports Surface Access Strategy. This partnership approach has put Stansted at the leading edge on public transport development. Stansted Airport has consistently retained its position as the leading major UK airport for public transport mode share and is second in Europe.

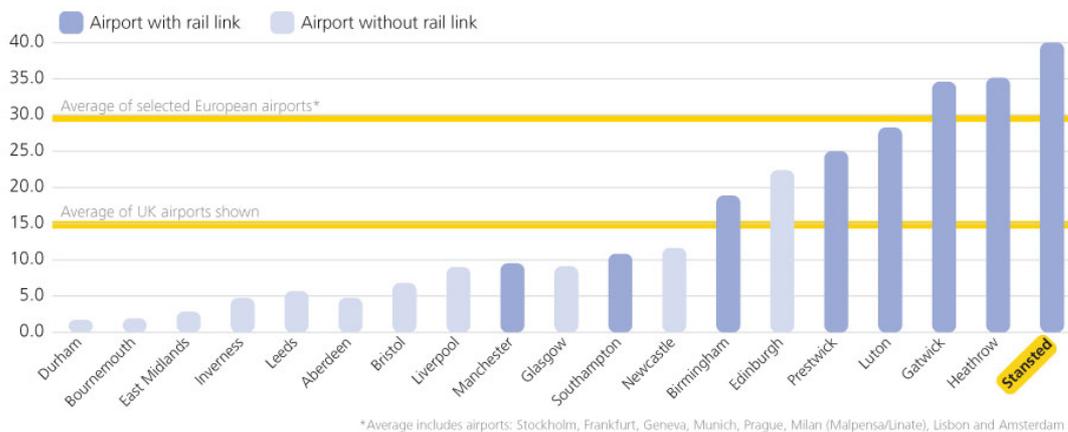


Diagram 1 – UK Airports mode share 2006

The theme of the 2005 Airport Surface Access Strategy ‘ Progress through Partnership’ has been the theme that has driven this success. The 70 members of this private/public partnership work together through a number of Working Groups (shown below), which are the hub of the partnership. Old barriers to working have been broken down and a ‘can do partnership culture prevails’.

The structure of the working groups and its membership continue to evolve and develop as new members and issues arise . Since 2003 the Local Access Working Group and Travel Plan Working Group were established and in 2007 the Freight Working Group was established. The Working Groups all meet quarterly and in November each year an annual conference is held to review the achievements of the year. This has a consistent attendance of over 130 people.

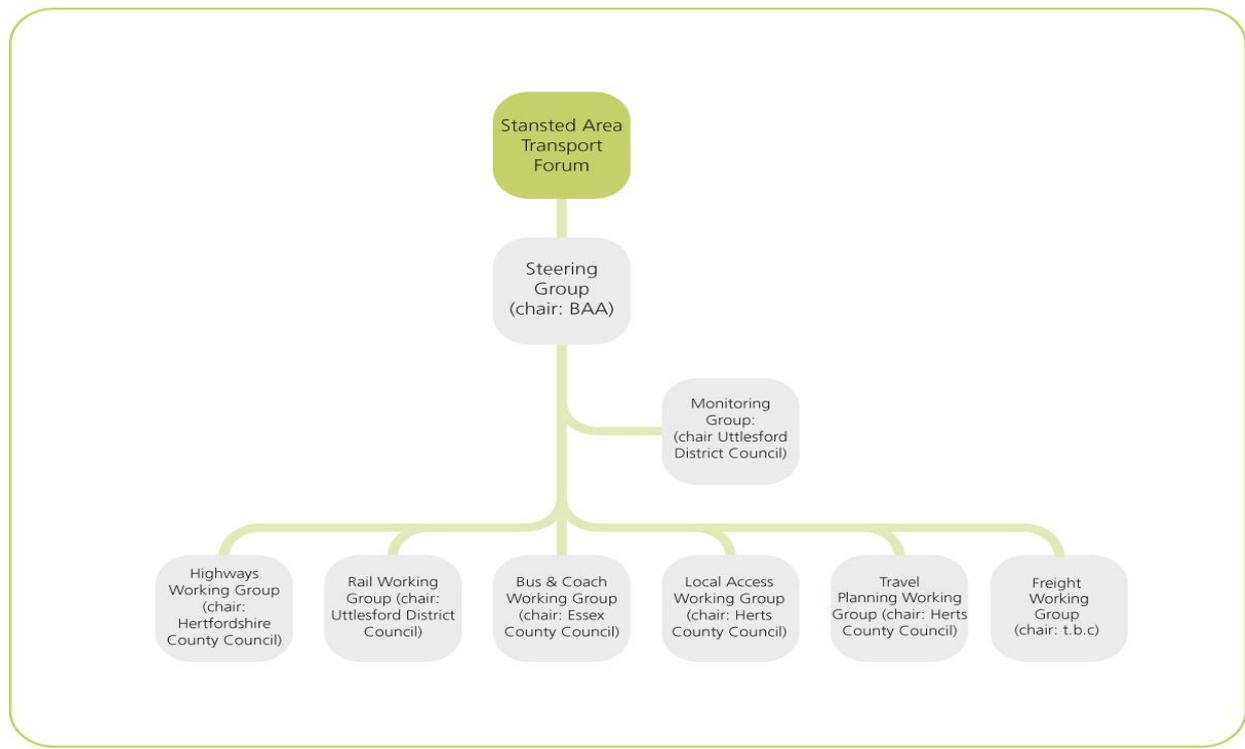


Diagram 2 Stansted Area Transport Forum Structure

3. Dedicated staff

In 2002 BAA Stansted recruited a team of dedicated staff to develop and deliver its strategy. The team has a wide range of skills with professional qualified staff in transport planning, public transport and travel planning skills. In 2006 BAA Stansted added two more members to the team when it set up a dedicated employee travel centre at the Airport.

4 . Providing Funding

In support of the Airports surface access strategy BAA set up a transport fund that provides a mechanism to fund local transport development and increase the modal share for air passengers and employees using public transport. The fund provided approximately £650,000 for delivering measures in 2007. It works by hypothecating approximately 31p per public car parking transaction as well as £10 per staff car parking pass.

Since 2003, BAA Stansted also committed a further:

- £1million to develop bus and coach services and local access to the airport.
- £2 million to develop a new bus and coach station
- £2 million to improve the connections between the passenger transport interchange and the Terminal building.

5. Delivering an agreed Airport Surface Access Strategy

'Progress Through Partnership' is the Airports 2005 Surface Access Strategy (attached); endorsed by the forum members it contains headline targets for the Forum to increase public transport mode share for air passengers to 37% by 2010 and for airport employees who drive to work alone to 80% by 2010.

6. Developing public transport services

Bus and Coach

Our strategy has been to develop a strong bus and coach route network, which is quality-focussed, attractive and customer-driven to air passengers and employees. A network of over 60 destinations being served with over 550 departures a day has been the result. In addition bus and coach mode share has grown from 6.7% in 2000 to 20% in 2007. Patronage has increased by over 250% in this period.

BAA Stansted undertook a detailed study of how to develop services in 2004 and has worked in successful partnership with operators to introduce new and enhanced services. Appendix 1 demonstrates the scale of improvements which have been delivered from new services, new vehicles, increased frequency, and extended hours of operation. All partners have invested significantly; BAA Stansted with dedicated staff and an innovative funding approach for public transport called the passenger transport levy that utilises income from public and staff car parking as well as setting aside £1million for public transport development.

Operators have invested: National Express invested £10million in new vehicles as well as Terravision, Easybus, Arriva, Excel, Stansted Transit and First Bus all doing the same since 2005; driving up the quality of the public transport product. 90% of Stansted's fleet is now of a EURO 4 standard.

Express coach services provide an efficient and cost effective means of travelling to and from the airport for air passengers. Local bus services provide a real alternative to the car especially for employees and air passengers who live locally. They also provide important community connections who receive an enhanced frequency of service thereby improving social inclusion.

Both type of service are able to operate at times to meet both staff and air passenger demand very easily.

Some highlights :

- The 767 express coach service launched in 2006, with a co funding partnership between BAA Stansted and National Express links the airport to Nottingham and Leicester 8 times a day.
- The Arriva 510 bus service has developed with new buses in 2004 and in January 2008 it became the airports first 24 hour local bus service. This is a co funding partnership of Arriva, BAA Stansted, Essex County Council and local housing developers.
- The X30 bus service, a partnership between BAA Stansted, First Bus and Essex County Council has grown patronage by 38% in the last year and carries over 5000 passengers a week from a base of zero in just over 3 years.
- From May 2008 BAA Stansted and Excel buses are launching a new Coach service to Ipswich which will operate 24 hours a day, with new vehicles and will utilise the latest ticketing technology.

Rail Services

Two rail companies operate the services from the airport under franchises awarded by the government. There are currently around 180 trains serving Stansted everyday which provides a high level of accessibility. BAA Stansted has been working with the two companies to support and develop the rail timetable to meet the needs of air passengers and staff. This has resulted in the Stansted Express service to London expanding its operating day in both the early morning and late evening and Cross Country Trains which operate to the north of Stansted introducing a new timetable in 2008.

The Companies have also been working hard to improve their punctuality and customer service Standards with good results. Whilst rail passenger patronage has continued to grow over the years with an increase in air passengers, rail was losing its mode share. Following considerable effort by all parties since 2005, this pattern has reversed and mode share as well as patronage is now growing.

7. Investing in infrastructure

A dedicated Public Transport Interchange

The Public Transport Interchange facility at Stansted allows for easy and convenient access between the terminal building and public transport interfaces.

Bus and coach station

Providing a new bus and coach station has been one of the major projects in 2005/06. Capable of handling over 5 million passengers per annum, this leading edge facility has dramatically improved passenger experience and encompasses the latest environmental technology. New waiting and ticket facilities have been introduced and passengers are protected from the weather by a roof that encompasses the latest solar shading technology. A full sustainability audit was undertaken before the facility was built to ensure a minimal amount of waste, disruption and energy use was achieved.

The Bus and Coach Working Group of the Forum has overseen the development of the facility. This included working together to develop the design based on best practise principles. Customer feedback is gathered on a quarterly basis and the score given has increased from 3.2 to 4.0 from 2005 to 2007 (scale 1- 5).

On airport bus stops

BAA Stansted has introduced a number of bus stops facilities around the airport campus which include DDA compliant kerbing, new shelters, solar powered lighting and information panels.

Rail Station

The airport rail station is located beneath the Terminal and has three platforms. Working with the rail operator who manages the station, new direction signs, ticket machines, information displays and safety barriers have been installed. BAA Stansted is also working with One Railway to achieve the Secure Stations Award for the facility and this is progressing well.

Connecting the Interchange

Since 2005, BAA has invested over £2million to enhance all the routes that's connect the bus and coach station, to the rail station and the Airport terminal. This has included the replacement of all escalators and lifts, surfacing improvements to all the ramps, new direction signs, along with new lighting, painting and visual displays in the tunnel portal from the bus and coach station.

Air passenger Car parks

A range of car parking products are available on airport. BAA Stansted is committed to providing high quality car parking products to provide a quality alternative to air passengers from being dropped off at the airport by friends or family. These are called 'kiss and fly trips' and create 4 car trips instead of 2 car trips for a park and fly trip. The vehicles who are used to bus passengers from the car parks to the Terminal building are also low emission vehicles. The airports passenger transport levy acts as an off setting scheme for park and fly passengers.

Employee car parking

BAA Stansted operates a number of employee car parks. Due to the successes of the Airports Travel plan BAA Stansted has been able to close a number of staff car parks at regular

intervals and due to reduced car parking demand existing users were relocated to existing car parks. An additional 90 car share bays were introduced in 2006 to meet the demand by employees car sharing. This created a total of 150 bays in the main employee car park. The Airport is able to achieve a very high utilisation rate for any car park space and issues 4 car park passes per space. This is much higher than the UK norm of 1.5 spaces per pass.

Airport Roads

There are many people who access the airport by car for whom there is no practical alternative and the bus and coach operation itself relies on an efficient road network, therefore BAA Stansted works to retain a good quality road network that is safe and efficient.

In 2005, the Road Network Plan was developed to strategically manage its roads. This recognises best practise and the requirements of national guidance. Since its introduction a number of safety enhancements and improvements have been made to improve road safety and the flow on the airports roads.

The integration of environmental management of our road network has also been put in place, and following an initial trial solar powered street lighting is now common place and is the use of recycling technology in all of our construction projects. In recognising our role as a Traffic Authority, BAA Stansted has followed the Highways Agency best practise in response to the Traffic Management Act and introduced a new 24 hour operational team for the landside areas of the Airport to ensure that the network functions and flows efficiently.

Terminal Forecourt

BAA Stansted invested £2.7million in redeveloping its terminal forecourt in 2005. In line with our strategy of reducing the number of Kiss and fly car trips, the picking up of passengers from the short stay car park with an accompanying charge was introduced. For kiss and fly passengers setting down on the forecourt, the spaces allocated to them was relocated to the outer forecourt rather than the prime position next to the Terminal building. The design of the setting down area was also designed to make the process as efficient as possible to reduce congestion and emissions. As Stansted Airport is a formal Highway Authority, the Airport is working in line with government policy and awaiting the powers to introduce formal forecourt charging.

Cycle/walking routes

In 2005 BAA Stansted also published its Cycling and Walking Strategy which was developed with the Local Access Working Group of the Stansted Area Transport Forum. In seeking to deliver the Strategy the Local Access working group has successful partnerships to deliver infrastructure. In 2005/6 Essex County Council successfully delivered improvements in routes from Braintree to the Airport with BAA Stansted providing land for a site office and recycled runway material used in the construction of the routes.

In 2006 Hertfordshire County Council develop a similar initiative to link Harlow to Bishops Stortford to the Airport. BAA Stansted was the business partner in this initiative and built a 750m new cycleway utilising recycled runway material.

Cycle/ Motor cycle parking

New on airport motorcycling and cycle parking facilities have been introduced throughout the airport during 2006. these are located throughout the airport at convenient locations. Due to an increase in demand a further 4 facilities were added in 2007.

Construction methodology

All BAA Stansted construction projects undergo a sustainability appraisal, and 85% of all waste products created by construction are recycled.

8. The Airport Employee Travel Plan

The first Airport wide Travel plan was launched in 2005 which encompassed all 160 companies on airport. Its key target is to reduce the number of staff who drive to work by private car alone. Prior to 2005 BAA Stansted developed its own Travel Plan for BAA employees.

Airport Commuter arrives in Stansted

A key objective of the plan was to create an Airport Commuter Centre for staff. In 2006 dedicated staff were recruited and provided online and telephone services to staff. In 2007, we created a dedicated centre and over 6,000 staff have used the facility so far.

Car sharing Scheme. - BAA Stansted set up an airport car share scheme in 2002 and membership has now grown to over 2300 members. It has grown at 25% per annum (target 10% per annum). We have invested in creating additional carshare bays from 90 in 2005 to 150 in 2006. Believed to be one of the largest schemes in the UK, it is estimated to save 130,000 kg of CO2 a month.

The Airports Travelcard – BAA Stansted launched the Airports Travelcard out of a previous discounted travel product in 2002. This provides discounted travel for all on-airport employees on all public transport serving the airport. All the public transport operators are partners in this initiative. It's sales continue to grow at 23% a year (target 10% per annum). It is estimated to save 550,000 kg of CO2 a month.

Following feedback from staff BAA Stansted has introduced a Carnet ticket product for staff who may not work a regular working week but still want to use public transport.



Diagram 3 Airport TravelCard Growth

Employee car parking policy

The airport has delivered a clear car parking policy for airport employees. All new employees who request a car parking space for BAA Stansted car parks are located in a remote car park. A charge is made to airport companies who request a space on behalf of their staff. Some companies choose to pass this cost on to employees.

Company Travel

Video conferencing

Video and audio conferencing is now seen as an important part of our programme to reduce business travel. BAA has made an investment of over £100,000 in video conferencing equipment its UK Airports for use by employees. BAA Stansted regularly holds meetings with our other airports and has held over 1000 video conferencing meetings since 2005.

The BT Meet me audio conferencing facility is also available for staff who can conference call with up to 20 people. BAA staff are also able to work from home and logon to BAA's computer system via the internet.

Recruitment and new employees

Travel planning is now an integral part of the induction process for new BAA Stansted employees and the Airports Employment Strategy. Each employee receives a travel induction pack containing Changing Transport Lifestyles (the BAA Stansted Travel Plan) and various travel leaflets to enable them to decide how to make the journey into work.

There are a growing number of employees recruited from wider community areas. We endeavour, where possible, to ensure that all new airport staff members have access to affordable public transport services using the Airports Travel Card, which enables them to travel to and from the airport in line with out of hours shift times

BAA Stansted is also targeting employment from key regeneration areas and we have been working closely with a number of agencies to align airport employment opportunities with affordable and reliable transport connections to the airport.

9. Providing Information and Marketing

BAA Stansted has supported the marketing plans of public transport operators at Stansted.

We have worked with operators to ensure that passengers can purchase tickets before they travel online, whilst on airplanes, in the Terminal and in the bus and coach station. As part of the Terminal extension project currently being constructed a dedicated onward travel centre is to be opened this summer.

Information is also a key element of passengers needs. For air passengers, BAA Stansted web site has a dedicated area for onward travel and the options available along with links to the operators. Within the Terminal public transport is also promoted through attractive marketing and information stands.

For employees at the airport the Airport Commuter also has its own dedicated web site.

Within the community BAA Stansted has continued to fund public transport leaflet distribution along bus and coach routes to the airport.

In 2006, BAA Stansted introduced new travel information pods in the terminals baggage halls which provide travel information to air passengers and staff. This has been a real success with air passengers. A further set of pods will be provided in the Terminal extension area once it is opened in summer 2008

10. Freight Traffic and suppliers

BAA Stansted develop the Stansted Freight Quality Partnership to work with both our cargo operators and suppliers bringing goods to the airport.

We recognise that the air freight industry is of vital importance to both the UK and regional economy, the operators recognise the impact they have on the network. They have invested in new vehicles and have consolidated their vehicle movements to be even more efficient.

With regard to suppliers BAA Stansted has actively worked with suppliers in the region to enable them to access the airports businesses. The airport regularly hold 'meet the buyer' events for local businesses to meet airport companies and trade. These events started in 2002 and have continued.

In 2007, we conducted a study of the origins of suppliers vehicles entering the airport. 45% deliveries had a local origin within 5miles of the airport and 33% within 60 miles.

11. Managing Air Quality from Operational Vehicles on Airport

In 2005, BAA Stansted achieved ISO14001 accreditation which is the International Environment Management Systems standard. In 2007, following further inspection BAA Stansted retained this award in recognition of the airports commitment to managing its environmental impacts.

Air Quality Management

BAA Stansted is a member of the Essex Air Quality Consortium which focuses on addressing local air quality issues. On-airport air quality is monitored continuously which is shared with the consortium and the local authorities on a regular basis.

Clean Vehicles' Programme

BAA has a Clean Vehicles Programme to help airport-based organisations reduce their vehicle fleets emissions and introduce and adopt best practise.

BAA Stansted has issued a directive to all companies that operate airside requiring all vehicles to have a valid airside pass. The pass allocation process requires vehicles to meet certain standards to limit vehicle exhaust emissions

The fleet of vehicles under directly under BAA's control are regularly tested and serviced to ensure that they meet the best standards in relation to modern engines. The replacement programme for vehicles also supports these principles and introducing alternatively fuelled vehicles.

Fuel Additive Trial

In 2005, BAA Stansted undertook to trial a fuel additive on its own vehicles that aims to reduce emissions of carbon dioxide (CO₂) (by up to 10%), hydrocarbons (by up to 40%), sulphur dioxide and nitrogen oxide emissions (by up to 50%). The additive also improves the mileage per gallon. This is now a permanent feature at the Airports operational fuel station which provides fuel for all on airport companies.

Buses and Coaches

Bus and coach licensing was introduced at Stansted in 2004, within which certain criteria on environmental and vehicle standards were established. Many public transport operators have replaced their fleet of vehicles since then which has resulted in most vehicles being of EURO 4 standard and above.

12. Conclusion

Stansted Airport would be a worthy winner of the mobility management prize for companies. BAA Stansted is able to demonstrate that its dedicated mobility management plan has achieved substantial results since its introduction.

Provide as much of the following information as possible:

- the financial impact of the plan on the firm's accounts and the return on investment in relation to the stated environmental objectives;
- if and in which way the plan is implemented in the (environmental) management strategies (e.g. ISO 14001) of the company to assure long term effects;
- the appointment (if at all) of an employee(s) with specific responsibility for implementation of the plan;
- how (if at all) the company's environmental objectives link up with local or national CO₂ emission reduction strategies.

1. The financial impact of the plan

The Airport has committed over £5m in capital funding and £4 million in revenue funding (passenger transport levy):

The measures include:

- Introduced the passenger transport levy 30p average, £10 car parking space to fund measures provides £800K per annum in 2008. Since 2002, BAA has hypothecated £3.5m into this fund to meet its objectives for surface transport.
- Constructed a new passenger transport interchange to the value of £2.7m
- Invested 1million in developing new and enhanced bus and coach services

In terms of return on its investment, BAA Stansted has exceeded its public transport mode share targets of 37% public transport mode share for an airport serving 25million passengers by achieving 44.6% in 2007. When new airlines and passengers look to fly to the UK they are looking for good onward travel connections and the delivery of our surface access strategy has been an important part of the Airport product.

In terms of capital expenditure BAA Stansted has been able to delay building new car parks, and has reduced the effect of private cars destined for the airport on the local highway network. This has resulted in £2million of mitigation funding not being required.

For the target for employees travelling by car by themselves to work, we have again exceeded our target of 80% by achieving 73%. When commuter patterns are compared to other companies in our region we are clearly seen to be leading this field of work. Again the fact that Stansted is well connected by public transport has meant that airport companies can recruit staff more easily.

2. Plan is implemented in Environmental Strategies –

Stansted Airport is the largest UK airports to have attained the ISO14001 standard of which its surface access strategy is an integral element. Surface Access strategy is a fully integrated element of our environmental management system.

The Airport Surface Access Strategy is also an integral element of the Companies Corporate Sustainability Strategy - (Report Attached)

3. Appointment of Employees

BAA Stansted has employed the following dedicated staff to deliver its Airport Surface Access Strategy;

Head of surface access/Transport Planning and Policy Manager
Public transport development Manager
Travel Plan Manager

Airport Commuter Centre Assistant

In 2006, BAA Stansted created a dedicated team to look after the day to day operation of its surface access networks. This team is called the 'First and Last impression' team recognising that Surface Access is the 'front door' customer experience of the airport.

The team consists of:

Head of team

Asset manager and assistant

5 customer service team leaders who maintain the flow on the network 24 hours a day.

4. How Companies environmental objectives link up with local or national CO2 emission reduction Strategies

National Policies

Climate Change

Kyoto agreement

The UK Government committed to reducing its emissions of greenhouse gases to 12.5% below 1990 levels. This is to be achieved between 2008 and 2012. The UK Government has also set a longer term goal of a 60% reduction in carbon monoxide emissions by 2050.

BAA has committed to playing its part in the achievement of these goals for the industry as a whole and within BAA's operations. Where we have direct control over carbon emissions, such as energy use in our facilities, we aim to lead the airport industry in managing them. Where we do not have direct control over emissions. For example in the case of flights, we will use our influence to lead changes.

At Stansted we are committed to reducing CO2 emissions from fixed assets by 15% by 2010 compared to 1990 levels, and to cutting CO2 emissions from energy use at the airport by 30% by 2020.

For example : 2006/07 target for Stansted for energy was ' to improve energy efficiency and reduce carbon dioxide (Co2) created as a result of the airport's energy use. Specifically for CO2 derived from energy use to be less than 45,649 tonnes in 2006/07'. BAA Stansted bettered this target and achieved 42,369 tonnes despite there being 1.6 million more passengers. This was achieved by energy efficiency in our building, working with EasyJet and Boeing to increase the use of Fixed ground electrical supply to reduce emission from aircraft on the ground, solar powered lighting in the surface access environment, participation in the UK sustainable aviation departures code, using 5% bio diesel to our surface transport power supply, incorporating biomass boilers in our airport Terminal which effectively makes it carbon neutral.

Air Quality

Stansted's air quality management is based on the following principles:

- Taking action to control emissions from activities for which BAA is directly responsible
- Influencing other airport users to reduce their impact on local air quality
- Supporting implementation of the Airports surface access strategy to help reduce the impacts from road traffic.

For example: in 2006/07 the increased use of the fixed electrical ground supply (FEGP) and working with Boeing to resolve technical design issues will improve the efficiency of FEGP on Boeing aircraft across the world.

Within our own operation fleet at Stansted we have introduced cycles for operational staff as

well as increasing the number of alternatively fuelled vehicles on airport. We have introduced a facility on airport for other airport companies to use bio diesel and fuel additives to reduce emissions.

The surface access achievement are set out in this application form.

Transport

The White Paper 'A New Deal for Transport: Better for Everyone' (July 1998) set out the transport strategy and policy which included airports. It highlighted the importance of improving public transport accessibility to airports and required major UK airports to set up Airport Transport Forum and produce a Surface Access Strategy.

The Air Transport White Paper (December 2003) reaffirmed the message that: 'increasing the proportion of passengers who get to airports by public transport can help reduce road congestion and air pollution'.

* *Disclaimer:* The sole responsibility for the content of this application form lies with the authors. It does not necessarily reflect the opinion of the European Communities. The European Commission is not responsible for any use that may be made of the information contained therein.
