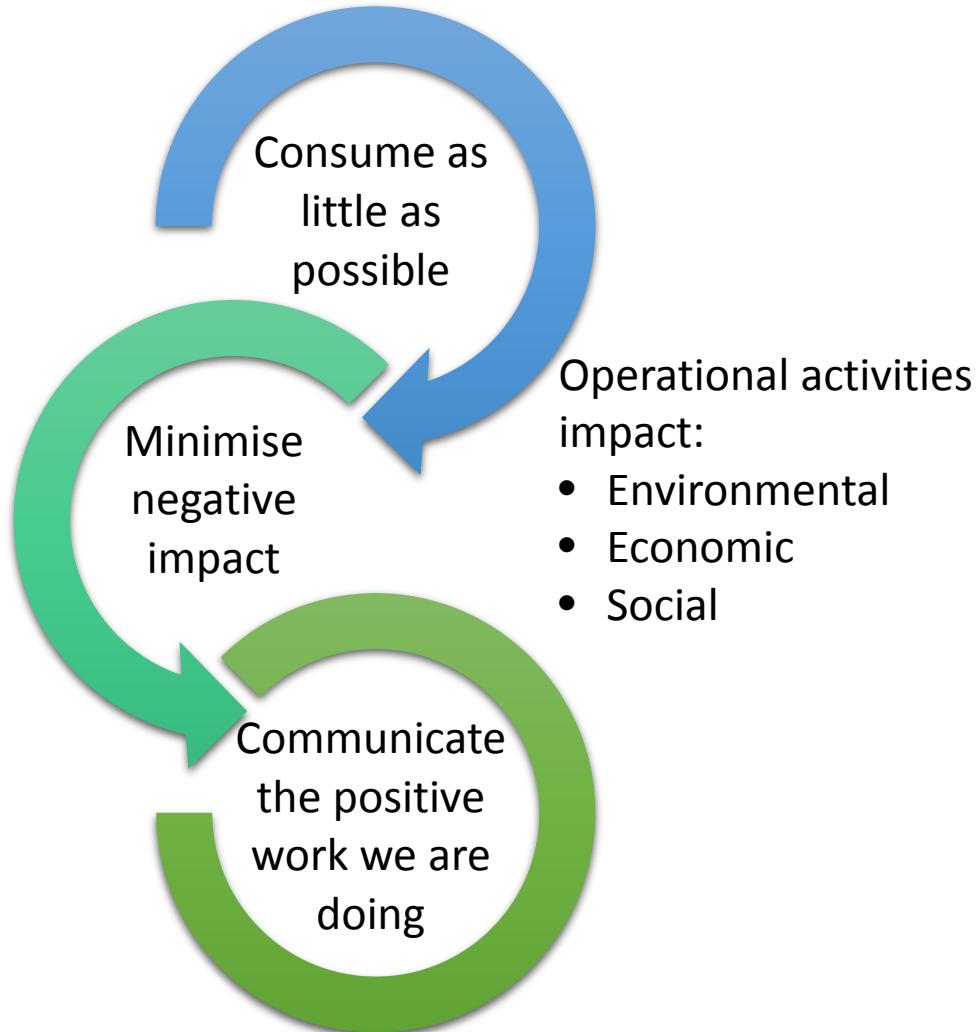




# Dublin Airport Low Emission Vehicle Policy 2018

# Dublin Airport Low Emission Vehicle Policy



## daa Sustainability Strategy

### LEV Policy Statement

As part of achieving the commitments set out in our sustainability strategy, Dublin Airport will convert to Low Emission Vehicle (LEV) technology wherever possible, as soon as possible, and will seek to encourage other operators on site to do the same.

By delivering these commitments, Dublin Airport will become a national leader in driving low emission vehicle usage.

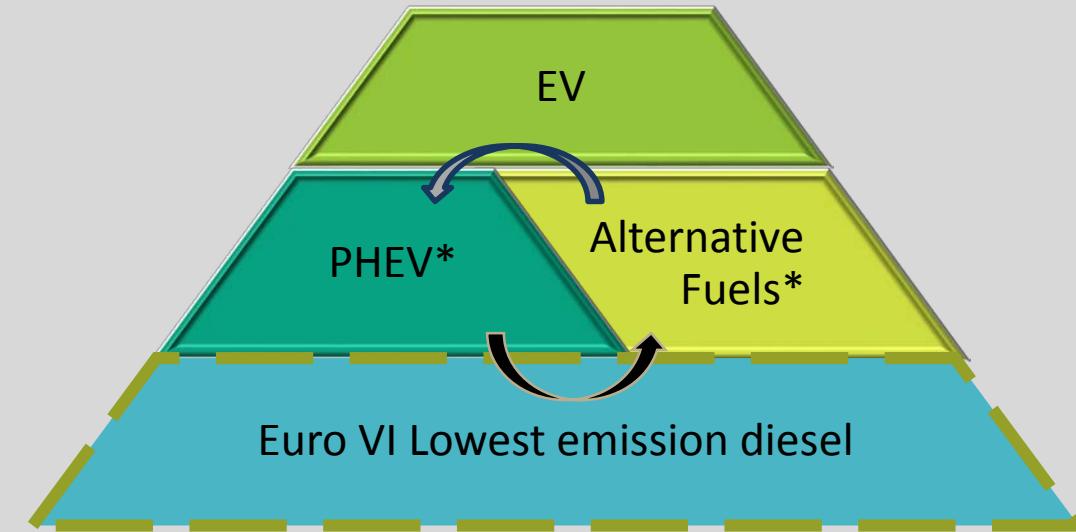


# What is a Low Emission Vehicle?

EU legislation currently refers to low-emission light vehicles as vehicles having tailpipe emissions below 50 g/km, this includes some plug-in hybrids.

Electric and fuel cell (i.e. hydrogen-powered) vehicles are zero-emission vehicles.

Dublin Airport currently has 15 LEVs in its fleet comprising 15 electric light vehicles out of a fleet of 98.



\*Depends on the application and technology maturity  
e.g. Compressed Natural Gas



Build For Our Future

*Unlock Capacity*

*License to Grow*

# Why an LEV Policy?

An LEV Policy will deliver benefits...to staff, to the local and wider community ..... by reducing emissions to air, reducing carbon and noise emissions and reducing energy usage.

Compliance	Local Community	Staff	Reputation
<ul style="list-style-type: none"><li>• Energy/carbon targets (some impact);</li><li>• Air quality and noise compliance (significant)</li></ul>	Air quality  Noise	<ul style="list-style-type: none"><li>• Air quality</li><li>• Noise</li></ul>	Can develop leadership position in Ireland w.r.t. LEV and national agenda of transitioning to a low carbon economy.

# National Policy Drivers

- **2015: Climate Action and Low Carbon Development Act** - statutory basis for the *national transition objective to transition to a low carbon and climate resilient economy by 2050*. The Minister for Communications, Climate Action and Environment must make and submit to Government a series of successive National Mitigation Plans (NMPs) and National Adaptation Frameworks (NAFs).
- **2017: DTTAS Policy: Alternative Fuels in Transport** - switching to alternative fuels and technologies such as electricity, hydrogen, biofuels, and compressed natural gas forms a central feature of the Irish transport sector's decarbonisation evolution.
- **2018: Project Ireland 2040**

€8.6 billion is to be invested in sustainable mobility over the coming decade:

Transitioning the car transport fleet to electricity and providing additional charging infrastructure, at least 500,000 EVs on the road by 2030

No new non-zero emission vehicles sold in Ireland after 2030 and no NCT certificate issued for non-zero emission cars post 2045.

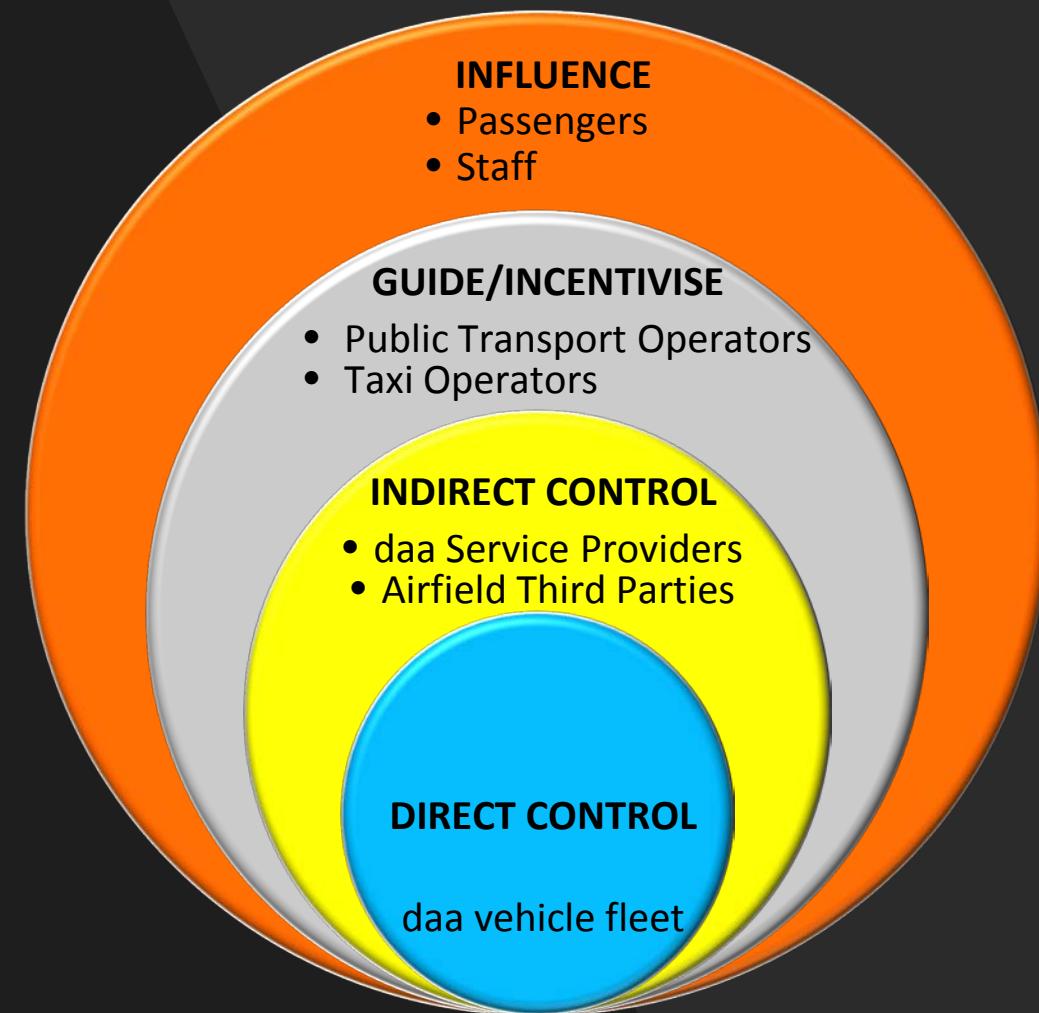
Delivering priority public transport programmes including BusConnects, and Metro Link

Expand the refuelling network for alternately fuelled vehicles to address freight emissions

Replacing existing diesel buses for the urban public bus fleet with lower emitting alternatives under the BusConnects programme, no diesel-only buses purchased from 1 July 2019, while promoting commercial bus services. Small public service vehicle industry to use low-emission fleet



# Dublin Airport Low Emission Vehicle Policy - Scope



**daa Sphere of Influence**

*We will seek to encourage other operators on site to transition to Low Emission Technology*

Newer, more reliable LEV technologies are continuously becoming available  
- we are cognisant that this policy must be dynamic.



We will review our commitments on an annual basis.

# Dublin Airport Low Emission Vehicle Policy – LEV6 Commitment Plan

	Commitment	Target	By Date	KPI
1	Dublin Airport will convert to a low emission vehicle fleet by 2023.	Light Fleet: 100% Heavy Fleet: Where possible	2023	% LEVs in daa Light Fleet. % reduction in carbon emissions from daa vehicle fleet
2	Dublin Airport will convert its bus operations to the lowest available emission vehicles.	100%	2022	% LEVs in daa Bus Fleet.
3	daa will install FEGP on contact stands	Scheduled roll out	2024	% installed compared to approved plan
4	The use of LEVs will be specified in procurement processes for daa service providers who operate large vehicle fleets.	100%	2020	% daa service providers using LEV on Dublin Airport campus.
5	The use of LEVs will be mandated for airside operators	100%	2022	% third parties using LEVs on Dublin Airport airside campus.
6	daa will encourage public transport and taxis to convert to LEV.	To be agreed with SH	2022	Engagement compared to approved plan

# Dublin Airport Low Emission Vehicle Policy

## Accountabilities and Responsibilities

- The LEV Policy has been developed as part of the 2018 Sustainability programme.
- Individual Executive Management members are responsible for ensuring that their teams implement this policy.
- All daa Staff are required to consider this Policy during significant decision making.



## Communication and Reporting

- Presentation to DAEWG
- The policy will be communicated as follows:
  - Company website
  - Company intranet
  - Induction and training
- Progress will be reported to the Executive and published annually in the daa integrated Corporate Social Responsibility (CSR) report.

# Policy Review

- Newer, more reliable low emission technologies are continuously becoming available

