

| № | Question | Answer |
|----|--|---|
| 1. | <p>Within Appendix 18 (reference A6-d) of the Minimum Technical Requirements, could you please be able to define and provide examples of what you would consider a climate neutrally produced fuels?</p> | <p>Definition of “climate neutrally produced fuels” includes: Any and all fuels for any form of power at stationary or mobile infrastructure or vehicles or aircraft, which are produced in such a manner, that in the production process no use of climate change enhancing base products is made. No climate change inducing production fuels are to be used in the production process of such fuels and the transportation processes to and from the production plants and to the final user of the fuels. The use of production machinery, equipment, plants, and vehicles, pumps, pipes or other modes of transportation includes only such machinery and equipment, that are created and maintained using no climate change enhancing methods and products, or are created and maintained with the least amount of climate change enhancing effects to the relevant state of the technology procurable at the time. This is a “floating definition” the achievement base of it shifts with the changes in the state of technology.</p> <p>Examples of “climate neutral fuels” to the state of technology at time of tender:</p> <ol style="list-style-type: none"> a. Electricity produced only from climate neutral power plants e.g.: wind turbines, photo-voltaic plants, hydroelectric plants, biogas power & heat plants fed with local biomass (see b.), nuclear power plants. b. Bio-Methane (Bio-Natural Gas) produced from: <ul style="list-style-type: none"> - Biogas facilities, if the biogas is produced with local bio-refuse and without impact on the agricultural food production, or transportation of biomass to the plant over distances longer than 50km. - Power to Gas facilities, if the sources of CO and CO2 used have a direct cleaning effect of an unavoidable carbon producing industry or come directly from the air or from biogas plants, and the power used comes only from sources as described in a. above. c. Bio-Benzine, Bio-Diesel, Bio-Kerosene produced from: <ul style="list-style-type: none"> - Biofuel facilities, if the base product is not produced infringing on the agricultural food |

| | | |
|----|--|--|
| | | <p>production</p> <ul style="list-style-type: none"> - Power to Liquid facilities that operate like the Power to Gas facilities described above. <p>d. Wood for heating, if it is produced locally in planned forest size retaining and regrowth scenarios. Wood chips produced and transported from abroad are explicitly not considered a carbon neutral fuel, due to the transportation carbon use and the wide spread current practice of rain forest destruction feeding into the global wood chip production & markets.</p> <p>e. Excess heat from unavoidable industrial processes, that is used for other temperature heat / cold uses.</p> <p>f. Environmental Heat extracted with heat pumps, if the pumps are driven with climate neutral fuels only.</p> <p>g. Hydrogen, if the electricity used to produce it from water is produced according to item a. above. In no form if the hydrogen is produced from fossil hydrocarbons</p> <p>This listing has no claim to completeness. It is to be understood that due to existing infrastructure and equipment and its production / replacement life-cycle, that at this time very few if any fuels have a fully climate neutral footprint in the total value creation and transportation to user chain. It behooves the concessionaire to constantly review and readjust his fuels procurement and production means, as well as his fuel consuming equipment and vehicles, to achieve the demanded milestones of climate neutral operations.</p> |
| 2. | <p>Within Appendix 18 (reference A6-e) of the Minimum Technical Requirements, could you please confirm that the target for climate neutral operations excludes third party operations and their equipment?</p> | <p>The target for climate neutral operations specifically INCLUDES the operations of third parties on and to and from the airport. Refer also to the definitions of the GRI - G4 Sector Disclosures – Airport Operations and the ACI Carbon Accreditation Program.</p> <p>It is the responsibility of the concessionaire to create a coordinated process to achieve the climate neutrality together with all other operators on the airport, as well as all other operators and customers (passengers) coming to the airport or supplying it with goods and services. In this an overall improvement program and self-improvement cycle encompassing all on airport operators and users is to be developed and implemented. Refer also to the answers given regarding Appendix 5 to the Tender</p> |

| | | |
|----|---|---|
| | | <p>Documentation (p. A.6.e) and the there described sustainability management system and self-learning cycle demand.</p> <p>For exemplary reference on achievement of total airport operations carbon neutrality refer to the operations of SWEDAVIA and their achievement and upholding of carbon neutral operations at all their airports in Sweden in 2010 and since, by executing a progressive achievement process with all partners on and off airport over the decade before. Attention is to be given to the fact that carbon neutrality is not climate neutrality. Achievements needed until 2030, 2036 and 2050 or any other dates mandated within the EU need to consider all climate change enhancing effects. Not only the CO2 impact.</p> |
| 3. | <p>Within Appendix 18 (reference A6-e), can you provide examples of what is an allowable compensation buy-in?</p> | <p>Please refer also to the answers given regarding Appendix 5 to the Tender Documentation (p. A.6.e) and the there given definition of “compensation buy-in”.</p> <p>Examples of compensation buy-ins at present on the market, are:</p> <ul style="list-style-type: none"> - Carbon Certificates according to the Carbon Emissions Offsetting Scheme CORSIA as adopted by ICAO, the EU Emissions Trading System (EU ETS) - Bio-Methane as LNG or CNG (Liquide / Compressed Natural Gas) provided through the overall natural gas pipeline system. Actual compensation is by seller in form of buying bio-methane from producers and injecting it into the natural gas mix overall. <p>This listing has no claim to completeness. Other and future forms of compensation buy-ins are not precluded by these examples of currently available such trading elements.</p> |
| 4. | <p>Could you please make available the airspace capacity/noise report produced for the Airport by NATS prior to the implementation of head-to-head runway operations?</p> | <p>In the VDR is published on 5th of September 2018 Report on the capacity of the runway prepared in 2012 by Bulatsa - App. 5.16.</p> |