

A chara,

daa welcomes the opportunity to provide input to the preparation of the draft Clean Air Strategy for Ireland. daa is supportive of the implementation of policies and measures to tackle air pollution sources and the Government's commitment to transform the Irish economy to an innovative, low carbon and sustainable model. As Ireland's principal gateway, Dublin Airport is critical strategic infrastructure and an economic engine for Fingal and the wider region. It is fundamental to attracting business investment and tourism directly into the country, as well a key employment location. By necessity, surface access is integrated into the operation of an airport, without which the airport would not be able to fulfil its function. Good surface access to airports is crucial. Where it works well, it can have significant positive impacts, both economically and environmentally.

Data collected by Dublin Airport since implementation of the air quality monitoring programme in 2011 is typically within the limit values mandated in the Air Quality Standards Regulations. An exception is at the Dublin Airport bus depot where elevated NO₂ annual averages have been recorded. As part of Dublin Airport's mobility strategy, we are taking measures to encourage employees and passengers to travel by public transport, where viable. This has effectively led to Dublin Airport becoming Ireland's busiest bus depot in Ireland. A consequence of increased bus routes and times is an increase in NO₂ emissions at the Dublin Airport bus depot.

Improving transport options and surface access is a key issue in reducing air pollutant emissions at our airports. Surface access describes how airport users (passengers, employee, and visitors), goods and services access and egress the airport by means other than by air. Without good, reliable and safe access to our airport, it is not able to function as required to achieve aspirations for "Sustainable Mobility" or "International Connectivity" as set out in the National Planning framework, the latter of which describes connectivity as "vital to our survival, our competitiveness and our future prospects".

There following issues must be addressed to ensure good surface access to our national airports:

- * Renewed emphasis on sustainable transport at a national level, to support the Dublin Airport Mobility Management Plan, including the rapid introduction of the MetroLink and BusConnects projects, improvements in public transport facilities and support (policy and financial) for the imminent transition from the use of petrol or diesel vehicles to widespread use of electric vehicles (EVs) including for bus and taxi fleets;

- * Protecting and enhancing the external road network to ensure ongoing good access to the airports in line with national policy, including the Airport Roundabout, the M50, M1, R108 and R132 at Dublin Airport and the Kinsale Road Roundabout, Dunkettle Interchange, N27 and N40 at Cork Airport; and
- * Improving on-campus airport infrastructure, ensuring appropriate facilities for active travel and safeguarding land for public transport projects

Limited or poor surface access has direct impact on ambient air quality at the airports and surrounds when it forces passengers, employees and cargo operators to choose modes of travel to and from airports that exacerbate environmental problems and congestion. Surface transport around airports serves airport users and staff, local commuters, and air passengers. The needs of these different groups should be taken into account when planning policies and pathways to achieving more sustainable modes of travel with the aim of maximising air quality.

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