

Air traffic & logistics development between the EU rural areas & China

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LEADER
EESTI



Main future trends in aviation

- There will be a huge demand on airport services in the near future – both cargo and passenger services.
- Eastward shift in aviation's centre of gravity continues. The Asia-Pacific region will drive the biggest growth with more than half the total number of new passengers over the next 20 years coming from these markets
 - according to the IATA passenger numbers could double to 8.2 billion in 2037 which poses significant challenges for the aviation industry (<https://www.internationalairportreview.com/news/77038/exponential-passenger-increase/>);



Main future trends in aviation

- Chinese new airplane companies

There will be more and more Chinese airline carrier companies to be established in the next 5 years (the time China will surpass the U.S.A as the largest aviation market), however these companies must first gain experience before they are allowed to fly international routes. As the Chinese aviation industry is young and developing, not many companies have yet long enough track record to fly the international routes. Therefore in the future if there is an European Partner network whom they can develop together this will be an advantage for both sides.

Main future trends in aviation

- Expansion of the Chinese Aviation industry

Boeing estimates that China will need approximately 7800 new airplanes and it will be accountable for 18 % of all worlds commercial airplane fleet. China is interested in developing their own airplanes and aviation industry.

This means that there is also need for the development of the expertise and aviation industry personnel, pilots, mechanics etc. and development of the logistics systems domestically and internationally.

Main future trends in aviation

- Cargo and logistics followed by the individual passengers

Trade is the key for the growth and prosperity for both sides - Europe and China. Together with economic growth Chinese traveling abroad is growing fast. Therefore when first developing cargo and logistics connections between China and Europe this will lead to an economic growth and then the cooperation can be extended to individual passengers and tourism. Once the logistic system is sound then it will be relatively painless to establish passenger connections as well.

Ningbo is a One Belt One Road Air Logistics Pilot Zone city.

Main future trends in aviation

- Capacity of European aviation market is needed to grow.

Europe's aviation market is currently fully saturated when it comes to airplane companies and airports. Also major EU airports cannot receive more flights from growing areas like China and rest of the Asia, for simply the reason that there is no open slots available. This means there is a demand to develop the new airports in European Rural Areas and outside the major cities to China and the rest of the Asia.

EU-China co-operation platform – rural vitalization & sustainable migration

Cooperation agreement between SAFEA and ELARD

SAFEA is responsible for certifying foreign experts to work in the Chinese mainland and organizing overseas training for Chinese technical and managerial professionals. <http://en.safea.gov.cn/>



State Administration of
Foreign Experts Affairs
中华人民共和国国家外国专家局



www.elard.eu

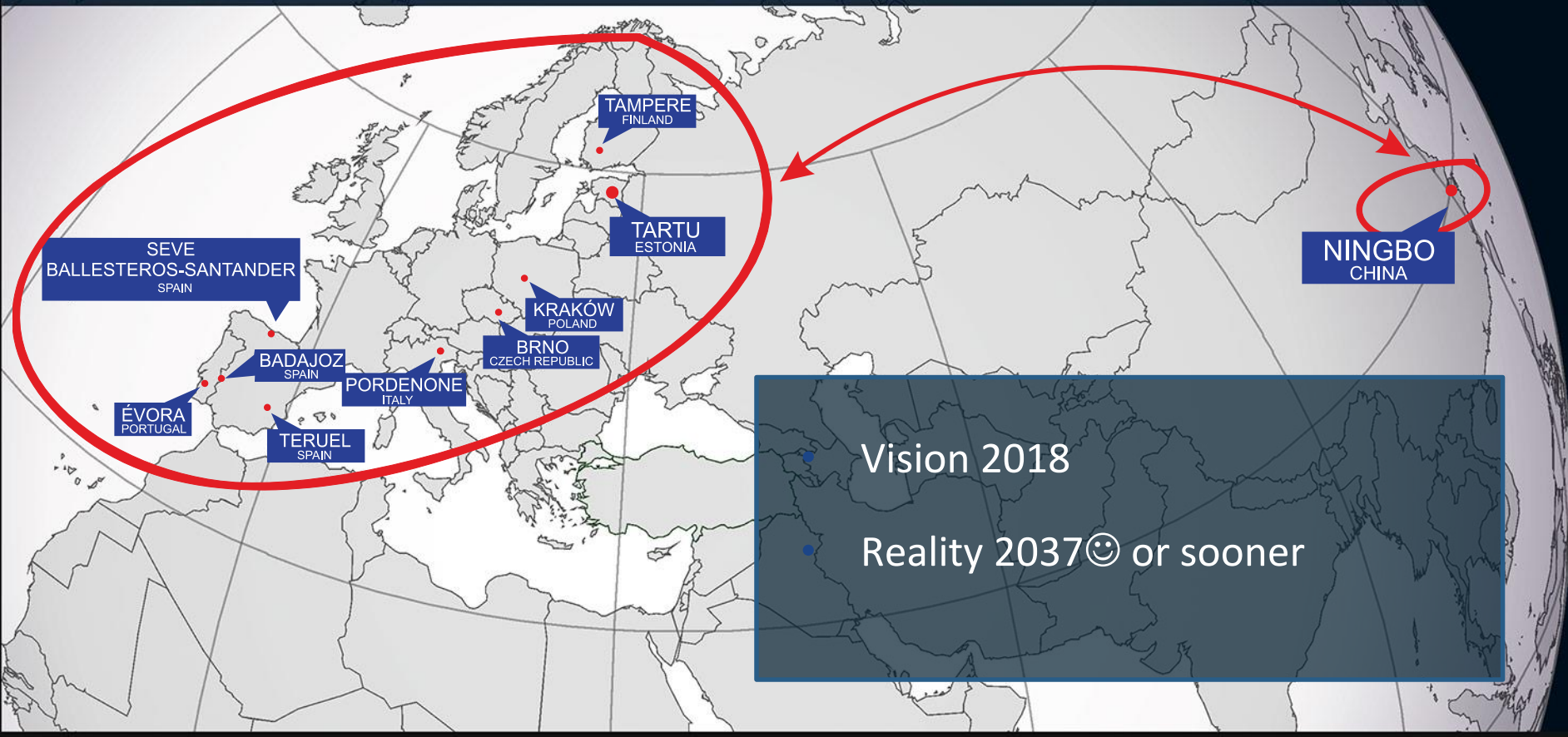
Main aims of the project

- To provide new impulses to secondary airports in Europe for development and investments;
- To enhance cooperation between European and Chinese airports via joint development of aviation, airport, cargo and logistics technology;
- To build European secondary airports network and find possibilities to connect the network with Chinese airports network.

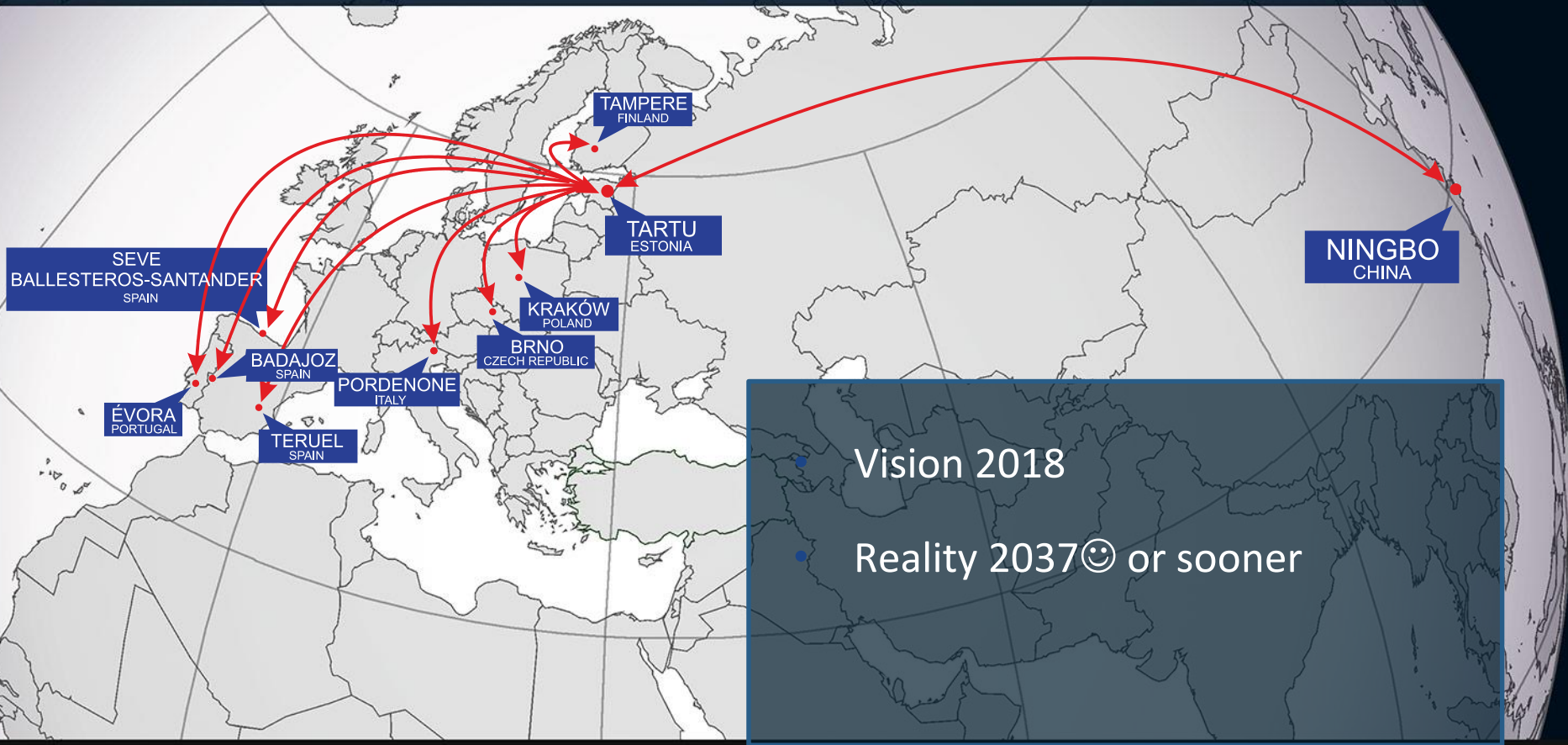
Potential Partners

- Airports in Europe and China:
 - Tartu, Estonia
 - Tampere, Finland
 - Teruel, Seve Ballesteros-Santander, Badajoz, Spain
 - Evora, Portugal
 - Pordenone, Italy
 - Krakow, Poland
 - Brno, Czech Republic
 - Ningbo, China
- Research and development organizations in Europe and China:
- Local action groups in Partner countries;
- Robocoast network experts and companies in Finland;
- City governments and state investment agencies in Partner countries;
- Estonian Aviation Academy

Map of airport network



Map of airport network



Activities of the project

- Cargo and passenger routes between European airport network via Tartu (Baltic area) and Ningbo;
- Development of aviation, airport and logistics technology;
- Creating feasible One Belt One Road investment opportunities for Chinese government and Chinese stakeholders;
- Creating opportunities for SME companies to establish operations in China;
- Building EU-China training consortium (pilots, mechanics, stewardess, etc)

Expected outcomes

- New activities and investments in secondary airports;
- Cargo and passenger routes between European secondary airports and China;
- Development of new businesses and specific destination management for Chinese visitors;
- Stronger regional and local development

Next steps

- Negotiations in Partner countries
- Project consortium building and preparation of the consortium meeting in Tartu in February 2019
- Development of LEADER cooperation project between Partner countries

Thank you!