

# Amsterdam Airport Area

Study tour  
Copenhagen  
Programme &  
Delegation

21-23 September 2022

I amsterdam.

# Amsterdam Airport Area (AAA)

Amsterdam Airport Area (AAA) is a public-private partnership of organisations who are all involved in the development of business locations in the greater Amsterdam region. AAA offers its members a platform to work together and join forces for the international marketing and promotion of the region. The underlying aim is to improve the international competitiveness of the region by attracting new international companies and investors. For this, AAA has developed an extensive range of marketing activities to present the region and its specific strengths successfully to prospective clients.

In addition to its international promotion activities, AAA aims to provide her members and stakeholders a perspective on developments in international metropolitan city regions worldwide. To see them not only as competition, but also to serve as inspiration, to learn from related developments and to explore mutual interests. For this purpose, AAA has organized previous study tours to Berlin (2012), Manchester & Liverpool (2013), Stockholm (2014), Istanbul (2015), Frankfurt (2016), London (2017), Paris (2018) and Dublin (2019). This year, AAA took the opportunity to organize a study trip to Copenhagen.

The delegation for this study tour consists of representatives from the Amsterdam Metropolitan Area business community among which local government officials and representatives from public and private organisations, who are all involved in either airport development, urban planning, logistics and/or development of business parks and real estate.





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# Programme

## Wednesday September 21

<b>09.30 - 12.35</b>	Check-in at Schiphol Airport
<b>12.35 - 13.55</b>	Flight Amsterdam Schiphol - Copenhagen Airport KLM 1129
<b>13.55 - 15.30</b>	Collect luggage + travel time to Copenhagen Capacity
<b>15.30 - 17.00</b>	Presentation Copenhagen Capacity
<b>17.00 - 18.30</b>	Travel time, check-in and freshen-up time Hotel Villa Copenhagen
<b>18.30 - 19.00</b>	Walk to restaurant Aamanns 1921
<b>19.00 - 21.00</b>	Dinner Aamanns 1921

## Thursday September 22

<b>07.15 - 08.15</b>	Breakfast at Hotel Villa Copenhagen
<b>08.30 - 09.00</b>	Travel time to Dutch Embassy
<b>09.00 - 10.00</b>	Presentation Dutch Embassy
<b>10.00 - 10.30</b>	Walking time to By & Havn
<b>10.30 - 12.00</b>	Presentation By & Havn
<b>12.00 - 13.00</b>	Lunch at Restaurant Lumskebugten
<b>13.00 - 14.45</b>	Presentation Maersk
<b>14.45 - 15.15</b>	Travel time to Nordhavn
<b>15.15 - 17.15</b>	Walking tour Nordhavn (by the Danish Architecture Center)
<b>17.15 - 18.15</b>	Travel time to Hotel Villa Copenhagen + freshen-up time
<b>18.15 - 18.45</b>	Travel time to Copenhill
<b>18.45 - 19.45</b>	Tour Copenhill
<b>19.45 - 20.00</b>	Travel time to Restaurant No. 2
<b>20.00 - 22.00</b>	Dinner at Restaurant No. 2

## Friday September 23

<b>07.00 - 08.00</b>	Breakfast and check-out Hotel Villa Copenhagen
<b>08.00 - 08.30</b>	Travel time to Copenhagen Malmö Port
<b>08.30 - 10.30</b>	Presentation and tour Copenhagen Malmö Port
<b>10.30 - 11.30</b>	Travel time to Copenhagen Airport
<b>11.30 - 12.30</b>	Lunch at Clarion Copenhagen Airport Hotel
<b>12.30 - 14.00</b>	Presentation Copenhagen Airport
<b>14.00 - 16.25</b>	Check-in flight
<b>16.25 - 17.50</b>	Flight Copenhagen Airport - Amsterdam Schiphol KLM 1132



# Introductionary article to **Copenhagen**

**What has made Copenhagen the green capital of the world?**

July 8, 2021 by Jaime Ramos

The city of Copenhagen was founded in 1160, when it was created to cover two functions: to act as an emerging trade hub and, in turn, a fortress to protect the Danish maritime trade and shipping.

860 years later, the Danish capital is a leading model of urban sustainability. Cited as an exemplary city on countless occasions, experts coincide in considering it the world's greenest city. A title it was officially awarded in 2017, when the C40 group of cities recognized its urban ecology.

Copenhagen has maintained a strategy focused on adapting public spaces, fostering renewable energies and the rationalization of cleaner mobility. The authorities intend to neutralize 100% of the city's polluting emissions by 2025, while taking into account that its urban population of 1.3 million will increase by 20%.

## **Why is Denmark the greenest country?**

One has to go back decades to understand the city's position of leadership in the global green economy. Denmark's environmental policies have been a key element. In 1973, coinciding with the Oil Crisis, the country was 100% dependent on fossil fuels.

That is when Denmark changed its priorities, seeking an economic opportunity within the energy sector. Denmark's Public-Private Partnership (PPP), State of Green, boasts about the benefits of these achievements: since 1980, the country's GDP has increased by 100 per cent, while



energy consumption has only increased by 6% and water consumption has decreased by 40%.

These global figures support the theory that economic growth is possible by reducing energy consumption through Green Business. The wealth generated by the country has served to confirm its policies, by transmitting and involving the public in these policies. There is a custom of legislative consensus that has resulted in great speed in applying sustainable solutions.

Today, more than 30% of Denmark's energy requirements come from renewables, and it expects to reach 50% by 2030 and achieve energy independence by 2050. A considerable part of this energy sustainability is from biofuels and waste management.

## **Why is Copenhagen so green?**

This commitment to sustainability (originally for economic reasons) has been transferred to the urban dynamics of Copenhagen. There are specific interwoven areas that explain what has been achieved.



### *Bicycles: the most common mode of transport*

Years back, electric car enthusiasts were asking themselves why, unlike in other neighboring countries, the sale of plug-in models was not increasing at the same rate.

It is not that the city was not supporting electric vehicles as a sustainable solution; it is that, directly, a vast majority of citizens do not need a car. In 2016, there were 675,000 bicycles and just 120,000 cars on the streets of Copenhagen.

Around 62% of the city's residents commute to work or school by bike and almost one third of all journeys across the city are done with this mode of transport. The aim is to reach 50% by 2050.

To do so, the authorities have particularly focused on certain parameters that are ignored in other countries. Such as the percentage of citizens that feel safe using bicycles as a mode of transport. The figure exceeds 76%. This marker is indicative of another: the deployment and financing of cycling infrastructures.

According to data obtained from the administrations and published by the European Commission, over 2 billion Danish kroner (around 270 million euros) have been invested in cycling-related initiatives and infrastructures since 2004. A quarter of this financing is from the public sector.

### *Use of renewables*

The mass use of bicycles has an impact on air quality. However, transport is not the only culprit for emissions. It is estimated that 66% of the city's CO<sub>2</sub> emissions are from energy consumption.

To continue with the record drop in emissions and reach the national emissions target, the city has drawn up a climate plan focusing on four pillars:

- Energy consumption.
- Energy production.
- Mobility.
- City administration initiatives.

The aim in these four years is to invest in wind and solar energy. The HOFOR plant, which supplies the city, expects to increase its capacity to reach 460 MW by 2025.

Equally relevant is the collaboration between water and power suppliers. It has enabled treatment facilities such as Amager Bakke, to use waste for the production of clean energy and give a unique boost to biomass.

### *Monitoring and Big Data*

Energy optimization is not just about innovating with cleaner sources, but also rationalization. Along this line, the city seeks to apply latest large-scale data analysis technologies.

In recent years, the city's urban development and energy departments have been collaborating to establish and efficient and centralized energy monitoring instrument in the city. The aim is to save 25% in energy and water consumption in all public buildings.



Based on data collected in 2016, the project has proven its potential. The initiatives undertaken this year in heating systems managed to reduce carbon dioxide by 332 tons and 379 tons of sulfur dioxide and nitrogen oxides associated with energy consumption.

#### *Redesigning public spaces and smart urban planning*

One of the most visible assignments in which Copenhagen achieves excellence is in the area of urban design. Since 2010, regulations require all newly-constructed buildings to incorporate green roofs.

These roofs not only prevent the artificial aspects of metal and bricks in major cities, but they also help absorb particle pollution and they are connected to the water supply with rainwater catchment systems absorbing 80 % of the abundant rainfall.

The statement that Copenhagen is the greenest city in the world is also quite literal. The capital is a fine example of how public spaces should be designed for people and not the other way round.

Around a quarter of the urban area of Copenhagen is made up of green spaces. That is, parks, lakes, coast or natural areas. Each citizen has on average 42.4 square meters at



his or her disposal. This trend culminates with initiatives illustrating creative urban design, such as its famous 'parkipelagos'.

#### **Is Denmark the ideal environmental setting?**

All of these have been essential driving forces behind Copenhagen establishing its own route towards sustainability. However, the city's green factor has flourished, creating a more than favorable scenario.

We have mentioned that the country's public policies and economic priorities facilitated an ideal environmental situation decades ago. The fact that the Danish capital did not start with a particularly vast population, and/or with large discriminations in the distribution of space and urban wealth, have also been contributing factors.

The challenge is to redirect the strategy of a relatively small city such as the Danish capital to other macro-cities located at quite different latitudes. Denmark can teach us that sustainability is not all about opting for a total transition, but rather the use and rationalization of existing resources, even in small territories.

Source: [www.tomorrow.city/a/what-has-made-copenhagen-the-green-capital-of-the-world](http://www.tomorrow.city/a/what-has-made-copenhagen-the-green-capital-of-the-world)





# Projects

## Copenhagen Capacity

Copenhagen Capacity (CopCap) is the official organisation for investment promotion and economic development in Greater Copenhagen. Copenhagen Capacity assists foreign businesses, investors, and talent in identifying and capitalising on business opportunities in Greater Copenhagen. As the leading expert on developing and implementing business opportunities in Greater Copenhagen, and with the most well-connected network in the region, CopCap will help you get the best possible start for success in Greater Copenhagen.

Copenhagen Capacity works closely together with Invest in Denmark; an organisation under the Ministry of Foreign Affairs of Denmark. Invest in Denmark provides tailor-made solutions for foreign companies who consider establishing business and research activities in Northern Europe free of charge and in full confidentiality.

Source: [www.copcap.com/about-us](http://www.copcap.com/about-us)

### Address

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COPENHAGEN  
CAPACITY

## Dutch Embassy in Copenhagen

The Dutch Embassy in Denmark is a bilateral mission in Copenhagen and promotes Dutch interests in Denmark. The Embassy of the Netherlands also plays an important role in development, cultural affairs and contacts with the local press of Denmark.

## Regional Business Development Team Nordics & Baltics

The services of the Regional Business Development Team Nordics & Baltics cover Denmark, Finland, Iceland, Norway, Sweden, Estonia, Latvia, and Lithuania. The team researches market opportunities, identifies local demand, projects and leads, and searches for interested companies and knowledge institutions. The team then works out a plan - often in consultation with companies - to capitalize on the opportunities together. Various instruments and programs are used and there is intensive cooperation with important partner organizations in the Netherlands.

### Sectors

The team focuses on the infrastructure, construction, LSH (life sciences & health) and logistics sectors. In the Baltics, emerging sectors such as offshore wind energy, green hydrogen, cybersecurity, and waste management are also considered.

The team preferably supports innovative and sustainable SMEs with a unique selling proposition. Such a company should have sufficient experience and capabilities to start operating in some countries in the region. The team also regularly advances large companies and start-ups/scale-ups.

Source: [www.123embassy.com/Embassy/8310/Netherlands-in-Copenhagen](http://www.123embassy.com/Embassy/8310/Netherlands-in-Copenhagen) & [www.rvo.nl/onderwerpen/landen-en-gebieden/denemarken/hulp-ambassade/business-development-team-nordics-baltics](http://www.rvo.nl/onderwerpen/landen-en-gebieden/denemarken/hulp-ambassade/business-development-team-nordics-baltics)

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## By & Havn

By & Havn is a development and operating company that delivers long-term and holistic city development and takes responsibility for creating coherent and well-functioning urban neighbourhoods, among other tasks. It operates in a coherent high-ambition manner focusing on design quality, economy, social well-being and sustainability. By & Havn uses a diverse array of tools for developing Copenhagen's harbour districts, including innovative competition briefs, funding schemes, and land value capture tools, amongst others.

### Who

By & Havn is jointly owned by the City of Copenhagen (95%) and the Danish State (5%), and operates on a commercial basis. This form of ownership gives By & Havn a long-term perspective and the means to ensure that the developments taking place in city are strategic, sustainable and future-oriented.

### How

By & Havn is responsible for the development of the urban neighborhoods, the establishment of roads and canals, parking garages, urban spaces and green areas. It sells building plots to various investors as well as to housing cooperatives and actively participates in urban living initiatives from the initial planning phases until the residents have finally moved in and the neighborhoods have come to life. Examples the projects of By & Havn are Ørestad, Nordhavn, and Lynetteholm. With a new business strategy for 2020-2023, By & Havn plan to focus their efforts on putting the creation of sustainable Copenhagen neighborhoods at the forefront, following the UN's 17 sustainable development goals. These new development areas must contribute to climate- and energy-friendly solutions and to the continued positive development of the city & port's economy. By & Havn use sustainability certificates according to the DGNB (global certificate for

sustainability) new platinum certificates for urban areas. When they sell building rights, they also require that the buildings are certified to the DGNB gold standard. By & Havn is equally responsible for the Port of Copenhagen. The port consists of a commercial harbor with a container and cruise terminal operated by Copenhagen-Malmö Port AB, as well as a living recreational harbor with public bathing opportunities, tour boats and other recreational activities.

### Why

By & Havn's financial scheme proves to bring new dynamics in city's economy. For example, the revenue from its activities goes towards common goods such as paying for major infrastructure projects in Copenhagen. The examples of these projects include the development of the metro as well as urban spaces, quays, jetties, parks and initiatives in the new urban neighbourhoods.

Source: [www.urbanmaestro.org/example/by-havn/](http://www.urbanmaestro.org/example/by-havn/)

### Address

By & Havn  
 Nordre Toldbod 7 Copenhagen  
[www.byoghavn.dk](http://www.byoghavn.dk)



## Maersk

A.P. Møller - Maersk is connecting and simplifying the world's supply chains, and we aspire to provide truly integrated logistics. Across oceans, ports, on land and in the air, we are combining our supply chain infrastructure with the power of our people and technology to drive end-to-end innovation that accelerates our customers' success. By delivering innovative logistics solutions we believe we can give the companies we serve a significant edge and help them realise their full potential. With a dedicated team of 95,000 talented people, operating in more than 130 countries, we are going all the way to digitise, democratise and decarbonise the world's supply chains and in doing so reinvent the logistics industry and improve life for all.

### History of A.P.Møller-Mærsk A/S Company

On April 16, 1904, the first Maersk branch was established in the Danish city of Svendborg as a shipping company Dampskibsselskabet Svendborg. The company was built by the captain Peter Mærsk-Møller and his son Arnold Peter Møller. Despite the enormous difficulties, father and son managed to raise adequate capital for the purchase of a used steamboat. The ship was named Svendborg in honor of the hometown.



In 1912 Arnold Peter Møller created a new transport company "Dampskibsselskabet af 1912" to ensure operational independence. Due to the favorable conditions in forwarding activities during the First World War, the new shipping company has quickly developed. Both companies were managed in parallel until the merger in 2003.

World War II was a difficult time for shipping and caused a stoppage at work. The company resumed its activity in 1946. Maersk Line was once again running between the US and Asia.

### Container ships

In the following years, nine container ships that could run between the USA and Asia were created. Transporting goods to other countries increased the need to use the full container space and consolidate freight, thus opened branches in Taiwan, Hong Kong, and Singapore. Maersk Logistics continued its operations.

In 1980, container ships were sent from Europe to Asia, and to control the operations of the company, more agencies and branches were opened in countries previously serviced by external agents. The Maersk company created larger container ships, breaking the world records.

In 2013, the first Triple-E class container ship was created. At that time, it was the longest ship in the world, about 400 m long with a capacity of over 18,000 20' containers. Triple-E ships are economical container ships that do not emit so much CO2 compared to other ships.

Container shipping is the largest area of Maersk's activity, providing half of its revenues. Currently, the company conducts logistics and forwarding activities under the following brands: Maersk Line, Damco, and Safmarine. Maersk has 68 container terminals around the world.

### Solutions

The company offers solutions for both large and small enterprises, regardless of the industry or transported goods. Maersk transports goods on all possible trade routes. Maersk also deals with deliveries from start to finish, organizing the entire shipping route. Introduces innovative solutions and technologies to its operations to help the customers control their shipment. The company, apart from transport by sea, also deals with air and road transport. This ensures fast delivery of goods and excellent product control.

Source: [www.maersk.com](http://www.maersk.com) & [www.shiphub.co/maersk/](http://www.shiphub.co/maersk/)

#### Address

Maersk  
Esplanaden 50 Copenhagen  
[www.maersk.com](http://www.maersk.com)





## Nordhavn

People in Copenhagen knew that ushering the old Nordhavn port into the modern age wasn't going to be an easy feat. By & Havn was tasked with developing the project and with managing the creation of new urban districts, along with necessary transport infrastructure for residents.

At the heart of this project was the old port, one of Copenhagen's most historic areas. Once a hub of past industry, it contained blocks of flats and boat docks, and was surrounded by canals, water basins and the open sea. The beauty of the setting only heightened the value of this project. Maintaining Nordhavn's originality was a priority; the intent was never to distort it but to rehabilitate the neighborhood in a modern and sustainable way.

The new district's development plan included the construction of squares, pedestrian streets, and meeting spaces, all tools to better facilitate mobility and gatherings. New buildings all fall within the three- to six-floor range, an intentional choice aimed at preserving the original character of Nordhavn and Copenhagen architecture. The plan also capitalised on the prime waterfront location, creating a beautiful promenade right on the sea and a series of spaces, such as swimming pools, docks, and residences by the water.

### Promoting public transport and cycling

The overriding vision for Nordhavn is to become the sustainable city of the future and it is the only new urban district to receive DGNB's highest gold certification for sustainability. To promote liveability and sustainability, Nordhavn has been designed as a "5 minute city" making it possible to reach shops, institutions, work places, cultural

facilities and public transport within 5 minutes' walk from any point in the district.

At Nordhavn it will be easier to walk, cycle and use the metro than to use your car. The vision is to create a neighbourhood that places public transport and cycling on the world map and which is CO2 neutral. Commuting accounts for an increasing share of society's expenditure, whether measured in time, money or pollution.

During the next 50 years, Nordhavn is to be extended to accommodate 40,000 inhabitants and 40,000 workplaces.

The area will be serviced by an elevated metro track and a bicycle network which together create a green artery. The elevated track functions as a cover for the bicycle motorway, so that cyclists will be able to stay dry in all weathers around the year.

Source: [www.wbuildvalue.com/en/megatrends/nordhavn-copenhagen-redevelopment.html](http://www.wbuildvalue.com/en/megatrends/nordhavn-copenhagen-redevelopment.html) & [www.ramboll.com/sustainability/solutions/projects/nordhavn](http://www.ramboll.com/sustainability/solutions/projects/nordhavn)

**Address**

Nordhavn Copenhagen

[www.byoghavn.dk/nordhavn/](http://www.byoghavn.dk/nordhavn/)



## Copenhill

CopenHill, also known as Amager Bakke, is a power plant located on an industrial waterfront that is capable of converting 440,000 tons of waste into clean energy annually. It was designed by BIG (Bjarke Ingels Group) to double as public infrastructure, and is complete with tree-lined hiking trails and ski slopes on its roof along with the "tallest artificial climbing wall in the world" on its facade.

"CopenHill is a blatant architectural expression of something that would otherwise have remained invisible: that it is the cleanest waste-to-energy power plant in the world," said Bjarke Ingels, founder of BIG. "As a power plant, CopenHill is so clean that we have been able to turn its building mass into the bedrock of the social life of the city – its facade is climbable, its roof is hikeable and its slopes are skiable" he continued. "A crystal clear example of hedonistic sustainability – that a sustainable city is not only better for the environment – it is also more enjoyable for the lives of its citizens."

The design for the 41,0000-square-metre CopenHill "ski plant" won an international competition in 2011, with the building breaking ground two years later. It is hoped the building will help Copenhagen meet its goal of becoming the world's first carbon-neutral city by 2025. Copenhill is distinguished by its wedge-shaped form, sloped green roof and blocky facade composed of 1.2-metre-tall and 3.3-metre-wide aluminium bricks that are stacked like gigantic bricks.

Inside it is filled with "the latest technologies in waste treatment and energy production", capable of incinerating 440,000 tons of waste to make clean energy that will deliver electricity and district heating for 150,000 homes annually. This machinery is all arranged in height order, which forms the building's sloped rooftop and resulting 9,000-metre-squared ski terrain.



CopenHill's ski slope measures 400 metres, and runs from the top of the 90-metre-high building to its base, with a 180-degree turn halfway down the piste. Visitors ascend it via a platter lift, carpet lifts and also a glass elevator that offers a glimpse inside the plant. The building also welcomes non-skiers – incorporating a rooftop bar, cross-fit area, 85-metre-high climbing wall and 490-metre-long hiking and running trail within a "lush" garden.

This "garden" is designed by collaborators SLA Architects, and is hoped to create a "vibrant green pocket" in the city for birds, bees and flowers, while absorbing heat, remove harmful air particles and minimise stormwater runoff.

"To me CopenHill is a perfect example of the world changing power of architecture. That we have the power to give form to the future that we want to live in," concluded Ingels. "Standing at the peak of this human-made mountain that we have spent the last decade creating – makes me curious and excited to see what ideas this summit may spark in the minds of future generations."

Source: [www.dezeen.com/2019/10/08/big-copenhill-power-plant-ski-slope-copenhagen/](http://www.dezeen.com/2019/10/08/big-copenhill-power-plant-ski-slope-copenhagen/)

**Address**

Copenhill  
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## Copenhagen Malmö Port

The Copenhagen Malmö Port (CMP) includes two ports in two different countries (Denmark and Sweden). For the first time in history, two ports in two different countries have joined all their port operations into one company, one organisation and one legal entity.

CMP is a port and terminal operator located in two facilities in the Greater Copenhagen Region, situated in the small strait between Denmark and Sweden at the entrance to the Baltic Sea. As port authority and operator, we are responsible for the commercial activities in the Port of Malmö as well as the Port of Copenhagen.

CMP is a full service port, but our main activities cover oil and dry bulk, cruise, ro-ro and containers. We also have some warehousing activities and we have facilities for combined transport. We do not own the land, but we have a 25 years lease agreement with the port owners.

### Cooperation between countries

In 2000, the first fixed connection between Sweden and Denmark was inaugurated and open for traffic. A few years before this, the ports of the two countries met and decided to cooperate instead of competing each other.

The benefits mainly reside in two areas. First of all, customers can develop their activities in one or both ports, but they only have to make a business agreement with one port administration. Secondly, we can concentrate our main administrative organization in one location and thus save administrative costs. Furthermore, the workshops and the administration could benefit from each other's experiences.

### Cruise port

CMP is the largest cruise port in the Baltic Sea area. Almost half of our cruise calls are so called 'turn-arounds',

where the vessels change passengers. We have an intensive cooperation with the local stakeholders including Copenhagen Airport and Malmö Airport, the first having many direct flight connections and the latter providing excellent regional flights and charter facilities. The cruise vessels can easily reach the capital cities in the Baltic Sea and the Norwegian coastline from our facilities, whereas cruise involving the North Sea/British Channel is an increasing activity.

Source: [www.espo.be/news/port-of-the-month-cmp-copenhagen-malmo-port-denmar](http://www.espo.be/news/port-of-the-month-cmp-copenhagen-malmo-port-denmar)

### Address

Copenhagen Malmö Port  
Containervej 9 Copenhagen  
[www.cmport.com](http://www.cmport.com)





completed in 1998: a pier connecting the domestic and international terminals; a new arrivals hall; new modern baggage handling facilities; an underground railway station with two large underground parking facilities with 2400 spaces opens; and above it all the spacious and impressive delta-shaped terminal (Terminal 3) with 17 million passengers capacity.

### Further development of Terminal 3

In late autumn 2021, CPH resolved to continue with the biggest investment of recent times – the DKK 4 billion development of Terminal 3 airside with better facilities and more space for airlines, customers and passengers, including a far larger baggage reclaim area and a larger passport control area. A total of 65,000 extra m<sup>2</sup> is scheduled for completion in 2028.

### Airport of the future

In December 2021, the government and a majority in parliament entered into a political agreement to strengthen the framework for developing the airport by amending the Expansion Act. The agreement is crucial for the further development of an efficient and sustainable airport that can provide a modern venue for airlines and passengers.

The airport will be developed within the existing footprint and within the current noise requirements. To provide space for future technology and modern aircraft types, the third runway, known as the “cross-wind runway”, will be slightly shortened and moved a little closer to Øresund – a plan that has the backing of the airlines.

Source: [www.aviontourism.com/en/airport/copenhagen-CPH](http://www.aviontourism.com/en/airport/copenhagen-CPH) & [www.cph.dk](http://www.cph.dk)

### Address

Copenhagen Airport  
Lufthavnsboulevarden 6 Kastrup  
[www.cph.dk](http://www.cph.dk)



## Copenhagen Airport

Copenhagen Airport is the main airport in Denmark. It is located near the city of Copenhagen and also serves the Swedish city of Malmö through the Øresund bridge. Copenhagen Airport is located on the island of Amager, about 8 km from Copenhagen, and 24 km from Malmö via the Øresund bridge.

### History

The airport was inaugurated on 20 April 1925 and was one of the first civil airports in the world. It consisted of a large, impressive terminal built of wood, a couple of hangars, a balloon mast, a hydroplane landing stage and a few grassy meadows that could be used as runways. Between 1936 and 1939, a new terminal was built, considered one of the finest examples of Nordic functionalism.

By 10 May 1960, when the new airport terminal (now Terminal 2) was inaugurated, the daily number of jet operations had increased to 28, and still traffic kept on growing. A number of important construction projects were

# Delegation

## Province of Flevoland

Delegation leader

**Jan de Reus**  
Regional Minister,  
Vice King's Commissioner

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## Municipality of Amsterdam

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## Dutch City Development

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T

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# Municipality of Almere

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# Dura Vermeer

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# Province of Flevoland

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