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Hamburg Airport converts its diesel fleet to fuel from waste materials

World premiere for CARE Diesel at international airport

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As the world's first international airport, Hamburg Airport is using synthetic diesel fuel from residual and waste materials for its diesel-powered vehicles. For this purpose, the dieseltanks of the service station were completely converted. In addition to numerous technical advantages, the so-called CARE Diesel offers significant improvements in environmental protection and occupational health and safety. CARE stands for CO2 reduction, Arctic Grade, Renewable and Emission Reduction - CO2 reduction, low temperature resistance, renewable and emission reduction. In the presence of State Councilor Andreas Rieckhof, Hamburg's authority for economy, transport and innovation, the project was presented this morning at Hamburg Airport.

"With the deployment of the innovative and environmentally friendly diesel fuel, we have added an important component to our mobility concept 2020," said Michael Eggenschwiler, CEO of Hamburg Airport, at the presentation of the new process. "We do not let loose to prove that airport and sustainability need not be opposites." It is therefore planned that by 2020 more than half of the ground vehicles and 100% of the passenger car fleet will be powered by alternative energies will.

However, in the case of large vehicles such as aircraft towing vehicles or fire engines, there is, according to the current situation, no practical possibility for using alternative drives for Hamburg Airport. "Here, the innovative diesel fuel, which is predominantly made from residual and waste materials, represents a good compromise," says Michael Eggenschwiler. "A 1000-horsepower drive and a 500-horsepower pump like our huge Z8 fire engine - something like this is currently unlike diesel engines." The synthetic diesel is, however, a good solution for significantly less carbon black, nitrogen oxides, Fine dust, carbon dioxide and hydrocarbons. CARE Diesel also fulfills all the requirements of the Federal Government's Bi-fuel Sustainability Ordinance.

Introduction after successful test phase decided

"For four months, we have tested the synthetic diesel fuel from residual and waste materials," says project manager Jan Eike Hardegen from the environmental center at Hamburg Airport. "The result: everyone involved was enthusiastic about the quality. GroundSTARS's ground transport services significantly reduced soot and smell with a slightly reduced consumption, and the CATS aircraft cleaning also had an extremely good start-up behavior. Our airport-based repair and service workshop

SAEMS has been able to dispense with special service intervals due to lower oil dilution and less soot in the vehicles. "In addition, RMH Flughafentechnik has also found that even vehicles or emergency power generators that stand for a long time can handle the fuel excellently

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