



DIGITAL PRODUCT PASSPORTS AT AIRPORTS

A practical
booklet for
creating value
from product
information

August 2026



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Digital Product Passports at Airports: A practical booklet for creating value from product information

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About TULIPS

This publication was developed within TULIPS, a European innovation programme led by Schiphol and funded through the European Union's Horizon 2020 programme (Grant Agreement No. 101036996). TULIPS brings together a broad consortium of partners and accelerates the implementation of innovative and more sustainable airport solutions through demonstrations in live airport environments. Schiphol serves as the lighthouse testing ground for multiple demonstrations, enabling practical learning that can be scaled and replicated.

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EXECUTIVE SUMMARY

A Digital Product Passport (DPP) connects structured digital information to a physical product through a unique identifier and data carrier, such as a QR code. Depending on the product and applicable legislation, it may provide information about identity, technical performance, materials, environmental impacts, compliance, maintenance, repair, reuse and end-of-life.

Airports will generally receive and use supplier-provided DPPs rather than create them. Their opportunity is to make this information accessible at the moments when decisions are made during procurement, construction, operation, maintenance, refurbishment and reuse and, where valuable, connect it to project, BIM, asset-management or maintenance records.

WHY AIRPORTS SHOULD CARE

- Airports buy, install and manage thousands of products, many of which stay in use for 30 to 60 years. Product information is often lost between suppliers, contractors, project teams, asset systems and maintenance teams. DPPs can help airports reduce this information loss and create operational, financial and sustainability value.

WHAT IS CHANGING IN EU REGULATION

- DPPs are being introduced progressively in Europe. Batteries are the first major product group with passport requirements. The Ecodesign for Sustainable Products Regulation creates the wider DPP framework for selected product groups, and construction products are moving towards more digital and structured product information. Airports will usually be users and receivers of this information, not the party creating the passport.

WHERE VALUE CAN BE CREATED

- DPPs can support better project handover, faster maintenance, more informed procurement, lifecycle cost decisions, reuse, avoided waste, embodied carbon reduction, residual value and reporting.

EXECUTIVE SUMMARY

Five recommended first actions when considering the use of DPPs:



START WITH A PROBLEM, NOT WITH A TOOL.

- Choose one airport challenge such as poor handover data, missing maintenance information, reuse of fit-out assets or embodied carbon reporting.



SELECT A RELEVANT PRODUCT CATEGORY.

- Focus on a group where better product data can clearly create value, such as batteries, HVAC, lighting, furniture, IT, construction products or retail fit-outs.



DEFINE THE AIRPORT'S ROLE AND THE INFORMATION NEEDED.

- Decide what the airport wants to do with the information and who should provide, verify, retain and use it.



TEST THE APPLICATION AND MEASURE ITS VALUE.

- Test who can access the information, connect it to the correct product and use it in practice. Measure whether this improves maintenance, enables reuse, avoids new purchases or creates another clear benefit.



EMBED AND SCALE WHAT WORKS.

- If the approach creates value, include it in procurement requirements, project handovers, responsibilities and existing airport systems.

WHO THIS BOOKLET IS FOR

This booklet is for airport teams who buy, build, operate, maintain, report on or recover products and assets. It assumes no prior knowledge of Digital Product Passports. The purpose is simple: to help airports use better product information to solve practical problems.

AUDIENCE	WHY THIS MATTERS	HOW DPP INFORMATION CAN HELP
CONSTRUCTION AND INFRASTRUCTURE TEAMS	Future maintenance and reuse depend on information created during design, construction and project handover.	Improve handover, prevent information loss and prepare products and assets for maintenance, repair, reuse or recovery.
PROCUREMENT AND FINANCE TEAMS	Purchase price alone does not reflect the full lifecycle cost or retained value of an asset.	Compare lifecycle cost, residual value, reuse potential, repairability and end-of-life costs more consistently.
ASSET MANAGEMENT AND MAINTENANCE TEAMS	Reliable product, location and maintenance information must remain available long after a project is completed.	Find manuals, spare parts, product history, condition information and replacement data more quickly.
IT AND DATA TEAMS	DPP information creates value only when identifiers, access rights and airport systems work together.	Determine where DPP links and identifiers should be retained and which data should be integrated into airport systems.
SUSTAINABILITY PROFESSIONALS	Circularity, embodied carbon and waste performance depend on reliable product-level information.	Support circular procurement, reuse, avoided waste, CO ₂ calculations and sustainability reporting.

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WHY DIGITAL PRODUCT PASSPORTS MATTER FOR AIRPORTS



3.1

WHAT IS A DIGITAL PRODUCT PASSPORT?

A Digital Product Passport (DPP) is a structured set of information digitally linked to a product and accessible through a data carrier, such as a QR code, throughout its lifecycle. A DPP becomes useful for an airport when the physical product and its digital identity are reliably connected and the information can be used in existing airport processes and systems.

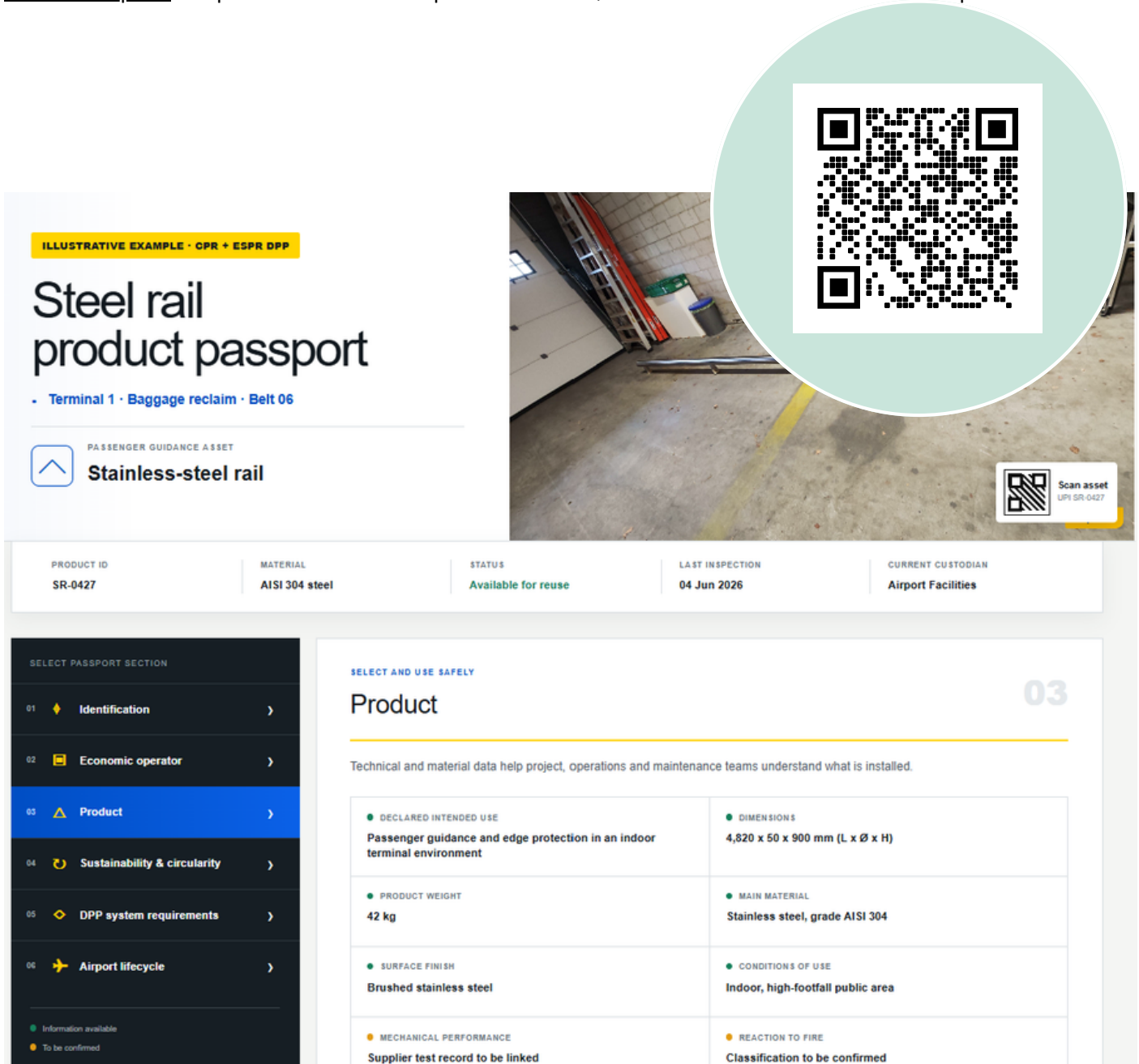
WHAT IT IS	WHAT IT IS NOT
A digital link between a physical product and its digital information.	Neither a replacement for airport asset systems nor a central EU database containing all product information.
A structured source of selected product data that can be found, accessed and exchanged.	Not automatically complete, correct or useful without good data governance.
A practical enabler for procurement, handover, maintenance, reuse and reporting.	Not a replacement for an airport's BIM or asset-management systems, and not solely a legal-compliance topic.
A product-level information layer that can connect to BIM, asset management or reporting tools.	Not the same for every product or accessible in full to every user.

Depending on the applicable product-specific rules, DPP information may include product and manufacturer identification, model, batch or item information, material composition, substances of concern, environmental performance, durability, warranty, maintenance and repair information, spare parts, disassembly instructions and end-of-life information.

The exact DPP content, level of identification, access rights and updating requirements are determined by the legislation applicable to the specific product group.

Explore this illustrative Digital Product Passport by clicking through the sections and image tabs to see what product, environmental, maintenance, reuse and compliance information could be connected to an airport asset.

The photographed asset was reused as part of the Schiphol pilot, which is further described in [Section 3.4 Business value for airports](#) - Inspiration from three airports. Scan the QR code to access the interactive example.



ILLUSTRATIVE EXAMPLE · CPR + ESR DPP

Steel rail product passport

• Terminal 1 • Baggage reclaim • Belt 06

PASSENGER GUIDANCE ASSET

 **Stainless-steel rail**

QR Code: Scan asset URI SR-0427

PRODUCT ID	MATERIAL	STATUS	LAST INSPECTION	CURRENT CUSTODIAN
SR-0427	AISI 304 steel	Available for reuse	04 Jun 2026	Airport Facilities

SELECT PASSPORT SECTION

- 01 Identification
- 02 Economic operator
- 03 Product**
- 04 Sustainability & circularity
- 05 DPP system requirements
- 06 Airport lifecycle

Information available
To be confirmed

SELECT AND USE SAFELY

Product

Technical and material data help project, operations and maintenance teams understand what is installed.

DECLARED INTENDED USE Passenger guidance and edge protection in an indoor terminal environment	DIMENSIONS 4,820 x 50 x 900 mm (L x Ø x H)
PRODUCT WEIGHT 42 kg	MAIN MATERIAL Stainless steel, grade AISI 304
SURFACE FINISH Brushed stainless steel	CONDITIONS OF USE Indoor, high-footfall public area
MECHANICAL PERFORMANCE Supplier test record to be linked	REACTION TO FIRE Classification to be confirmed

Disclaimer: This AI-generated passport is for illustrative purposes only. Its content is informed by data requirements under the ESRP and CPR, but it does not represent a legally compliant Digital Product Passport.

3.2

WHY AIRPORTS SHOULD CARE

Airports interact with products in many roles: as buyers, construction clients, asset owners, landlords and operators. They purchase and manage thousands of products across terminals, airfields, offices, retail spaces, energy systems and IT environments.

Many airport products and assets remain in use for decades and pass between suppliers, contractors, project teams, tenants and maintenance providers. Product information therefore needs to remain accessible long after the original purchase or project handover.

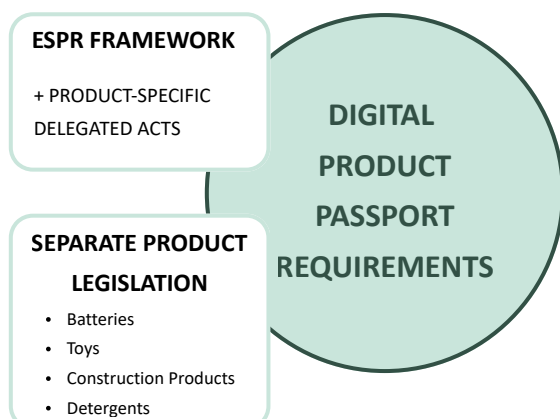
DPPs are also becoming legally required for specific product groups placed on the EU market. Requirements are being introduced progressively through EU product legislation, beginning with batteries and followed by products covered by the ESPR and other product-specific legislation.

Beyond legislation that explicitly mandates a DPP, the DPP could also serve as a common information layer for related regulatory requirements—for example, tracking and managing substances of concern under REACH or supporting packaging traceability and information requirements under the PPWR.

Note that airports will usually not create these legally required passports, but will increasingly receive them through procurement, construction projects and equipment replacement.

At the same time, airports face growing expectations to report on sustainability, emissions, waste, procurement and circularity. Becoming more circular requires knowing which products and materials are present, where they are located and whether they can be maintained, repaired, relocated, reused or recovered.

Digital Product Passports can help retain and make this information accessible throughout the product lifecycle.



3.3

WHERE AIRPORTS WILL ENCOUNTER DPPS

Airports may encounter DPPs in several contexts, including reuse and waste reduction, embodied carbon reduction, supplier collaboration, better handover, lifecycle cost control and reporting.

AIRPORT ENTRY POINT	EXAMPLE PRODUCTS	LIKELY AIRPORT USERS
NEW TERMINAL AND RENOVATION PROJECTS	Concrete, steel, façades, doors, flooring, lighting, HVAC	Construction, asset management, procurement, sustainability
AIRFIELD AND ENERGY SYSTEMS	Airfield lighting, batteries, energy storage, inverters, electrical equipment	Operations, maintenance, IT/data, sustainability
COMMERCIAL AND TENANT SPACES	Retail fit-outs, counters, furniture, textiles, catering equipment	Commercial, procurement, tenants, sustainability
TERMINAL OPERATIONS	Furniture, screens, IT equipment, baggage-handling components	Operations, IT, maintenance, finance
AIRPORT MOBILITY	EVs, ground-support equipment, chargers, tyres	Fleet, maintenance, procurement, sustainability

3.4

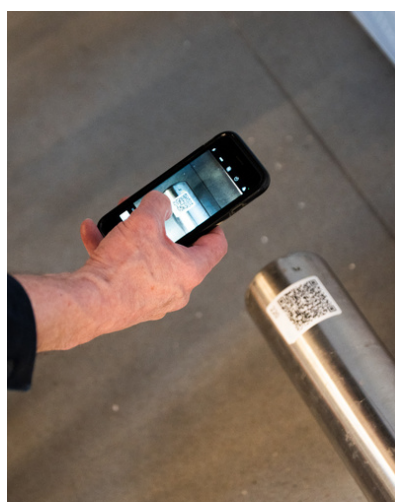
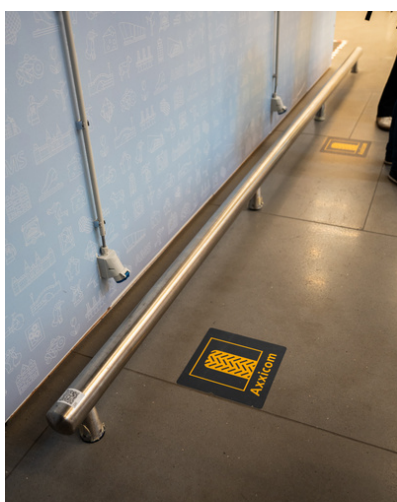
BUSINESS VALUE FOR AIRPORTS

DPPs can help airports turn product data into practical value across the entire asset lifecycle and benefits can be observed from different perspectives.

VALUE AREA	AIRPORT PROBLEM	DPP ADDED VALUE	EXAMPLE DECISION
OPERATIONAL	Reliable asset information is hard to find.	Faster maintenance and better replacement planning.	Repair or replace?
FINANCIAL	Decisions focus on purchase price.	Lower lifecycle costs and clearer residual value.	Reuse, repair or buy new?
SUSTAINABILITY	Carbon and circularity data are limited.	Supports circular procurement, reuse and waste reduction.	Which option has the lowest impact?
RISK AND REPORTING	Product data is incomplete or repeatedly requested.	More reliable data for compliance and reporting.	Is the required data available?
PROJECTS AND HANDOVER	Product information is lost between projects and operations.	Better handover and connection to airport systems.	Is the asset information complete and retained?

INSPIRATION FROM THREE AIRPORTS

AIRPORT	WHAT WAS DONE	REPORTED VALUE	PRACTICAL LESSON
SCHIPHOL	Stored renovation assets were made visible to relevant teams, enabling 446 assets to be reused.	• 8.95 t CO₂e avoided; • EUR 49,113 sourcing cost savings; • 3.57 t products reused.	• Visibility creates reuse opportunities. • Clear ownership is needed to keep information current.



INSPIRATION FROM THREE AIRPORTS

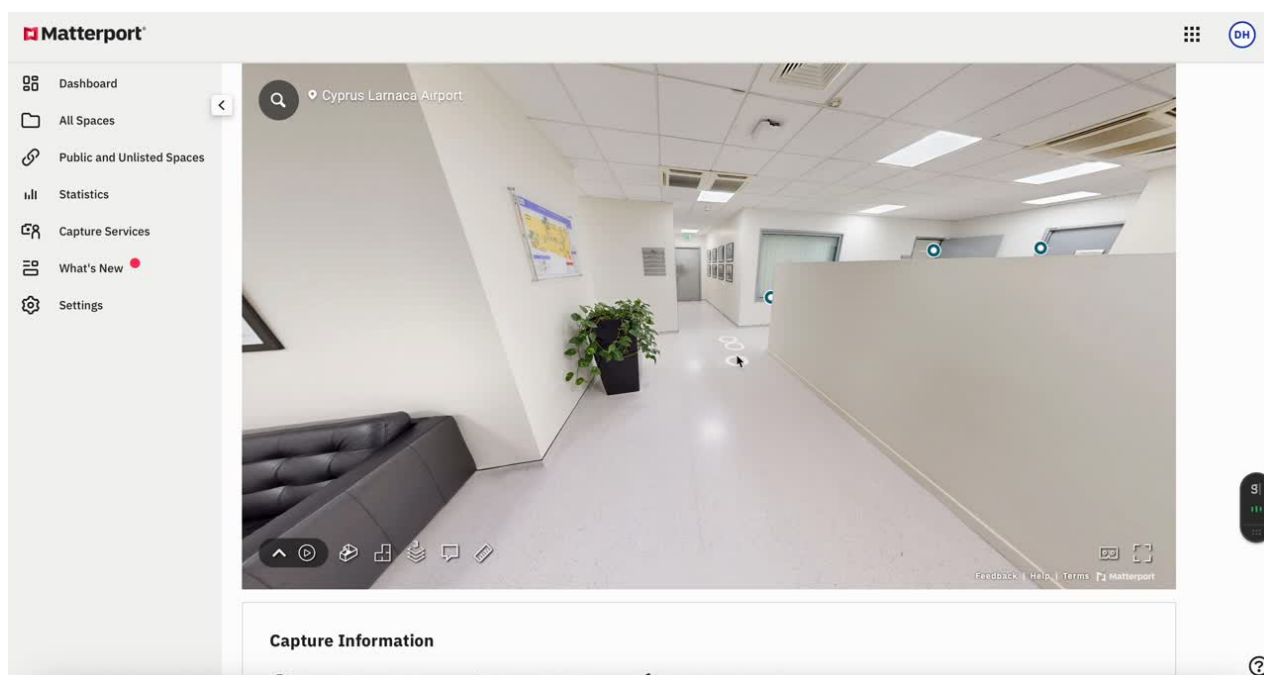
AIRPORT	WHAT WAS DONE	REPORTED VALUE	PRACTICAL LESSON
OSLO AIRPORT	Gate deconstruction components were documented before removal, supporting reuse of 470 assets.	• 54.4 t CO₂e avoided; • EUR 155,661 sourcing cost savings; • 21.5 t products reused.	• Collect data before assets become waste. • Record enough information to assess their reuse potential.



INSPIRATION FROM THREE AIRPORTS

AIRPORT	WHAT WAS DONE	REPORTED VALUE	PRACTICAL LESSON
LARNAKA AIRPORT	QR-linked passports tracked furniture, doors and office refurbishment assets through potential reuse or disposal.	• 6.2 t CO₂e avoided; • EUR 15,763 sourcing cost savings; • 1.9 t products reused.	• Maintain a reliable link between each asset and its digital record. • Track changes in location and status.

Scan the QR code to take a digital walk through the space and discover how Digital Product Passports make each asset's story and reuse potential visible. During the TULIPS pilots, the EME platform was used to make information about these assets available and explore opportunities for a second life.



3.5

RISKS AND CHALLENGES

RISK	WHAT CAN GO WRONG	PRACTICAL MITIGATION
DATA QUALITY	Fields are incomplete, outdated or at the wrong level.	Define minimum fields for the decision; test data before handover.
PHYSICAL LINK	QR code or identifier is lost, damaged or not linked to the right asset.	Use durable labels and retain the identifier in the asset record.
INTEROPERABILITY	DPP data cannot connect to BIM, asset systems or reporting tools.	Start with a simple link; integrate only fields that create value.
OWNERSHIP	Nobody knows who updates location, condition or maintenance data.	Assign responsibilities in contracts and operating procedures.
ACCESS AND SECURITY	Data is too open or too restricted.	Set role-based access for commercial, safety and operational information.
LONG-TERM AVAILABILITY	Suppliers or platforms change while assets remain in use.	Agree data retention, export and handover requirements.
RESPONSIBILITIES AND UPDATES	It is unclear who provides, verifies, retains and updates information when an asset changes.	Assign responsibilities in contracts, handover requirements and operating procedures.
PROCESS INTEGRATION	DPP information remains separate from procurement, handover, maintenance and refurbishment decisions.	Define where the DPP link and required data enter existing airport processes and systems.

3.6

CHAPTER CONCLUSION

DPPs are both a regulatory development and a practical opportunity.

Airports do not need to wait until every requirement is final or address every product at once.

They can start where better product information solves a real airport problem, then move progressively from using existing DPPs to connecting, integrating and scaling the information where it creates value.

Implementing a Digital Product Passport is a journey rather than a one-off exercise.

It requires organisations to build new capabilities, align stakeholders, establish data governance and progressively integrate DPPs into procurement, asset management and maintenance processes.

Workshops and cross-functional collaboration are therefore essential to turn regulatory requirements into practical implementation.





PRACTICAL AIRPORT PLAYBOOK

This playbook starts with the airport problem and then works towards a DPP use case. It is designed for practical use by cross-functional teams from construction, procurement, asset management, maintenance, IT, finance and sustainability.



4.1

AIRPORT DPP OPPORTUNITY SCAN

Start with the problem, not with the passport. A DPP is useful when it helps an airport solve a real challenge: missing asset information, inefficient maintenance, repeated supplier data requests, limited reuse, waste, embodied carbon, unclear residual value or poor handover.



STEP 1

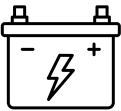
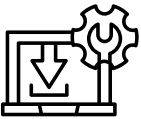
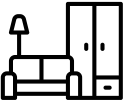
IDENTIFY THE AIRPORT PROBLEMS AND ADDED VALUE

STEP 1
IDENTIFY THE
AIRPORT
PROBLEMS
AND ADDED
VALUE

STEP 2
CHECK
AVAILABLE DATA
AND SYSTEMS

STEP 3
SCORE
PRIORITY
CATEGORIES

For each product category, mark the value dimensions that matter. More than one can apply. Examples of relevant airport product groups are shown below.

PRODUCT CATEGORY	AIRPORT PROBLEM	ADDED VALUE	TYPICAL USERS	POSSIBLE FIRST USE CASE
CONCRETE AND STEEL 	Embodied carbon data and future reuse information are hard to retrieve.	Sustainability, reporting, project handover, residual value	Construction, procurement, sustainability	Require product passport fields at project handover.
BATTERIES 	State of health and replacement planning need reliable data.	Maintenance, lifecycle cost, reporting, safety	Energy management, maintenance, IT/data	Use DPP data for maintenance and second-life decisions.
HVAC AND TECHNICAL INSTALLATIONS 	Manuals, spare parts and service history are fragmented.	Maintenance, lifecycle cost, procurement	Asset management, maintenance, finance	Connect DPP link to asset record.
FURNITURE AND RETAIL FIT-OUTS 	Reusable assets become invisible during refurbishment.	Reuse, avoided waste, finance, sustainability	Commercial, procurement, sustainability	Passport assets before removal.
IT EQUIPMENT AND SCREENS 	Replacement, warranty and recycling data are spread across systems.	Maintenance, reporting, procurement, end-of-life	IT, procurement, sustainability	Use product data to support repair, redeployment or recycling.

STEP 2

CHECK AVAILABLE DATA AND SYSTEMS

STEP 1
IDENTIFY THE
AIRPORT
PROBLEMS
AND ADDED
VALUE

STEP 2
CHECK
AVAILABLE DATA
AND SYSTEMS

STEP 3
SCORE
PRIORITY
CATEGORIES

For the shortlisted product groups identified in Step 1, determine what product information already exists, where it is stored and whether it can support the selected use case. Involve relevant functions such as procurement, construction, asset management, maintenance, IT/data and sustainability. Review information sources including procurement files, BIM, asset-management and maintenance systems, material inventories, reuse platforms, waste records, reporting tools, shared drives and supplier portals.

What to check

- Available data: Which required data fields already exist, and what is missing?
- Data location: Is the information held in procurement files, BIM, asset registers, maintenance systems, material inventories or reuse platforms?
- Data quality: Is it complete, current, reliable and linked to the correct product or asset?
- System readiness: Can the DPP identifier and relevant data be retained or connected to existing airport systems?
- Ownership: Who currently provides, verifies, stores and updates the information?

Questions to ask

- What information is already collected at procurement, delivery and handover?
- Can teams find the information when they need it?
- Is information recorded for a product model, batch or individual asset?
- Which systems and identifiers are already used?
- Where are the most important data or system gaps?

Output of this step

A short overview of available data, relevant systems, responsible teams and priority gaps for each selected product group.



STEP 3

SCORE PRIORITY CATEGORIES

Bring the findings from Steps 1 and 2 together in the opportunity heatmap to understand where do value and feasibility overlap.

The steps in the actual heatmap are then:

1. Add the shortlisted product groups from Step 1.
2. Score value potential and added value using the needs and opportunities identified in Step 1.
3. Score data availability, system readiness and supplier maturity using the evidence gathered in Step 2.
4. Estimate implementation effort based on the identified technical, organisational and information gaps.
5. Compare the results and select a priority with meaningful value, sufficient readiness and manageable effort.

Scan the QR code to find here a Word template and perform the DPP opportunity heatmap yourself.



Airport DPP opportunity heatmap — editable template

Use this worksheet to compare product groups and select where better product information could create the most value.

How to use it

1. **Add product groups.** Replace the row labels with products relevant to your airport. Add or delete rows as needed.
2. **Discuss each criterion.** Agree one rating for every cell: Low, Emerging, Moderate or High.
3. **Apply the color.** Use the color key below. For implementation effort, the color direction is reversed.
4. **Select priorities.** Prioritise products with high value, clear added value and sufficient readiness, while considering implementation effort.

Rating key

Low	Emerging	Moderate	High
Limited potential, value or readiness	Early opportunity; important gaps remain	Useful potential with manageable gaps	Strong potential, value or readiness

Important: For implementation effort, use green for lower effort and red for higher effort. The label still describes the level of effort (Low, Moderate or High).

What the fixed columns mean

Value potential	Overall strategic, operational, financial or sustainability potential.	Added value	Benefit created compared with current information and processes.
Data availability	Availability and quality of the required product information.	System readiness	Ability of airport systems and processes to retain and use the information.
Supplier maturity	Ability of suppliers to provide reliable, structured and accessible information.	Implementation effort	Time, cost and organisational or technical effort required.

4.2

DEFINE YOUR PREFERRED ROLE WHEN WORKING WITH DPPS

After selecting a promising product category, decide how active the airport wants to be. The official legal responsibility for creating a DPP will often sit with the economic operator placing the product on the market. The airport still decides how it wants to receive, connect, use and update information in its own processes.

PREFERRED AIRPORT ROLE	WHAT THIS MEANS IN PRACTICE	WHEN IT IS USEFUL
DPP USER	Access supplier-provided information when needed.	Useful for low-effort pilots and products with existing DPPs.
DPP RECIPIENT	Require the DPP link or identifier at delivery or handover.	Useful for procurement, construction and project handover.
DPP CONNECTOR	Store the identifier in BIM, asset records or maintenance systems.	Useful when teams need to find information during operation.
OPERATIONAL DATA MANAGER	Record location, condition, maintenance or repair information generated during use.	Useful for batteries, HVAC, technical systems and assets with long service lives.
DPP INTEGRATOR	Exchange selected DPP info with airport systems.	Useful when value justifies data integration.
ECOSYSTEM COORDINATOR	Agree who provides, verifies, retains, uses and updates information.	Useful in airports because many actors buy, own, operate or remove assets.
MARKET SHAPER	Use tenders and contracts to ask the market for better product information.	Useful when scaling across product groups or projects.

Tip: Roles can be hybrid. An airport may be a simple DPP user for one product, a connector for a construction project and an ecosystem coordinator for tenant fit-outs. Choose the role that creates value and is realistic to manage.

4.3

RUN A PILOT

A good DPP pilot tests whether better product information improves a real airport decision. It should not only demonstrate that a QR code or platform works.

PILOT DESIGN QUESTION	WHAT TO DEFINE	EXAMPLE
WHAT OUTCOME DO WE WANT?	Define what the airport should be able to do better.	Avoid buying new furniture by finding suitable stored assets.
WHICH PRODUCT AND SETTING?	Select one product group, location, project and user group.	Stored furniture from one terminal refurbishment.
WHAT MINIMUM DATA IS NEEDED?	Include only the information needed for the decision.	Photo, dimensions, condition, quantity, location, owner and reuse requirements.
HOW WILL USERS ACCESS IT?	Define how users will connect the physical product to its digital record.	QR label linked to the airport's asset inventory or reuse platform.
WHO MANAGES THE INFORMATION?	Assign responsibility for collecting, verifying, retaining and updating the data.	The contractor records assets before removal; the airport verifies location and reuse status.
HOW WILL VALUE BE MEASURED?	Select a small number of relevant operational, financial and sustainability indicators.	Products reused, purchases avoided, costs avoided, waste avoided and t CO ₂ e avoided.



KEEP IT FOCUSED.

- Make the pilot manageable, but large enough to test a real airport process.



LEARN FOR FUTURE PROJECTS.

- Capture procurement and contract lessons so better information can be requested from the start.



INVOLVE THE USERS.

- Include the airport teams, contractors or service providers who will actually use the information.



REVIEW THE DATA.

- Record which information was useful, missing or unnecessary.

4.4

MEASURE ADDED VALUE

Measuring added value helps the airport decide whether to continue, scale or adjust the approach. Sustainability and circularity should be treated together: avoided waste, CO₂ reduction and reuse all sit within sustainability value. Financial value should include avoided purchases and avoided waste-handling costs where relevant.



VALUE AREA	INDICATOR	WHAT IT MEASURES	SIMPLE CALCULATION	UNIT
FINANCIAL 	Materials not bought	Products or materials the airport did not need to purchase because existing assets were retained, repaired, relocated or reused.	Quantity reused x equivalent new purchase price, minus preparation, repair, transport and reinstallation costs.	EUR and units
	Waste-handling cost avoided	Costs avoided because products or materials did not enter the waste stream.	Estimated disposal, transport, handling and treatment costs avoided.	EUR
	Lifecycle cost improvement	Cost benefit of better maintenance, repair or replacement timing.	Baseline lifecycle cost minus pilot scenario lifecycle cost.	EUR
SUSTAINABILITY 	Avoided waste	Products and materials prevented from becoming waste.	Weight retained, repaired, relocated or reused that would otherwise become waste.	kg or tonnes
	CO2 reduction	Estimated emissions avoided through reuse, repair, lifetime extension or informed procurement.	Baseline lifecycle emissions minus pilot scenario emissions.	kg or tonnes CO ₂ e
	Reuse rate	Share of assessed products or materials that are actually reused.	Quantity or mass reused divided by total quantity or mass assessed x 100%.	%
OPERATIONAL 	Time saved finding information	Reduction in time spent searching for product documents or supplier data.	Baseline search time minus pilot search time.	hours
DATA QUALITY 	Supplier data completeness	Whether required fields are provided and usable.	Required useful fields provided divided by total required fields x 100%.	%

4.5

EMBED DPPS INTO AIRPORT PROCESSES

If the pilot creates value, the next step is to make the approach part of normal airport work. This does not always require full system integration. Often the first improvement is simply making sure the DPP identifier is captured at the right moment and stored where teams already work.

AIRPORT PROCESS	WHAT TO EMBED	PRACTICAL OUTPUT
PROCUREMENT	Minimum DPP or product-information requirements in tenders.	A short data schedule for suppliers and contractors.
DESIGN AND CONSTRUCTION	Project requirements for product identifiers, data fields and handover format.	DPP-ready handover checklist.
ASSET MANAGEMENT	Store DPP link or identifier in the asset record.	Asset register with product passport references.
MAINTENANCE	Access to manuals, spare parts, repair instructions and product history.	Maintenance workflow with direct product-data access.
REFURBISHMENT AND DECONSTRUCTION	Capture condition, location, owner and reuse potential before removal.	Reuse inventory before products become waste.
REPORTING	Use selected product fields for carbon, circularity, waste or supplier reporting.	Defined data export or report template.
IT AND DATA GOVERNANCE	Decide identifiers, access rights, retention and integration level.	Simple DPP data governance note.

4.6

SCALE, REPEAT OR CONTINUE THE PILOT

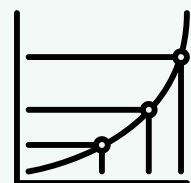
Scaling does not mean rolling out DPPs everywhere at once. Once one priority product group has been tested, the airport has three practical options.

OPTION 1	Continue the pilot. Use this if the value is promising but the data, supplier maturity, ownership or system connection still needs work.
OPTION 2	Scale within the same product group. Use this if the pilot worked and the same problem appears in other projects, locations or contracts. For example, apply the same DPP handover requirements to all terminal refurbishment projects.
OPTION 3	Move to the next product group. Use this if the airport has learned enough and wants to repeat the opportunity scan for another category, such as moving from furniture reuse to batteries, HVAC or construction products.

Hybrid options are often the most realistic. An airport may start as a DPP recipient for construction products, become a connector for batteries, and act as an ecosystem coordinator for retail fit-outs. The preferred role should follow the value case and the maturity of the product group.

Scaling principle

Scale the decision, not the technology. Expand where DPP information helps an airport team make a better operational, financial or sustainability decision.



GLOSSARY

Access rights: Rules determining who may view, use, add or update specific DPP information. Different access rights may apply to public, commercially sensitive, operational and safety-related data.

Asset-management system: A digital system used to register and manage information about assets, including their location, condition, maintenance and replacement.

Building Information Modelling (BIM): A digital approach to creating and managing information about buildings and infrastructure throughout design, construction, operation, renovation and deconstruction.

Circular procurement: Purchasing products, materials or services in ways that support durability, repair, reuse, recycled content and value retention while reducing waste and environmental impacts.

Construction Products Regulation (CPR): EU legislation establishing harmonised rules for construction products. The revised CPR introduces a construction Digital Product Passport system for product information, including performance, compliance and environmental information. Construction Products Regulation

Data carrier: A machine-readable element, such as a QR code, barcode or RFID tag, that provides access to a Digital Product Passport.

Data governance: The roles, rules and processes for providing, verifying, storing, accessing, retaining and updating product information over time.

Digital Product Passport (DPP): A product-specific set of data that is electronically accessible through a data carrier and linked to a unique product identifier. Its required content and access rights depend on the legislation applying to the product.

Economic operator: A market actor with responsibilities under applicable product legislation, such as a manufacturer, authorised representative, importer, distributor or dealer. The precise actors and responsibilities depend on the relevant regulation.

Ecodesign for Sustainable Products Regulation (ESPR): The EU framework for setting ecodesign, sustainability and information requirements for specific product groups, including requirements for Digital Product Passports. Requirements become applicable through product-specific measures.

Lifecycle cost: The total cost of purchasing, operating, maintaining, repairing and replacing a product, including applicable end-of-life costs and residual value.

Product lifecycle: The stages through which a product passes, including design, manufacture, procurement, installation, use, maintenance, repair, relocation, reuse and end-of-life.

Repairability: The extent to which a product can be inspected, maintained and repaired, considering factors such as design, instructions, tools and spare-parts availability.

Residual value: The remaining financial value of a product or asset at a particular point in its lifecycle, for example through continued use, resale or reuse.

Reuse: Using a product or component again for the same purpose for which it was originally designed, without it first becoming waste.

Substances of concern: Chemical substances with specified hazardous properties or other characteristics that may negatively affect health, the environment, reuse or recycling.

Unique identifier: A unique string of characters used to identify a product, model, batch or individual item and connect it to its Digital Product Passport.

FOR MORE INFORMATION, PLEASE
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