

How do passengers get to and from the airport? Bike or rail?

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EU White Paper; air – rail aspects

Some relevant goals

- (4) By 2050, complete a European HS rail network. ...
- (6) By 2050, connect all core network airports to the rail network, preferably high-speed;
- (8) By 2020, establish the framework for a European MM transport information, management and payment system

TRANSFORuM Roadmaps for the Transport White Paper

Ongoing project www.transforum-project.eu

**But how do people travel to and from airports (HS rail stations)?
Where do they go? What do we really know?**

The global and European situation

ACI study 2012

Modal split for travel to airports

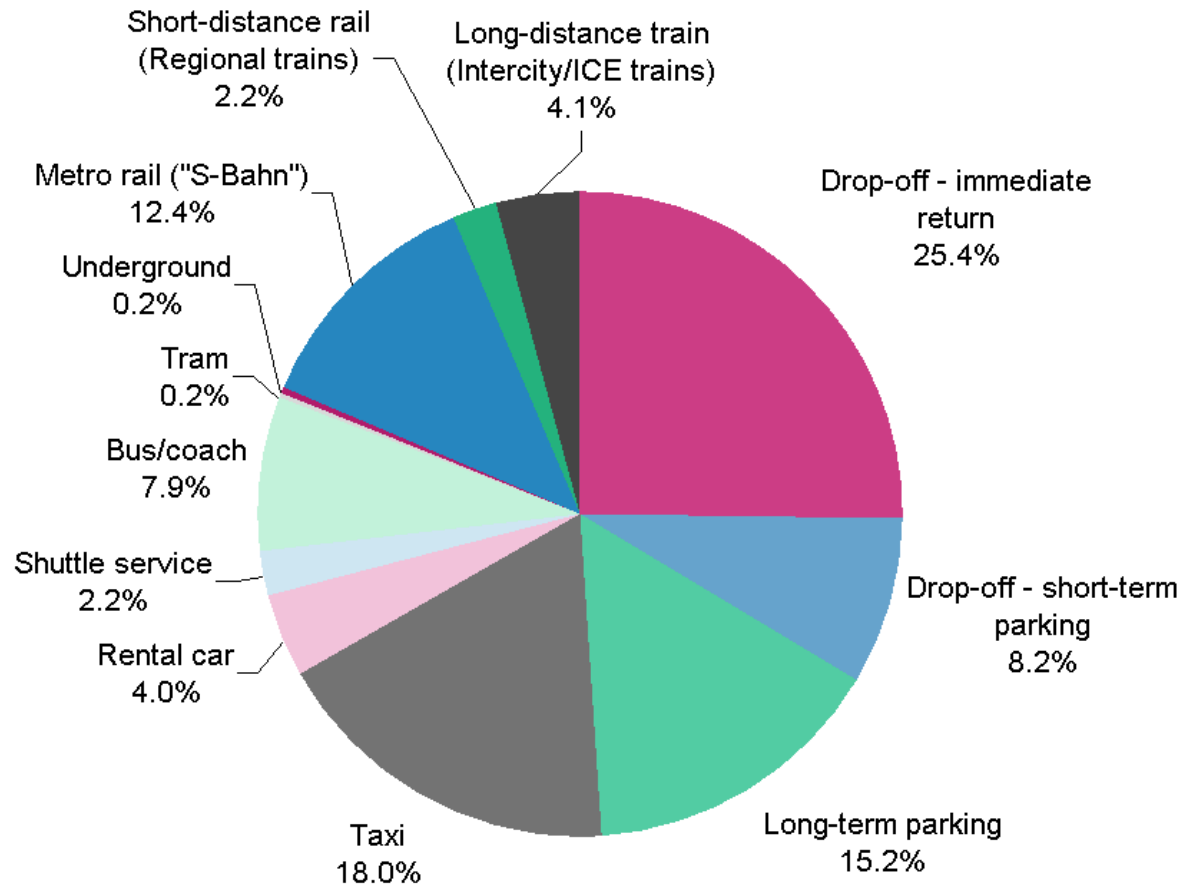
	Car	Rental	Taxi	Bus	Rail	Other
N. America	49	15	14	12		
Middle East	56		22			
Latin Am/Caribb	40		27	21		
Europe	37		20	17	16	
Asia Pacific	34	9	24	19	8	
Africa	47	22	14	10		

Little info about final destinations

Airport Accessibility in Europe

DLR study for EC 2010

Access modes for all German airports



Frankfurt FRA situation

Info from Fraport

52% of FRA pax are transfer pax (FRA is a European hub)

Remaining half come from these distances from FRA;

	%
< 50 km	40
51-100 km	18
101-200 km	22
201-300 km	9
> 300 km	11

Frankfurt access modes

Info from Fraport

	%	
IC/ICE trains	22	
Regional trains	15	
Bus (local)	2	(long distance bus still "regulated")
Other	61	

Hahn HHN airport access (DLR study) – compared to FRA
Difficult ground access by public transport and in general
but still an unexpected (?) rapid growth of passengers!

Copenhagen (CPH) - a truly international airport

Departing pax by mode %

Local train	10
IC train x)	25
Metro	20
Parked car	6
Car dropoff	16
Car rental	1
Taxi	17
Bus	3

x) > 50% from Sweden

● O/D study in progress!



Zürich ZCH Stockholm Arlanda ARN

Zürich ZCH

Stockholm ARN

Train/bus/tram 63%

Train/bus 52%

**Stockholm ARN points out that there is a "cap" on airport emissions *including ground transport*.
Are there any EU rules for this?**

Barcelona area

DLR study for EC study 2010

DLR compares access to Barcelona's three airports El Prat (BCN), Girona and Reus. Important and interesting points;

- Topography is difficult**
- HS rail connection for BCN is ruled out**
- HS rail to Reus is planned**
- BCN has lost pax due to HS rail to Madrid**
- Bus service to Girona is good but slow**
- Bus service to BCN is very good**

Bertil's best and worst ground transport

BEST

Bus Barcelona, many others

Train CPH, Malaga 20 min int.



WORST

Bus Brussels 15 min int.

Train Pisa, Paris CDG



Suggested further action

**German Rail&Fly reasonably easy to find on Lufthansa
Swedish SJ-SAS connection guarantee difficult to find
AF/SNCF doubtful**

**Airlines have a lot of info about car hire but very little about
Public Transport**

Improve information about PT at destination airports.

This is almost non-existent on airline booking sites but often quite OK if you log on to airports' sites!

Improve through ticketing for ground transport – covering a destination zone

Sources for this presentation

Maps, photos

- Öresund map courtesy Schweers & Wall
- Öresund train Fredrik Tellerup
- Spanish train interior RENFE
- Pisa airport train B Hylén

Reports etc.

- EU White Paper 2011
COM(2011) 144 final
- Airport Service Quality, report for
Airports Council International 2012
- Airport accessibility in Europe DLR
Report for EC. TREN/05/MD/S.07.74176
- Region Skåne Memo 24 nov 2013
- E-mail from Fraport 9 Jan 2014
- Swedavia press info 10 Dec 2013
- Info from ELTIS, SJ, SAS, Lufthansa,
DB, AF, SNCF web sites

South Sweden and east Denmark

Map courtesy Schweers+ Wall

