Air and rail: competition or complementary use?

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Outline

- Presentation of ACI EUROPE
- ACI EUROPE and Intermodality
- Intermodality at airports
ACI EUROPE: Who are we?

- **Our members**
  > 450 airports in 44 countries
  > 180 World Business Partners
  > 8 national associations

- **The team**
  > Thematic Committees, supported by Task Forces
ACI EUROPE provides

- **INFLUENCE**
  > Advocacy

- **INTELLIGENCE**
  > Knowledge Sharing, Industry Standards, Benchmark

- **INFORMATION**
  > Communications, Conferences & Exhibitions
ACI EUROPE and Intermodality

- 2009: ACI EUROPE a member of the European Commission’s expert group on the revision of the TEN-T guidelines

- Official position for the airport industry formalised in March 2010
  > Airports are intermodal nodes by nature
  > Intermodality aims at seamless service quality, minimizing connecting times at the airport

- December 2011: Recommended practices in case of disruption of traffic
  > Elaborated in cooperation with the Community of European Railways (CER).
  > Main objective is to improve communications between a local airport and a local train station.
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- Observatory on Airport Capacity: Working Group 3 “Intermodality”
  > Airport Regions Conference
  > Association of European Airlines
  > International Air Transport Association
  > European Low Fare Airlines Association
  > European Regions Airlines Association
  > ACI EUROPE
  > International Air Rail Organisation
  > European Technology and Travel Services Association
  > Transport Ministry from Germany, the UK, France, Portugal, Spain, the Netherlands and Sweden.

- Ad hoc contributions

- Main deliverable: “An aviation stakeholder’s view on intermodality” (November 2013)
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- Context: 50% growth in aviation in Europe by 2035 compared to 2012.

- Policy framework:
  > 2011 White Paper on Transport
    - “Curbing mobility is not an option”.
  > ACARE
    - European citizens are able to make informed mobility choices.
    - A coherent ground infrastructure is developed.
    - Flightpath 2050: 90% of travellers within Europe are able to complete their journey door-to-door within 4 hours.

Crucial role of aviation in general and regional airports
Intermodality at airports

Short-haul flights *versus* High-Speed rail?

High-speed rail network that would be required if the aim were to replace major short-haul airport pairs. Source: Eurocontrol

2nd Intermodality Forum
2008 Challenge of Growth
Intermodality at airports

- Paradigm shift: intermodality creates mobility.
- Intermodality: the coordinated/organised usage of more than one transport mode for a journey.

Where does HST connection to airports add value?
- Airport size: size of the airport’s catchment area and number of flights (especially long-haul).
- Geography: location of the airport relative to the route likely to be taken by a HST in the absence of the airport.
- Travel time: ability to compete with a flight journey time.

One size does not fit all!
Intermodality at airports

- What are the other intermodality options at airports?
  - Conventional rail
  - Urban rail access to city centre
  - Non-rail urban transport

- What makes intermodality successful at airports?
  - Physical integration of the modes
  - Improving landside accessibility
  - Check-in
  - Integrated scheduling
  - Integrated ticketing
Conclusions

- Air and rail cannot be considered as substitutes

- Intermodality is a key component to the airport industry:
  > At congested airports, HST access can free some short-haul slots for long-haul slots.
  > At non-congested airports, rail access can enlarge the catchment area and create new demand for air travel.
  > In general, landside access to airports remains critical and should be addressed for improving passenger experience and limiting the environmental impact of the travelling public and workers.
  > The choice of the intermodal solution will depend on local circumstances.
THANK YOU

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