

# Actieagenda Trein en Luchtvaart

13 november 2020



## Air – rail: substitution and action agenda in the Netherlands

Florence Rail Forum – Towards International Passengers Corridors  
Justus Hartkamp

**ProRail**

---

# Air-Rail NL: concerted action for better alignment, to complement and substitute short-distance flights.

- International rail is an attractive alternative to air travel in Europe. Opportunities for better use of both modes of transport in synergy and to reduce air travel.
  - Joint ambition Ministry of Transport, KLM, Schiphol, NS, and ProRail.
  - Political pressure to green aviation: part of aviation sector plan 'Smart and Sustainable'
  - November 2020: New aviation policy and action plan 'Air-to-Rail' sent to NL Parliament (Aviation policy on hold because of political situation NL: government resignation, general elections March 17)
- Two-faced puzzle:
  - Competition between both modalities on distances up to 600-800km for Origin – Destination travel.
  - Synergy between both modalities on longer distances: combined air-rail product as part of hub and spoke system AF-KLM air hub for further intercontinental destinations. Scarce slots at Roissy CDG and Schiphol Airport for other use.



**ProRail**



Deutschlands schnellster Klimaschützer

93 80 6406 083-6 D-DB

## Air-to-Rail significantly reduces CO<sub>2</sub> emissions

- Rebel Group study shows: 2-8 million tons CO<sub>2</sub> emission reduction yearly in Europa (equals entire road transport in NL).
- On top of that other climate effects aviation: vapour trails, NO<sub>x</sub>, etc.
- Top 15 international citypairs with highest emission reduction potential: many connections from NL. Hence scope of action agenda Air-to-Rail.

	Relationship	Number of passengers	CO <sub>2</sub> emissions [kg]	Potential CO <sub>2</sub> savings [kg]
1	London – Amsterdam	6,029,462	364,179,521	193,380,121
2	London – Paris	3,535,837	200,835,569	117,692,460
3	Lisbon – Madrid	2,639,444	209,307,926	106,193,640
4	Düsseldorf – London	2,046,603	151,653,341	64,339,426
5	Stockholm – Copenhagen	2,027,682	138,085,150	53,494,908
6	Amsterdam – Paris	1,568,314	93,785,187	52,626,703
7	Frankfurt – London	2,437,879	209,413,854	51,928,226
8	Vienna – Frankfurt	2,126,201	164,780,600	45,455,144
9	Paris – Frankfurt	1,419,750	108,185,024	44,352,780
10	Amsterdam – Frankfurt	905,561	63,208,158	42,265,352
11	Amsterdam – Copenhagen	1,894,797	157,268,146	39,494,976
12	Amsterdam – Munich	1,268,383	115,803,349	39,108,119
13	Amsterdam – Hamburg	887,120	60,412,902	36,635,558
14	Amsterdam – Berlin	1,083,701	86,696,062	33,403,993

# Air – rail action agenda focusses on 6 priority destinations



# Analysis – outcome in brief

- Joint analysis for both O-D and transfer market:
  - *Origin – destination door-to-door*
  - Transfer: *origin – Schiphol – destination*
- General issues:
  - Ticketing rail: too complicated, booking horizon too short and pax rights limited (in case of missed connection).
  - Luggage issues with connection air-rail.
  - O-D rail in general can be improved without connection to Schiphol (growing market demand). For transfer passenger Schiphol service is essential.
  - No connections early morning and late evening.
  - Reliability of services on HSL can be improved. Both in infrastructure and in cross-border co-operation, for instance (virtual) traffic control.



- Specific issues per destination:
  - Bruxelles and Paris: excellent and frequent rail connections. Air-rail product to be improved.
  - London: service OK, frequency has to go up to replace 60 daily flights.
  - Düsseldorf and Frankfurt: frequency too low + no stop at Schiphol
  - Berlin: travel time too long + no stop at Schiphol.



