



# INTEGRATING AIR AND GROUND TRANSPORTATION

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Enhancing Intermodal Passenger Travel  
in Canada Workshop

May 2012



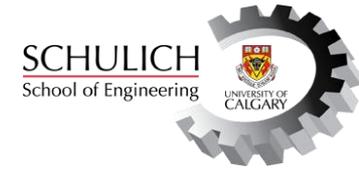
# Air travel as part of intermodal travel

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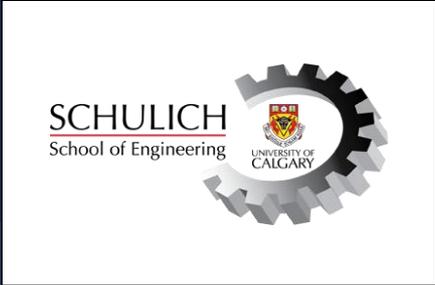
- One cannot fly from/to home – **air travel is an inherent part of multimodal travel**
- In short trips between large, congested metropolitan areas, the air portion of a trip may easily account for as little as 25% of the total travel time.
- Ground travel: 50%
- Airport processing: 25%

# Ground access – opportunities for improvement

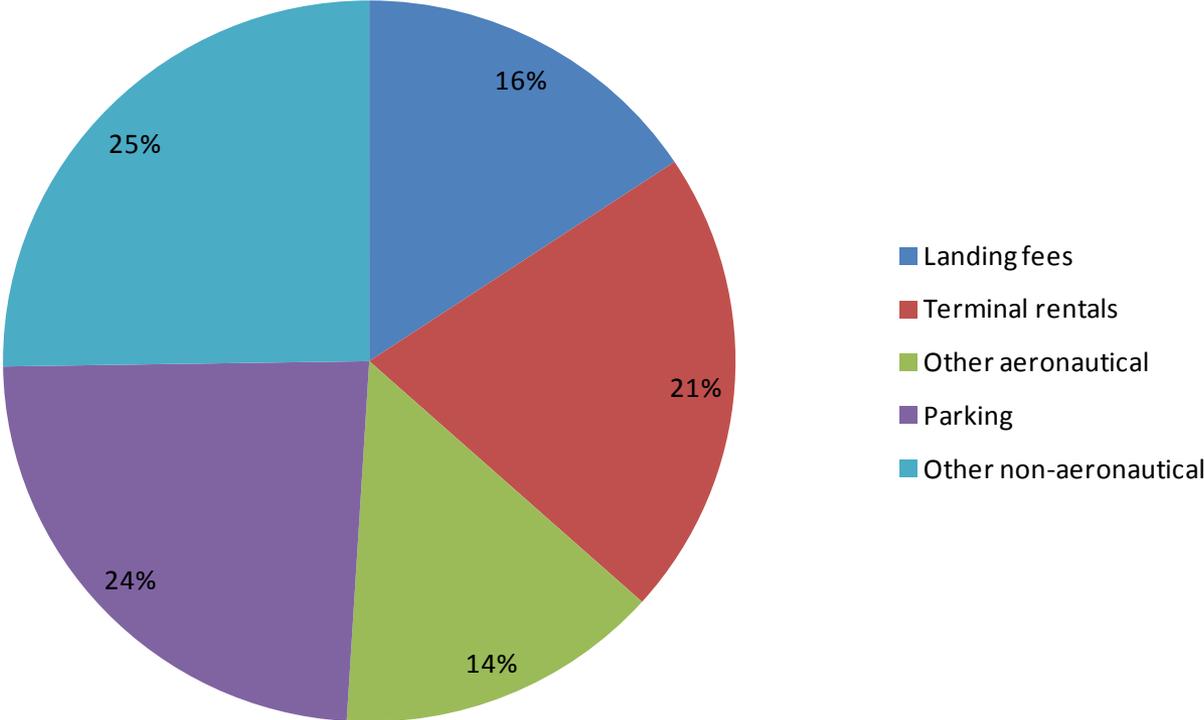


- No integration with intercity rail
- Little or no integration with intercity coach service
- Little integration with urban public transit – mostly used by employees
  - YVR's Canada Line is an exception
- The private automobile remains the main access mode
  - Significant source of revenue to airports

# Airports as parking service providers



2011 U.S. Medium Hub Airport Revenues



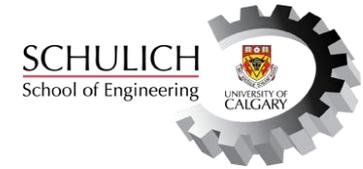
Source: FAA AAS-400 CATS Report 127

# Barriers



- Airports have large catchment areas
  - Few routes (if any) with sufficient demand to justify advanced transit systems
- North-American automobile culture
- Airports are no longer public entities
  - Why would they give up a significant source of revenue, even if it is for the good of society?

# Passenger/baggage processing



- Significant improvements have been made to passenger processing
  - E-ticketing
  - Self-service check-in
  - Web check-in
  - Smart phone boarding passes
- Issues remaining:
  - Security
  - Baggage handling

# Airport processing – opportunities for improvement

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- Security
  - Passenger scanning
  - Hand baggage scanning
- Baggage handling
  - Up to 30% of the cost of a terminal
  - Required for aircraft dispatch – balancing and loading
  - New aircraft technologies
  - Non-accompanying baggage dispatch

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Thank you!

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