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Types of passenger airport railway

- High speed dedicated (Airport Express)
- High speed network (InterCity)
- Regional
- Metro, commuter or suburban
- Light rail



The Airport Express



KLIA Ekspres approaching
Kuala Lumpur Sentral



High speed network



Air France passengers from Brussels at Paris Charles de Gaulle Airport station



Regional train at Manchester Airport (UK)



Commuter trains at Gatwick Airport



Chicago Transit Authority subway train to O'Hare Airport



Compare road and rail land-take!



Light Rail: Vancouver's Canada Line



Inter-city air rail connections

- Amsterdam
- Brussels
- Frankfurt
- Lyon St-Exupery
- Newark Liberty
- Paris CDG/ORY
- Shanghai Hongqiao
- Zurich/Geneva
- Madrid Barajas
- Montreal

Source: IARO Report 11.08 – Case studies in cooperation between air and high speed rail



Amsterdam Airport Schiphol



Motives?

- ☞ KLM wanted to keep Antwerpen on the map without flying there
- ☞ Short runway
- ☞ Restricted flight capacity
- ☞ Slot congestion at Schiphol
- ☞ High speed rail coming: potential for more cooperation



Brussels

- ☞ Short-lived SN-Brussels service
Brussels Airport to Paris Gare du Nord (12/2003 – 4/2005)
- ☞ New service with Jet Airways
(started 9/2011)
- ☞ Includes Brussels Airlines
- ☞ Brussels Airport – Central Paris



Frankfurt

- ☞ Code shares to Stuttgart, Cologne, Bonn
- ☞ Integrated baggage handling initially: now dropped
- ☞ Frequency an issue on Stuttgart route

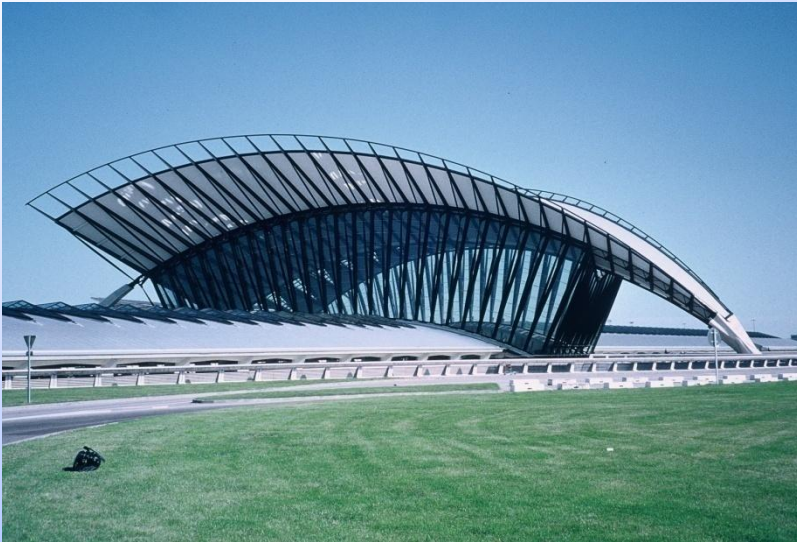


Results

- 200,000 passengers a year use the code-share trains
- 5 million transfer passengers a year use the high speed train station
- Each small plane takes up the same runway space as a large one ...
- ... or sometimes more – wake vortex issues



Rivalry means it doesn't work at Lyon



Stunning station!



but sadly very few trains!

Train service pattern is useless for out-and-back in a day by air from places like Avignon and Grenoble



Newark Liberty International



Motives?

- ☞ Slot congestion at Newark – a major problem
- ☞ Average taxi-out time 30 minutes – 2nd highest in the US
- ☞ Expands catchment area – United serve places they've never flown to



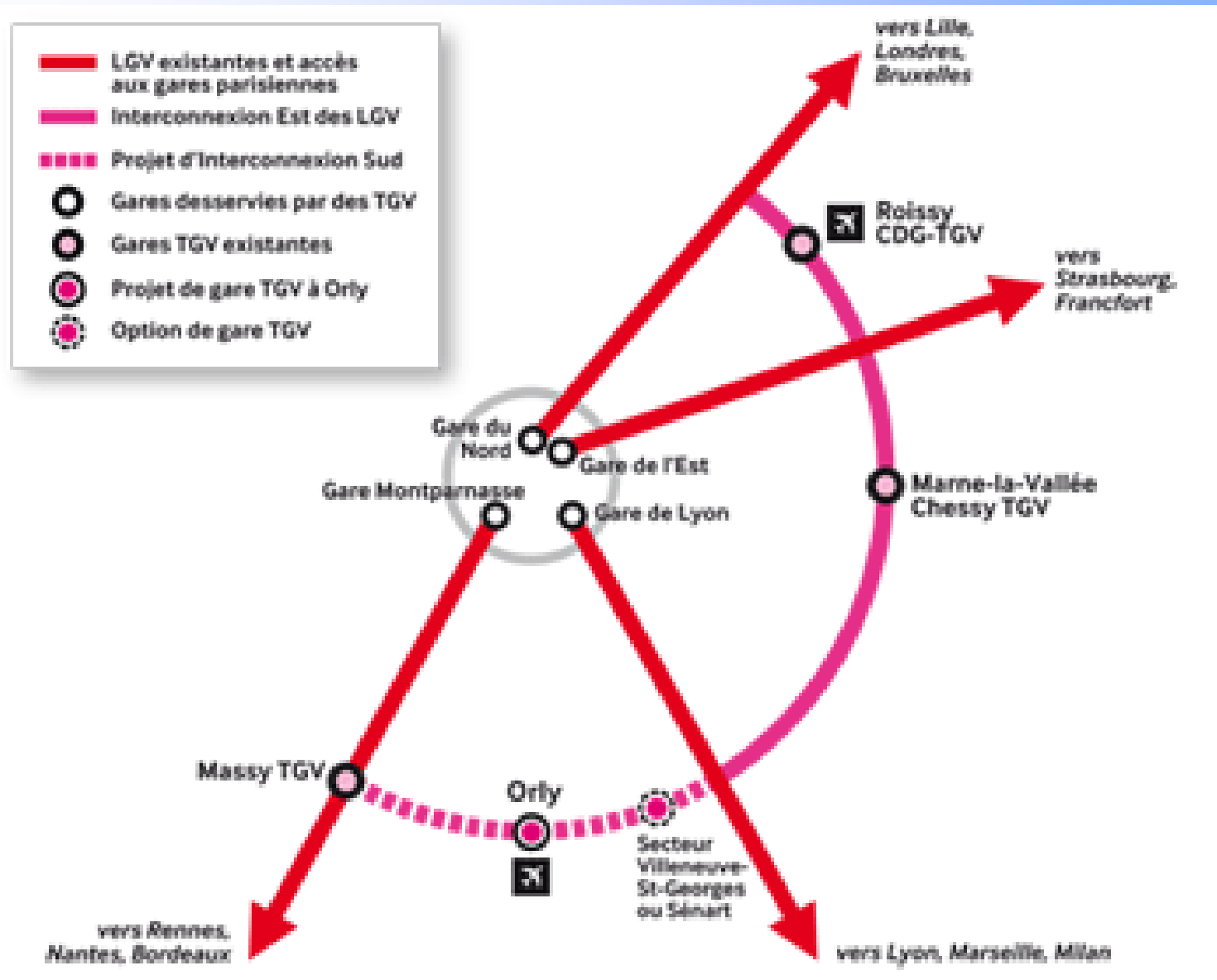
Paris CDG/ORY

- **CDG Airport** – code share between CDG and Brussels Midi
- Tgv'air product (around a dozen airlines code share between CDG and around a dozen French stations)
- **Orly Airport** – plane + bus + train
- Plans for new station giving plane + train

These are for travel between Paris airport and domestic French destinations



Paris Orly plans



Shanghai Hongqiao station



Note detector
arch



Shanghai Hongqiao

- ☞ This is the domestic airport
- ☞ The international airport lacks high speed rail
- ☞ New (8/2011) air-rail code-share
- ☞ Hangzhou, Ningbo, Suzhou and Wuxi (and more to come)



Switzerland – products

- ☞ “Fly-rail baggage” to/from 120 stations
- ☞ “Flugzug” Zürich Airport - Basle
- ☞ Code-share with Finnair between Zurich Airport and Basle, Berne, Lausanne and Lucerne



Madrid

- **Bus-air** code share from May 2012
 - 5 cities \approx 3 hours from Madrid
 - IATA codes for cities and Alsa
 - Use regular long-distance coaches
 - **Air-bus-rail** code share with Air Europa (2011)
 - 10 cities: rail to Atocha then bus shuttle
- Some duplication (destinations and codes)!



Montreal

- ☞ Imaginative plans
- ☞ Air-bus-rail
- ☞ What's happening?
- ☞ Airport Express cooperation?



Why so few long-distance links?

- Rivalry (Lyon)
- Geography (need station at airport)
- Lack of vision
- Money
- Insurance
- Whose passengers are they?
- Clockface misconnecting with hub & spoke (Stuttgart – Frankfurt)



Newark - downsides

- No Acela Express service (too many stops and it's not Express!)
- No through checked baggage
- Seat reservation issues
- Ticketing and barrier complications
- Platforms 0, 1, 4 and 5!



Benefits 1

☞ Railways

- new passengers
- relatively affluent, so attractive to advertisers

☞ Airports

- environmental credentials
- capacity



Benefits 2

☞ Passengers

- less stress
- no congestion
- no parking worries - or costs
- reliable
- punctual

☞ The environment and neighbours

- green corridor
- lower pollution
- less noise
- less severance



Benefits 3

☞ Airlines

- Travel chain partner
- reliable access
- better employee transport
- less stress
- less baggage
- potential for integrated ticketing
- potential for in-town check-in



The airport in the city

In town check-in, Kowloon station



In-town check-in options

- ☞ Full in-town check-in
 - Financial model difficult
 - Train capacity issues
 - Bags need to be kept sterile
 - Especially difficult for travel to the US
- ☞ Self service kiosks
- ☞ Bag drop at airport station



Other useful resources

- ☞ TCRP report 62 – Improving public transportation access to large airports (2000)
- ☞ TCRP report 83 – Strategies for improving public transportation access to large airports (2002)
- ☞ ACRP report 4 – Ground access to major airports by public transportation (2008)

Major author was Matthew Coogan, a member of IARO's governing Board



International Air Rail Organisation (IARO)

- Spread world class best practice
- Disseminate good practical ideas – for new and existing links
- Provide information
- Research solutions in common problem areas

Overall objective - to
improve everyone's bottom line

