Content

- Part 1 Introduction
- Part 2 Business cases
- Part 3 A European platform for networking
Introduction

- Out of 2.500 airports in Europe, 543 are used for passenger transport.
- 2% of European airports (11) are connected to long distance trains.

<table>
<thead>
<tr>
<th>Car</th>
<th>Taxi</th>
<th>Bus</th>
<th>Local/ regional rail</th>
<th>Long distance rail</th>
</tr>
</thead>
<tbody>
<tr>
<td>100%</td>
<td>97%</td>
<td>70%</td>
<td>10%</td>
<td>2%</td>
</tr>
<tr>
<td>543</td>
<td>525</td>
<td>379</td>
<td>56</td>
<td>11</td>
</tr>
</tbody>
</table>

- Plans exist for another 7 airports to be connected.

Adrian de Graaff - AD Cuenta - Airport-rail interconnectivity

17-18 October 2013
Introduction

- Airport websites do not serve inter-modal transport
- At best there is a reference to websites of other transport modes for co-modal transport planning by the passenger him/herself
- In future the customer oriented approach will become the most important issue in travel
- This calls for much improved customer service
Single ticket and luggage

- A few airlines offer a single or combined air/high speed rail ticket

- Luggage drop off at train stations in Germany and Switzerland as well as in downtown Vienna
Future passenger service

- Intermodal transport should be assisted by customer oriented decision tools
  - Unbiased choice of travel options
  - Pre-trip planning for door to door travel
  - Access to information via social media
  - Single ticket and payment for the whole journey
  - Customer focused care and way finding
  - Easy luggage handling and uniform safety/security standards
  - En route advisory to rebook, ensure predictable travel
Future intermodal services will depend on the availability of appropriate IT-tools.

MODAIR will develop a RTD roadmap for IT-technologies to assist passengers and operators to enable multimodal travel.

These IT-tools will also enable the passenger to receive real-time information via social media.
Closer cooperation

- A fully customer oriented approach calls for close cooperation of all travel modes.
- It involves joint planning, booking, ticketing, charging, information exchange, accountability etc.
- Cooperation within the modes needs to be expanded to a multi-modal cooperation.
- Social media will help to assist the passengers and operators.
Intermodal business models

- High speed rail connections are few
- High speed rail may substitute some air traffic over distance shorter than 600 KM
- Expansion of the HSR network will have a marginal effect on air travel
- Rather than focus on substitution, look for mutual benefits
  - Free slots at airports and in the sky
  - Enlarge the catchment area for airports
SWOT analysis needed

- **Strong**
  - Customer needs (travel time and ease)
  - Catchment area
  - Free airport slots
  - Free ATM slots
  - Noise at airport
  - Substitute loss making feeder flights
  - More rail pax

- **Weak**
  - Cost of (IT and ground) infrastructure
  - Rail passenger numbers are marginal
  - Reliability of railways
  - Loss of control on feeder routes
  - Less car park revenue at airports
  - Low load factor in rail = high cost
A new European platform

- MODAIR proposes to initiate a new European platform involving all stakeholders
- Focus on the intermodal travel vision, business opportunities, single ticket and luggage handling
- Definition of mechanisms and communication tools, accountability arrangements
- Learn from experience on intra modal cooperation: UIC is advisor
- Modair Workshop 17 September Madrid
...Thank you
for your kind attention