



# Intermodality in Airport Regions



# A territorial perspective on intermodality

## **Why** should an airport region have perspective on **intermodality**?

The discussion and conclusions in this paper are based on the work of ARC over the last decade. Several studies made by the ARC and ARC members indicate the benefit of a strategic approach to intermodality in airport regions surface access policies<sup>1</sup>.

Surface access and intermodality have become major issues in many airport regions with the increased volume of passengers and freight at airports. Investments in infrastructure for surface access to airports are most often a local and regional political issue related to public investments, land use planning, environmental concern etc.

Specific for surface access in airport regions are the many interests related to the aviation sector, including national and international regulations, industrial and economic policies, environmental concern, impact on land use etc. There are interests expressed by the airport authorities, aviation industry, passengers, the freight industry, local transport operators, local, regional and national governments and other interests related to the complexity of this industry.

All the different interests have to be balanced with the interests from local residents and communities to find a proper balance between the benefits of the airport to the wider community and the local conditions.



*Anne Devitt, President ARC*

That is why an airport regions' perspective represented by the cities and regions is so important.

We are in times of climate change and intense discussions about future transport policies on local and regional level as well as on a European level. Therefore, we believe this is the right time to conclude and set out some of the general findings that the ARC members share.

An airport is by nature an intermodal key point. ARC therefore welcomes that current European transport policy discussions highlight an intermodal approach and interoperability between modes of transport as the way forward.

We hope this paper will serve as a platform for local and regional transport policy making as well as an inspiration to others involved in transport matters surface access policies in Europe. ■

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<sup>1</sup> The conclusions in this paper are based on ARC studies 1999-2008: Promoting Public Transport at Airports; Airport Dynamics, towards airport systems; The role of airport regions in Europe; Airport Accessibility – a territorial approach; Analysis of flow of goods in Oslo Airport Region; Climate Change and Surface Access; The role of airport regions in Europe.

## The members of ARC share the following recommendations on **the importance of developing intermodality** in airport regions in Europe

- Investment in intermodal solutions is one of the most important elements in developing local and regional economies in Europe to release their potential to economic growth.
- Intermodal solutions at airports make cities and regions in a wider airport catchment area attractive for foreign investments. With easy access from other parts of the world European competitiveness increase. Airport accessibility is today a critical part for all business partners in the global economy.
- Intermodality can reduce the carbon footprint impact of surface access to airports. About 50 percent of carbon emissions in an airport region are associated with airport surface access.
- Improved intermodality at airports gives a holistic approach to urban mobility and European transport perspective. Train connections to airports are essential both for improved access locally and for reducing green house gases. With rail connections the catchment area of the airports becomes wider and more accessible in a less environmentally harmful way.
- Intermodal solutions make seamless journeys possible for passengers and not only freight. Physical integration of different modes of transport with aviation can only be done at airports. Since aviation is a key element in the future of European transport, investments should be made in physical integration at airports as well as in ICT to provide the technical solutions necessary. Seamless journeys support mobility between European regions and help in keeping up relations with families and relatives living in their region of origin. This is particularly important from a European integration perspective.

# 6 key arguments to support intermodal developments in airport regions

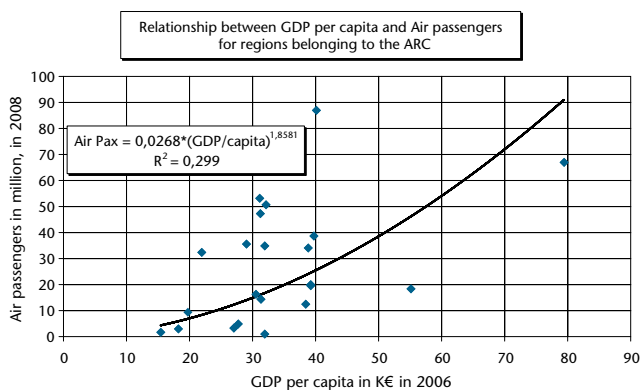
## 1. Airport regions are economic engines in Europe

The economies in Europe become more integrated with one another and regional competitiveness is dependent on a high level of connectivity for both passengers and freight. International connectivity is becoming a central part in economic development strategies for cities and regions and hence for European competitiveness. It is through the airports in many cities that the regional economies develop. It is through the industrial and commercial activities clustering around the major international airports that European competitiveness is built. Multi modal access to airports is vital in a European perspective and a key for European prosperity.

The figure below shows that a 10% increase in GDP/capita would yield an average 18.5% increase in the number of air passengers for ARC Regions.

There is a strong possibility that there exists a true relationship from airport supply, e.g. in terms of the number of departures and the number of destinations served etc, to an enhanced regional economic growth.

It is essential, from an economic development perspective, to be able to travel on a one day return trip to major economic, political and R&D centres. From a traveller and environmental perspective it should be possible to make such journeys with the most suitable mode of transport or a combination of transport systems.



## **2. Airport Regions are international gateways**

Europe is increasingly dependent on a dense network of rapid connections. Fast and reliable connections between the dynamic cities and regions in Europe and other parts of the globe are requisite to promote Europe's ability to compete on the global market and to secure companies potential to grow and provide good job opportunities in Europe. The airport regions should be regarded as key areas in European and national strategies for global competitiveness. Convenient, fast and reliable surface access to airports is then a necessity.

## **3. Airport regions bring Europe together**

With the ongoing integration of European economies mobility is increasing. It is forecast that the demand for additional airport capacity is expected to almost double in Europe by 2030.

For the young generation environmental concern goes hand in hand with the desire to travel for cultural exchange, education and jobs. It is regarded as part of a modern European lifestyle. This will make viable and sustainable connectivity between cities and regions a necessity. It is important to meet this demand for travel in terms of a sustainable and a better integrated Europe through intermodal solutions including all modes of transport. This also calls for a combination of long to medium and short haul journeys to be integrated with urban mobility.

## **4. Integrated transport systems is the solution for Airport regions**

As airports become increasingly important in transport policies, airports should be developed to serve all modes of transport as a key modal point for local and regional mobility, national transport systems and European transport networks.

High Speed Trains (HST) should not only connect city centre to city centre, but also become integrated with airports to allow more choices and combinations. HST connections to the airports widen the airport catchment area. It also provides a way to reduce the need for private cars as the prime surface access mode to airports.

## **5. Air travel meets urban transport in airport regions**

Urban mobility makes up more than 90% of all transport activity in Europe. Airport accessibility is seldom regarded as a part of the urban mobility structure even though European airports together produce on a daily basis approximately the same amount of person kilometres as the greater London area. It is however a key element to providing seamless journeys and must be a part of an integrated pan European transport perspective even if urban mobility does not lie within the competence of the EU.

Linking urban and international mobility is vital for providing solutions to eliminate the last mile paradox (the ability to travel quickly and at low prices across Europe but where the final leg of the trip is often the most physically demanding, time consuming and expensive of the whole journey). With any malfunctioning in the surface access at airports, the added value of an integrated European transport approach is lost.

## **6. A door to door perspective implies seamless journeys between different modes of transport in the future**

All transport policies from local to European level should focus on the passengers and goods rather than different modes of transport. A new focus should address where passengers and goods come from and where they go. This is the best way to bring intermodality and interoperability into focus. The different modes of transport then jointly have to tackle how to best provide the seamless journey from door to door in a sustainable way.

The seamless journey from door to door is not new. In the freight industry the Integrators have already developed logistical solutions using various modes of transport in airport regions providing services from door to door on all continents. They use advanced ICT technologies where goods and commodities are tracked and information about estimated travel time etc is made available. It would be a challenge to adopt it to different passenger categories and passenger transport service providers. Therefore, it should be investigated how the integrated freight service technologies may be further developed and refined to promote integrated and interoperable passenger transport for the various traveller market segments.



AIRPORT REGIONS CONFERENCE

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