



**FROM**  
HUET Pascal

**DATE**  
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**PHONE**  
05.61.93.38.12

**FAX**  
05.62.11.08.71

**E-MAIL**  
pascal.huet@airbus.com

**OUR REFERENCE**  
340.0011/09

Mr Jean-Eric PAQUET  
Unit B1  
Trans-European Transport Network  
Agency

**COPY**  
Mr Dirk BECKERS – Executive Director  
Mr Christopher NORTH – Unit T3

Dear Sir,

As announced in our initial and brief response to the Internet consultation on the TEN-T policy review Green Paper, Airbus wishes to contribute to the European Commission's analysis by providing a more comprehensive paper.

Recognizing the importance of the TEN-T policy in steering European transport infrastructure development and addressing its inefficiencies adequately, AIRBUS believes it is essential to use this opportunity to better define air transport in a sustainable and fully integrated transport network within and between Europe and across the world.

A better integrated Trans-European Transport Network must recognize Air transport as a vital contributor to the economic and social development of Europe by supporting and funding:

- A continuous improvement of the environmental footprint of all transport means and respective combinations through a true life-cycle approach, including an official study concerning aviation environmental efficiency.
- A Single European Sky within an optimized, worldwide integrated Air Traffic Management system, including the operational implementation of SESAR and its associated air and ground infrastructure.
- A true inter and co-modal approach to provide seamless transport services within the European internal market and beyond, by extension of Collaborative Decision Making process (as used for SESAR) to ground transport means and transcontinental scale at the optimum costs and benefits.

We are at your disposal to come and discuss ways to optimizing TEN-T policy, able to meet the challenge of a fully integrated European transport system.

Yours sincerely,

Pascal HUET  
Director Market Strategy  
Market and Product Strategy

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1, ROND-POINT MAURICE BELLONTE  
31707 BLAGNAC CEDEX, FRANCE  
PHONE +33 (0)5 61 93 33 33



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## **Airbus' complementary response to consultation on TEN-T policy review Green Paper**

### **"Towards a better integrated Trans-European Transport Network at the Service of the Common Transport Policy"**

TEN-T is an important policy instrument to steer European infrastructure development. AIRBUS believes it is essential to use the opportunity to better define air transport in the framework of the TEN-T policy and environmental considerations / inter-modality concerns.

Political action is required to address infrastructure and capacity inefficiencies adequately (access to major cities, their port and airport gateways, taking into account an overall environmental life cycle approach)

Following our initial response to the consultation, Airbus wishes to highlight the importance of Air Transport in a sustainable and fully integrated transport network within Europe and between Europe and the world overall.

A better integrated Trans-European Transport Network should fully recognize Air transport as a vital contributor to economic and social development of Europe by supporting and funding:

- A continuous improvement of environment footprint of all transport means through a true life-cycle approach, considering land use, product performance and operational integration, including an official study concerning the aviation environment efficiency.
- A Single European Sky within an optimized, worldwide integrated Air Traffic Management system, including the operational implementation of SESAR and its associated air and ground infrastructures.
- A true inter and co-modal approach to provide seamless transport services within European internal market and beyond by extension of Collaborative Decision Making process to ground transport means and transcontinental scale at the optimum costs and benefits

#### **1. Aviation benefits to economy and society**

In Europe, the aviation industry supports around 4.5 million jobs and contributes more than US\$380 bn to GDP.

At a world level, if you take into account the additional industries that depend on air transport, such as tourism, these figures grow to over 33 million jobs and US\$ 1.5 trillion of GDP. As a country, this would rank aviation's position as eighth in the world between Italy and Spain.

With the growing need to connect people and goods within an enlarged Europe with its geographical constraints, air travel is often the only available means of transport. Already 75% of intra European air traffic is performed on distances above 750 kilometers, the point at which fastest ground transportation starts to lose its attractiveness.



Fast and optimized connectivity between airports and ground transport will be key for Europe to retain its rank in world air transport (30% of world traffic) and meet global competitiveness challenges.

## **2. Aviation and Environment**

The aviation industry recognizes its environmental responsibilities and is fully committed to continuously improve its environmental performance.

Air transport is a preferred and most efficient means of transport for long intra-European distances or fast point-to-point connections without intermediate transits and it has marginal impact on bio diversity through minimizing land use.

In comparison to the most similar means of ground transport, on intra-European market air transport occupies only 3,000 kilometers of runway and 4,200 airliners to produce 482,000 million RPK whereas rail transport requires 197,000 kilometers of railway and 140,000 carriages, to produce 352,000 million RPK.

By nature of our products and already for bare competitive reasons aviation drives innovation and R&T (e.g. Clean Sky JTI or SESAR) and as an ISO14001 certified company AIRBUS keeps environmental objectives at industrial as well as product level on top of the agendas.

Today's technology aircraft use about the same amount of energy per revenue passenger kilometer as trains and less than cars but compared to ground transport vehicles their efficiency depends on high energy density with properties quite specific to air transport. The aviation industry strongly supports research and development towards alternative fuels and more specifically bio fuels, which over time could become part of a sustainable aviation solution.

Beyond the aviation specific support towards more efficient and environmental friendly products and ways of operation, it is now necessary to support the development of innovative technologies. Community funding instruments (such as funds allocated through the EU's FP7 for research and technological development, TEN-T, regional development funds etc.) will have to be coordinated to ensure that the needs of potential future innovations are covered and integrated in complementary transport infrastructures policies and be taken into consideration for future TEN-T developments.

## **3. Air Transport Management**

An integrated ATM infrastructure, including aircraft equipment, is a key strategic subject for air transport in Europe in the future, as an optimized, modern air traffic management system will largely contribute to eliminate the current fragmented approach, creating additional capacity and increasing the overall efficiency of the system.

Beyond current phase of future ATM definition, implementation of ground and space infrastructure will require significant investment. The SESAR program, co-funded by TEN-T funds in its definition phase (2004-2008), is an ambitious, capital-intensive EU initiative with a clear significance for integrated trans-European transport networks.

However, the realization and implementation of the required next generation of ATM systems, components and procedures (as defined in the SESAR ATM Master Plan) for Europe now depend on the availability of political support during the current development phase. TEN-T should play a major role in ensuring availability of funding for airports, ground, air and space equipment, including retrofit of aircraft then in operation. (Budget estimated to 30 Billion Euros that could partially be financed by funds issued from ETS)

#### **4. Inter-modality**

The importance of inter-modal integration is clearly outlined in the TEN-T guidelines, emphasizing the integration of rail and air transport (access to airports). However, inter-modal approaches and investments in dedicated, improved infrastructure and inter-modal agreements between operators have not been numerous in Europe until today.

The seamless travel of passengers and freight for Europe is a vision that will require the development of sustainable, innovative and interoperable transport infrastructures, networks and systems. All modes of transport are necessary to achieve this objective.

Seamless connections of intermodal connections, such as air to ground, will have to be based on more effective infrastructure, traffic management systems, coordinated/synchronized processes, as well as shared facilities and information exchanges:

- The Airport Collaborative Decision-Making (CDM) concept in the air transport sector, as part of SESAR, could be considered for application on a wider scope within the TEN-T framework in order to achieve synchronization with complementary means of transport.
- Investments, for example in dedicated rail links to airports would allow decrease in road congestion for airport access, taking into account the relevant benefits and capabilities of the respective transport modes.
- This could also be applied to security standards across modes, such as the one-stop security approach, already largely in place in air transport.

The development of such sustainable and interoperable transport infrastructure, networks and systems (ITS etc.) will require the funding of appropriate feasibility studies and allocation of resources to the development of common standards through cooperation projects amongst the relevant partners across transport modes.

A truly co-modal approach will thus align public expectations/requirements and optimize each transport mode to promote socially desirable, economically and environmentally efficient, safe, secure and seamless transport services within the internal market and beyond.