



European Commission – DGTREN F4
Integrated Ticketing Consultation
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ARC comments on the public consultation document concerning Development of Integrated Ticketing for Air and Rail Transport

Introduction

The Airport Regions Conference (ARC) is an association of regional and local authorities across Europe with international airports situated within or near its territory. We are today more than 30 cities and regions hosting “the big five” airports in Europe along with other major and regional international airports in 19 European Countries.

A common concern in ARC is to balance the economic benefits generated by the airports against their environmental impact, notably the effect on the quality of life of local residents.

The ARC members cooperate at European level to pursue common interests. This means that ARC members discuss and formulate positions and other statements that reflect the views of cities and regions on aviation, regional development and environment. Airport accessibility is one of the key issues for airport regions in Europe.

In the ARC position statement “The role of airport Regions in Europe, 2006” ARC clearly stated our interest in promoting multimodal structures in Europe. This includes not only physical integration of air and rail transport but also technical and administrative systems to make integration a reality. Integrated ticketing is a step in that direction.

Cities and regions with an international airport within or close to its territory have a major challenge in providing surface access and public transport to the airports. Each major airport in Europe caters for somewhere around 20-50 million passengers per year. The regional airports have over the last ten years met an increasing demand for airport accessibility. This expansion is rapidly changing the regional structure of airport accessibility and needs to be addressed in a sustainable way.

The ARC would like to take this opportunity to share our first comments on the document Development of Integrated Ticketing for Air and Rail Transport, issued by the European Commission services Directorate-General “Energy and Transport”.

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ARC comments to the consultation paper:

1. ARC welcomes the initiative from the Commission to analyse the potential in integrated ticketing and what requisites are needed, not only for the service providers but also regarding what other elements are necessary to make the vision of integrated ticketing become a practical alternative for the traveller.
2. ARC is of the opinion that a system of integrated ticketing would be an attractive and customer oriented approach to promote more environmental friendly surface access alternatives. A well integrated system may encourage a substitution of short haul flights into major hubs.
3. How attractive integrated ticketing may sound, it will not be a feasible alternative for travellers if the physical integration of air and rail transport systems are not developed to meet the need of different traveller categories. There must be convenient interchanges in place and administrative and information systems alongside with the ticketing to make it worth while for the customer to use an integrated transport solution.

To realise the vision of integrated ticketing it is necessary for the Commission to clearly state that airports are focal points in a multi modal European transport system for the 21st century. Without a clear vision in this field, accompanied by proper incentives to make the vision become a reality, integrated ticketing may stay at a visionary level and not become an attractive alternative for the travellers.

ARC is convinced that it is necessary to move from a visionary level into a more practical approach. There is a need to incentivise the development of airports into integrated modal transport hubs, whether it is for long or short distance integration or integration with public transport. The Commission may provide those incentives through different investment programmes or TEN-T. Otherwise technical and administrative investments in IT systems etc for integrated ticketing might have a very limited effect.

4. The Commission suggests at this stage to focus on integrated ticketing between air and rail for longer distance (100 km). The long distance approach may only have a limited market potential. In many of the European regions the distance 100 km is considered to be within commuting distances, and to involve not only the air and rail companies. It involves also to a large extent the cities and region providing transport systems in the metropolitan area.

When an integrated ticketing system is introduced to the public transport network system the major advantages will arise. This may in a consumer perspective be an attractive way to reduce private cars within commuting distances. ARC has in 2008

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conducted a pilot study on surface access and climate change. This study indicates that about 50 percent of the CO₂ emissions related to airports in an airport region emanates from surface access to and from the airport.

ARC would like to encourage the Commission to consider a proactive approach to support pilot studies in Europe on integrated ticketing between air- and public transport. The airport is an important element in the metropolitan transport structure and generates high volumes of surface access transport. Most of the air passengers have their origin and end destination within the metropolitan areas where the airports are located. ARC believes that there should be an interest from airlines, airports and public transport providers to conduct a couple of limited pilot studies throughout Europe on how to integrate air and public transport ticketing and information systems.

5. We share the Commission's view on voluntary agreements. However it is important from the very beginning that the territorial authorities are informed of and involved in the developments. The territorial organisations, cities and regions, will be affected by the outcome. The cities and regions are most frequently involved in the provision of surface access and transport systems within a region and have frequently interregional agreements for public transport solutions. An integration of air rail ticketing may affect these agreements. ARC would encourage members regions to take part in the process.

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