

# TEN-T Days 2011

29 November 2011, 14:30-16:00

Keurvels Hall

## **WORKSHOP 3: A network for passengers: High-speed rail and airport connections**

Today only about 20 mayor EU airports are well connected with the national rail network. The others lack multimodal capacity – not only during a crisis caused by an ash cloud. The accessibility is central for an efficient airport also with regards to congestion and reduction of CO2 emissions. About 50% of CO2 emissions in airport regions are resulting from transport to and from the airports.<sup>1</sup>

In certain cases also, train journeys can be faster "door-to-door" than short and medium distance flights especially along high-speed lines: a 400 km journey by high-speed train can be up to an hour faster than covering the same distance by plane. For example on the Paris-Stuttgart connection TGV gained market leadership (57%). According to SNCF, 70% of travellers between Paris and Strasbourg prefer to use the TGV.

In March 2011 the White Paper "Roadmap to a single European Transport Area" was published. The White paper presents a vision for the transport system of 2050 including the goal to connect all core network airports to the rail network by 2050, preferably high-speed. Some innovative mobility patterns like "smart inter-modal ticketing" shall facilitate travelling and transport in the future. In some Member States and neighbouring countries special tickets are introduced to combine rail- and air transport, in others projects are under preparation.

In the proposal of the new Union guidelines for the development of the trans-European transport network of 19 October 2011, it is requested to connect rail and air in the Transeuropean Network (TEN-T). Within their sphere of responsibility, Member States, operators and infrastructure managers shall ensure intermodal connections. With regards to future funding, Member States and other project promoters shall give particular consideration to the optimisation of the existing infrastructure including better connections.

In the field of transport, the Connecting Europe Facility (CEF) - also published on 19 October 2011 - shall support projects of common interest including integration and interconnection of transport modes and enhancing interoperability of transport services namely airport connections.

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<sup>1</sup> In a study of 2008 Airport Regions Conference (ARC) found out that about 50% of the CO2 emissions related to air transport are coming from the transport to and from the site at Gatwick and Arlanda Airport.

In the workshop we want to present first some experiences which airports, infrastructure managers and service providers had with the interfaces between airports and land access via rail. In a next block we want to address what those expect of those which are not well connected yet and to address some challenges. Because, there is no intermodality if passengers are not informed, tickets are difficult to purchase, schedules not coordinated, signposting is poor or if luggage and passengers with reduced mobility are not taken into consideration. To fulfil the goals of the White Paper and the obligations of the new Union guidelines the presentations will focus on the following questions:

1. How do you organise interoperable and multimodal scheduling?
2. How to share multimodal transport information and to make available for the users?
3. How to manage contracting for common services (reservation services, "smart ticketing") and consumer protection?

Finally we want to listen to the answers given to the question if further action by the European Commission is needed and if so, which kind of action.

With regards to his mandate EU-coordinator Péter Balázs recommends linking up all international air terminals with the railway axis along Priority Project 17, "Paris–Strasbourg–Stuttgart–Munich–Vienna–Bratislava". We will have the privilege of Péter Balázs moderating the meeting.

**Moderator:** Péter Balázs, European Coordinator Priority Project 17

**Speakers:**

1. European Parliament, Mathieu Grosch (Member of Transport Committee)
2. Munich Airport, Dr. Michael Kerkloh (CEO)
3. Deutsche Bahn AG, Joachim Fried (Senior Executive Vice President European Affairs)
4. Air France – KLM, Vincent Coste (General manager for Belgium and Luxembourg)
5. Infrabel, Ivan Thielemans (chief engineer)
6. Brainport Eindhoven, Ron Nohlmans (Programme Manager Mobility in the City of Eindhoven)
7. JSC Russian Railways, Mikhail Goncharov (Advisor to the President)

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