AIRDEV conference

“Connecting Airports and Hinterland with High Speed Rail”

Peter Wolters, Secretary General  EIA

Lisbon, April 20
Two air-rail/intermodal initiatives

1. Carex/REX
   Air Freight using High Speed Rail, ongoing market initiative

2. ModAir
   Setting up new mode-overlapping forum air, rail, urban transport. EU funded
Who are we?

EIA is the first EU association open to all transport modes: rail, road, waterborne, air. Its aim is to improve the co-operation of the different modes of transport as the logistics' chain still has lots of shortcomings in infrastructural, technical, organisational and legal respect.

Members: ‘progressive’ personalities from railway undertakings; Port authorities; Combined transport operators; Terminals; Logistic parks; Carriers or forwarders; Suppliers of equipment; Manufacturing industries (shippers)
**Constraints**

- Time: night air slots
- Congestion, rush hours
- Energy: rising price of oil
- Environment: increased demand for sustainable solutions

**Drivers**

- Integrators (express services) need product quality. Alternative:
  - super fast trains on
  - the high speed rail network
  - with air/rail terminals at the airports
  - shifting air/road cargo to rail

Existing TGV Poste, long hauls

Cargo Sprinter, medium long hauls
Road rush hours & Airport night bans = Rail opportunity

**SENSITIVE AREAS**

- **Road**
  - **Highway (right lane)**
  - **Night ban**

- **Air**
  - **Night ban**

- **Rail**
  - **Substitution**
  - **HSF trains**
“We believe that one solution to reduce air traffic demand consists of greater investment in intermodality in light of constant oil/fuel price increases.”

“Using High Speed rail would allow us to replace some short-haul flights to cover distances of 600 to 800 kilometres and thus reduce expected increased airport congestion.

“Our project would notably connect Paris with London, Amsterdam, Frankfurt, Brussels, Cologne and Basel on weekdays. This area could extend as far as Milan and Madrid on weekends.”
Carex + Air Cargo Express

(Euro) Carex stakeholders: SNCF, Eurotunnel, Air France Cargo, FedEx, La Poste, TNT and UPS

Planning to run high-speed trains between Paris airport, Lyon, Liege, Amsterdam, Lille and London

Capacity: 100 tons of express shipments per train/night. Investment: €600 MLN for trains, €300 for terminals.

Air Cargo Express: German approach (DB, DHL) on Leipzig-Frankfurt route and other German destinations

* ALSTOM Pré étude du 16 novembre 2006 pour Elcimaï et SIGMA conseil
Potential High Speed Air_Rail Network
Core High Speed Air_Rail Network

Legend:
- 66% of the European cargo
- 75% of the European cargo
- HSL network

66% of the European cargo
75% of the European cargo
HSL network

Legend:
- 66% of the European cargo
- 75% of the European cargo
- HSL network
Demonstration train Lyon/Paris arrived at London, 21 March 2012

Source: RW Gazette
Brussels, 10 JUIL 2007
TREN/G3/BS/cD(2007) 315962

Mr Klaus Ebeling
Secretary General
European Intermodal Association
60/21 Rue Ravenstein
B-1000 Bruxelles

Subject: Interoperability of air freight and rail / Your letter of 7 June 2007

Dear Mr Ebeling,

Vice-President Barrot has asked me to respond to your letter regarding the interoperability of air and rail freight.

I would like to thank you for raising this issue to our attention and for having taken the initiative to unite industry actors around a purpose which I can but support wholeheartedly, that is to ensure a greater degree of integration between the various modes of transport and in this particular case between air freight and rail freight.

I take note of your recommendation that the issue of rail/air interoperability in freight transport should be addressed in the Logistics Action Plan and have asked my services to reflect on this.

Yours faithfully

Matthias Ruete

c.c.: Mme Jorna (Cabinet Barrot)
ModAir: EU proposal
“Airport-centred co-modality and intermodality”
Seamless passengers travel: air transport needs to be well connected to other transport modes.

Airports play an important role as nodal points. Challenge: intermodal journey crosses many boundaries (national, regional, modal, private-public).
Aim: setting up mode-overlapping forum air, rail, urban transport - contributing to improvement intermodality for passengers in EU airports

Partners: EADS, Aéroports de Paris, Fundación de los Ferrocarriles Españoles, EIA etc.

Board members IATA, UIC, FRAPORT (Frankfurt airport)

After ModAir, launch of EFAPI:

‘EU Forum Airport Passenger Intermodality’
Objectives EFAP

✓ Operational improvements for intermodal links

✓ Alignment of transport schedules

✓ Propose adaptations of EU legislative framework

✓ Definition Strategic Research and Innovation Agenda

✓ Propose topics to the European Commission for FP8 Calls on intermodality.
Strategic considerations...
Thank You!

Peter.wolters@eia-ngo.com

www.eia-ngo.com