



**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

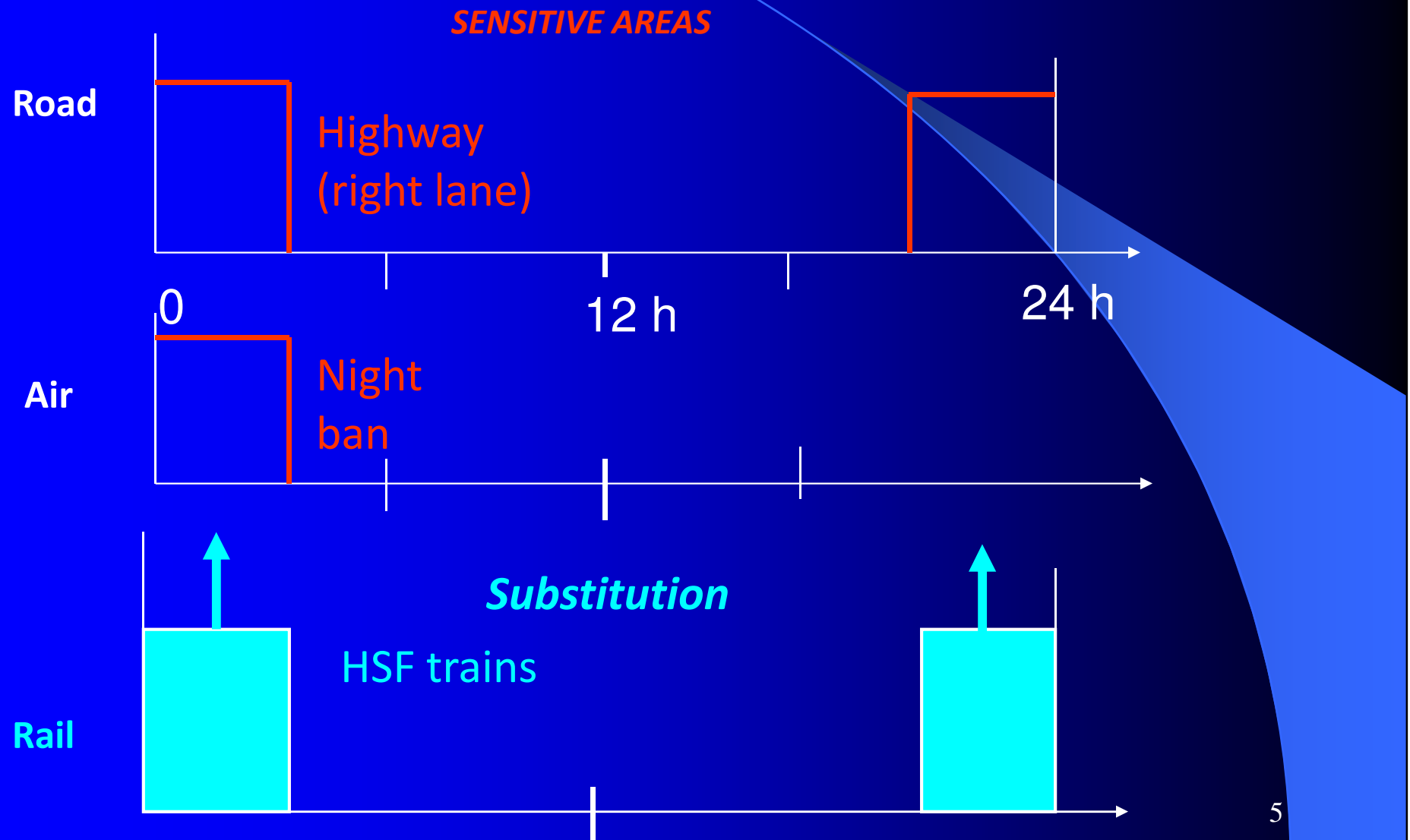


Existing TGV Poste,  
long hauls



Cargo Sprinter,  
medium long hauls

# Road rush hours & Airport night bans = Rail opportunity



# Statement Integrator / potential user



“ 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”.

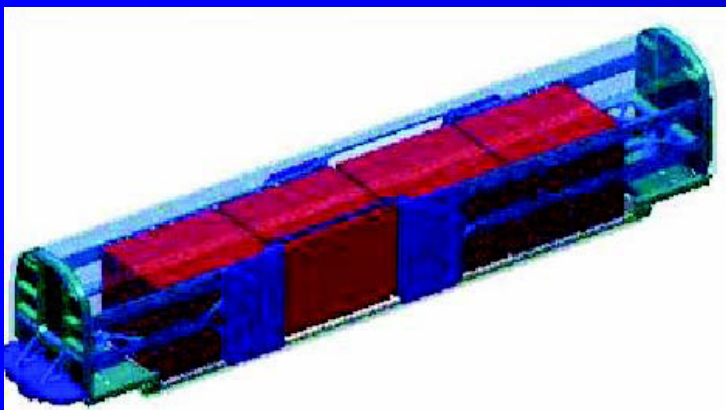
# Carex + Air Cargo Express

(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

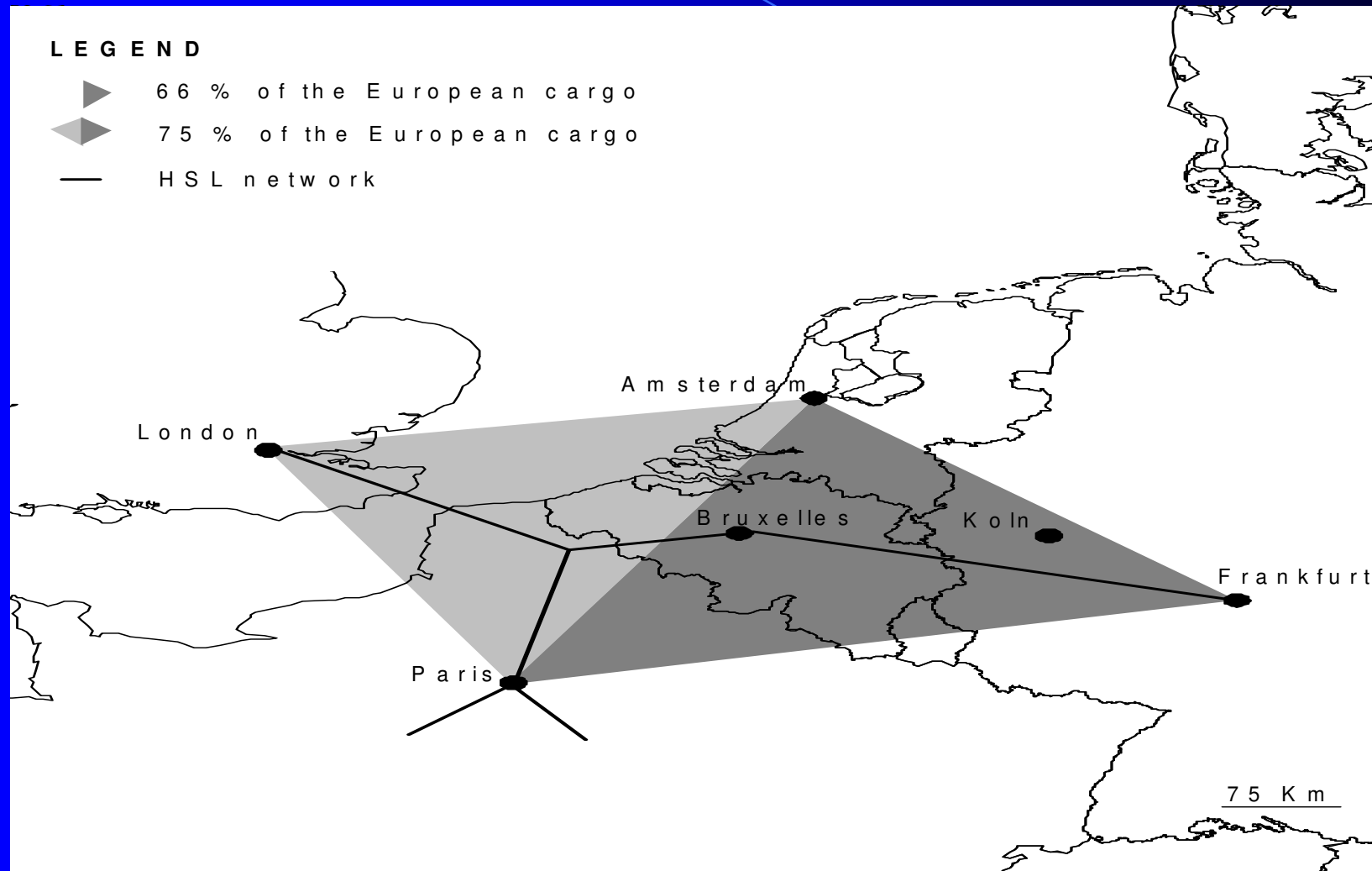


# Potential High Speed Air\_Rail Network





# Core High Speed Air\_Rail Network



# Demonstration train Lyon/Paris arrived at London, 21 March 2012



Source: RW Gazette



EUROPEAN COMMISSION  
DIRECTORATE-GENERAL FOR ENERGY AND TRANSPORT

Director-General

Brussels, 10 JUL. 2007  
TREN/G3/BS/cs/D(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)

## Rail Express (REX) - EIA

### Discussion with EU Commission

### Analysing the interoperability of air/rail intermodality

**Members:** airports AMS, FRA, CDG - Airlines: LH Cargo; DHL, ACI Europe

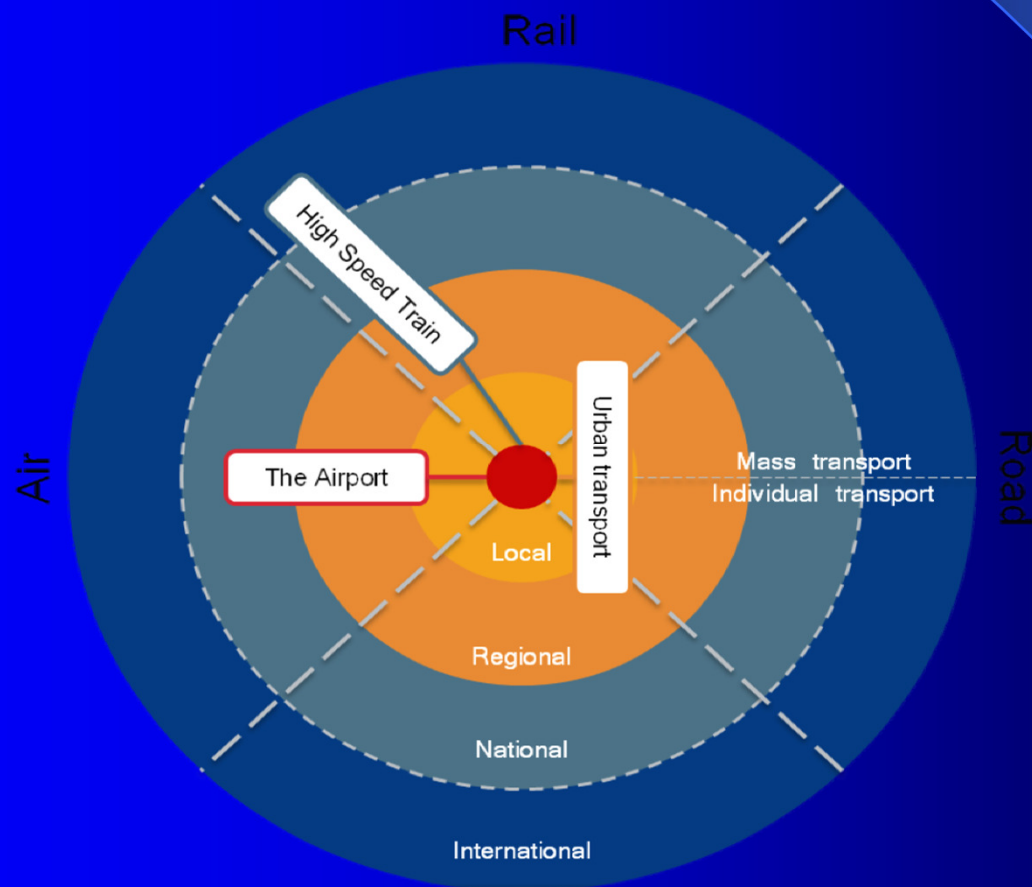
### Support EU Commission Interoperability Air/Rail freight

# 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.

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Strategic considerations...



Thank You!

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