

IARO Yearbook 2011



International Air Rail Organisation

Joining Railways Joining Airports

AIR//RAIL

2011

*The 21st International Conference on Air-Rail Transportation Trends,
Investment and Opportunities*

Venice Marco Polo Airport

Wednesday 26 October and Thursday 27 October 2011



Wednesday 26 October 2011

- 2011 Annual General Meeting of the IARO
- Introduction and Welcome to Venice Marco Polo Airport
- Presentation on Venice's future air-rail links
- Tour of the Airport
- Waterbus journey into Venice
- "Welcome to Venice" Cocktail Reception

***Supporting Association
International Air Rail Organisation***

Thursday 27 October 2011

- Air//Rail 2011 Conference Programme
- Conference Sessions on:
 - Focus on Italy
 - Refurbishing and Upgrading for the Future
 - Case Studies, Developments and Emerging Technologies
 - High Speed Rail Links

***Host Organisation
Venice Marco Polo Airport***

For further information and details of the programme,
visit www.air-rail.co.uk or email: kate@oakhillmedia.com

IARO Yearbook 2011

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The IARO 2011 Yearbook is published by:

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All details correct at time of going to press

Front cover pictures

Top: *The innovative Rhônexpress high-speed tram connecting Lyon St-Exupéry with Lyon City Centre opened in August 2010*

Centre: *The Airport Express in Bangkok has now opened, together with a commuter service along a similar route*

Bottom: *Shanghai Hongqiao Airport now has a high-speed train station and two subway lines*



Welcome to our 13th Yearbook!

In November 1996, Rod Hoare, then Managing Director of Heathrow Express, gave a presentation at the Air/Rail Conference in London on the new service (which was still under construction).

Towards the end of his speech, he suggested the concept of a world-wide organisation to share good ideas and best practice in the air rail industry.

In January 1997, a key group of those in the audience most interested got together to agree how to take the concept forward. The first member joined IARO next month!

Since then, despite blows to the aviation industry like SARS, wars, fuel prices see-sawing, banks collapsing and 9/11, we have established a presence as a niche trade association, as a portal to information and the source of data and good practice on rail links to airports.

Our product includes

- a newsletter, “Air Rail Express”, published electronically six times a year, with news, updates and ideas;
- our web-sites www.iaro.com, www.airportrailwaysoftheworld.com and www.airrailtoday.com with information for you and for passengers;
- our conferences, workshops and regional meetings;
- our research reports;
- advocacy;
- this Yearbook
- our Database.

This – as you will see as you read through it – includes more information about the organisation, its products and what it does. More importantly, it publicises IARO’s members and what they do. The Yearbook is funded by members – usually by their advertising but to a small extent from subscription income too. It goes to members, to key opinion-formers, to people enquiring about membership, and to those we meet at conferences and trade shows we go to.

Read on and enjoy!

But you really need to meet members at our events to find out who we really are – you will find significant expertise and much willingness to share ideas, to discuss concepts, and to say what worked and what didn’t. The first Managing Director of Arlanda Express said that membership had saved him making many expensive mistakes as he built and launched Stockholm’s Airport Express. There are many benefits to membership: I was particularly proud of this one!

Do you need these benefits too?

Andrew Sharp
Director General
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What's Happening in our World

2010 was a successful year for airport railways. About seven new links opened (it depends on the definition!) – three more than in 2009 and one more than in 2008.

- Shanghai's subway system expanded in response to the World Expo held there: it now connects both airports. Pudong previously only had a maglev connection: Hongqiao had only buses but now has two subway lines and a high-speed train station.
- Gautrain opened in Johannesburg, a few weeks early to meet the needs of footballers flying in.
- The innovative high speed tram serving Lyon St-Exupéry opened in August: we were able to see it at our conference there in October.
- The Airport Express in Bangkok finally opened, together with a commuter service along much the same route.
- The Guangzhou subway was extended to Baiyun Airport at the end of October.
- The commuter rail service in Massachusetts was extended to T. F. Green Airport, serving Providence, Rhode Island. Trains are sparse at the moment, but we have put forward ideas for improvements.
- Finally, at the very end of the year, the Airport Express and commuter service connecting Seoul's airports was extended into the city, saving passengers a subway ride between Gimpo Airport and city centre.

Two other airport links were awaited, both to open in the Spring. These were a station serving London's Southend Airport, and the new line of the Delhi Metro serving Indira Ghandi International Airport.

As well as these new links, there were improvements to existing ones. The Keisei Skyliner started using a new faster route between Tokyo and Narita airport; and with the opening of a new terminal at Haneda, two new stations were opened there. The station serving Dubai's Terminal 1 opened (Terminal 3's station opened in 2009). Milan Malpensa now has trains to Centrale station, as well as the (more central) Cadorna. It also has a limited long-distance service of Frecciarossa high speed trains: more are to be added. And the automated people mover inside Washington Dulles Airport opened.



Montreal Trudeau Airport - future station (exterior)



Manchester Airport. A fourth platform and a Metrolink station are being planned.



Lyon St-Exupéry: TGV approaching high speed station



Madrid Barajas Terminal 4 - future regional rail platforms. Escalators have been delivered ut not yet installed. (Photo: November 2010)



Shanghai Hongqiao Airport main-line station

Two plans for improving rail access to Heathrow surfaced – one for a new high speed line (unlikely, sadly) and one for a Virgin Trains service between Manchester and Hayes station. The connection between London and Terminal 4 improved considerably, thanks to some innovative thinking by all concerned.

Plans were announced for an extension of Manchester's Metrolink to the airport, an upgrade of the interchange at Burbank airport, a new high speed line between Tampa and Orlando airport, and rail connections to Los Angeles and Oakland airports.

Arlanda Express, Airport Express Hong Kong and Vienna's City Airport Train all started refurbishing their trains: Aeroexpress Moscow introduced Business Class – first to the Sheremetyevo line then to both of the others. Demand generally on the Sheremetyevo service is so high that in-town check-in is having to be dropped: space in the trains is needed for people!

The high speed train service between Barcelona and Madrid finally managed to capture more than 50% of the air + rail traffic on the route.

The new light rail service to SeaTac airport is carrying more air passengers than was expected – and in a recent winter storm was actually the only way of accessing the airport apart from skis!

And another year, another Yearbook – which, like last year, will be continuously updated on main our web-site.



The Airport Express in Bangkok is now open



The Gautrain in Johannesburg opened in June 2010

Our Evolving World

*Andrew Sharp, Director General of the IARO, reflects
on the possible evolution of the Organisation*

“Change? Change! Aren’t things bad enough already?” is a quotation attributed to a 19th century British politician. Today we are more likely to accept that change is constant.

IARO has changed – I think for the better, and in a way which suits you. Twelve of our original members are still with us, and 40% of our members have been members for ten years or more (thanks, guys!).

Two interesting things are happening to make us evolve more than we have done in the recent past.

First, I’m getting older – well, aren’t we all? I’m approaching an age when I probably ought to retire; and I’m conscious that I’ve been running the organisation since 1997 so I may be getting a bit stale. Also I have no presence on Facebook, and do not Tweet! I have given the Board plenty of notice that they ought to be considering recruitment of a successor, and this is happening.

Second, we no longer enjoy a monopoly. airrail NEWS has come onto the scene, doing some of the things we do and making good use of social media and up-to-date communications. They collect news items – in the form of press releases – and tell their large mailing list about them very quickly. We collect news, analyse it and combine it with what we already know, and then give our members the digested information rather more slowly. They also organise conferences: there is a limited market, a limited time-frame in which conferences are feasible (not July, August, December, January ...) - and also a limited budget of time and money for delegates to attend these.

The Board of IARO has considered this thoroughly, and discussions have also taken place with airrail NEWS. Both organisations wish to work more closely together: IARO (and probably airrail NEWS) wish to retain their distinct characteristics as separate organisations with different roles. And this will move forward.

But the Board and I are aware that we don’t know enough about what members really want: to that end we are planning some research to find out in detail what you value and what you don’t.

Then we can decide what to look for in a new Director General, and what remit to give to him or her.

The outcome of these two moves will, I hope, be an organisation which is still accurate, reliable and a source of expertise and knowledge; and one which is even more responsive to member needs.

www.airportrailwaysoftheworld.com

IARO, with research and input assistance from IATA and W. B. James Ltd., has created the website www.airportrailwaysoftheworld.com. The objective is to tell travellers about the rail options available to them at different airports around the world.

The site, in English, French, German, Italian and Spanish, can be searched by airport, city, 3-letter IATA code, country or keyword. Search results show, for each airport where there is a rail link, what type of link there is (high speed dedicated, high speed network, regional, suburban/metro, light rapid transit or bus/rail). Also listed are the web-site, phone number and email addresses of the airport authority and railway operator (where available).

We are enhancing it to add a two-section downloadable page for each airport. The first part shows how to get from the airport to the city, the second how to get back. This includes information like how to find the trains (what the signage is like, how baggage-friendly the route is, how long it takes), how to buy a ticket, how to open the train doors, whether trains are non stop and how you know when you are at your destination. All basic stuff, all information the locals know but the visitor doesn't – and is therefore wary about. A few of these pages have been created: more are coming.

These information sheets take a lot of preparation, especially for the larger or more complex airports (and offers of help would be appreciated!). Because this takes so much time, we will experiment with a more basic information sheet giving just some information about the options and where to find more information.

We hope that this site – both now and in the future - will encourage more people to use rail as an airport access mode.

IARO Database

The IARO database, a set of continuously updated files, is unique as a source of information about airport railways. A comprehensive guide to it was in final draft form as this was being written.

The main component is a file with each of the 500+ airports around the world which have or are planning a rail link: this contains extracts from the technical press, notes of papers presented at conferences, notes of visits and other pieces of information in chronological order.

Other files have statistical information.

One has basic comparative data like the fare, the distance, the frequency, the journey time, the size of the airport, the type of railway and the date it was opened.

Another has mode share information – what percentage of passengers and employees access the airport by each mode.

There is also some time-series information about fares on different modes of access.

The Director General's collection of photos of airport railways is also available. Members are welcome to ask for whatever information they want.

These can now be downloaded by IARO members from our web-site.

IARO members – classified list

Airlines

Continental Airlines, USA
Delta Air Lines, USA

Airports

Aeroportos de Portugal SA
Aéroports de Lyon SA, France
Aéroports de Montréal, Canada
Aéroports de Paris, France
BAA Airports, UK
Fraport, Germany
Gatwick Airport Ltd., UK
Hamburg Airport
Malaysia Airports, Malaysia
Manchester Airport, UK
Schiphol Group, The Netherlands
Stockholm Arlanda Airport, Sweden
Vancouver International Airport
Zurich Airport, Switzerland

Architects

One Works, Italy

Airport bus operators

Skybus, Melbourne, Australia

Conference organisers

Oakhill Media, UK

Consultants

Matthew A Coogan, USA
North Star Consulting, UK
Paul Le Blond Consulting Ltd., UK
Prophet Consulting, UK

Engineering and construction firms

CH2M Hill, USA
SNC-Lavalin, Canada

Equipment manufacturers and suppliers

ULTra PRT Ltd., UK

Governmental bodies

Arlandabanan Infrastructure, Sweden
Transport Canada

Industry Groups

Air Transport Action Group (ATAG), Switzerland

International consultancies

HNTB
HOK
Lea + Elliott
Transsystems Corporation

IT solutions providers to the travel industry

Amadeus Rail Business Unit, Spain
RE:Systems
Travelport

Marketing

AccesRail Inc, UK
International Student Identity Card Association,
The Netherlands

Railways

Aeroexpress Moscow, Russia
Arlanda Express, Sweden
Chicago Transit Authority, USA
Express Rail Link Sdn Bhd, Malaysia
Flytoget, Norway
Gatwick Express, UK
Heathrow Express, UK
Korail, Korea
Latvian Railways, Latvia
MTR Corporation Limited, Hong Kong
NS Hi Speed, The Netherlands
RhônExpress, France
Thalys International, France
Transport for London, UK
Utah Transit Authority, USA

Universities

Cranfield University, UK
Université de Savoie, France
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University of Žilina, Slovakia

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Become an airline with 9B - AccesRail! AccesRail is an alliance of railway companies, choosing to distribute their products through GDSs primary screens. From the GDS (CRS) perspective, 9B - AccesRail interface easily with railways. 9B - AccesRail is the only shared cost solution available for railways interested in distributing on the GDSs in airline fashion.

9B - AccesRail is ideal for railway companies who wish to expand their domestic and international penetration to the travel agency market. It is a state-of-the-art, universally recognized, method of reservation and ticketing that travel agents use daily. Our experience shows that travel agencies worldwide prefer our method of selling rail. By using airline GDSs, 9B - AccesRail simplifies travel agencies' work, increases their productivity, and maximises their potential to sell rail tickets.

When using the 9B - AccesRail solution and distributing on the different GDSs, you will fully benefit from the AirRail intermodality potential.

One of the biggest challenges in today's fast-growing global market is distributing and marketing rail products internationally. 9B - AccesRail parent company ACP Marketing offers a turnkey international marketing and sales organisation, which regroups a team of professionals in the rail and travel industry.

For a fixed commission on sales, we offer worldwide sales representation, marketing, planning and an advertising/promotion programme for your products. Our approach covers all distribution channels, be it GDS (through 9B - AccesRail), call centre, wholesalers or Internet. ACP Marketing distributes and markets worldwide in all distribution channels.

AEROEXPRESS

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Aeroexpress LLC was established in 2005 with participation of OJSC Russian Railways and private investors. The company has a license from the Russian Ministry of Transportation and specializes in air-rail links between Moscow city center and major airports.

At present Aeroexpress trains serve routes between Moscow's three central railway stations and the city airports: Belorussky Railway Station – Sheremetyevo Airport, Paveletsky Railway Station – Domodedovo Airport, and Kievsky Railway Station – Vnukovo Airport with an interval of 30 minutes between trains (60 minutes for Kievsky Railway Station – Vnukovo Airport).

Aeroexpress routes are integrated into the Moscow metro transit system.

Mutual tariffs and a unified travel document have been introduced to develop intermodal technologies for servicing Aeroexpress and Moscow metro passengers.

The total passenger traffic on Aeroexpress trains increased by 33% in 2010 year-on-year to 10.1 million passengers.

Aeroexpress has 23 trains, including ED4MKM-AERO trains which were specially designed and produced for air-rail transportation by CJSC Transmashholding. The Aeroexpress trains are equipped with comfortable airplane-type seats, spacious luggage compartments, air conditioning, video monitors, toilets, and seating for the handicapped. Passengers can choose between standard and business class service.

In 2011 the company plans to equip all trains with Wi-Fi Internet access and to implement mobile service for buying tickets using contactless smart-card technology – Near Field Communication.

Aeroexpress's 15 air-rail terminal in Sheremetyevo Airport is a multi-functional retail-service complex which unites train platforms, waiting halls, parking lots, a retail center, an office center, a congress center, and "V Express" Capsule hotel.

Complete safety of our passengers is the main priority of Aeroexpress. With this aim the company started implementing a Uniform dispatching and situational center in 2010 using NICE Situational Management System.

Since 2009 Bureau Veritas Certification has annually certified the compliance of Aeroexpress Quality Management System with ISO 9001:2008 requirements.

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In 2010, Lyon-Saint Exupéry Airport handled nearly 8 million passengers (7,979,228 passengers), an increase of 34 %. Lyon-Saint Exupéry Airport is the second-largest regional airport in France, after Nice. Twelve million people live within 90 minutes of the airport. The market share for international traffic is 62%.

Twenty two high-speed trains stop at Lyon-Saint Exupéry's TGV railway station each day, with daily connections to 16 cities: in addition to Paris (11 daily return trips), the station serves eight towns in the Rhône-Alps region, four in Provence, and three in Italy.

The Airport is served by an extremely sophisticated network of road links and high-speed trains, ensuring it plays a major role in the heart of the Rhône-Alpes region and Europe, and continues to provide a driving force in the regional economy.

Lyon-Saint Exupéry is a genuine multimodal centre and it pays great attention to transport, to ensure ever increasing accessibility of its site through public transport services with the airport shuttle network and a continuous strengthening of TGV services.

A tertiary centre, called Hub Business, offers all the services that its business customers could require: a 4 star (NH-brand) hotel, with 250 rooms, a 2000 sq metre business centre, and three parallel 9250 sq metre office buildings.

Rhônexpress, the express tram, has operated since 9 August 2010. This new service puts the airport less than 30 minutes from downtown Lyon, running every 15 minutes. One million passengers are expected in 2011.

A new low-cost terminal, T3, is going to be built, to increase airport capacity. The first phase will be operational at the end of 2011. The market share of low cost airlines continues to increase, presently comprising 19 % of the traffic.

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ANA, the Portuguese Airports Company, is responsible for managing the airports of Portugal and in particular Lisbon, Porto and Faro.

It has subsidiaries for ground handling, for the airports of Madiera and for Macau International Airport. Another is working on a new airport for Lisbon.

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Montréal- Pierre Elliott Trudeau International Airport is located 20-km from downtown. Each year, over 12 million passengers travel through this airport using some forty air carriers. There are direct flights from the Montréal-Trudeau Airport to more than 130 regular and seasonal destinations in Canada, the United States and internationally. Thanks to its ideal geographical location, Montréal is an active hub for air traffic.

Aéroports de Montréal is extending its efforts to enhance speed and ease for all users, by planning a new shuttle service called Aérotrain. The shuttle will connect the airport to downtown in just 20 minutes, and in the process reduce traffic, greenhouse gases, and traveller stress during rush hours and bad weather. It's also part of a broader initiative to improve public transport to and from the West Island, as well as an essential link for Montréal's future development.

ADM has completed the structure of the Montréal-Trudeau train station located in the heart of the terminal. An "investment grade" ridership study has been completed in 2010.

Studies performed during the past few years have allowed the identification of the optimal route. Aérotrain will be linked to Central Station located in the heart of downtown Montréal and will consequently require the addition of new rail infrastructures. Detailed capacity analysis is currently being performed.

The Gouvernement of Quebec has announced in its 2010-2011 budget a 200 M\$ contribution to Aérotrain. Initial business case will be finalized by March 31, 2011. In addition to confirming Aérotrain's financing structure, it will define the project's realisation mode.

Aérotrain is expected to start operating in 2016 and it's an initiative that we're proud to say is right on track!

ADM is a not-for-profit corporation responsible for the management, development and operation of Montreal's two airports (Trudeau and Mirabel) under the terms of a 60-year lease concluded with Transport Canada in 1992.

AÉROPORTS DE PARIS

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Aéroports de Paris is Europe's second largest airport group, in terms of passenger traffic. In 2008, the company welcomed 87.1 million passengers at Paris-Orly and Paris-Charles de Gaulle - its two international airports.

Aéroports de Paris is a global service company offering:

- services to passengers
- services for businesses (real estate, advanced telecommunication services, design and management of flow infrastructures)
- airport expertise (modernization and development of capacities, access facilities, security and safety, etc)

The Group enjoys exceptional geographical advantages and a growth potential that is unique in Europe.

It has a targeted strategy aimed at boosting its efficiency, improving service and customer satisfaction and building sustainable dynamic growth with retail or real estate.

Aéroports de Paris has a long experience of operating air/rail facilities, Paris-Charles de Gaulle airport being the first airport linked to the high-speed train network. Its two main airport access projects are presently: "CDGVAL" and "CDG Express".

CDGVAL: linking CDG's terminals

CDGVAL is an automated train linking the airport's three terminals, the RER (local trains) and TGV (high speed train) stations as well as the long-term car parks in eight minutes, compared with the previous 25 minutes. This new, free service has been available since 2007 for the millions of passengers who travel through the Paris-Charles de Gaulle terminals each year and the almost 92,000 employees who work on site.

CDG Express: linking CDG to Paris centre

Aéroports de Paris supports the CDG Express project, a new dedicated railway service between the centre of Paris and Paris-Charles-de-Gaulle Airport, scheduled to open in 2016.

The service offered by CDG Express will give air travellers direct access from the airport to the heart of the city by means of direct trains, every 15 minutes both ways, from 05:00 to midnight, 365 days a year, with a journey time of 20 minutes.

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The Air Transport Action Group is an independent coalition of organisations and companies throughout the air transport industry that have united to support infrastructure improvements in an environmentally responsible manner.

Created in the early 1990s, ATAG is a not-for-profit association based in Geneva, with some 70 members worldwide. ATAG acts as a forum for its members to exchange information on emerging issues, to define common positions and to make expert and constructive contributions to the industry consultation process.

By working proactively, ATAG is able to better position air transport with governments, intergovernmental bodies and interested parties and to advance the debate on the role of this global industry in our society.

ATAG also manages the www.enviro.aero website. This site illustrates what the commercial aviation industry is doing to limit its impact on the environment.

Publications:

The social & economic benefits of air transport, 2007.

AIRPORT EXPRESS

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Airport Express (Hong Kong) is a purpose-built, high-speed railway connecting the Chek Lap Kok International Airport with the major community areas of Hong Kong, with a journey time of 24 minutes from Hong Kong Central. Trains run between 05:50 and 00:48.

With the Airport Express you are never far from town. At a maximum speed of 135 km/h, our train will whisk you to Central, the heart of business and commercial district in the city.

Moreover, there are simple interconnections with other lines of the network along the Airport Express.

Airport Express provides you with better time planning to best fit your business or leisure schedule in the city. In-town Check-in facilities are available from over 50 participating airlines at two in-town stations - Hong Kong Station and Kowloon Station. Passengers can check-in and collect their boarding passes at these stations from 1 day in advance to 90 minutes before their plane's take-off time.

Free scheduled shuttle bus services are provided at Hong Kong Station and Kowloon Station to connect passengers from these stations to major hotels, public transport and taxi interchanges. Most of them run at 24-minute intervals.

Whether you need money exchange service or fancy a sip of freshly brewed coffee before a long flight, you can visit the MTR Shops in our stations that offer a wide range of shopping experiences. Free porter services are available and you will not have to worry about carrying bulky luggage in our stations.



AMADEUS

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Amadeus IT Group is a global leader in the provision of technical services to the travel and tourism industries, including travel providers, sellers and buyers.

Amadeus Rail is the business arm dedicated to serving the needs of over 100 railway companies around the world. From developing operational solutions to providing multi-channel points of sale, Amadeus Rail has developed a unique customer-centric solution, Amadeus Total Rail.

Amadeus Total Rail brings you state-of-the-art technology to excel in passenger operations across your rail network and multiple sales channels to showcase and sell your train services.

Amadeus Total Rail supports every aspect of the trip for the railway company, the travel seller and ultimately the traveller - from searching for fares and booking through to ticketing, revenue management and business intelligence reporting.

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Schiphol Group is the parent company of a number of companies in the Netherlands and abroad that all share one core activity: developing and operating AirportCities.

Amsterdam Airport Schiphol is the largest business unit of Schiphol Group. It operates Schiphol, the prime example of an AirportCity. Schiphol is much more than an efficient transportation hub in a worldwide network of connections.

Schiphol is one of Europe's largest airports. Some 60,000 people are employed, with over 500 airport-based companies. This calls for facilities and an infrastructure that make arriving, staying and departing as efficient and pleasant as possible.

Schiphol has direct and frequent train connections with nearly all major cities in the Netherlands and is served by High Speed Trains to and from, amongst others, Brussels and Paris. A system of free bus lanes provides reliable transport in the airport area.

The Ground Transportation Division of Amsterdam Airport Schiphol has developed a policy to guarantee - now, and in the future - a solid accessibility by all means of transport, for the benefit of both passengers and staff. This is a contribution to develop the AirportCity to a multi modal transport hub.

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The Arlanda Express is the airport express train between Stockholm City and Stockholm- Arlanda Airport. The journey takes less than 20 minutes and trains leave Stockholm City and Arlanda Airport every 15 minutes - and more frequently (5 times an hour) during peak periods from Monday to Friday. Arlanda Express has a maximum speed of 200 km/h. There are escalators and lifts from the arrival halls directly to the platform.

Tickets are sold at manned ticket counters and through numerous ticket vending machines at the airport and Stockholm Central; there is a premium for buying tickets onboard. Tickets can also be purchased at www.arlandaexpress.com.

After a journey of only 20 minutes, you arrive at Stockholm Central. From here you can travel onwards to other parts of the capital by underground train or bus. If you want to go by taxi the Arlanda Express taxi terminal is located right next to the platform.

In June 2010, after two years of work, it was time to launch the first “Train of the Future”. Arlanda Express unveiled the “Train of the Future” a 10.5 million project of a new generation of modern trains. The newly refurbished trains have 20 percent more seats, more legroom where comfort and design go hand in hand. The most modern trains in Sweden with a lot of details that have not been seen before: thin, shell-shaped seats, lighting, integrated TV-screens and an outstanding design. “The New Nordic” theme and modern pure Scandinavian design tradition was created by the design agency Idesign.

Since January 2004, the Macquarie European Infrastructure Fund MEIF has owned 100 % of the company. Macquarie Bank Group is a global market leader in the acquisition, financing and management of infrastructure assets.

ARLANDABANAN INFRASTRUCTURE

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Arlandabanan Infrastructure AB is a state-owned company and owner of the railway connecting Arlanda Airport and the national railway system and client for the railway connection between Stockholm City Centre and Arlanda Airport. In compliance with the project agreement Arlandabanan Infrastructure contracted A-Train AB to build, operate and finance this railway which has been developed as a Build-Transfer-Operate project. Arlandabanan Infrastructure is entrusted with overseeing the state's contractual rights and obligations as well as being responsible for monitoring the construction and operation of the infrastructure and airport express train. The railway was inaugurated in November 1999. The concession period for the traffic is 40 years.

Arlandabanan Infrastructure is involved in further development of air/rail connections at Arlanda Airport.

BAA AIRPORTS

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Introduction

Heathrow Airport, 15 miles from central London, is regarded as the hub of the aviation world. Flying to over 180 destinations in over 90 countries, some 90 airlines have made Heathrow their base. We continue to make massive capital investments at Heathrow including the £2 billion Terminal 2 - the UK's biggest privately funded development – as well as significant renovation of older terminals and a new £250 million baggage tunnel between Terminals 3 and 5. The airport is owned by BAA, who also owns Stansted, Southampton, Glasgow, Edinburgh and Aberdeen airports.

Driving investment in rail

BAA spent £750m building the Heathrow Express link and is making the largest single private sector contribution of £230m to Crossrail. We recognise that direct, fast and easy rail access for our passengers and employees is critical. We are committed to working with DfT, Network Rail and other stakeholders to continue to enhance rail connections to Heathrow.

Rail driving increase in public transport

Heathrow Express and Connect services are increasingly popular with airport passengers and employees. In 2010 Heathrow Express carried 5.4m passengers, which represents 12% growth since 2009. In 2010 Heathrow Connect carried more than 560,000 passengers and over 4000 airport workers.

Employee rail mode share has doubled in the last 6 months as a result of innovative schemes such as the Airport Travelcard which offers significant employee discounts and award-winning marketing under the Heathrow Commuter brand.

Increasingly, non-airport passengers are also using Heathrow as an integrated multi-modal 'hub', transferring conveniently from rail to tube, bus or coach at the airport.

Supporting high-speed rail

Some people are surprised when we say we support high-speed rail but the truth is, a high-speed rail link would allow people from across the UK to easily access the global network offered by Heathrow. We don't see it as rail versus air, but rather as a once-in-a-generation opportunity to create a seamless rail-to-air experience. We welcome the Secretary of State's recent announcement stating that the development of a high speed rail network "must be linked to our principal gateway airport".

CH2M HILL

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CH2M HILL is a firm of 23,000 professionals dedicated to quality program management, planning, design, and construction support of major transportation infrastructure, with divisions dedicated solely to Transit & Rail facilities and Aviation facilities. We have managed airport construction programs worldwide and railroad facilities on three continents. Engineering News Record has named us the #1 program management firm for six years in a row.

We understand air/rail connections, air/rail integration, and air/rail planning needed to get your project underway. It takes a dedicated team of planners, architects, civil engineers, environmental engineers, communication engineers, railroad engineers, and aviation engineers to successfully move these projects quickly to the implementation stage. Our award-winning staff is available across the globe to assist you whenever you need us.

Planning quality air/rail connections takes a keen understanding of passenger movements, vehicle clearances, architectural limitations, civil alignments, and dozens of subspecialties – we provide everything you need to determine feasibility, plan costs, and generate schedules. Our visualization team assists with renderings and simulations to help with stakeholder outreach and developing consensus.

More information is available at our website listed above or contact us directly.

CHICAGO TRANSIT AUTHORITY

Chicago Transit Authority

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CTA serves the City of Chicago and 40 surrounding suburbs

Its subway system is the famous “L” - the elevated railway in downtown Chicago. Chicago is the only city whose subway system serves both airports - both O’Hare (one of the highest in the world in passenger throughput) and Midway.

CITY AIRPORT TRAIN, VIENNA

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With the CAT City Airport Train, Vienna offers a rapid connection between city centre and airport on a par with international standards. In only 16 minutes, the City Airport Train brings you non-stop from the airport to the Vienna city centre and vice versa - without stress and traffic jams and in an environmentally friendly way.

The City Airport Train is available to you 365 days a year from early morning to late at night. Whether you are arriving or departing, the CAT City Airport Train is always easily accessible. From the airport's baggage claim area, it's just a few steps to the CAT station. In Wien-Mitte you will find the CAT at one of the most important public transport hubs. The first train from Wien-Mitte departs at 5.38 am, the last from the airport in the direction of Wien-Mitte at 11.35 pm.

With the City Check-In, CAT brings the airport to the city. Here, passengers can check-in their baggage up to 75 minutes before departure, get their boarding pass and enjoy the rest of their journey to the airport comfortably and stress-free. In the meantime, our staff bring the baggage right into the plane.

The City Air Terminal Betriebsgesellschaft m.b.H. (CAT) was founded at the end of February 2002. It is a joint subsidiary of Flughafen Wien AG and ÖBB with an ownership ratio of 50.1% (Flughafen Wien AG) and 49.9% (ÖBB).

CONTINENTAL AIRLINES

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Continental Airlines is the world's fifth-largest airline and together with Continental Express and Continental Connection, has more than 2,400 daily departures serving 130 domestic and 132 international destinations throughout the Americas, Europe and Asia. With more than 41,000 employees, Continental has hubs serving New York, Houston, Cleveland and Guam, and together with its regional partners carries approximately 63 million passengers per year.

Continental Airlines is a member of the Star Alliance and has formed partnerships with leading transportation companies to provide customers with a global network designed to establish new standards of convenience and customer service excellence in virtually every part of the world. Among these partnerships are two intermodal alliances, one in the U.S. and one in Europe, which makes Continental the only major airline with intermodal codeshares on both sides of the Atlantic.

Intermodal Codeshare

Amtrak Partnership

Continental Airlines and Amtrak have partnered to create the U.S.'s only domestic air/rail codeshare. Customers can transfer easily between Continental Airlines service at Newark Liberty International Airport (EWR) and New Haven, Connecticut; Philadelphia, Pennsylvania; Stamford, Connecticut and Wilmington, Delaware via Amtrak's rail service. The partnership also includes frequent flyer participation and executive lounge access along the northeast rail corridor.

SNCF French Rail Partnership

Continental Airlines and SNCF-French National Railways have partnered at Paris/Charles de Gaulle International Airport (CDG) to provide seamless plane and high-speed TGV train codeshare connections to and from the following cities throughout France: Aix en Provence; Angers; Avignon; Bordeaux; Le Mans; Orleans; Lille; Lyon; Marseille; Nantes; Poitiers; Reims; Rennes; St Pierre de Corps/Tours; Strasbourg and Valence.

COOGAN, MATTHEW A

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Matthew A. Coogan is known worldwide for studies of airport rail access - and, in particular, research into modal shares and in the application of intermodal and multimodal planning techniques.

Mr Coogan is a founding member of the Board of Directors of the IARO, where he serves as the Chairman of the IT Applications Committee. In spring of 2001, he consulted to a coalition of European airport railways on the development of common strategies to deal with weaknesses in the non-resident market.

Mr Coogan has recently served as a consultant to the Transit Cooperative Research Program, where he was the Principal Investigator for the study, "Strategies to Improve Public Transportation Access to Large Airports." For the TCRP, Mr Coogan is consulting in a study for the future of public transit services, entitled "New Paradigms for Local Public Transportation Organizations."

Currently, Mr Coogan is part of a multi-disciplinary team designing a new Air/Rail service between JFK International Airport and Lower Manhattan. He recently concluded an assignment examining the role of passenger information systems at the Newark Liberty International Airport's AirTrain connection. Mr Coogan is currently participating in an innovative study of the applications of advanced techniques in Social Psychology to the selection of mode and residential location.

CRANFIELD UNIVERSITY

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The Department of Air Transport is the main international centre for post-graduate teaching in air transport management and safety in the world. The flexible approach to teaching means that MSc courses and PhD research can be undertaken on a part-time basis as well as full-time. The department is a focus for research in air transport, and also provides consultancy services and career development training to the industry.

Cranfield's full-time MSc courses in Air Transport Management and in Airport Planning and Management cover a wide area of expertise whilst enabling students to specialise in appropriate subject areas. Part-time MSc courses are also available in these disciplines as well as in Safety and Accident Investigation and in Airworthiness.

The courses are directed by an industrial advisory committee comprising senior representatives from leading airports and associated sectors. This group ensures that the course content equips graduates with the skills and knowledge required by leading employers. A wide range of short courses are also available for continuing professional development.

<http://www.cranfield.ac.uk/soe/departments/airtransport/index.jsp>

DELTA AIR LINES

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Delta Air Lines is based in Atlanta, Georgia. After its acquisition of Northwest Airlines in October 2008, it is now the world's largest airline with 75,000 employees.

Delta, its Northwest subsidiary and Delta Connection carriers, offer services to 368 destinations in 66 countries and serve more than 170 million passengers each year.

It is a founding member of the SkyTeam alliance.

EXPRESS RAIL LINK

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Express Rail Link (ERL) operates the high-speed KLIA Ekspres and KLIA Transit train services between KL Sentral and Kuala Lumpur International Airport (KLIA). The KLIA Ekspres service commenced operation on 14 April 2002 and the trains run every 15 minutes during peak hours and every 20 minutes during off peak hours from 5:00 am to 1:00 am daily. The non-stop journey takes only 28 minutes. Cruising at a top speed of 160km/h, KLIA Ekspres is South East Asia's fastest train with a 99.7% on-time service performance. Passengers arrive at the KL City Air Terminal (KL CAT) located inside the KL Sentral Station. KLIA Ekspres tickets can be bought online at www.KLIAekspres.com.

KL Sentral Station is a rail transportation hub which integrates the KLIA Ekspres and KLIA Transit trains with all of the city's transportation lines namely, RapidKL's Light Rail Transit and Monorail, KTM's Komuter train and Inter-City train, including taxis and buses.

At KL CAT, passengers travelling with Malaysia Airlines, Cathay Pacific Airways, Royal Brunei Airlines and Emirates Airline are able to check-in with a minimum of 2 hours prior to the flight departure time (1½ hours without check-in baggage). KLIA Ekspres passengers enjoy free porter service at KL CAT and KLIA. KL CAT also offers a variety of food, retail, banking and travel-related service outlets.

The KLIA Ekspres VIP Service is an executive door-to-door service (train and limousine) which transfers passengers with speed, safety and convenience. Passengers are greeted on arrival at KLIA's Baggage Reclaim Hall; and escorted by porter onboard the KLIA Ekspres. On arrival in KL CAT, passengers will be chauffeured in an executive limousine to their destination. This service is also available for passengers travelling to KLIA.

The KLIA Transit, a commuter service, commenced its operation on 19 June 2002. It stops at three key townships along the Multimedia Super Corridor. With a frequency of trains departing every 30 minutes, KLIA Transit serves daily commuters and airport personnel well. The KLIA Transit is also available to the Low-Cost Carrier Terminal (LCCT) via a dedicated shuttle bus from an intermediate station, to cater to the growing budget airline market.

FLYTOGET AIRPORT EXPRESS TRAIN

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Oslo Airport Express Train (Flytoget) is an Air Rail Link connecting Oslo International Airport to downtown Oslo and the populated suburbs west of Oslo (to Drammen). The service is dedicated to airline passengers and to airport employees. Trains operate between the airport and downtown Oslo every 10 minutes. A maximum speed of 210 km/h gives a travelling time of 19 minutes.

The Airport Express Train provides the most convenient means of transportation to meet the needs of the business traveller, with a strong focus on fast, reliable and punctual service and modern and comfortable cars. Due to the high standards and strong brand in the market compared to ordinary public transport service, it has been possible both to charge a premium fare and to gain a high market share in the airline passenger market. The normal fare for a single trip between city and airport is NOK 170 (€20). The market share is approximately 37 percent with a patronage of 5.4 million passengers a year and a customer satisfaction of 96 percent in 2010.

Flytoget offers real e-ticketing – passengers can pay by swiping their credit card at the entrance to the platforms and then travel with no physical ticket at all.

FRANKFURT AIRPORT

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Fraport AG, one of the world's leading airport groups, manages and develops Frankfurt Airport. The Airport is the world's 9th (7th) largest in terms of passenger (cargo) traffic.

Frankfurt Airport has major significance for two main reasons: it is a major hub - half of all passengers being connecting passengers; and it is an important intermodal travel port, containing:

1. The Regional Train Station beneath Terminal 1 (since 1972), linking the airport to the city of Frankfurt and to the greater Rhine-Main-Region;
2. The Rail AirCargo Station (in operation 1997-1999, when the CargoSprinter train replaced 5,000 trips by truck each year), actually being in preparation for the AirCargo Express, to link the airports of Frankfurt (Lufthansa Cargo hub) and Leipzig (DHL hub) by rail; and
3. The AIRail Terminal with the High Speed Train Station (since 1999), integrating FRA into the German and European high-speed rail network.

Today, intermodality has the status of a strategic objective in Fraport AG's Business Mission.

The AIRail Terminal is located along the new high-speed line between the Ruhr region and Stuttgart. As from 2002 (FRA having more than 170 high speed trains per day), there are direct connections to all parts of Germany and also internationally to Amsterdam, Brussels, Basel, Zürich and Vienna.

Fraport - together with Lufthansa and DB/German Rail being 'AIRail Partners' - is a worldwide leader in integrating 'Seamless Travel' into high-speed trains. (AIRail Service Stuttgart since 2001, Cologne since 2003, Bonn-Siegburg since 2007). The aim is to shift short haul flights to rail by seamlessly integrating transportation modes along the entire travel chain, enabling travellers to conveniently switch from one mode to another.

For transfers between trains and flights, a minimum connecting time (MCT) of 45 minutes is ensured at FRA (incoming and outgoing) – one of the essential prerequisites for successfully shifting flights to rail.

GATWICK AIRPORT

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Gatwick Airport is located 28 miles south of London. It is the 2nd largest airport in the UK with 32 million passengers in 2009. Gatwick is also the world's busiest single runway airport and provides a major international gateway for London.

Rail is fundamental to the airport operation at Gatwick with it accounting for the largest single mode of access for air passengers. Almost a third of air passengers use rail to travel to and from the airport. Gatwick also has the UK's busiest airport rail station in the UK with over 11 million users annually and over 900 train movements a day.

Gatwick Airport was the first in the world to offer a direct air rail connection, when established in 1936. Gatwick Express is also the world's first dedicated airport express service that started in 1984.

Gatwick Airport has direct rail connections to many destinations in South East England including Bedford, Brighton and South Coast, Guildford, Portsmouth, Reading and Southampton. There are also three service types to Central London, with 14 trains per hour.

GATWICK EXPRESS

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Gatwick Express is the fast, non-stop air-rail link between central London and Gatwick Airport, with a journey time of just 30 minutes. Trains depart from platforms 13 & 14 at London's Victoria Station every 15 minutes during the day between 05:00 and 00:01 (last train 00:30), and between 03:30 and 05:00 every 30 minutes. Trains depart Gatwick Airport every 15 minutes during the day between 05:50 and 00:35 (last train 01:35), and between 04:35 and 05:20 every 30 minutes.

At Gatwick the transfer from train to plane could not be simpler, with the rail station being located directly under the South Terminal. Access is easy via the lifts or escalators.

The District and Circle, and Victoria London Underground's District lines serve Victoria Station.

Tickets can be purchased prior to travel from the Gatwick Express ticket office at Victoria Station and the Gatwick Airport Ticket Office in the South Terminal, on-board the train, or online at www.gatwickexpress.com.

Gatwick Express is part of Southern Railway Ltd.

HAMBURG AIRPORT

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Hamburg Airport serves more than 12 million passengers per year, representing 157,500 take-offs and landings. Passengers can choose their destination from a wide-ranging route network: 60 airlines fly from Hamburg, serving more than 125 domestic and international routes. The partially-privatised airport is owned by the Free and Hanseatic City of Hamburg (51 per cent) and HOCHTIEF Airport GmbH/ HOCHTIEF AirPort Capital (49 per cent).

With the S-Bahn (metro rail network) line S1, passengers can travel seamlessly from Hamburg's Hauptbahnhof (central railway station) to the airport and back; the journey takes only 25 minutes one-way, and the service operates every 10 minutes (infoline: +49-(0)40-39184385). In 2009 more than 4.1 million passengers used this mode of public transport. The metro station "Hamburg Airport" is located directly beneath the Airport Plaza and is equipped with a modern information and guidance system. Four generous sized elevators accommodating wheelchairs and luggage trolleys provide direct access to the Plaza and the terminals.

HEATHROW EXPRESS

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heathrowexpress.com

Heathrow Express is the fastest way between central London and Heathrow Airport. Departing every 15 minutes from London Paddington station, the non-stop service speeds you to Terminals 1 & 3 (Heathrow Central) in only 15 minutes, with just a further 6 minutes to Terminal 5. Customers can disembark at Heathrow Central and get a free connecting service to Terminal 4. This compares to around 55-60 minutes by London Underground and 30-45 minutes by taxi.

Onboard, customers experience an airline style service with Express TV which offers news, business and weather information, free onboard Wi-Fi hotspot and ergonomically designed seats with ample baggage space. At London Paddington station, Heathrow Express offers Airport Flight Information Display Screens and Airline Self Service Check-In facilities.

Tickets can be purchased prior to travel from travel agents around the world, Heathrow Express ticket offices at Paddington Station and Heathrow Airport, on-board the train, online and via your mobile phone at heathrowexpress.com.

Since 2007, Heathrow Express has repeatedly secured a double first by topping the poll in the independent UK National Passenger Satisfaction Survey, recently achieving the highest score in the survey's nine year history.

Heathrow Express is one of the only non-franchised mainline railway service operating in the UK, having been paid for by Heathrow Airport owner BAA. Its Siemens Desiro trains are owned, not leased. Its corporate identity, developed by Wolff Olins, is among the most comprehensive branding and design projects ever undertaken in transportation.

HNTB

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HNTB is a multidisciplinary firm known and respected for our work in transportation, bridges, aviation, architecture, urban design and planning, environmental engineering, water and construction services.

We serve our clients with integrity, technical excellence and a commitment to performance – providing quality work, on time, on budget and to the client's satisfaction.

HNTB Corporation delivers comprehensive services to the transportation and municipal markets for bridge, highway, aviation, rail and water infrastructure from 60 offices nationwide.

HOK

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At HOK, we are passionate about transportation. The HOK commitment to design excellence makes us one of the world's leading transportation facility architects.

HOK's current projects establish industry benchmarks for transportation design including the a new rail station at Heathrow Terminal 5; APM stations at Washington/Dulles International Airport, the New Doha International Airport, Phoenix Sky Harbor International Airport, and Houston George Bush International Airport; a new airport terminal at Indianapolis International Airport and master terminal design at Bahrain International Airport and Indira Gandhi International Airport in Delhi.

In a recent client survey, 86% of aviation clients who responded were "extremely satisfied" with the day-to-day service and quality of deliverables. Respondents included key decision makers on the project as well as daily contacts. Eighty percent of the respondents said they would "definitely" use HOK again, with 90% ranking our service among the top quarter of A/E firms worldwide.

INTERNATIONAL STUDENT IDENTITY CARD (ISIC) ASSOCIATION

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The International Student Identity Card (or ISIC) is the only globally recognised proof of full-time student status. It is endorsed as such by UNESCO, the European Council on Culture, the Andean Community of Nations and several universities, student associations, governments and ministries of education around the world.

ISIC offers 40,000 benefits across all areas of student life – at home and when travelling abroad. We are present in 120 territories and have a customer base of 4.5 million cardholders.

By partnering with ISIC, air & rail link operators can benefit from significant new & incremental revenues and unique exposure of their brand right on the core of the global student market.

ISIC is a sector association of the World Youth Student & Educational (WYSE) Travel Confederation, a dynamic, not-for-profit organisation representing the youth, student and educational travel industry.

For more information please visit www.isic.org.

KORAIL

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Korea Airport Railroad operates the line connecting Seoul to its two airports (Incheon Airport, Gimpo Airport). There is a dedicated non-stop Airport Express from Seoul to Incheon International Airport, and a commuter service which makes a number of intermediate stops, including Gimpo Airport. Airport Railroad is faster and more economical than a limousine bus, taxi, or private car to Incheon Airport.

Passengers are able to get a boarding pass after check-in procedure at KARST (Korail Airport Railroad Seoul Station & Terminal).

There are currently three major revitalisation projects for connecting Busan to Incheon Airport with KTX (high-speed rail system, 300km/h) and building additional stations, etc, in the near future.

Comfortable journeys and enjoyable trips start with Korail Airport Railroad in Korea.

LATVIAN RAILWAYS

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Latvian Railways provides passenger and cargo train services throughout the State of Latvia.

It is owned by the State, and one of the largest companies in Latvia. Last year was its 90th anniversary, and the 140th anniversary of the first railways in the country.

Plans are being made to connect Riga International Airport to the city by rail, in co-operation with Riga International Airport.

LEA+ELLIOTT

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Since beginning practice in 1973, Lea+Elliott has played a leading role in the implementation of many urban and airport transit systems for clients worldwide. A key segment of our core business relates to the planning, procurement, design, and implementation oversight of new regional Airport Access projects, as well as the update and refurbishment of existing systems.

Our firm is experienced in rail, bus, and automated people mover systems which are linked directly to an airport as well as the extension of regional systems to an airport from an intermodal facility. The intermodal facilities typically provide connections to high speed or intercity rail, rapid transit, commuter rail and/or bus options, and these complex facilities require a high level of planning and design to ensure ease of passenger transfer.

Airport Access projects are currently underway or have been completed for clients at Washington Dulles, Newark Liberty, New York JFK, Orlando, Miami, Fort Lauderdale/Hollywood, Dallas/Fort Worth, Dallas Love Field, Seattle-Tacoma, Oakland, Phoenix Sky Harbor, Denver, Hong Kong, Dubai, Abu Dhabi, and Dublin Airports.

For more information on Lea+Elliott, please visit our website: www.leaelliott.com

MALAYSIA AIRPORTS

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Contact: Noor Hafiza Ruslan, Manager, Corporate Communications

Malaysia Airports Holdings Berhad (MAHB) was incorporated as a public limited company in November 1999 and achieved a listing on the Main Board of the Kuala Lumpur Stock Exchange, stamping its mark as the first airport operating company to be listed in Asia, and the sixth in the world. Malaysia Airports is the operator and manager of 39 Airports within Malaysia which comprise international, domestic and Short Take-Off and Landing (STOL) ports. It has also exported its strong operating and managing presence in several other foreign Airports such as the Indira Gandhi International Airport and Rajiv Gandhi Hyderabad International Airport in India, the Sabiha Gökçen International Airport in Turkey and the Malé International Airport in the Maldives.

The company's core activities include the management, operation, maintenance and development of airports. The aeronautical revenue of the company is mainly derived from landing fees, aerobridge charges, check-in-counter charges, parking fees and passenger service charges. Non-aeronautical revenue is then derived from commercial activities, including duty free operations, hotel operations, free commercial zone operations, management of parking facilities and the lease of commercial space.

The year 2010 marked a significant milestone in the illustrious history of Malaysia Airports as it marked the beginning of a new chapter in its corporate aspirations. The company unveiled its corporate blueprint, "Runway To Success", towards building a world class airport business, between the years 2010 to 2014. Apart from aiming to double its revenue by 2014, the corporation aims to maintain its excellent service with value by focusing on traffic growth, service excellence and commercial development.

As part of the Next Generation Hub, a concept that will bring together full service airlines and low cost carriers in a convergence of routes, airlines and interconnectivity, Malaysia Airports is now building a new Low Cost Carrier Terminal (LCCT), the KLIA 2. This airport will take advantage of the rapid growth of the low-cost carrier industry in the Asian region. It would be located less than two miles away from the KL International Airport (KLIA). This new terminal will cater to more than 30 million passengers a year, and is scalable to cater to 45 million passengers in the future. Designed to have the most exciting airport shopping and dining experience, in Asia, KLIA 2 will be a low-cost carrier airport like no other.

Moving forward, the challenge for Malaysia Airports will be all about managing expectations. Malaysia Airports has now set its sights on a future business direction that is set to transcend boundaries. It is our plan to bring together demographically diverse sets of travellers to experience a seamless yet excellent journey in all of our airports nationwide.

Malaysia Airports proudly welcomes you to the gateway of a World-Class Airport Business.

MANCHESTER AIRPORT

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Manchester Airport is the major airport for the north of England, and the largest outside South East England and London. 18 million passengers flew from Manchester in 2010.

Manchester's rail link opened in 1993, and the airport rail station was significantly enhanced with the opening in 2003 of the £60 million transport interchange. The Station integrates rail, bus and coach services at the heart of the airport site, and provides air passenger check-in facilities, and high quality multi-modal transport information screens.

A third platform at the Station was opened in December 2008. The additional platform capacity has improved service reliability, and capacity for longer trains operating on key Transpennine Express routes throughout Northern England, and to Glasgow and Edinburgh in Scotland. Network Rail's £530 million Northern Hub proposals include a fourth platform to provide capacity for additional new direct services. The Northern Hub project is planned for implementation between 2014 and 2019.

Three train operators, Transpennine Express, Northern and Arriva Trains Wales, serve Manchester Airport. Up to 9 trains per hour connect Manchester City Centre and major towns and cities in Northern England, and from 2008 to Glasgow and Edinburgh in Scotland. Transpennine Express has invested £250 million on a new fleet of 51 Siemens Desiro trains to cater for growing demand on its routes, and improved performance and passenger facilities.

Work has started on the Manchester Airport Metrolink line. Metrolink is Manchester's successful light rail system. Metrolink will complement the Airport's regional express rail services, providing a high quality frequent service for local users and employees throughout Greater Manchester and will open in 2016.

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Mott MacDonald is a global supplier of a wide range of management, engineering and development consultancy services with a turnover exceeding €1 billion, 14,000 employees and 140 offices globally. We have the vision which shapes some of the most spectacular and innovative aviation projects around the world.

We are one of the world's leading aviation consultancies delivering cutting edge knowledge and expertise to airports, airlines, governments, financiers, development agencies and suppliers. Our services range from strategy, forecasting, air service planning to design, supervision and maintenance, delivering aviation projects around the world.

We are leading major planning and engineering developments at some of the world's major hub airports including Hong Kong, Heathrow and Los Angeles. We are providing extensive services into the aviation project finance market around the globe.

We have prepared studies for the EU on slot management for EU hub airports and for EC/Eurocontrol on air traffic control and single European skies under the SESAR Programme. We have an increasing role in Aviation Projects in both India and China.

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North Star writes the standards for Air-Rail links globally with our 15 guidelines approach, available on our website, which contains the blueprint for success. North Star's experience in air-rail links is an unrivalled 100,000 hours+ experience working on successful air-rail links.

North Star consultants have decades of experience in the planning, development and operation of air-rail links, derived from working in Heathrow, Gatwick and Stansted Express and for air-rail operators including Southern, Eurostar, First Capital Connect and Serco on the Dubai Metro. Working at the interface between air and rail has also proved invaluable to airline customers such as Air Southwest and easyJet. Other blue-chip customers include Hitachi, Balfour Beatty, Vinci, SNC Lavalin and Siemens.

North Star is unique in the approach to combining substantial knowledge and commercial analysis of the elements required for success with a focus on delivering and exceeding customers' expectation through the operating strategy.

The 15 guidelines provide the route map to success at any stage of development of an air-rail link, including:

- Concept, Planning and Strategy
- Branding, Marketing, Sales & Distribution
- Operations, Service Delivery and Customer Service

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High-Speed Alliance (HSA) is the company behind the high-speed train in the Netherlands. A modern, ambitious train operating company with a revolutionary product: a fast, comfortable, reliable and safe form of transport for business passengers, leisure passengers and commuters. The commercial name of the company is NS Hispeed.

In December 2001 High-Speed Alliance was granted the concession to operate the High-Speed Line South. HSA will run high-speed trains to destinations at home and abroad, the well-known Thalys to Paris, and a new train for domestic routes and to Antwerp and Brussels.

Our Mission

NS Hispeed intends to be an excellent and profit-making, market-driven train operating company that provides its customers with a fast, comfortable and modern form of transport using exclusive domestic and cross-border railway connections. Put more simply: we intend to make our high-speed trains the preferred form of transport for people travelling within the Randstad conurbation or to Belgium or Paris. In doing this, we will create a new standard for mobility in the Netherlands.

Our Objectives

We are committed to:

- A quality of service equal to other high-speed trains in Europe
- Outstanding punctuality and reliability and an assured seat for passengers on all connections
- Satisfied and motivated employees, who are proud of our product and our organisation.

HSA is a joint venture of NS and KLM. It is currently still a project organisation, but soon will be an operational railway company with a commercial and an operational branch and around three hundred employees. In order to be able to serve the international destinations directly, HSA has started a joint venture with the Belgian railway company NMBS. This company collaborates with the French railway company SNCF and many other partners.

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Oakhill Media Ltd is the organiser of Air//Rail 2011 in Venice and the publisher of the IARO 2011 Yearbook.

Patrick Hicks launched the series of international Air//Rail conferences in 1993. Since then, these have taken place annually throughout Europe. Recent conferences have been held in Brussels, Frankfurt, Vienna, London Gatwick Airport, Hamburg and Lyon. The International Air Rail Organisation was launched at the 1996 London conference, and since then the Air//Rail events have been organised in close co-operation with the IARO.

Air//Rail conferences are usually hosted by airports and rail organisations, and include technical site visits, enabling delegates to view state-of-the-art air-rail links, systems and infrastructure developments.

If your organisation is interested in hosting a future Air//Rail conference, or if you wish to find out more about participating at one of our events as a delegate, speaker or sponsor, we would be pleased to hear from you.

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One Works is an independent design and consultancy firm that integrates Architecture, Infrastructure and Urban Engineering, combining the strength of method with the power of design. It is based in Italy (Milan, Rome, Venice) and in Dubai UAE with a staff of more than 60 architects, planners and engineers.

With fifteen years practice in Airport Industry, One Works is market leader in Italy in planning and design of transport and aviation related facilities and infrastructures with a particular attention to mobility design in terms of passenger-pedestrian intermodality nodes.

One Works' expertise has been indicated in the development of feasibility studies and design of several air-rail links, including relevant airports such as Venezia, Bergamo, Pisa and Catania. In these years, One Works thoroughly dealt with the issues connected to airport intermodality, addressing different scales of intervention (from high speed links to local public transport), and contributing to coagulate interests of different stakeholders being public, private or agencies.

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Paul Le Blond has experience of airports and railways gained from a long career in BAA and Eurostar.

As a consultant, he is now able to advise on aspects of air and rail intermodality, in particular:

- Access to airports by rail
- High speed rail substitution for air services

Advice can be provided on the full range of issues from strategy formulation to operations. The most important decisions are taken early in the life of a project, deciding on the concept, route and organisation. During planning, construction, implementation, operation and post operation, there is always scope to compare, improve and develop. Paul Le Blond can help organisations appreciate the fundamentals of the market, the business case and the environment in which air/rail services operate by having a unique understanding of both air and rail transport industries, including their philosophies, language, and technical and commercial rules.

Paul Le Blond can work as an independent consultant or as part of a team providing specialist input. He has advised rail operators considering the future of airport rail links, as well as airport operators on master planning and surface access arrangements. In recent years he has been involved in public communications and consultation exercises for airport access developments. He has undertaken particular tasks for IARO, on benchmarking of airport express links and acting as IARO's representative at the CDG Express public debate. He has also chaired conferences and presented papers, including at the annual Air//Rail conferences and in October 2008 at the Heathrow High Speed Rail conference on the International Perspective.

Paul le Blond is a Fellow of the Chartered Institute of Logistics and Transport and a member of CILT Strategic Rail and Aviation Forums, and a member of the Railway Study Association.

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Prophet Consulting Limited is a commercial consultancy specialising in the generation of non-fare and secondary revenue streams for international air-rail links and train operating companies.

We provide a significant wealth of proven experience and success developed across high profile, award winning, international air-rail links and train operating companies and innovative technology providers.

We devise, deploy and manage commercial opportunities to release the extra monetary value of train companies' asset bases and customer demographic profiles. We are experienced in a broad range of secondary revenue-generating areas that range from creating multi-million pound advertising portfolios in stations, tunnels and on trains to leasing retail space and managing concessionaires, to sourcing and adapting technology applications specifically for the benefit of rail customers.

We also have in-house copy-writing, press release and placement expertise that can be utilised to ensure that your commercial successes are well known and the key marketing messages are optimised and clearly understood.

Application of our commercial insight, vision and innovation are how we add value to your business and increase your profitability, coupled with a true partnership and solution-based management style.

Prophet Consulting.....foreseeing additional opportunity for profit.

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Regional Plan Association (RPA) is America's oldest and most distinguished independent urban research and advocacy group. RPA prepares long range plans and policies to guide the growth and development of the New York- New Jersey-Connecticut metropolitan region. RPA also provides leadership on national infrastructure, sustainability, and competitiveness concerns. RPA enjoys broad support from the region's and nation's business, philanthropic, civic, and planning communities.

America's most influential independent regional planning organization since 1922, RPA has a storied history but is more relevant than ever in the 21st Century. RPA's First Plan in 1929 provided the blueprint for the transportation and open space networks that we take for granted today. The Second Plan, completed in 1968, was instrumental in restoring our deteriorated mass transit system, preserving threatened natural resources and revitalizing our urban centers. Released in 1996, RPA's Third Regional Plan, "A Region at Risk," warned that new global trends had fundamentally altered New York's national and global position. The plan called for building a seamless 21st century mass transit system, creating a three-million acre Greensward network of protected natural resource systems, maintaining half the region's employment in urban centers, and assisting minority and immigrant communities to fully participate in the economic mainstream.

RPA's current work is aimed largely at implementing the ideas put forth in the Third Regional Plan, with efforts focused in five project areas: community design, open space, transportation, workforce and the economy, and housing.

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RE:Systems ticketing solution has played a large part in the success of many organisations wishing to sell tickets for travel online.

Together with Heathrow Express, RE:Systems pioneered the launch of mobile ticketing in the rail industry. When booking tickets, customers can opt to receive either a bar-coded e-ticket to their mobile phone, or a self-print version of the ticket. This allows a customer to book for same day travel.

The RE:Systems solution is flexible and can integrate with many other ticketing fulfillment methods, from a simple text containing a reference number, currently deployed for Gatwick Express, to traditional ticket collection from a machine, currently deployed for the Stansted Express.

The adaptable nature of the solution allows a variety of marketing and promotional offers to be associated seamlessly with the ticketing solution, opening up a vast array of CRM activities and encouraging user loyalty.

RE:Systems ticketing solution is used as an add on purchase by airlines to fulfill onward journey from the airport. This sees the ticketing solution integrating with various airlines including Virgin and EasyJet, where the solution is available in six languages.

Corporate travel buyers and agents also benefit from the ticketing solution, where purchases can be discounted and on account to allow easy booking of business travel.

RE:Systems are constantly examining the market to ensure we deliver relevant, cost effective technology driven solutions.

RHONEXPRESS

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Rhônexpress is a joint venture comprising VINCI (28.2%), VEOLIA Transport (28.2%), Caisse des Dépôts et Consignations (36.6%), Vossloh (4.2%) and Cegelec (2.8%).

It has a 30-year concession to build, operate and maintain the express train service between Lyon business centre and St-Exupéry airport. Services will run every 15 minutes and take 25 minutes, with two intermediate stops for air passengers.

The line uses part of Line 3 of the city's tramway, already built with overtaking loops, then a new section on to the airport. Construction work started in 2008 and operation began in August 2010.

SKYBUS

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Melbourne Airport. City. Express

SkyBus links Melbourne Airport to the centre of the city 24 hours a day, seven days a week including public holidays departing from every 10 minutes with over 250 trips a day. With wheelchair access, on-board storage, air conditioning, an average travel time of just 20 minutes and no reservations required, SkyBus is a cost-effective and low carbon way to travel between Melbourne Airport and the city. Purchase your tickets online or at a SkyBus ticket booth before you board the bus.

Hotel Transfer Service

From 0600 to 2230 Monday to Friday and 0730 to 1730 on weekends and public holidays, SkyBus provides a complimentary hotel transfer service from the city base to over 200 hotel properties in and near the city centre.

For more information visit www.skybus.com.au

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SNC-Lavalin (SNC-Lavalin Group Inc., its subsidiaries and affiliates) is Canada's largest engineering and construction company, and is a global leader in the planning, design, ownership and management of infrastructure and in operations and maintenance services. Founded in 1911, SNC-Lavalin is acknowledged for its world class technical expertise, project and construction management and procurement and financial arrangement services – all delivered locally to clients anywhere in the world through its extensive international network of offices, partners and suppliers. As of December 2010, SNC Lavalin had over 22,000 employees, located in 35 countries worldwide and in 43 offices located across Canada, in every province and in two territories.

SNC-Lavalin builds lasting transportation infrastructure for cities and communities across the globe. We offer strategic solutions for the planning, financing, design, construction, operation, testing and commissioning of:

- Mass transit systems and railways
- Highways and bridges
- Airports and facilities
- Port and marine facilities

The SNC-Lavalin Transportation Division recently completed Canada's first Airport Rail Link, called the Canada Line, linking Vancouver International Airport with Downtown Vancouver. Opened in August 2009, the system is already capturing 15% of the airport passenger market. The Canada Line is a Design-Build-Finance-Operate-Maintain project with a 35-year concession period. ProTransBC, a subsidiary of SNC-Lavalin operates and maintains the system. Our first year has been very successful with already 36 million riders on the system and system availability of 99.99%. SNC-Lavalin is an equity partner in this project.

This year we also celebrate our Centennial with 100 years of services in the engineering field.

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Stockholm the Capital of Scandinavia

Stockholm-Arlanda is Stockholm's premier international airport, with some 17 million annual passengers and 175,000 tons of cargo in 2010. It is located some 40 kilometres north of Stockholm, but also some 40 kilometres south of Uppsala, Sweden's fourth city. The airport has become an important and growing hub between Europe and the Baltic states/western Russia and the Arctic routes to the Far East. Equipped with three runways, the airport capacity increased to 90 movements per hour, which will meet the operational demands for the decade to come.

During 2010, an entirely new Cargo site was opened, enabling the airport to provide an extremely good environment for all Cargo operations to and from the active Nordic cargo market. Phase 1, an extension of a 26,000 sq m state-of-the-art Cargo terminal, was operational from mid-2010; and some 128,000 sq m is planned for Phases 2 and 3. The infrastructure plans for this new facility even include intermodal solutions for train connections in and out of the Cargo terminals.

Airport passenger terminals were upgraded in 2008, with new commercial facilities where a new taxfree shop of 1800 sq m has been nominated by DFNI Global Award as the world's best tax-free facility in 2008.

Two underground stations for Arlanda Express and one central underground station for local and Inter City trains are located just beneath the terminals at the Airport. Late 2007, local train services were expanded to connect with the city of Uppsala. During 2011, the aim is to increase the number of local and intercity train connections.

In December 2012 a new local train line will be opened connecting the southern part of Stockholm and Uppsala city via Stockholm Arlanda Airport.

An upgrading of the central Station at Arlanda will take place during 2011 to be able to handle the increasing volumes of trains and passengers.

During 2010 the numbers of bus operators has increased and the airport is preparing to be able to handle even more operators since the bus market in Sweden will be deregulated in 2012.

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Thalys International provides commercial passenger rail transport services on behalf of SNCB, SNCF, DB in partnership with NS to the following destinations: Paris, Brussels, Amsterdam and Cologne.

Thalys is a joint service offered by the Belgian, French, Dutch and German railways.
Thalys International's capital is divided up as follows: 62% held by the SNCF, 28% held by the SNCB and 10% held by the DB.

In 2010, around 425 Thalys-trains every week have been carrying passengers across four European countries: Germany, Belgium, France and The Netherlands. Every day, 25 Thalys-trains run between Paris and Brussels in 1h22!

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London Underground's Piccadilly line carries some 12 million passengers a year to Heathrow, which is a fifth of the total passenger traffic to the airport. The line is over 100 years old, although the link to the airport opened in 1977, with new stations added to serve Terminal 4 in 1986 and Terminal 5 in 2008.

The line's current fleet of 86 trains, built in 1973 and refurbished in the 1990s, are designed to cope equally with commuter, leisure and airport users.

New timetables have increased the reliability and regularity of services to and from Heathrow. As part of the Tube upgrade plan being implemented over the next decade, the line will receive a full upgrade, with new trains, new signalling and a new control centre.

London Underground is part of Transport for London, responsible for overall co-ordination of the capital's transport. The Piccadilly line service to Heathrow in the west of the city is complemented by TfL's Docklands Light Railway which provides a convenient link to London City Airport in the east.

TRANSYSTEMS

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TranSystems Corporation is your source for high quality airport-railway planning and design, with over 1500 professionals dedicated to the success of your project. We have a business unit that is focused exclusively on the Airport Rail market providing:

- Infrastructure and Operational Planning
- Preliminary Design & Engineering
- Environmental Analysis
- Final Design & Specifications
- Construction Administration Services

TranSystems provides a comprehensive approach to transportation planning that incorporates a full range of transportation services including:

- Airport Planning and Design
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- Light Rail Transit
- Bus Rapid Transit
- City and Suburban Bus Systems

With 50 offices, TranSystems is your single source for integrated transit solutions. Let us put our award winning experience to work for you.

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Travelport is a leader in global travel content aggregation.

Travelport GDS combines the strengths and unparalleled reach of two of the world's leading global distribution systems (GDS), Galileo and Worldspan. Our specialised travel technology solutions meet the diverse travel planning and management needs of over 65,000 travel agencies, and the strategic distribution requirements of more than 1,150 travel suppliers worldwide, representing 450 airlines, 85,000 hotel properties, 25 car rental companies, over 400 cruise and tour operators, and 13 major rail networks.

In 2009 Travelport GDS systems started showing participating rail suppliers on the primary GDS display ensuring equal billing alongside air suppliers on competing city pairs (LON/PAR etc). This includes intermediate station stops that may not have an airport making this a unique rail Unique Selling Proposition over Air in the GDS systems.

RailFly services were upgraded to comply with BSP 100% E Ticketing programme in 2008. Travelport is also supporting the EU Commission feasibility study on rail/air ticketing to improve rail distribution. Travelport has also developed a next generation Universal API that is being rolled out to major European rail suppliers to will enable sales via standard and corporate applications.

Travelport owns GTA - Gullivers Travel Association and Octopus Travel.com that provides a fully serviced online product for hotel bookings, airport transfers, rail travel, restaurants etc. This supports FIT, Group Travel, Wholesale Travel, agent Online Travel channels and enables ancillary sales to Supplier consumer direct sites.

Travelport also provides supplier hosting and inventory systems through its Airline solutions team based in Atlanta and is a leader in optimising online check-in.

Travelport is also a major participant in ETTSA, the European GDS and Online Agent Association based in Brussels and is active in the EU TAP TSI programme to improve data exchange across rail suppliers and ticket vendors.

For 30 years, Travelport GDS brands have been connecting buyers and sellers of travel through innovative solutions designed to help travel companies lower costs, increase revenues and provide millions of travellers annually with the most exceptional travel experiences through the provision of rich content which improves consumer choice.

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The ULtra Personal Rapid Transit (PRT) system is a driverless taxi system offering on-demand, non-stop, service between all locations on its dedicated guideway network.

The system has been installed and tested at Heathrow with full passenger carrying operation. The initial system will join Terminal 5 to its car park, with projected extension to serve the whole of Heathrow.

Analysis shows that ULtra will provide a 60 percent saving in passenger time and a 40 percent saving in operating cost over buses. Its small scale gives rapid installation and high flexibility. The system offers a highly cost-effective solution for “last mile” connection problems for rail. For shorter routes the system can provide an excellent passenger linkage to final destination in its own right. It is also cost-effective for terminal-to-terminal passenger transport.

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The Université de Savoie, founded in 1979, located in Chambéry, France, offers a broad range of higher education diplomas from BA and BSc, to PhDs in literature, social, natural and applied sciences.

Focused on the alpine environment, the research field of EDYTEM laboratory members encompasses fields such as karstology and transportation issues. Four researchers are involved in this latter issue.

The importance of Passenger Intermodality is underlined with the creation of a specific Masters degree “TITUS: Transports, Intermodalité, Territoires”, for which the main aim is to provide skilled managers for public transit operators and authorities involved in passenger intermodality.

In the Air/Rail Studies, P.Ageron undertakes his research in the field of airport ground access in the world by the means of passenger intermodality; revealing stakes and actors.

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The University of Birmingham is amongst the world's top 100 institutions, according to the Shanghai Jiaotong University ranking of universities. It is a long-established civic university, based on its own beautiful campus in the heart of England, on the outskirts of the City of Birmingham. The University's College of Engineering and Physical Sciences has strengths in civil, electrical, materials and mechanical engineering and is the home of the highly respected MSc programme in Railway Systems Engineering and Integration (RSEI), a unique course that is designed to provide postgraduates with the knowledge, skills and know-how to design, build and manage major railway projects. The Programme is intended not only for discipline specialists wishing to broaden their understanding of all aspects of railway systems but also for graduates trying to decide on a particular career path in the railway industry. The course team includes both academics and senior railway industry personnel whose ambition it is to develop the world's railways networks into highly sustainable and energy-efficient system for transporting people and goods, fit for the 21st century.

BCRRE Short Programmes: The Birmingham Centre for Railway Research and Education offers not only the MSc programme in RSEI but also a number of continuous professional development opportunities, including a railway executive programme that has been designed specifically for influential government officials and senior managers new to the industry. The Centre enjoys close working relationships with many urban and intercity railway operators, as well as with infrastructure managers from around the world.

BCRRE Research: The Centre assembles some 15 academics from different disciplines with research interests in railway control system design and railway capacity management, in the creation of decision support tools for railway maintenance, renewal and asset management, as well as track form design and track quality improvement. The Birmingham research team were largely responsible for the development of the systems engineering approach to railways and have strengths in train aero-dynamics and the impact of severe weather and global climate change on railway operations.

BCRRE is a member of Rail Research UK, the association for universities active in railway research, led by the University of Birmingham and the University of Southampton.

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The origins of the university were in the Czech Railway Institute. It has grown, and now has both rail transport and air transport departments.

Its air transport department turns out people qualified in air traffic control and flying modern commercial aircraft (it has 22 aircraft and a 2-position flight simulator). The rail transport department has an enormous train set which has the very practical benefit of teaching students the principles of railway operating: the trains are controlled by four generations of signalling technology.

UTAH TRANSIT AUTHORITY (UTA)

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Established in 1970, UTA has become a multi-modal transportation leader that is 100-percent accessible with 69 light rail vehicles, 30 commuter rail cars and more than 600 buses. UTA's TRAX light rail system is currently averaging more than 58,300 riders a day along its 15-mile Salt Lake-Sandy line and the 4-mile University Line.

UTA is in the process of designing and building a six-mile TRAX light rail line to the Salt Lake City International Airport connecting with the existing system in downtown Salt Lake City. There will be a total of six new stations, including a direct connection to the FrontRunner (Commuter Rail) Line. The system will be street running in an urban corridor for approximately 1/2 of the alignment. Construction on the line began in mid 2009, with completion set for mid-to-late 2012. Opening day ridership is anticipated to be around 9,500 trips per day.

The Airport TRAX Line is one of five new rail lines being constructed as a part of UTA's FrontLines 2015 Project, an ambitious program being funded mostly with local sales tax revenues voted by referendum in November 2006. This FrontLines Project includes a total of 70 miles of rail – approximately 45 miles of commuter rail and 25 miles of light rail – to be built by the year 2015.

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Vancouver Airport Authority is responsible for the development and maintenance of airport infrastructure, overseeing day-to-day operations at Vancouver International Airport (YVR) and delivering a high-service, low-cost business model.

In 1992, the Airport Authority took over the YVR leadership role from Transport Canada. A not-for-profit organization, the Airport Authority reinvests all earnings in airport development and improvements, and is governed by a community-based Board of Directors.

Since 1992, when the Airport Authority assumed responsibility for the airport, passenger traffic has increased more than 78% from 9.9 million passengers, and cargo has increased nearly 57% from 144,000 tonnes.

Canada's second busiest airport, Vancouver International Airport welcomed 17.9 million people in 2008, facilitated more than 278,000 aircraft take-offs and landings on our runways and handled 211,300 tonnes of cargo.

Canada Line is an automated metro system connecting the airport to the city. It opened last August, three and a half months early, and proved its worth during the Winter Olympics in early 2010. The airport authority has put \$300m into the system, and firmly believes this to have been a good investment.

ZURICH AIRPORT

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Zurich Airport is the largest airport in Switzerland (2010: 22.9 million passengers). Since 1980 the airport has had its own railway station. The Swiss railway system (SBB) provides excellent connections to all important cities and regions in Switzerland and abroad.

Trains to Zürich main station run every 10 minutes (with a 10 minutes travel time).

Zurich Airport has been supporting public transport for several years. Since 2009 a tram connects Zurich Airport with downtown Zurich every 7½ min. A bus route connects all Airport buildings from the north to the west part of the Airport. We also make sure that the check in at 55 train station all over Switzerland will still be possible in spite of the daily growing baggage security rules.

Today the airport is rebuilding the Dock B and building a centralised security control. The modifications and the new buildings should be finished by end 2011.

IARO Board Members and Officers

Brief biographical information and a photograph of most Board Members is provided on the Board Member page of the web-site -www.iaro.com/iaroboard.shtml

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Why have an airport railway – what’s in it for you?

If you are an airport, a rail link will enhance your green credentials. You may also find it easier to gain consent for expansion plans. You’ll probably need fewer passenger and employee car park spaces, giving you room for more profitable retail and commercial developments.

If you are an airline, you will see competitive advantages in high quality rail links. At one time Virgin Atlantic and Emirates gave their preferred passengers free Club or First Class tickets on Gatwick Express and Heathrow Express. Alitalia give their passengers discounted tickets for Malpensa Express: LOT and Air Express give free tickets. Several carriers code-share with railways on short-haul services to free up slots - Continental Airlines on both sides of the Atlantic - and Lufthansa and Alitalia have experimented with trains of their own. Air France/KLM have successfully cooperated with SNCF (French Railways) and Thalys for some years. Many airlines using Stansted actively promote the Stansted Express. Like airports, you’ll see happier and less stressed passengers - 98% of Heathrow Express passengers say they will use the service again, and Airport Express Oslo is rated the best customer-facing organisation in Norway (having been in the top five for some years).

If you run a railway, you will see a new source of traffic in a growth area. The market is relatively affluent, often with different peaks to your core business - an opportunity to make valuable use of your spare capacity.

Customers see greater reliability and comfort. So do airline and airport staff. They also benefit from easy connections to the national and local rail networks - and no nail-biting traffic jams.

Local communities see less road traffic. The first stage of the Heathrow Express project was forecast to remove 3,000 vehicle trips a day from the local road network: since the service carries 20,000 passengers each day it probably removes more. The Docklands Light Railway extension to London City Airport was forecast to remove half a million vehicle movements from East London’s roads each year. It too probably removes more: in its first year it achieved a 49% mode share and this has subsequently grown further.

The environment sees a friendly form of travel. With rail there is less noise, less congestion, less disruption to habitats, minimal emissions and lower land-take.

It’s a win-win-win situation!

Does size matter?

We are sometimes asked how big an airport has to be in order to justify a rail link. Wrong question! The right question is, given the geography, the airport and its traffic, how much is worth spending?

The MAX light rail system in Portland (Oregon) is famous for its Red Line connection to Portland International Airport. Way out on the Blue Line is a station called State Fair/Hillsborough Airport. Now Hillsborough Airport is just used for general aviation, training, land survey work, and some business aviation – corporate planes, not commercial ones. It’s about 7 minutes walk from the station. Rail traffic generated is usually small – a few airport employees who live in the right place and a lot of people attending the regular air fair. Intel run a regular company shuttle into Hillsboro Airport from some of their other plants, so there are real passengers at the airport. But the cost was also trivial – the difference in cost between calling the station “State Fair” and “State Fair/Hillsborough Airport”. Our guess is that income will comfortably exceed that trivial outlay, that it was worth-while adding the airport to the station name.

Shannon, on a peninsula between Limerick and Galway on the west coast of Ireland, is an airport serving about 3.5m passengers a year. Local roads are excellent and uncongested. The nearest railway is some distance away across difficult terrain. Here, it would be very difficult to justify building two expensive spurs into the airport (one from each direction) given the likely level of traffic.

Prestwick airport, in Scotland, is a classic case of a revived airport. When it was first bought by a group of local investors, passenger traffic was minimal. They built a station on the adjacent regional/commuter railway to Glasgow: they added a connecting covered overbridge to tie it in to the terminal building. Working with the railway operator, they devised some innovative marketing. Air traffic grew from 35,000 in 1991 to 1.8 million in 2009.

London Stansted, 55km from the city, is another example – it has grown since reopening in 1991 with the help of a new 6km spur from an existing railway. Public transport carries over a third of people using the airport – used mainly by low cost carriers, with independent business and leisure travellers in particular appreciating the rail connections (and especially their reliability – miss your flight on a LCC and it’s no longer Low Cost!).

Plotting airport size against mode share gets some strange results, for entirely logical reasons. However, it is possible to say that, for an airport with an annual throughput below 25 million passengers, a rail mode share of 10% - 20% should be achievable and for larger airports, a share of 25% - 35% could be.

If increments to the urban rail network are being considered, it is certainly worth considering a routing which includes the

airport: they are major traffic generators.

Where - as in Oslo or Hong Kong – the airport is almost mission-critical for the country, a different order of expenditure is justified. Those airports see 14m and 33m passengers each year, but both are vital to the functioning of the country.

So a general aviation airport near the railway justifies some signage but not a Heathrow Express: even small airports can justify a small station if the location is right; and where an airport really matters to the working, the commercial success of a country, then substantial investment is clearly easy to justify.

IARO – core beliefs and policies

The organisation was formed because a number of people in a diverse group of companies thought that there was a place for an industry group to share good ideas and best practice about rail links to airports. That is at the heart of IARO.

We believe in the value of rail as an access mode to airports, and believe that sharing ideas can improve present and future rail connections.

Light rail, metro and suburban systems are especially valuable for employees – who account for about a third of all airport access trips. There is, obviously, a wide range of jobs at airports. Some are both low-paid and essential to the reputation of the airport. Cleaners, catering staff and shop assistants need good low-cost transportation, ideally 24 hours a day, to save the expense of car ownership.

Regional rail extends the catchment area of an airport and its airlines.

So does high speed rail: an airport station on the national high speed network can increase slot efficiency by reducing the number of uneconomic short haul flights, as demonstrated by Continental Airlines' code-share with Amtrak in the north-east of the United States and that of Air France/KLM with SNCF between Paris and Brussels – and there are others.

A dedicated Airport Express can create the airport in the city, and is an excellent welcome to a city and a country for inbound passengers – investors and tourists alike.

We believe that the value of rail stems from its environmental credentials (less pollution, less congestion, fewer accidents, less land-take and less noise than most other access modes) and its acceptability (rail-based systems are perceived as more permanent, more credible, more up-market than road based ones).

Most members pay the same subscription – a flat fee for 12 months membership. In 2002, we reduced fees by 10% (and the rest of our expenses – apart from the travel budget) in recognition of the financial problems faced by many of our members following the attacks of 9/11: apart from this, the cost of membership has remained the same since we were founded. Small consultancies and academic institutions enjoy a 75% discount.

Members share information and ideas – usually without restriction, since they are not in competition, but some commercially-sensitive data (like the full financial details behind a benchmarking study of Airport Expresses) is only disseminated to participants.

Members are very willing to help one another – in particular by facilitating visits and showing what works and what does not. Members support each other, and IARO supports its members. This helped KLIA Ekspres in its negotiations with IATA to allow in-town check-out to work the way they wanted it to: it helped CDG Express at their public enquiry. It helped members using Gatwick, as IARO, together with the aviation industry, successfully challenged the UK government's plans to change Gatwick Express in a way which did not meet the needs of air passengers.

IARO has helped members with statistics, research and information – on data sources, with contacts, with information on places where things like in-town check-in and integrated ticketing work. Sharing and contacts are facilitated by our events – conferences, workshops, regional meetings and study tours – which are excellent networking opportunities. At these, people really get to know their opposite numbers, colleagues doing the same job in a different country, and potential suppliers or business leads.

IARO promotes the concept of air-rail intermodality by presenting papers at conferences, by contributing to the technical press and by exhibiting at key trade events (where, as well as publicising IARO we also publicise our members). We also promote use of rail by the website www.airportrailwaysoftheworld.com – details elsewhere in this Yearbook.

Its blog, www.airrailtoday.com, is a more informal view of our world by Andrew Sharp, the Director General.

IARO is governed by a Board, elected by members each year to be representative of the modal and geographic split of the members.

With over 150 airports with rail connections – 50% more than when we started – and 400 more with plans, ideas and projects, we think we'll be in business for a few more years yet. Do you need us? Do we need you? Let's talk!

Can Governments join?

We are sometimes asked about membership by Governments of different levels, or by Government departments.

From our point of view, there is no reason why they cannot join.

However they, and some major non-governmental organisations, are sometimes not allowed to join by their own internal rules. In such cases, we are very happy to discuss the level of co-operation which is allowed. With some, the organisation does not join but a subsidiary organisation or a joint venture formally becomes the member. With others, they pay a fee equal to the normal membership fee and they are treated for most purposes as a member - but legally they are not: the fee paid is for research services, for database access or for whatever the organisation wants put on its invoice.

We are small enough to be flexible: if you have a problem, do feel free to discuss it.

IARO's events

A typical conference lasts one or two days, usually with 1 - 1½ days of high-level speakers on topics of interest and half a day or a day of site visit. The site visit and generous meal and coffee breaks respond to member demand for networking opportunities.

Generally we do not pay speakers, but they are welcome to attend the entire conference as guests of IARO. We try to hit a balance - we support our members but try to avoid overtly commercial presentations!

The working language is English, although all speakers are briefed to cater for delegates whose first language is not English.

Sometimes we include a panel discussion – a series of short presentations followed by debate and a question & answer session; and we are considering following site visits with a debriefing and round-up session. There are usually sponsorship and exhibition opportunities.

A typical workshop takes a day, and follows one of two patterns.

It can be a small scale low cost conference with a range of speakers, each with 30 – 45 minutes of presentation and a question and answer slot.

Alternatively it can be a facilitated in-depth discussion of one or two key topics.

Discussion is helped by the smaller size – 20 to 30 delegates, compared with 90 to 120 in our big conferences. Leading speakers will usually circulate a discussion or briefing paper in advance, make a presentation, and the chairman will facilitate the discussion. Occasionally there will be parallel streams with a plenary report-back session. Usually the local hosts will also brief us on key local issues.

A regional meeting aims to bring together members and friends in a specific region (like Scandinavia) for a discussion session about topics of interest locally. There will usually be an update on IARO and its future plans, on the local situation, and then presentations and briefings on whatever the participants wish to hear more about. It is a highly interactive and demand-responsive event!

Events are usually open to members and non-members, although members always get a discount. Sometimes key business partners can be offered complimentary places, especially if this is something which will help a member at a particular time. Registration at regional meetings is usually free.

They are all publicised on the Events page of our website www.iaro.com/events.htm, sometimes with downloadable brochures and registration forms. On that page, you can sign up for information about our events – and even specify geographic areas for events you are interested in.

The IARO library

This is housed in IARO's offices. Thanks to a number of donations it contains a range of conference papers, a number of annual reports and reference books, and things like Environmental Impact Statements and studies of possible airport rail services. Further donations are welcome.

A list of the contents is now in the Members Only section of our web-site. The list is searchable; and is being steadily improved – so do keep looking!

The password structure is such that approved students can look at the library area of the members-only part of the web-site.

IARO Publications and Reports

Please contact us to request a report/publication. *Note: These reports/publications are free to members.*

Air Rail Links - a guide to best practice, published in conjunction with Air Transport Action Group and Airports Council International, is available free of charge.

IARO Yearbook 2011. Free of charge.

IARO Report 14.10. “What happens to mode share when trains start running to airports?” (ISBN 1 903108 12 8). £250 to non-members.

IARO Report 13.10. “Can the Hong Kong - Shenzhen inter-airport high speed rail link work?” (ISBN 1 903108 11 X). £250 to non-members.

IARO Report 12.09. “High speed rail to Heathrow” (ISBN 1 903108 10 1). £250 to non-members.

IARO Report 11.08. “Case studies in cooperation between air and high speed rail” (ISBN 1 903108 09 08). £250 to non-members.

IARO Report 10.07. “Off Airport check-in” (ISBN 1 903108 08 10). £250 to non-members.

IARO Report 9.06. “Security on Airport Railways”. (ISBN 1 903108 07 1). £250 to non-members.

IARO Report 8.03. “The role of the Airport Express”. (ISBN 1 903108 06 3). £250 to non-members.

IARO Report 7.03. Workshop, Barcelona, June 2003. “Today’s design and funding issues for airport railways”. (ISBN 1 903108 05 5). £250 to non-members.

IARO Report 6.02. Workshop, Amsterdam, June 2002. “Help - there’s an airport on my railway”. (ISBN 1 903108 04 7). £250 to non-members.

IARO Report 5.02. Workshop, Madrid, June 2001. “Stress free journeys - The role of human resources and how I.T. can help”. (ISBN 1 903108 03 9) - £250 to non-members.

IARO Report 4.01. Air rail links - improving the partnership. Report of the seminar held at Zurich Airport on 23rd February 2001. Free to members and delegates. (*Not available to non-members*).

IARO Report 3.01. Report of the baggage task group (ISBN 1 903108 02 0) - £250 to non-members.

IARO Report 2.00. Workshop, Milan 12/14 April 2000. Stress free journeys - baggage and interchange and the role of rail in air cargo (ISBN 1 903108 01 2) - £250 to non-members.

IARO Report 1.99. Workshop, Berlin 27/28 April 1999. Integrated ticketing, Peripheral airport gateway hubs, the start-up experience (ISBN 1 903108 00 4) - £250 to non-members.

TCRP Report 62 - “Improving public transportation access to large airports”. (ISBN 0 309 06659 X). This report, co-authored by IARO Board member Matthew Coogan, is available at the discounted price of £25 to non-members.

TCRP Report 83 - “Strategies for improving public transportation access to large airports”. (ISBN 0 309 06764 2). This report, co-authored by IARO Board member Matthew Coogan and discussing strategies for improving public transport mode share, is available at the discounted price of £15.

Connections. Video on the advantages of air-rail links. Produced by the Air Transport Action Group and Airports Council International. Available free of charge: please specify format required (PAL or NTSC). It can be supplied on CD-ROM for £25.

IARO reports in course of preparation :

IARO’s database and statistics

Dealing with disruption

Light rail at airports

Design issues for airport rail stations



Airport Express

The fastest link between
Hong Kong International Airport and the city

- 24 minutes between Airport and Central
- Free shuttle bus connection to major hotels
- Free MTR Connections
- Free In-town Check-in service

