NewsletterEAP

February 2006

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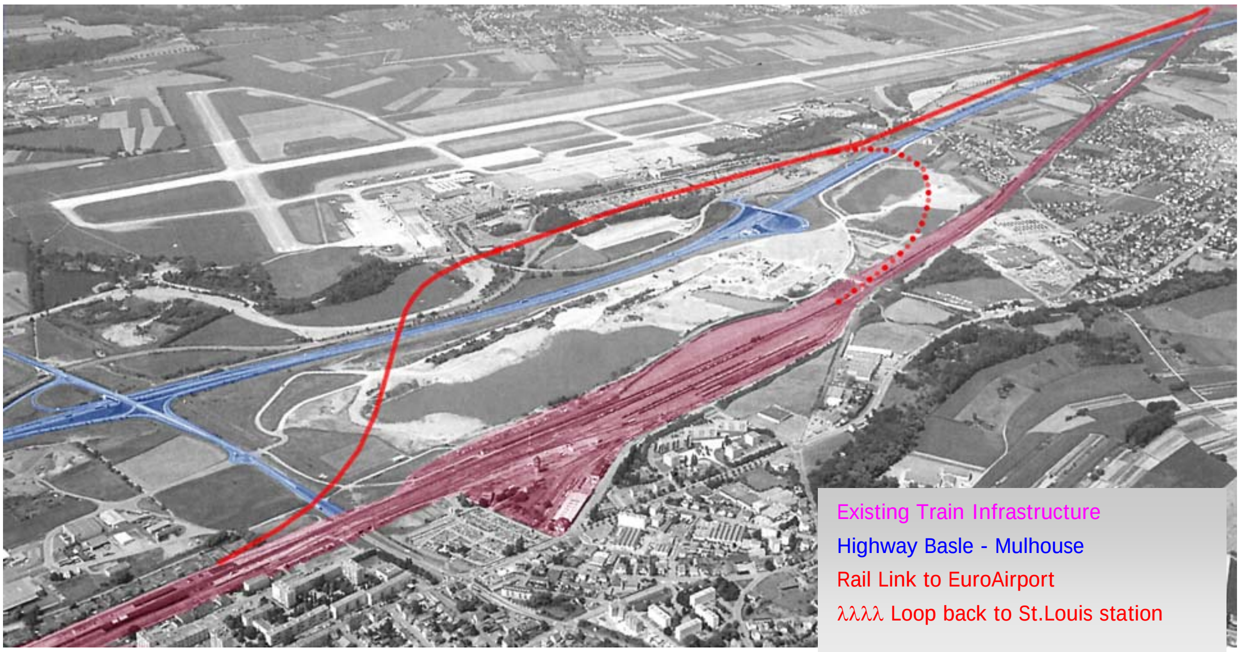
TRAINS to the airport are above all very convenient and thus favoured by most. They also represent a unique selling-point at some instances. Undoubtedly, they are a far more efficient way to inter-connect with the airways. Common practise at most airports is still commuting by car, taxi or coach. Train-to-air systems are basically connecting airports with main stations within a particular country. Still at a distance are comprehensive inter-European rail lines departing from major gateways replacing short-haul flights altogether.

At EuroAirport there is no rail link in place yet, despite of the fact that all means of transportation (air, rail, road, waterway) have their right of passage within eyesight of each other. When looking at the issue of connecting the EAP with French and Swiss rail, discussions go as far back as 1980. Major problems remain such as low annual passenger through-put and the fragmentation of the hinterland into three national entities.
The Year 2000 changed the course of discussion when passengers peaked at 4 million. New forecasts suggest even higher volumes for the coming years. However, planning has been repeatedly derailed with badly focused projects such as people-mover from nearby train station at St. Louis or tramway lines keeping the essential actions off-track.
Two decisions may now help to focus on “the need-to-have”. In the first place, the Swiss national parliament has spoken 25 million Swiss francs for rail infrastructure connecting the airport with Basel’s main station. Secondly, French planning authorities have begun to allocate land titles on which railroad tracks are preferably to be built on and their gradual purchase.
The feasibility of airport trains hinges on a traffic mix including airport-bound passengers, commuters to their work place and travellers on inter-European journeys by train or using regional trains for leisure trips. All sectors combined may sustain regular services equivalent to those presently offered by coach to Basel every ten-to-fifteen minutes.
Again, the **Regio S-Bahn and TER Alsace** (train express regionaux) can help to facilitate a system which would build on two through-tracks between St. Louis and Mulhouse with basic standards, including weather-sheltered elevators, stairways and one train platform leading directly to the passenger terminal.
Technical compatibility of trains circulating between Basel and Mulhouse was cleared with the opening of cross-border connections. Also, new train technology in Germany, France and Switzerland will enhance circulation of high-speed trains in Continental Europe. In 2007 TGV-trains will be extended connecting Paris with Strasbourg, Basel and Zurich. Also, construction is to begin on the Rhin-Rhone sector this year. All trains will pass the airport terminal in a distance of 800 meters on their way to Basel.



The Prime Minister of Baden-Würtemberg was asked about his stance on state involvement at EuroAirport which he now obviously seems to favour partly on grounds of rising shares held by Germans topping 30% of total passenger through-put. Former heads of state were more reluctant to engage in any discussion about committing funds from the treasury for infrastructure improvements outside Germany. Yet, Baden-Würtemberg has sent positive words about trains connecting the EAP with the Black Forest capital Freiburg across the Rhine river as part of a cross-border rapid transit system also reaching Mulhouse.
The issue of involvement is controversial and heatedly debated in the Free Democratic Party of Baden-Würtemberg which the prime minister s representing in the state government.

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DECLINING CARGO has unveiled the fact that CHARTER FREIGHT at EuroAirport still remains a discipline which is of little importance and a neglected field altogether. The airport has apparently no cargo charter lobby among local forwarders and charter brokers willing to push charters through their local airport as statistics illustrate

Year	2001	2000	1999	1998	1997	1996	1995	1994	1992	1991	1990	1988
in tons	1,840	2,764	1,868	2,361	2,684	3,960	4,268	1,365	1,990	1,850	1,407	1,414

Airports holding a strong position in this market are well aware of the nature of the business as being rate-sensitive. Insiders believe that efforts not well orchestrated will provide no opportunities to make any significant in-roads as the market is still dominated by a few decision-makers who are forcing flights through their preferred airports. Those asked about the ingredients most needed to push cargo charters at the EAP see an assessment of the market by evaluating its strengths, weaknesses, opportunities and threats as essential prior to any approach.

As patterns in the airfreight business change, a look at cargo airlines, brokers, forwarders and shippers becomes a necessity. The findings then need to be matched with what EuroAirport can offer best such as market proximity, slot availability, competitive landing fees, ground handling and road feeder costs, the airport cargo facilities and operating hours as well as savings thanks to possibly shorter routes reducing aircraft block-hours and trip fuel.

Brokers, forwarders and charter airlines might have a vested interest in expanding their airport network beyond the present gateways in western Europe such as Amsterdam, Brussels, Hahn, Liege, Luxembourg, Maastrich, Ostende.

Pictures taken by Willfred Schmid – Airlines DAS Air Cargo, HeavyLift UK, Cargolux of Luxembourg and Evergreen USA are among other carriers providing capacity for special charters.

Brokers such as Airnautic France, Air-Sea Brokers, Chapman Freeborne or forwarders DHL Air&Ocean, Kühne & Nagel and Panalpina are in a strong position to finalise deals with airlines and airports. Therefore, reputation is a critical factor.

EuroAirport is still featured as being an expensive gateway despite remarkable progress for air charters. Thus, this example may be proof enough that bad perceptions die last. In 1993 aircraft handling was opened to competition and finally removing the monopoly of what was then known as Swissair handling. Today's companies at EuroAirport include AviaPartner and Swissport.

STRASBOURG : TRAFFIC REPORT 2005

Scheduled Passengers	1,841,768	+0,2%
Charter Passengers	81,125	+0,1%
Total Passengers	**1,922,893**	**0.2%**
Total of Airfreight	**624 to.**	**+3,5%**
Total Movements	**37,568**	**- 6.4%**

NEWS FLASH - ROYAL JORDANIAN will introduce freighter services to Amman twice a week with A310-300F (Wednesday and Saturday)

BRITISH AIRWAYS will up its capacity from 115 (A319) to 140 seats (A320) to and from London Heathrow on two of its three daily services.

TRAFFIC REPORT

Total Passengers January

Scheduled Passengers	219,425	+33%
Charter Passengers	19,605	-13%
Total Passengers	*240,005*	*+27%*
General Airfreight in tons	423	-45%
Expressfreight in tons	1,991	+ 7%
Total Airfreight handled	*7,414*	*+16%*
Total Movements	*5,856*	*- 9%*
freighter movements	292	+4%
*Express Airfreight	274	(256)
General Airfreight	18	(10)

SELECTED DESTINATIONS STATISTICS

Year	**2001**	**2002**	**2003**	**2004**	**2005**
PARIS	644.800	614,600	568,500	557,100	568,000
Charles de Gaulle	225,200	228,700	176,300	181,628	202,577
Orly	419,600	385,900	392,200	375,466	365,911
LONDON	226,000	226,000	218,300	278,500	449,900
City	50,000	44,300	15,200	15,291	58,523
Heathrow	175,600	174,000	179,000	168,521	125,493
Luton	0	0	0	27,033	175,450
Stansted	0	0	0	67,732	90.468
BERLIN	75,400	63,400	48,700	158,800	235,400
Schönefeld	0	0	0	106,135	195,291
Tempelhof	75,400	63,400	48,700	45,265	0
Tegel	0	0	0	7,420	40,125
FRANKFURT	121,800	126,300	129,400	132,500	142,300
MUNICH	61,200	80,200	81,200	92,200	92,900