Railway station Paris - Charles de Gaulle - Paris (France)

Brief summary of the measure and its origin

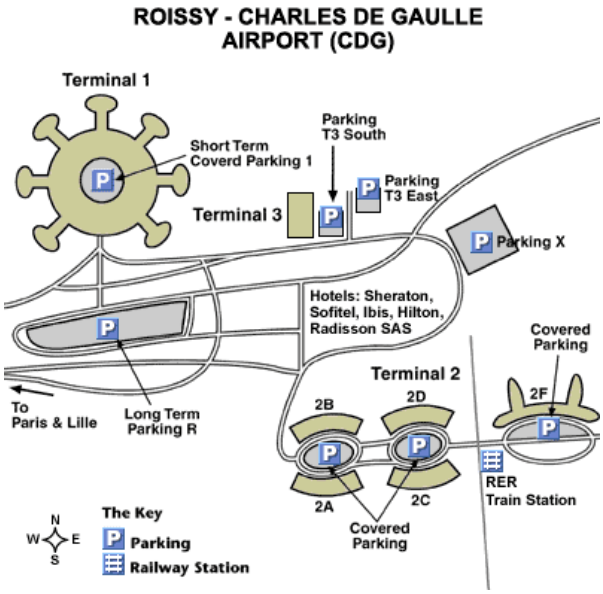
The High Speed Train integrated station, in the middle of Terminal 2 compound located in Paris-Charles de Gaulle airport (CDG), provide an easy and efficient connection availability for both air and train passengers. It is an environment-friendly and really efficient intermodality offer for domestic and international tourists.

Named "CDG-TGV", this intermodal station has been created in 1994, and is properly located 23 km from Paris centre.

Located under the same canopy, two other transportation offers are available: the RER ("Réseau Express Régional" = regional rapid transit system) provides its terminal station, called "Aéroport Charles de Gaulle 2 – TGV" directly connected to HST station, and the automatic subway CDGVAL, connecting the railway compound to other terminals and remote car parks. So 8 railways could be simultaneously available : 4 by HST, 2 by RER and 2 by CDGVAL (plus 2 passing through railways for HST).

The RER offer allows joining Paris Centre within a 35 minutes trip, and this network is also serving directly Paris-Nord Villepinte Exhibition Centre and Eurodisney leisure parks through a single RER connection. This offer should be completed, within five years, by a direct high frequency rail connection to Paris, called "CDG Express".

Inside the airport area, all the terminals are linked to the railway station through travelators for the closest, and via CDGVAL for the others.



Charles de Gaulle Airport complex

The main objectives followed in building the HST station in the heart of the airport were:

- to help Paris CDG to become one of the most efficient and successful hubs in Europe
- to widen the general transport offer to and from the Great Paris Region

As HST network is widely efficient in France, the opportunity to connect the air transport network with the HST network provide to both transportation means an additional attractiveness, highly profitable to air and rail transport, and to passengers requirements as well.

It could be mentioned that, in the 1990ies, the idea of welcoming a HST station in the heart of an airport was not obvious: it was therefore a major issue of Aéroports de Paris' strategic vision to anticipate the general intermodality policy that prevails now.

Key Stakeholders involved in the implementation of this measure

Several entities are involved in the implementation of this transport infrastructure and in its financing: French State, Ile-de-France region, SNCF (in 1994, RFF company did not yet exist) and Aéroports de Paris. Currently, the owners (for CDG-TGV railway station) are:

- RFF (Réseau Ferré de France) for the platforms and ways ;
- SNCF (Société Nationale des Chemins de Fer) for the commercial spaces;
- Aéroports de Paris.

For CDG VAL: Aéroports de Paris.

The operators are SNCF for the TGV-CDG station and Kéolis for CDG – VAL.

Aéroports de Paris SA (limited company quoted in Paris Stock Exchange) provides the general signing policy and cooperates with SNCF in order to comply with both companies' signage practices.

Aéroports de Paris also provides services for disabled persons, emergency services, luggage carts, etc.

Main problems and barriers occurred

As far as such a complex operation is concerned, financial issues are obvious: a five-floors building, with two embedded technical levels, welcoming two railways networks and directly connected to four terminals (2C, 2D, 2E, 2F) is a huge technical, architectural and functional operation, implying high building and operating costs: a general convention linking SNCF and Aéroports de Paris provides the

economic and juridical frame allowing the smooth and efficient operation of the compound.

Regarding management problems, the way by which every company involved solves the problems is a matter of permanent consultancy and operational reciprocity: for cleanliness or signage policies, for instance, a clear definition of the relative perimeters had to be contracted, and all the means required to provide the general efficiency have to be displayed.

Quantification of investments

The global investment, shared between SNCF and Aéroports de Paris, is rather difficult to evaluate, due to all the building and equipment connections and interactions. The global amount is probably around 50 M€.

Description of the services developed within this measure focused to emerging travel needs and in ensuring an equal access to tourism for all (reduction of barriers and social exclusion)

This intermodal complex allows all passengers (including disabled, young or old

persons, families, etc.) to reach a great number of tourist destinations in Europe, with a high level of speed and safety.

Located within a 35 minutes ride to reach the centre of Paris, this infrastructure provides to non-European tourists an entrance gate to Europe, directly connected to 60 European cities in France, Germany, Belgium, Netherlands and UK. The international use of the compound is deeply included in the multi-languages signage and the efficient use of pictograms.

On the other hand, the direct connection to a major European hub avoids additional travels which could have been operated by car, with

the traditional bad result in terms of greenhouse gases emission.

The high level of services provided by both SNCF and Aéroports de Paris set the use of Paris CDG Railway station at the top level of comfort and efficiency for such an infrastructure; additional services related to future agreements between airlines and rail companies will provide the unique opportunity to buy tickets, enjoy common tariff offers, use segmented additional services, etc.

Contribution provided by the measure in the improvement of the tourist destination attractiveness in terms of accessibility[1] as well as in terms of quality of services[2]

The intermodal information is displayed at least in French and English, and uses colour codes for splitting HST and RER networks : welcome information desks are available in both railway and airport levels, and the staff is strengthened during peak and holidays periods. Baggage carts are available at each level, in order to help travelling passengers: in addition to escalators, four high capacity lifts make vertical transits easier.

The SNCF station is certified along "NF-service 298" standard, and the whole airport operation is certified along ISO 9001 and ISO 14001 standards.

Environmental aspect and implications

Beside the general economic efficiency, one of the purposes of an international hub is to provide connections between cities which have not necessarily a direct air link: From this point of view, we can suppose that every additional offer, by train or by air, will help to rationalize the use of transport for both business and leisure travellers.

We can moreover consider that the Paris-CDG HST station is also used by local travellers, who benefit of the service without having direct link to the airport activity; by this way, airport activity has made possible the location of the HST station, which is now used by travellers who would otherwise have used car travelling, and so made growing the related GHG emissions.

Economic development of the destination in terms of new investments generated by the measure

The great Paris Region welcomes within a 20km-radius major infrastructures directly related to tourism activity : the Paris-Nord Villepinte Exhibition Centre (5 km far from the airport, direct bus and railway links), the Eurodisney Resort and the related hotel offer (direct HST link, direct bus lines, one-connection RER railway link) and all the Marne-la-Vallée business and shopping areas.
For all these equipments, the common location of airport terminals and HST station widely helps to provide a general intermodality offer increasing the interest and the ease of reaching these activity centres.

[1] door-to-door services
[2] e.g. better, user friendly and more appropriate information, hospitality, effectiveness

Safety and security aspects and related impact

As traditionally deeply involved in safety and security procedures, air transport bodies, on one side, and railway companies, on the other side, share their best practices and contribute to improve their own safety and security regulations by comparing and challenging their procedures.

The employment and career prospects for local people

As a major employment opportunities area (90 000 jobs directly related to airport activity), Paris-CDG airport is basically a very

attractive location for new jobs-providing companies; FEDEX, for instance, which is a major worldwide actor in express cargo, has chosen this location to build its single European hub. There is no doubt that the air/rail intermodality already provides additional opportunities for new incomers, and by the way for new jobs.

Acknowledgments

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