Accessibility
by air passenger transport
related to Switzerland

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Headings

■ Context

The technical and entrepreneurial milestones
Accessibility by air passenger transport
in general terms and
with regard to Switzerland since World War II

■ Accessibility related to relevant development features

Air transport network (“regulated” and “liberalised”)
Flight opportunities and number of seats supplied
Air travel time reduction
Air fare reduction

■ Case study results
Context

■ The technical and entrepreneurial milestones
  Hot-air balloons and airships
  Aero- and sea-planes
  Discovery and mail transport flights

■ Accessibility by air passenger transport
  in general terms
  related to Switzerland since World War II
Context

- The technical and entrepreneurial milestones
  - Hot-air balloons and airships
  - Aero- and sea-planes
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Accessibility as related to relevant features

Network development (offering as many air links as possible) “regulated”, and further “deregulated” or “liberalised” (boosted by hubbing)

Air link volume supply (offering as many open frequencies as possible) considering:
- flight departure opportunities
- the number of seats offered

Air travel time reduction (improving felt proximity) due to:
- the jet-age
- non-stop flights

Air fare reductions (being popular) due to:
- overall efficiency: lower costs per seat-km
- over-capacity: that is selling empty seats
- competition: from other low-cost operations
The (fierce) competitive aspect

Air Traffic Growth – French Domestic
How air fare levels behave
(Geneva-Paris, 1999)

TGV:

Scheduled flight:

1\textsuperscript{st} Class: CHF 240.-
1\textsuperscript{st} Class*: CHF 180.-
2\textsuperscript{nd} Class: CHF 160.-
2\textsuperscript{nd} Class*: CHF 120.-

Business class: CHF 940. -
Special Business class*: CHF 799. -
Economy class: CHF 848. -
Special Economy class*: CHF 759. -

Excursion fare*: CHF 679. -
SUPERPEX*: CHF 476. -
SUPERPEX*: CHF 381. -
SUPERPEX*: CHF 307. -
SUPERPEX*: CHF 278. -
EURO fare*: CHF 219. -
Case study results

- **Direct air links** limited to Zurich and on Scheduled flights

  - Number of stops-over
  - One-way flight distance accordingly

- Air link volume supply per week
  - Number of direct return flights
  - Number of seats offered one-way

- Air travel time reduction
  - Time spent on the most direct and/or speedy flight
Number of direct return flights per week from Zurich to New York and time spent one-way in hours on the most direct flight, including stops-over.
Number of direct return flights per week from Zurich to London and time spent one-way in hours.
Cheapest published reduced air fare on return ticket from Zurich to New York (in CHF at nominal value) and consumer price index development in Switzerland
Cheapest published reduced air fare on return ticket from Zurich to London (in CHF at nominal value) and consumer price index development in Switzerland.
Outlook comments

Coping with further effects on accessibility:

- Number of seats offered
- Number of stops-over
- Flight distance
- Destination background
  - Tourism
  - Business
  - Agglomerations (large) covering both
- The absence of overall structure in reduced air fares