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Accessibility
by air passenger transport
related to Switzerland

J.-P. WIDMER

IVT-ETH

Zurich

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

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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

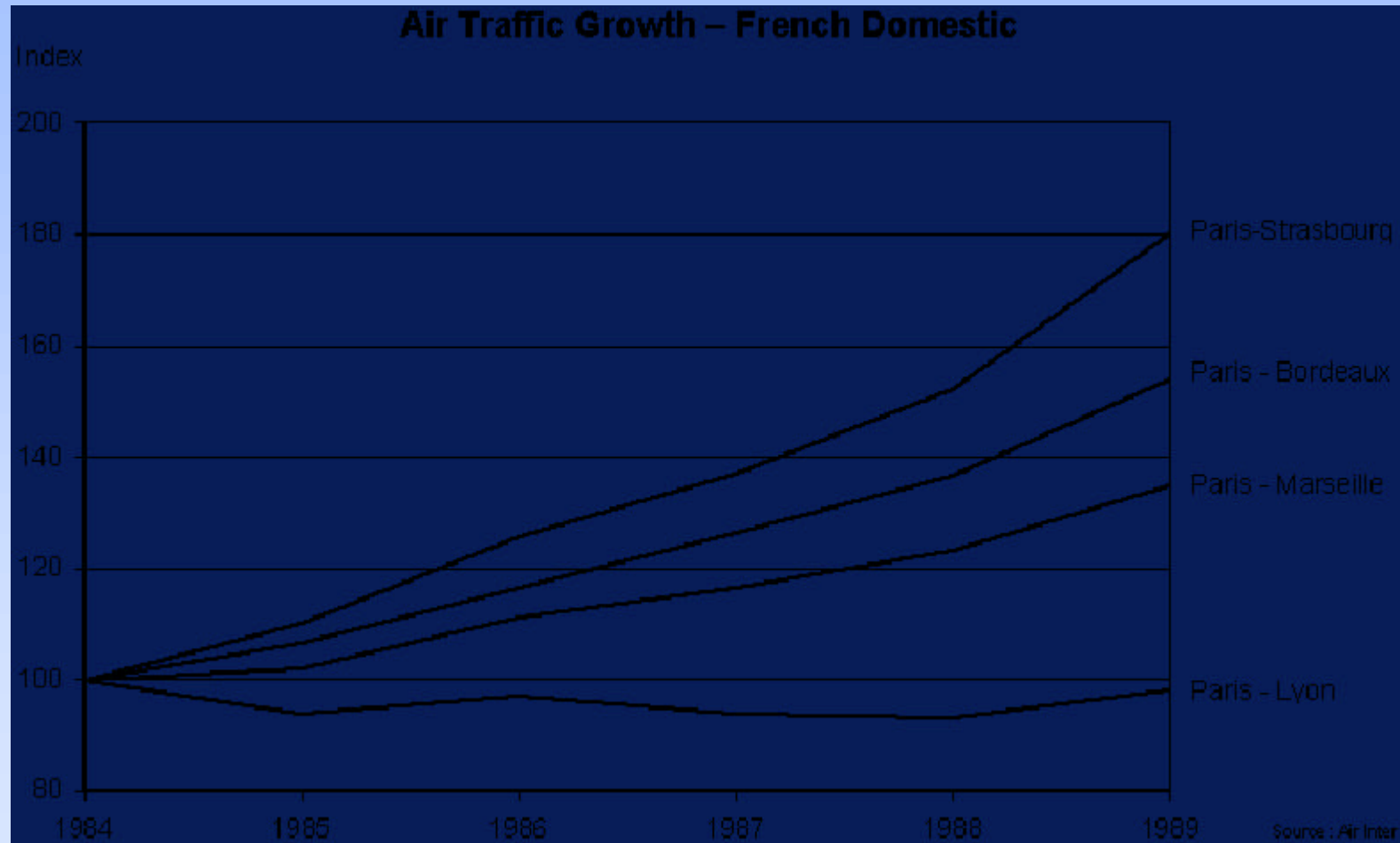
Air fare reductions (being popular) due to:

overall efficiency: lower costs per seat-km

over-capacity: that is selling empty seats

competition: from other low-cost operations

The (fierce) competitive aspect



How air fare levels behave

(Geneva-Paris, 1999)

TGV:

1st Class : CHF 240.-

1st Class : CHF 180.-*

2nd Class : CHF 160.-

2nd Class : CHF 120.-*

Schedule flight:

Business class : CHF 940. -

SpecialBusiness class* : CHF 799. -

Economy class : CHF 848. -

SpecialEconomy class* : CHF 759. -

Excursion fare* : CHF 679. -

SUPERP EX* : CHF 476. -

SUPERP EX* : CHF 381. -

SUPERP EX* : CHF 307. -

SUPERP EX* : CHF 278. -

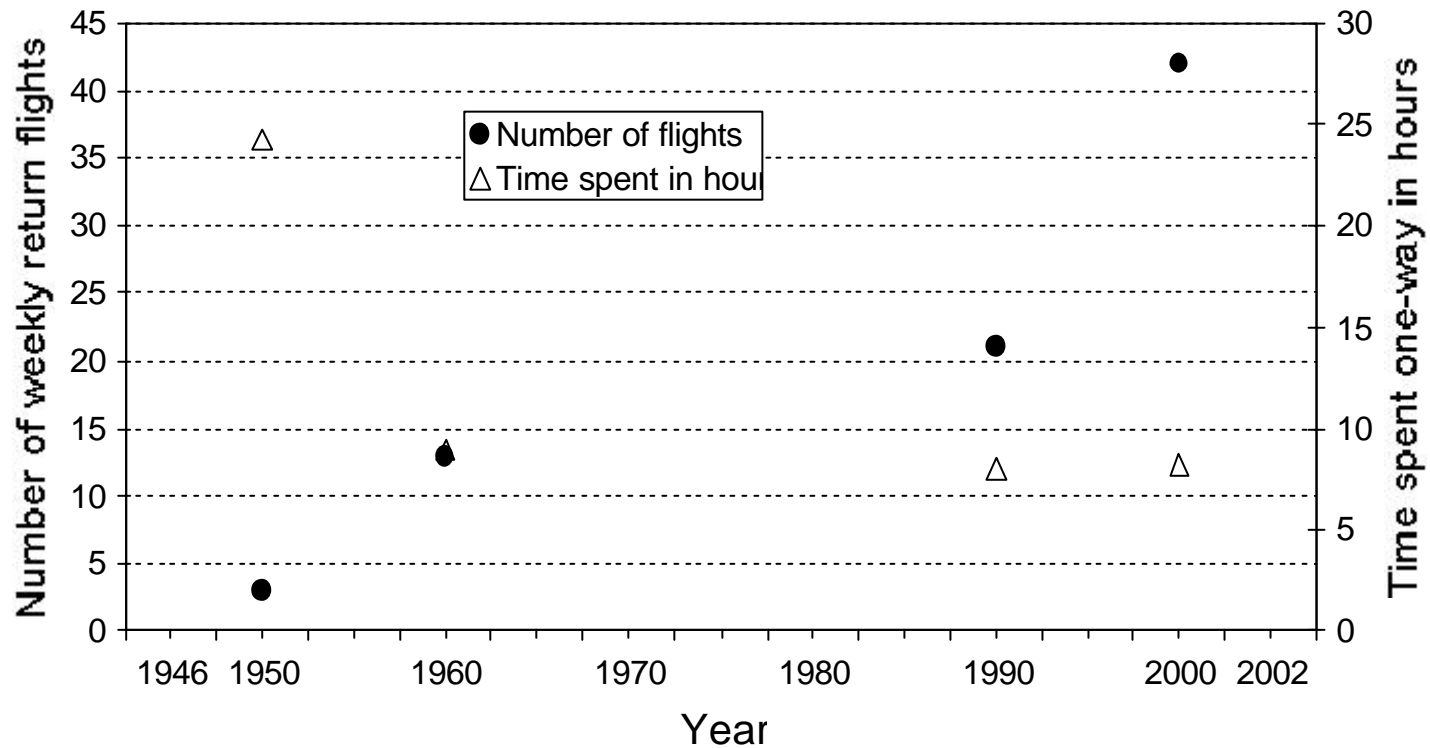
EURO fare* : CHF 219. -

Case study results

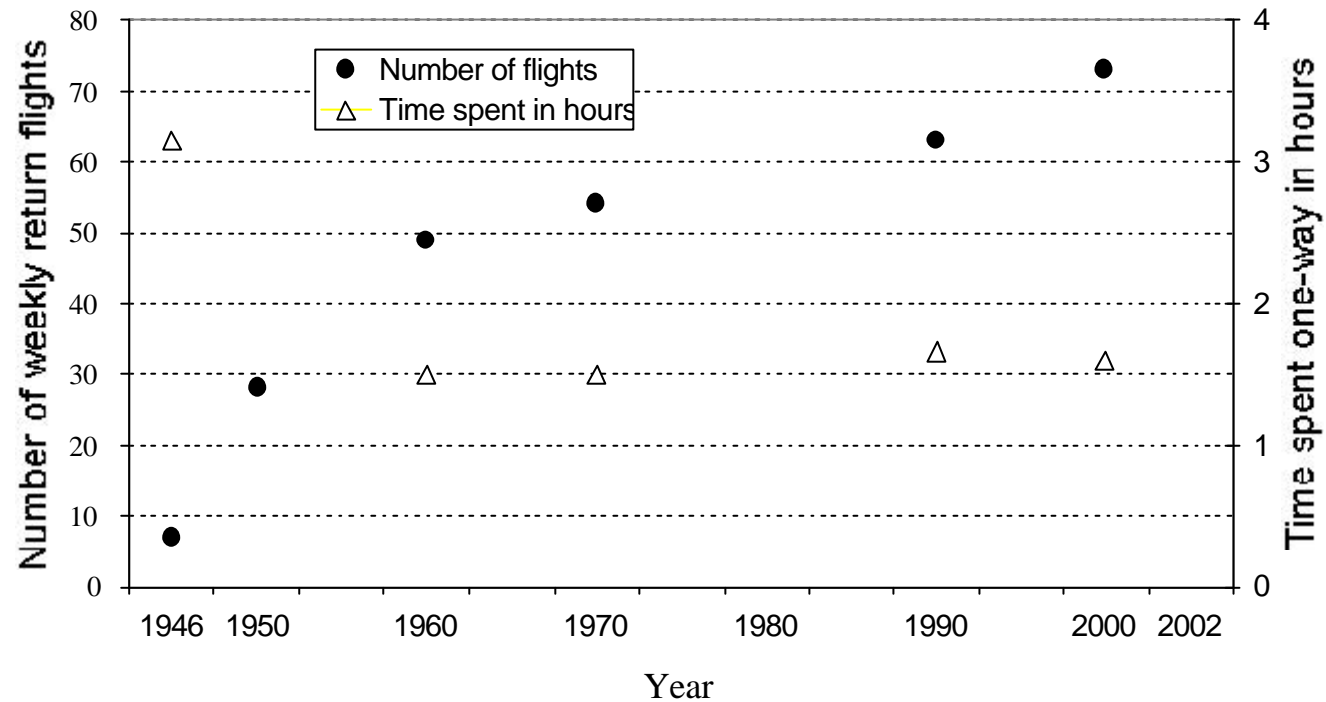
- **Direct air links limited to**
 - limited to **Zurich** and on
 - Scheduled flights**
 - Number of stops-over**
 - One-way flight distance** accordingly
- **Air link volume supply per week**
 - Number of direct return flights**
 - Number of seats offered one-way**
- **Air travel time reduction**
 - Time spent on the most direct**
 - and/ or speedy flight**

Number of direct return flights per week from Zurich to New York

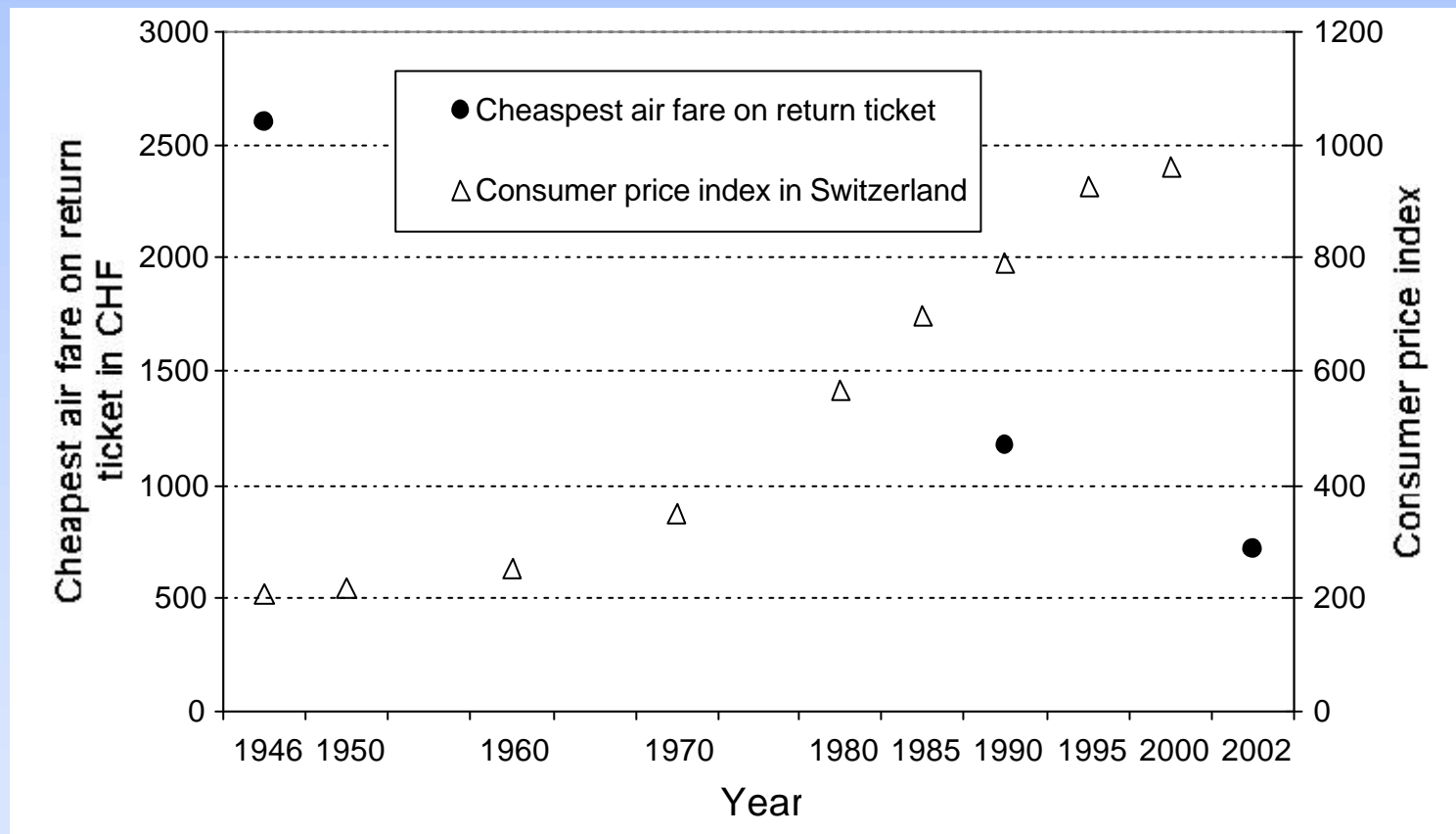
and time spent one-way in hours on the most direct flight,
including stops-over



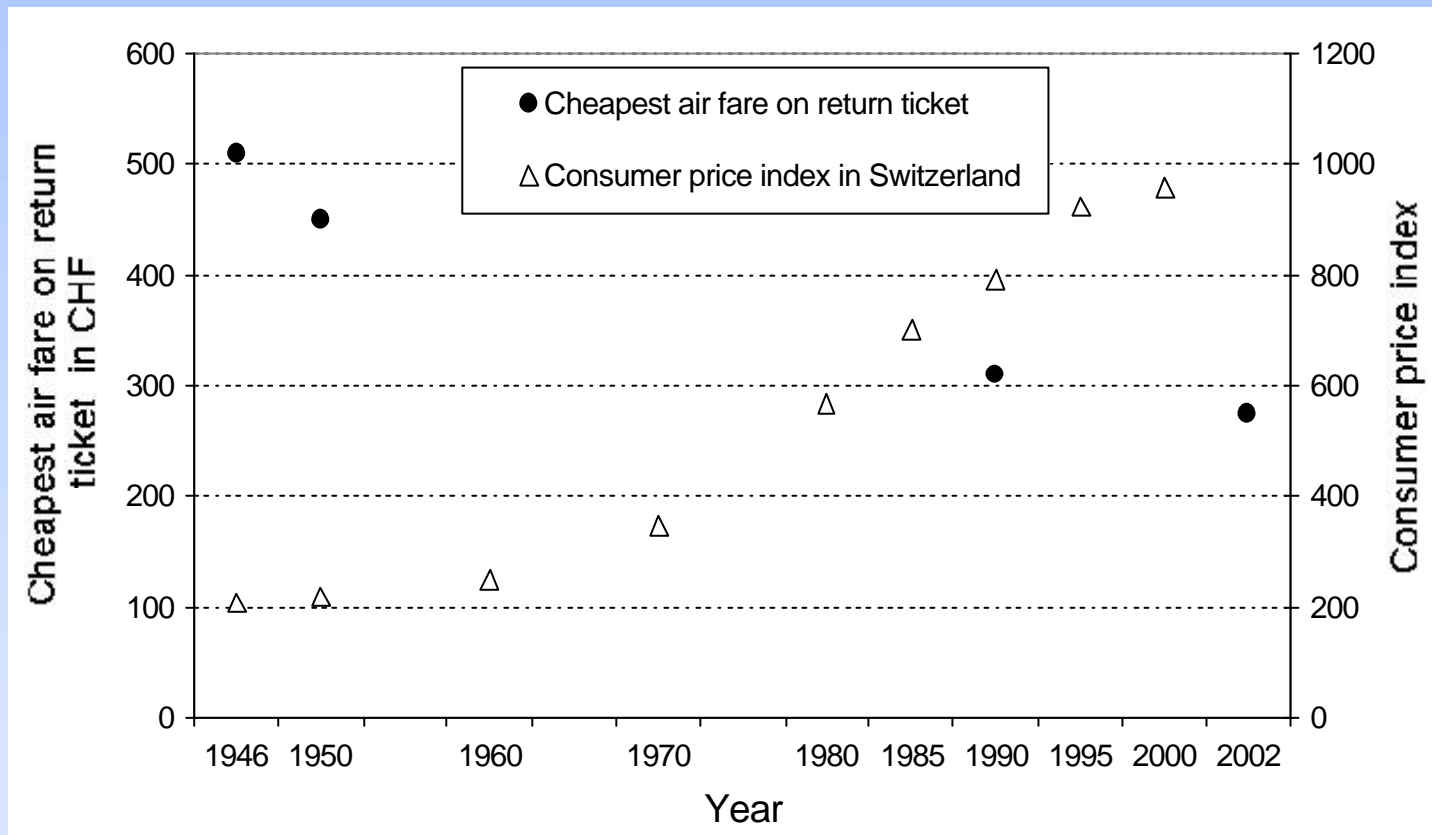
Number of direct return flights per week from Zurich to London and time spent one-way in hours



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**