

DART Airport Rail Link



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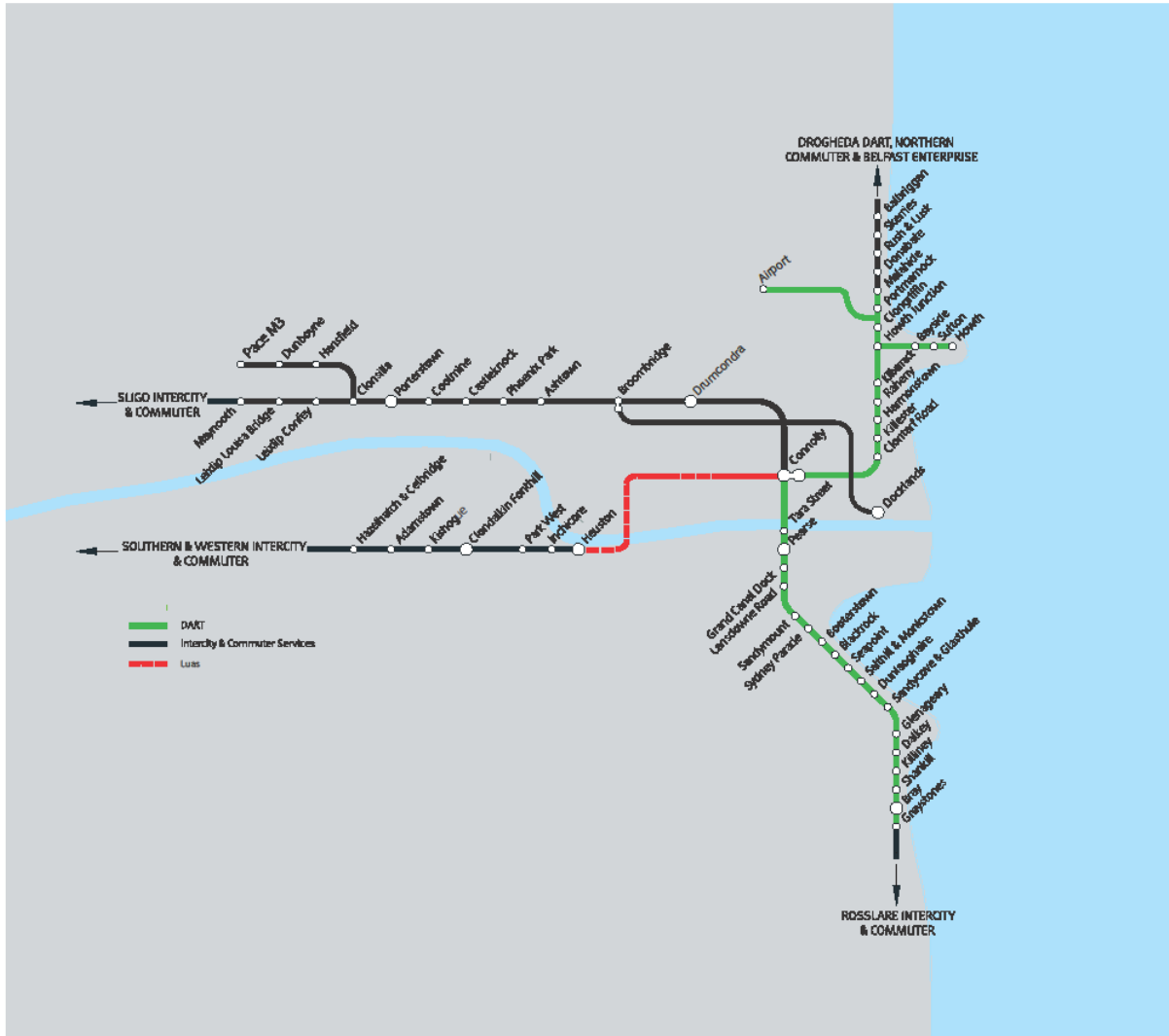
Background

- First considered in joint DAA (Aer Rianta) / Iarnród Éireann report 1991 and re-examined in 2000-2.
- Not included in a 'Platform for Change' or 'Transport 21' due to capacity concerns.
- Now very different economic and funding landscape.
- Economic assessment as part of the NTA's Draft Transport Strategy (Vision 2030)

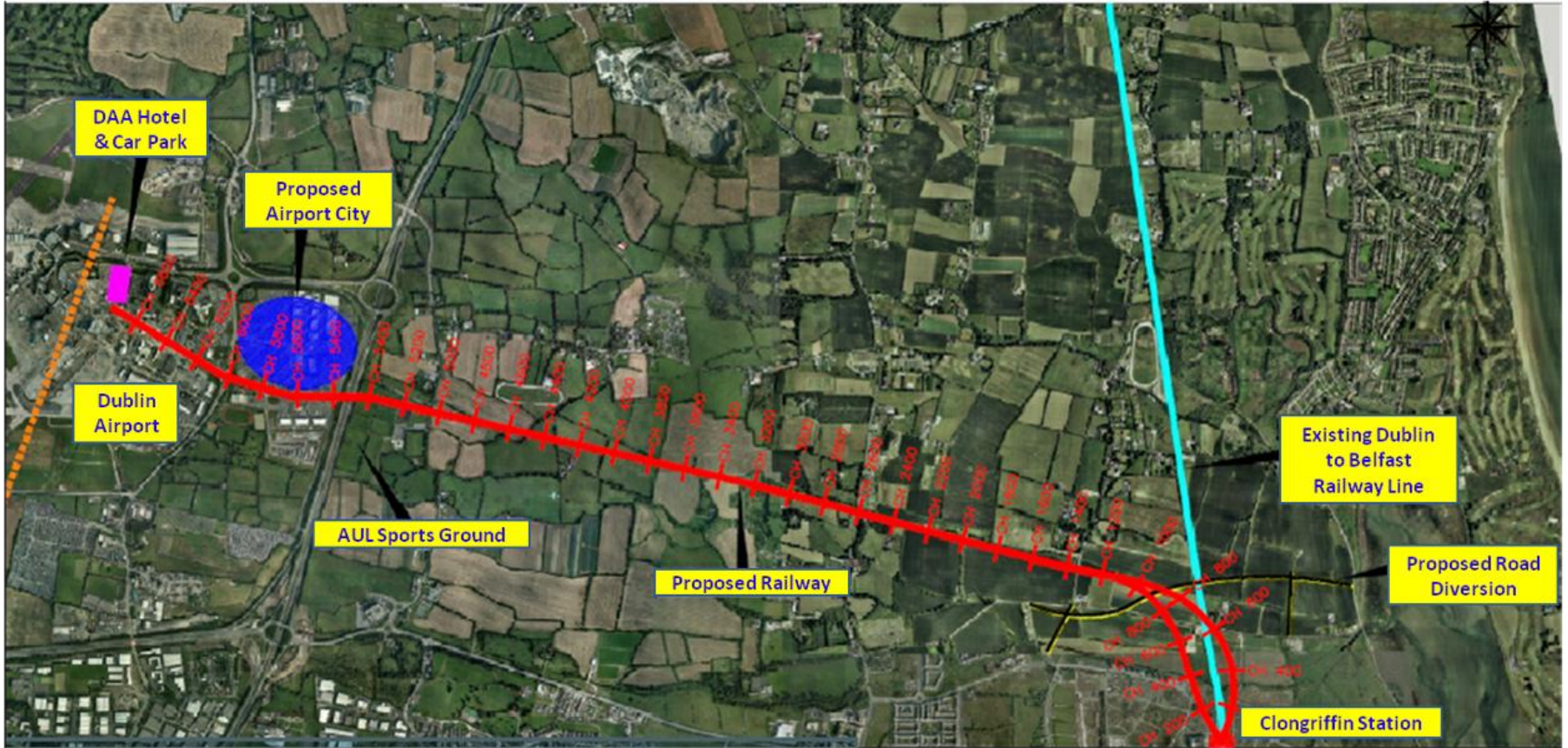
Project Summary 1

- 7 km DART spur between Clongriffin Station and the Airport at cost of c.€200m (exc. VAT) to be delivered by 2016.
- Airport service can be initially accommodated with existing DART fleet.
- Routed across agricultural land between Clongriffin and M1.
- Two route options between M1 and the Airport terminals.
- Five Airport station options identified (subject of discussion with DAA within context of Airport Master Plan).

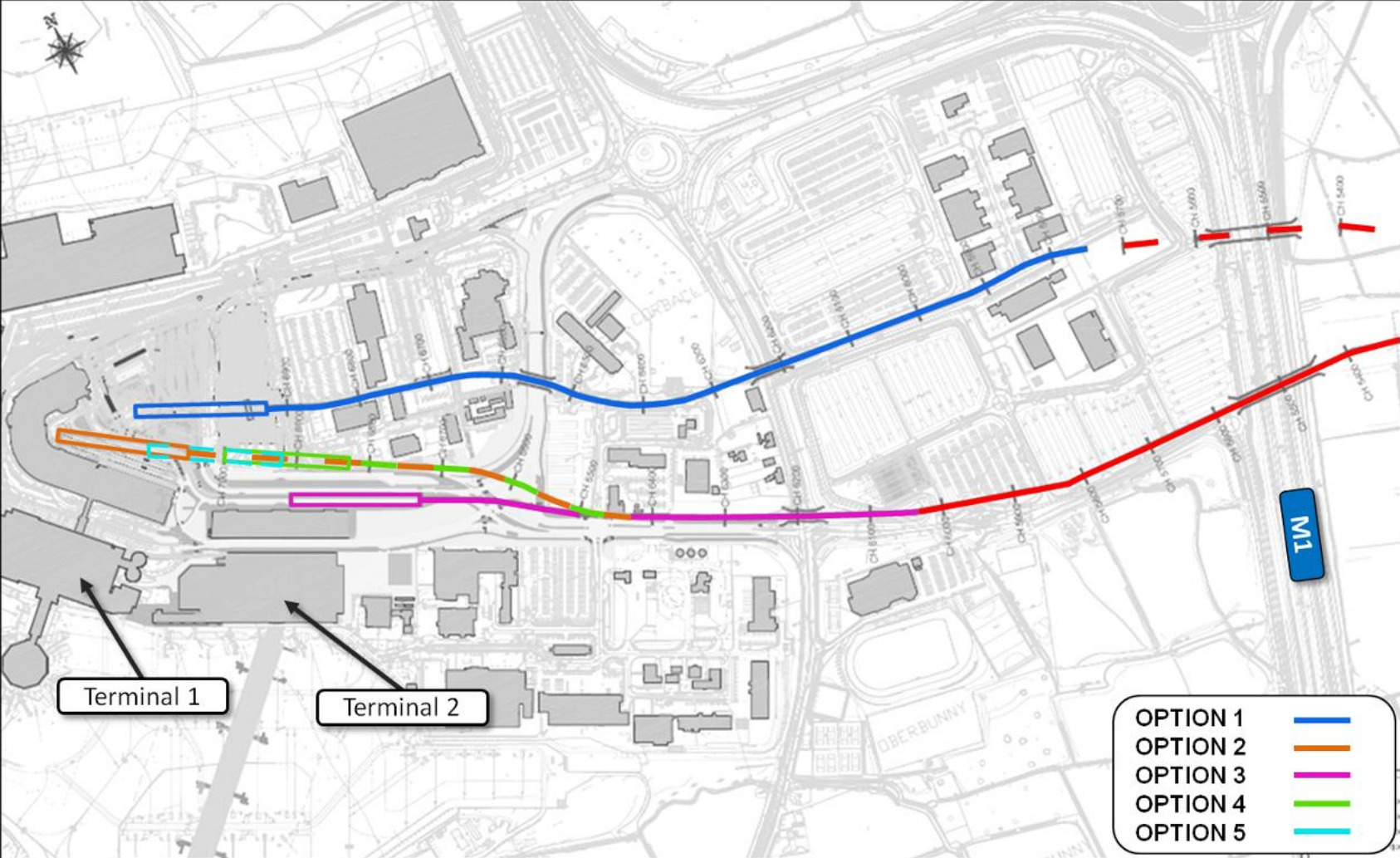
Fit with Existing Network



Indicative Route Corridor



Indicative Airport Options



Project Summary 2

- Operates through DART network (Airport – Bray / Greystones) serving all DART stations with 15 minute frequency throughout 18+ hour day.
- Reliable 25 minute journey time to / from the city centre with easy access to key facilities (City Centre retail area, IFSC, Convention Centre, Aviva Stadium).

Strategic Fit

- Resignalling project will facilitate the Airport service PLUS a very significant increase in regular commuter services along the Northern line.
- Easy interchange at Clongriffin (Belfast and northern commuter services) and at Connolly (Wexford, Sligo, Maynooth, LUAS and Busaras) will significantly widen the catchment of the service.
- Complements the DART Underground Programme with opportunities to:-
 - connect to / from St. Stephen's Green and Heuston (Medium term)
 - run electrified InterCity services direct to the Airport (Longer term)

Fit with DART Underground



Business Case Overview

- Commissioned to assist the Government in its consideration of transport capital investment options for National Development Plan 2012-8.
- Prepared by Goodbody / AECOM in line with the Department of Finance / Transport project appraisal guidelines.
- NTA transport model underpins the analysis.
- Report submitted to Minister(s), DTTaS, NTA and DAA.

Business Case Results

- Investment generates very substantial net benefits: NPV = €1.1bn, IRR = 24%, B/C = 8.3
- Results stand up very well to robust sensitivity stress testing.
- Generate 9.4 million additional DART customers by 2030 (50%+ increase over current levels).
- Very valuable source of off-peak and counter flow DART revenue.
- Marginal operating cost will be well covered by revenue stream even without a premium fare.

Serving the Customer

- Greater customer choice.
- DART service offering unmatched by other modes for capacity, reliability, punctuality and accessibility.
- Improved local, regional and national access for tourism and business.
- Dublin Airport, the major gateway to the island of Ireland, is a major zone (20,000 employees and 38 million passengers by 2030).
- Passive provision to serve a future M1 P&R station for Swords.

Wider Policy Issues

- Airport DART a low-cost, high-return project with longer-term strategic benefits.
- Great strategic and operational fit with DART Underground.
- Meets EU White Paper goal of connecting major international airports with national rail network.
- Can be delivered with minimum of disruption - discussions with DAA necessary to achieve best fit with Airport Master Plan.

International Experience

Rank	Airport	Market Share		
		Total	Rail	Bus
1	Oslo	64%	39%	25%
2	Hong Kong	63%	28%	35%
3	Narita	59%	36%	23%
4	Shanghai	51%	6%	45%
5	Zurich	47%	42%	5%
6	Vienna	41%	30%	11%
7	London Stansted	40%	29%	11%
8	Paris Charles de Gaulle	40%	27%	13%
9	Amsterdam	37%	35%	2%
10	Copenhagen	37%	33%	4%
11	Munich	36%	28%	8%
12	London Heathrow	36%	24%	12%
13	Stockholm	34%	18%	16%
14	Frankfurt	33%	27%	6%
15	London Gatwick	31%	24%	7%
16	Geneva	28%	21%	7%
17	Brussels	26%	16%	10%
18	Paris Orly	26%	14%	12%
19	Düsseldorf	22%	18%	4%

Outlook

- Not included in Capital Programme 2012-2016
- However, private funding options could be investigated
- Need to identify and protect alignment to maintain as strategic option