



Airports as cityports in the city-region



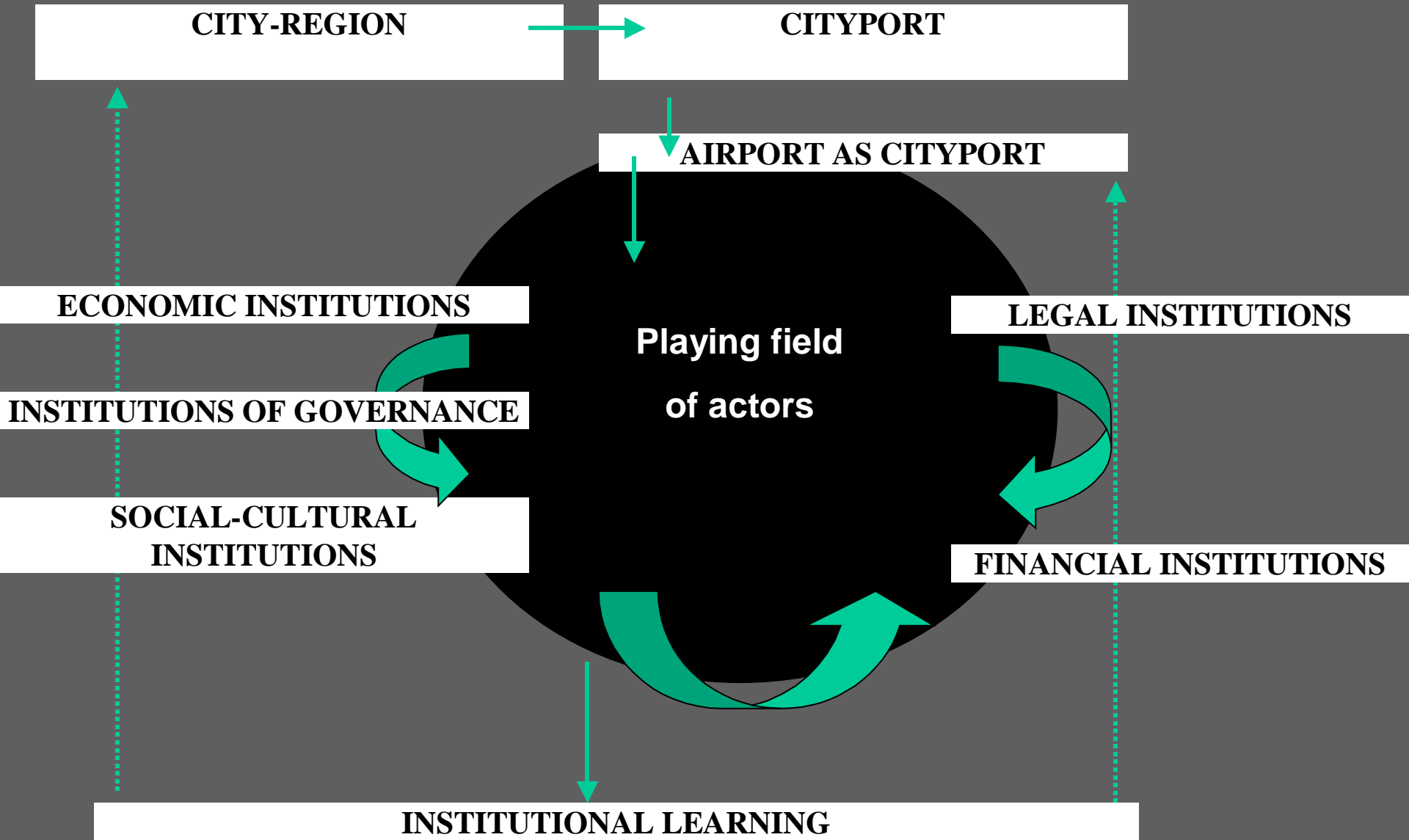
AirNeth Annual
Conference
April 11-13, 2007



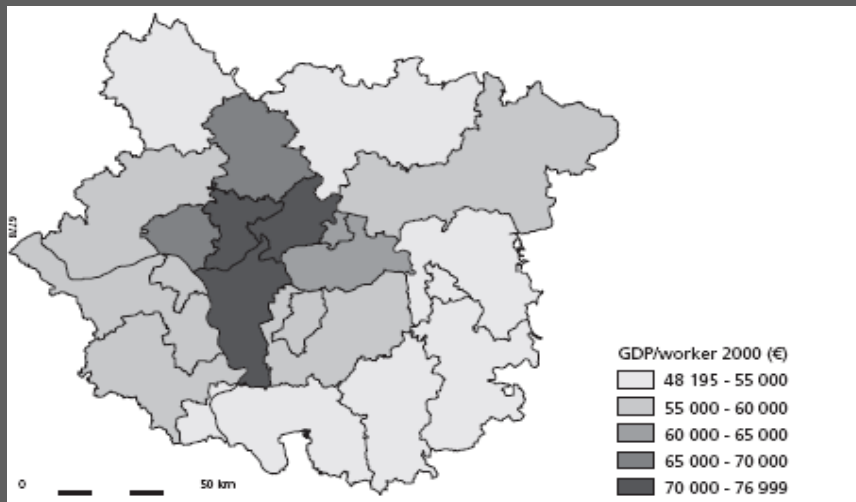
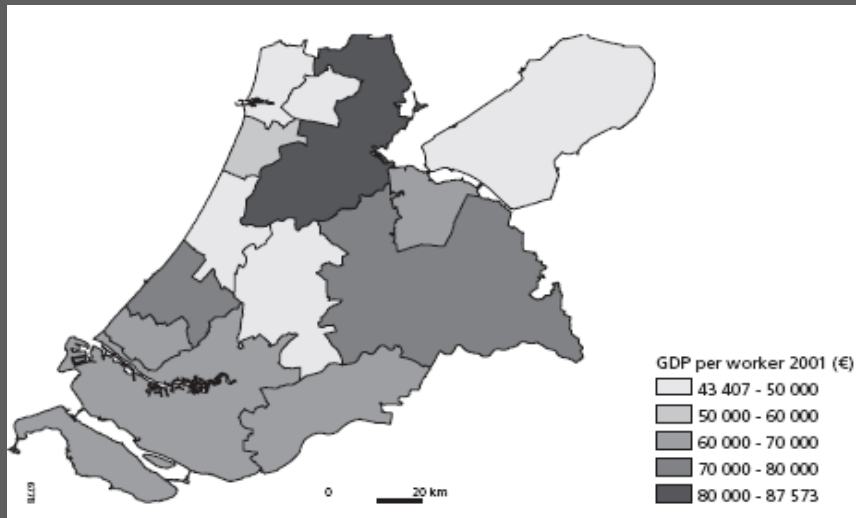
Michel van Wijk

SADC Schiphol Area
Development Co.

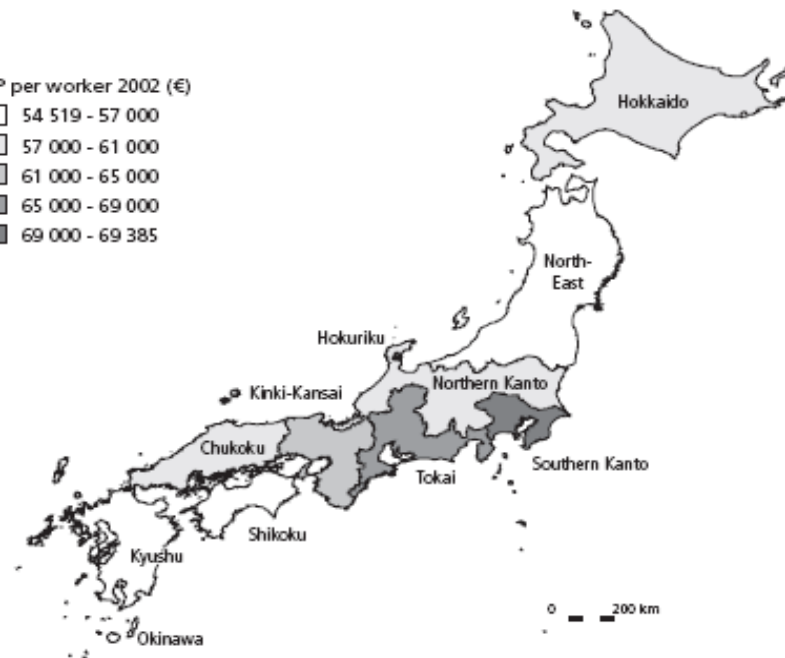
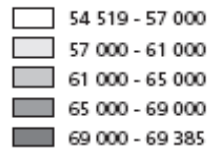




City-regions (1)



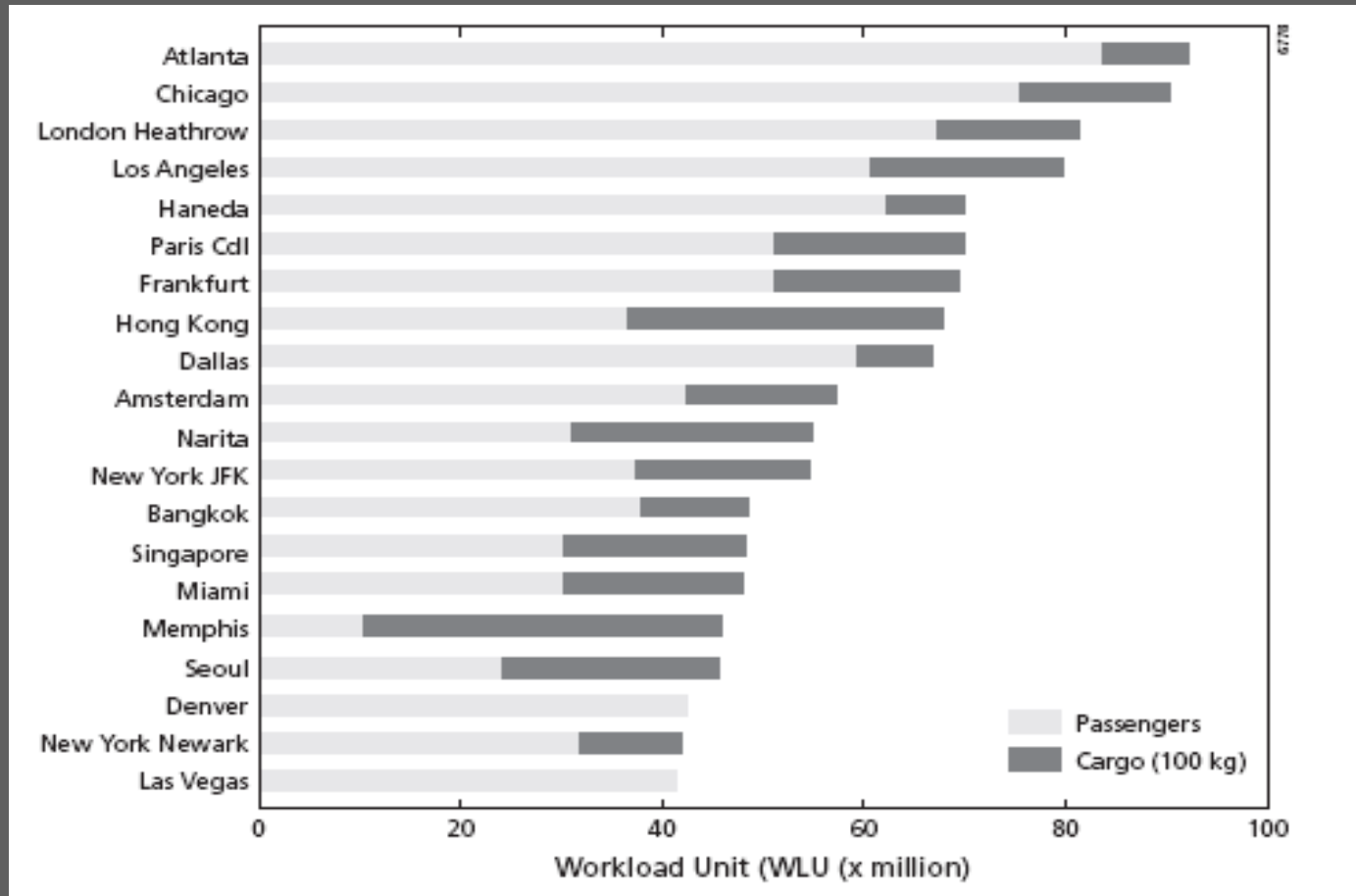
GDP per worker 2002 (€)



City-regions (2)

Tokyo	Rhein-Main	Randstad
+ Rail transport	+ Air transport	+ Air/water transport
+ Domestic market	+ Public transport	+ Competition
+ Education and labour	+ Market and education	+ Business services
- Market access	- Tax	- Motivation labour and housing
- Air transport	- Available housing and labour	- Public transport

Position airports



Economic spin-off → urbanisation

Table 4.5 Direct and indirect jobs per million passengers per annum (mppa)¹³

Airport	Year	Passengers (millions)	Direct jobs (mppa)	Secondary jobs (mppa)	Total jobs (mppa)
Phoenix	1996	30.4	1213	2998	4211
Vancouver	1997	14.8	1546	2005	3551
Paris CdG	1996	31.7	1560	1910	3470
Tokyo Haneda*	2002	62.0	532	2195****	3282****
Tokyo Narita*	2002	29.1	2061		
München	1996	15.7	1057	2131	3206
Frankfurt**	2003	48.4	1281	1674	2955
Schiphol***	2003	41.0	1390	1439	2829
Schiphol	1997	31.0	1581	806	2387
Milan	1994	13.0	649	1984	2633
Washington Dulles	1998	15.6	992	796	1788
Washington Natl.	1998	15.8	646	402	1048
Barcelona	1994	10.7	458	463	921

Source: Graham (2001), *NAA (2002), **York Aviation and ACI (2004), ***Regioplan (2005),

**** For Tokyo-Haneda and Tokyo-Narita jointly



Figure 3.3 Cityports in the Randstad city-region



Schiphol:
mono-
centric
airport
city

Frankfurt: poly- centric airport city

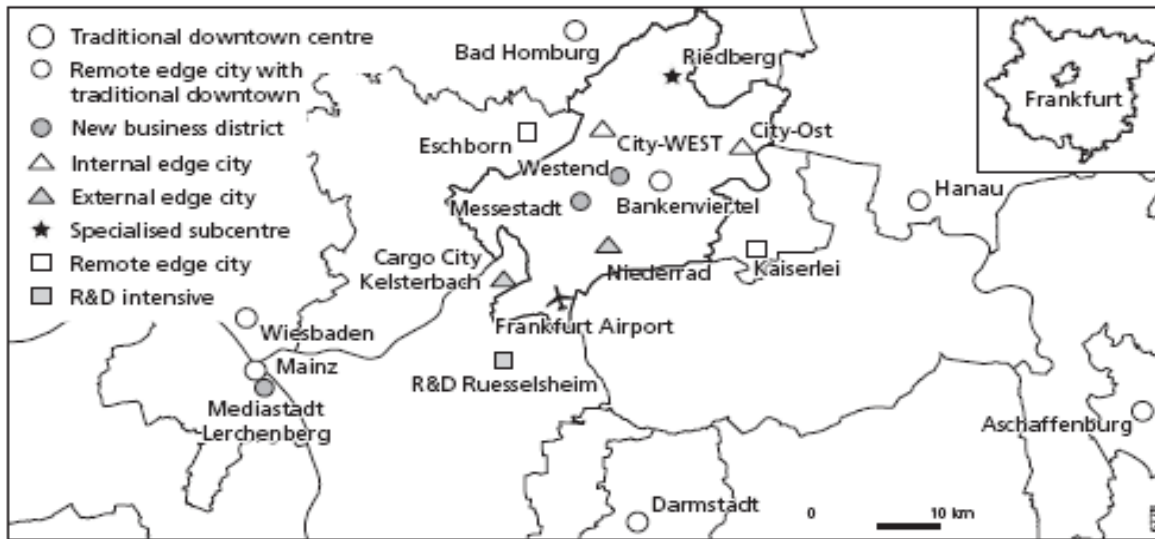
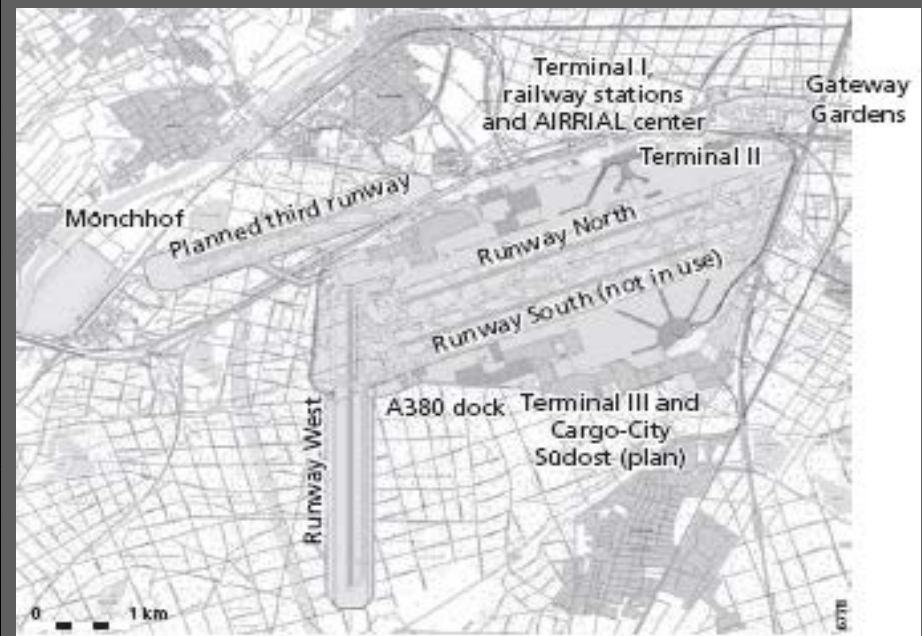
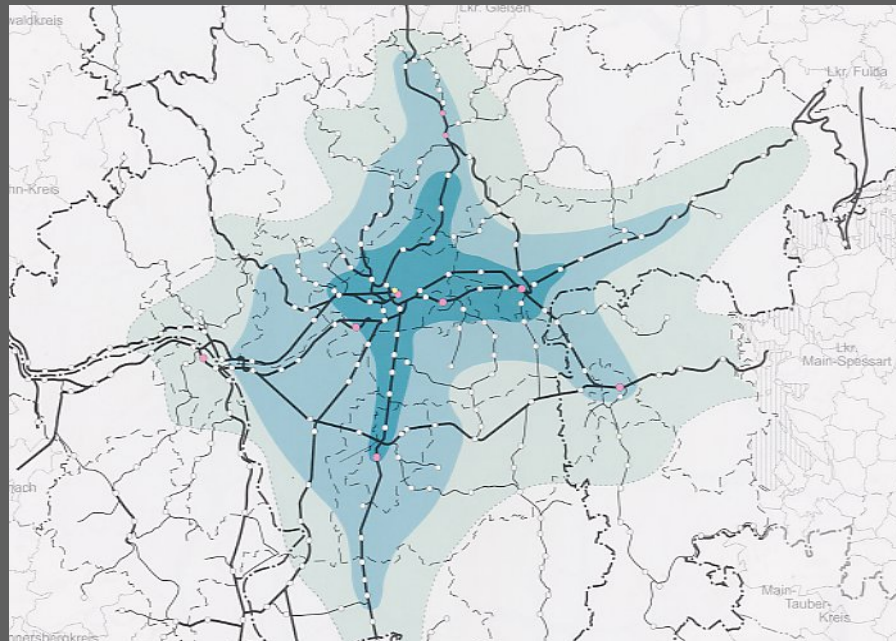


Figure 3.6 Cityports in Frankfurt Rhein-Main city-region



Cityports Tokyo



Narita: sprawled aerotropolis

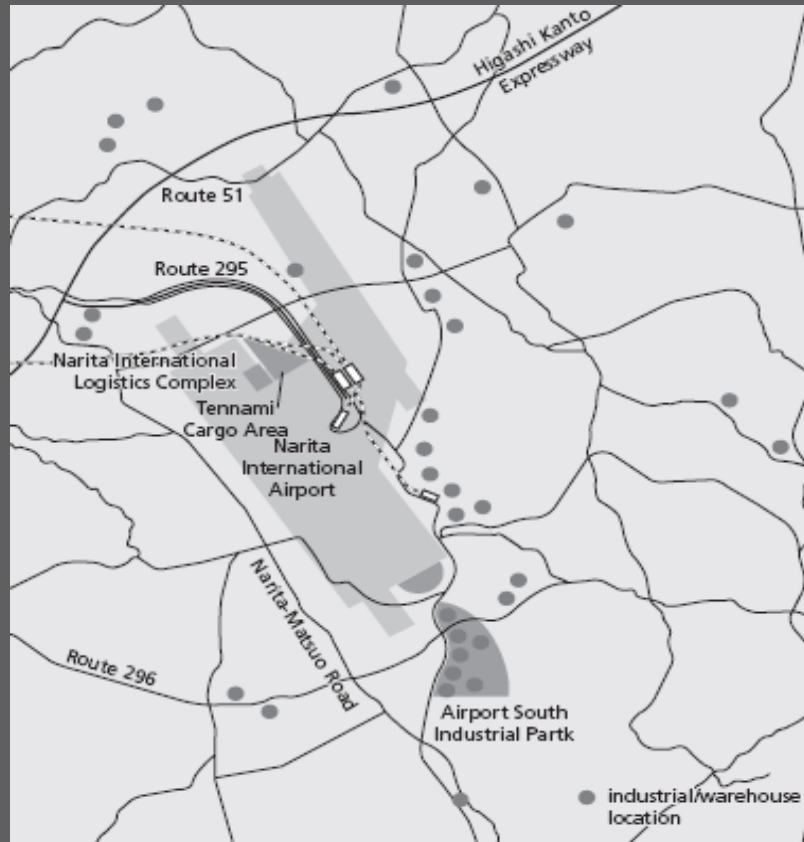


Figure 4.12 Industrial locations in the Narita airport region

Haneda: isolated airport island

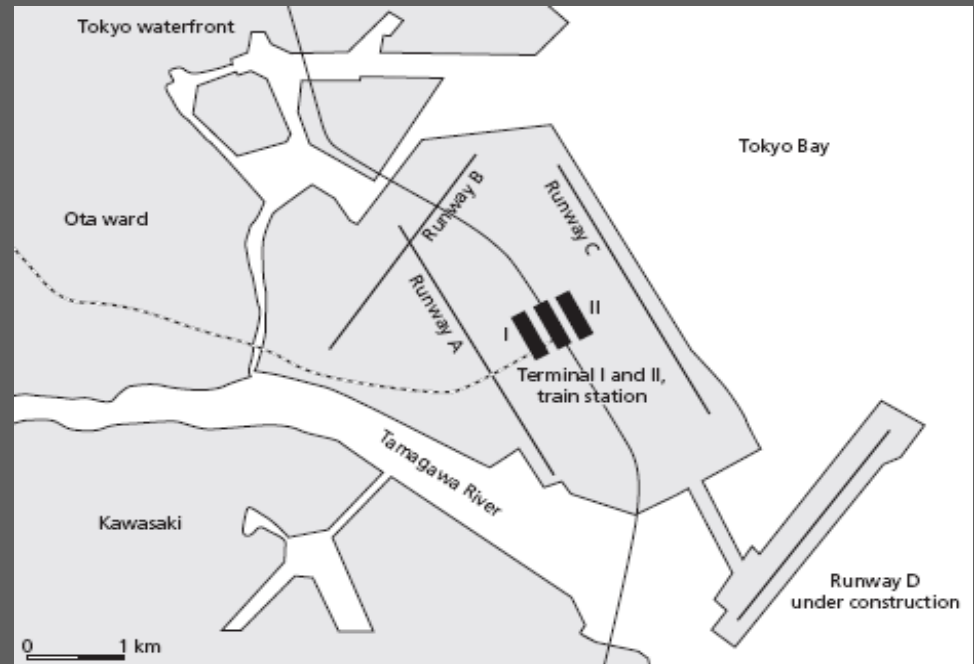


Figure 4.3 Tokyo International Airport at Haneda airport territory

Spatial economic analysis

- Impact of airports in the city-regions of Randstad and Rhein-Main bigger than expected; in Tokyo considered as weak element in business climate
- Cityport development limited in Japanese cases despite experience with railway cityports.

→ If not economic factors, which institutions are essential for the development of airports as cityports in the city-region?

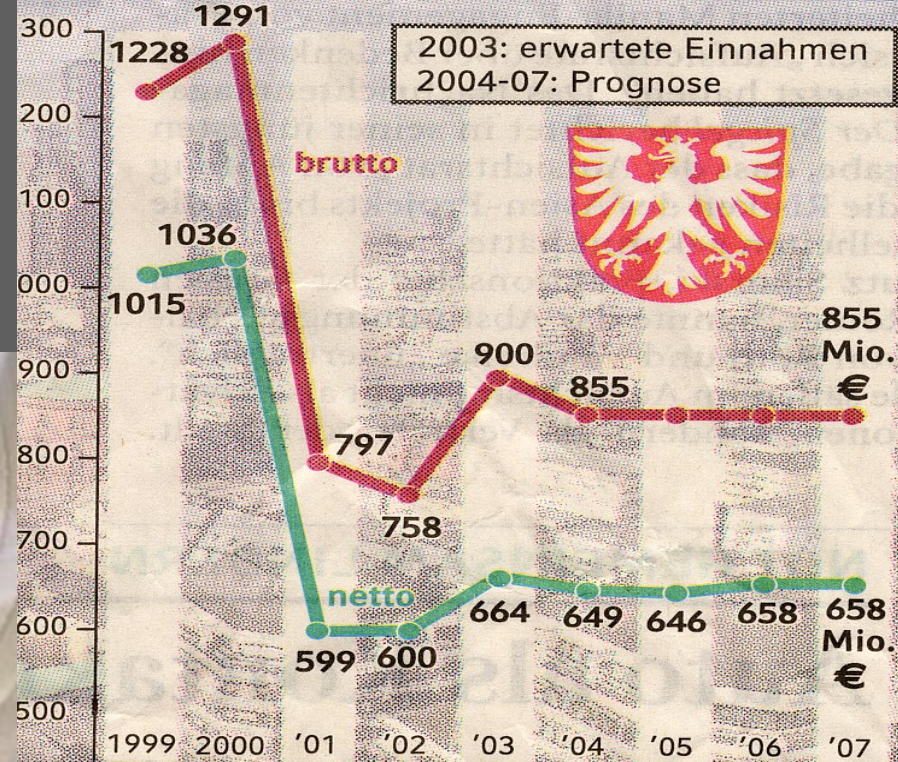
Schiphol



Schiphol

- Various levels of govt. in charge:
unclear roles and responsibilities,
indecision
- Lack of specialisation of locations
- +/- High planning ambitions, but limited
investment, and lack of balance land
uses
- +/- Governance and PPP's, but possible
conflict of interests (BFS, SRE,
Chipshol)

Frankfurt



Frankfurt Rhein-Main

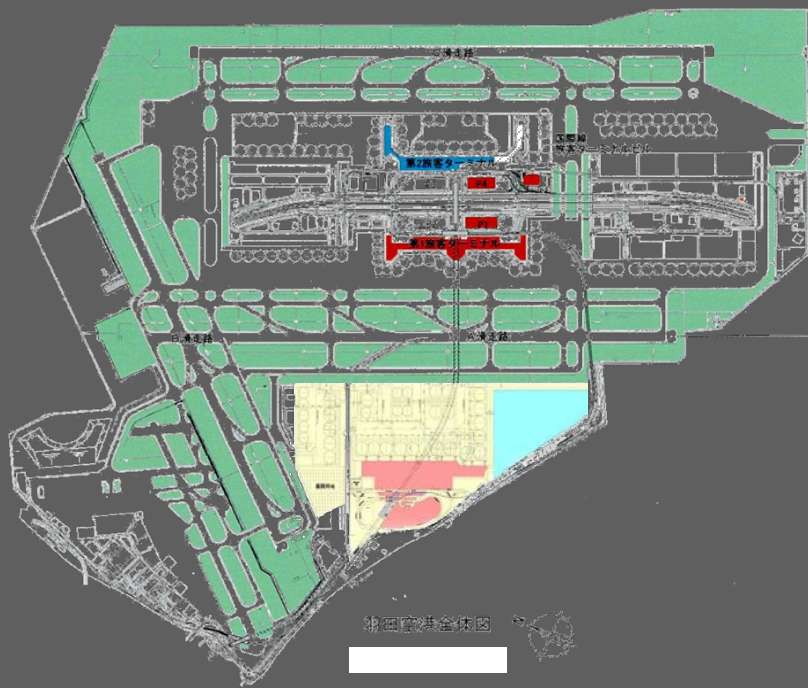
- + Infrastructure oriented development
- Lack of effective government
- + Tax competitions: specialisation locations
- +/- Conflict cultuur: trade-offs
- + Opportunities airport privatisation

Haneda

2004 terminal 2

2009

Runway 4



Haneda

MLIT I: development and financing

- + Economic chances area development
- Focus airside
- Centralisation MLIT, weak local embeddedness
- Lack of competition
- Cash cow MLIT

Narita International Airport



1978: 1 runway
2009: 2 runways

Institutions Narita

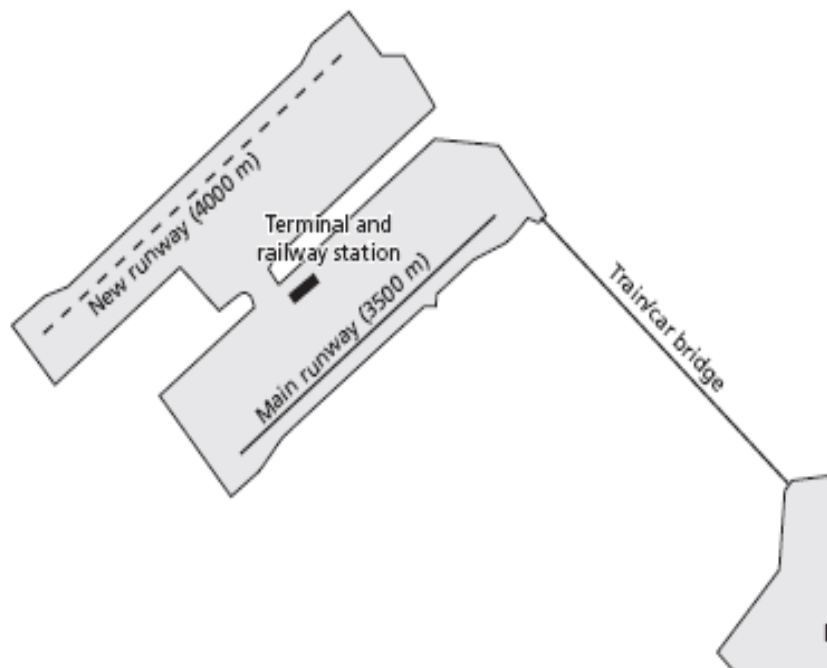
II Independent Govt. Company

- MLIT pays and decides, joint by governours
- Ignoring citizens: expropriation violence
- Focus airside
- + Privatising airport: income increase, cost reduction, improving embeddedness?

1994 Kansai Intl.



2005 Chubu Intl.



2006 Kobe Airport



Institutions Kansai

III: Public-private partnership

- + Planning concept
- Subsidy dependency public works
- 'Mega project at risk'
- Performance crisis: innovations

Institutions Centrair

IV: Corporate approach: Toyota Model

- + Planning concept
- + Bottom-up approach
- + Privatisation: cost reduction
- Prefecture did not learn from Kansai?

Conclusions:

crucial institutions for the airport as a cityport

- Competition municipalities both necessary and problematic; exception Schiphol
- Airport area development by market actors more efficient and more specialisation
- Effect merging ministries in planning
- Privatisation: efficiency and coalitions
- PPP: Schiphol ahead, conflicts of interest
- Centralisation and local tax competition: lack of local cooperation

Outlook: SADC

- Improve variety and manage scarcity of industrial sites
- Govt. company: private tools for realizing public aims

1. Regional coordination
2. Public supply of scarce land
3. Project management of land development
4. Marketing and acquisition (AAA)

Schiphol Area Development Co. (SADC) & Amsterdam Airport Area (AAA): Joint cluster strategy

Cluster	Quality	Location	Center
Fresh/ Perishables	Expedition	Aalsmeer	Auction Green Park
Fashion	Supply chain Creative workforce	Lijnden	Almere World Fashion Center
Aerospace/ High Tech	Tradition and know-how	Schiphol-East	AF/KLM European Maintenance Center Experience centre Aviation District
China	East-Asian EDC,EHQ	Schiphol	Chinamex Trade Center
Smart Cargo	Multimodal distribution	Schiphol/ Hoofddorp	Werkstad A4 (WA4)

THANK YOU!