



Worldwide Airport Lawyers Association

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AIRPORT PLATFORMS & INTERMODALITY

01

ORLY: A PARISIAN AIRPORT-CITY

A regional actor for Paris region connections

02

CDG: THE PARISIAN HUB CHALLENGING AIR / RAIL TRANSFERS

How CDG airport challenges the new millennium in terms of intermodality and new connections modes

03

INTERMODALITY: RISKS & FINANCIAL MODEL THE PARISIAN HUB

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INTERMODALITY: RISKS & FINANCIAL MODEL THE PARISIAN HUB

CDG
AIRPORT

PARIS

ORLY
AIRPORT



ACTUAL METRO & REGIONAL TRAIN SYSTEMS FOR PARIS AREA

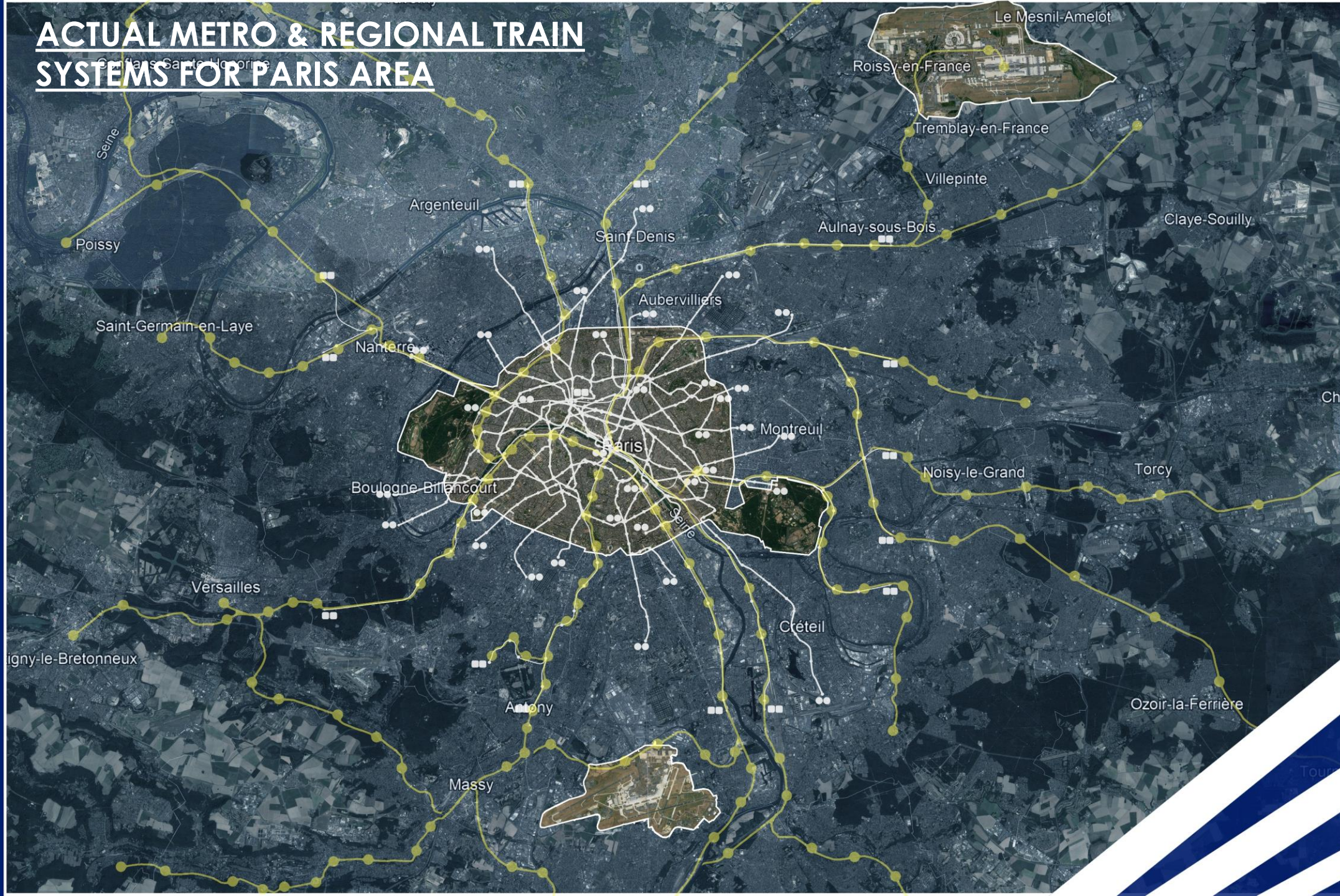
CDG AIRPORT

PARIS

ORLY AIRPORT

METRO LINES

REGIONAL TRAIN LINES

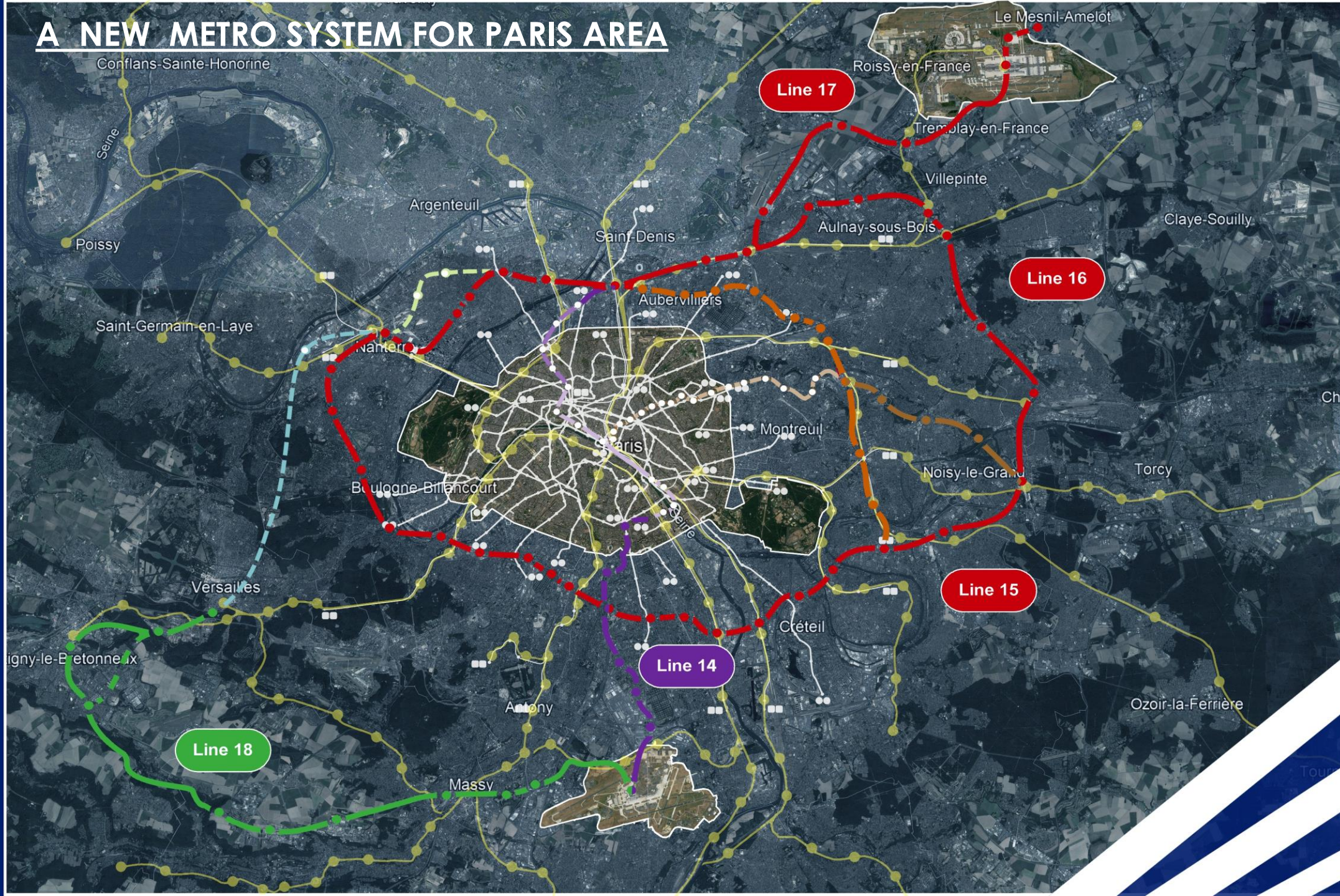


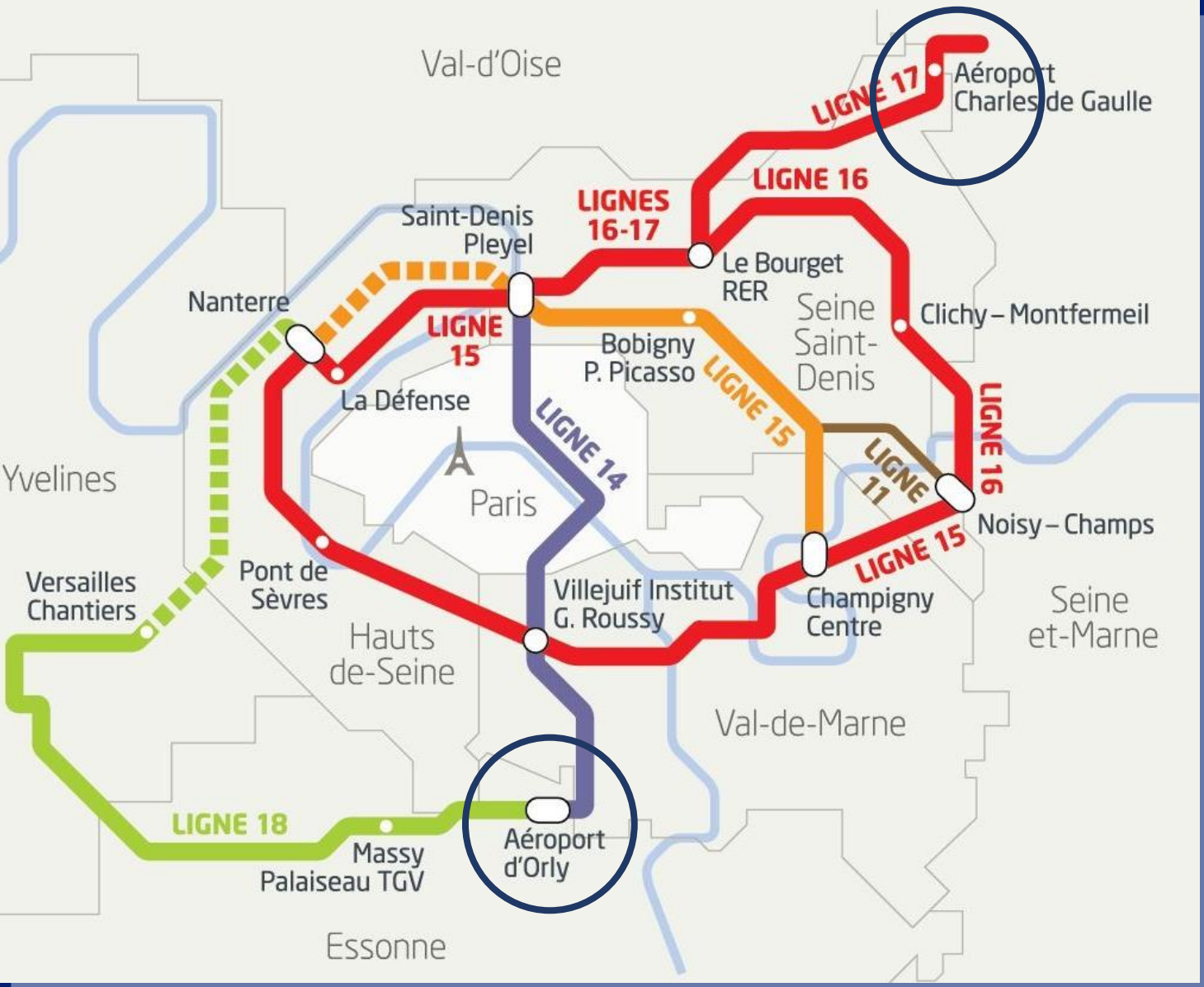
A NEW METRO SYSTEM FOR PARIS AREA

CDG
AIRPORT

PARIS

ORLY
AIRPORT





CDG

Line 17 = 2030
(2 stations)

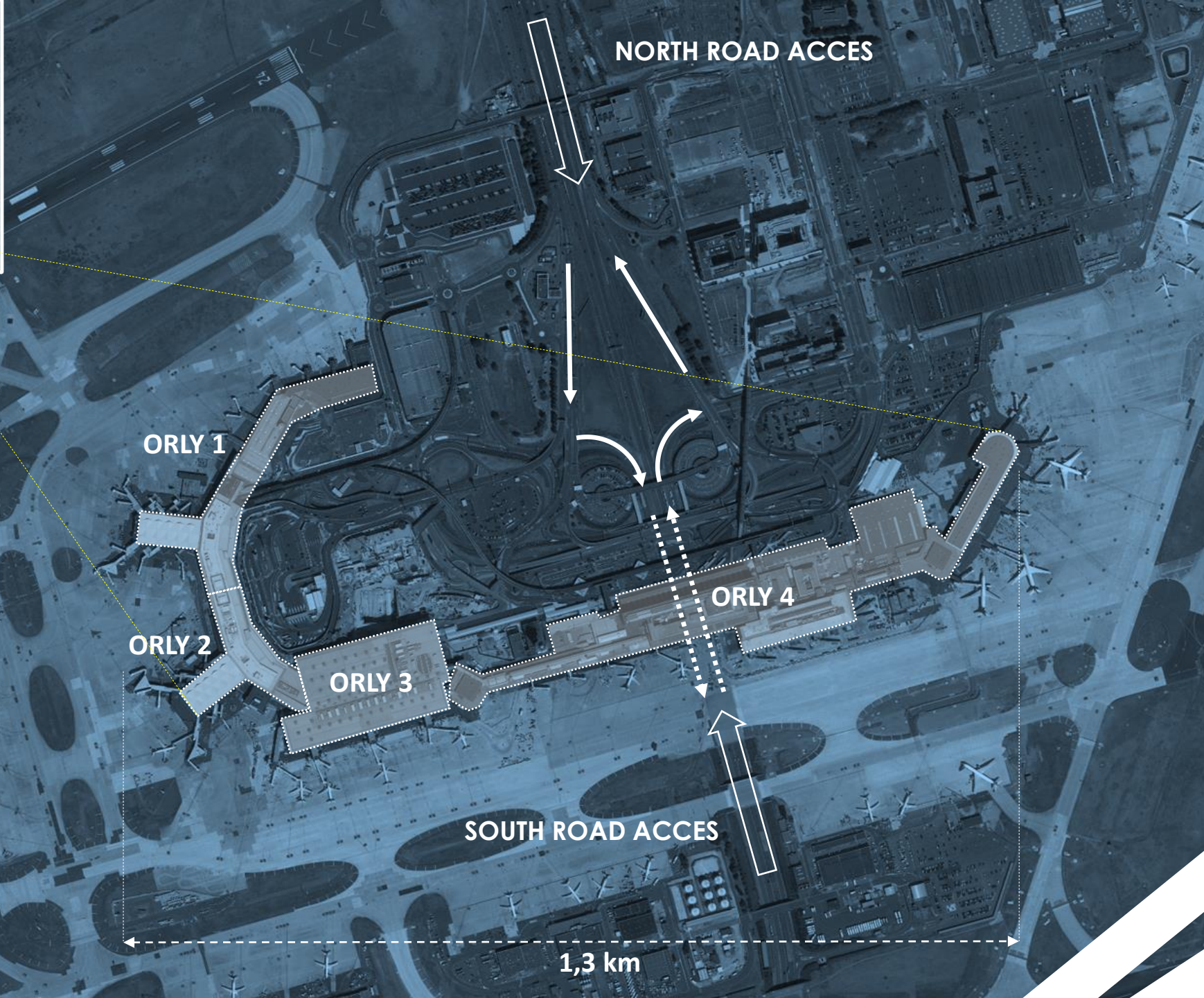
A NEW METRO SYSTEM FOR PARIS AREA

- 200 km new metro lines created
- 4 new metro lines : 15, 16 ,17, 18
- Extension of 2 existing lines : 11 & 14
- 68 new metro stations



ORLY: 2 terminus stations

- ORLY Line 14 = 2024
- ORLY Line 18 = 2027



ACTUAL SITUATION
A one roof airport
Access by car = 80%





NORTH ROAD ACCES

LINE 14
2024

LINE 18
2027

ORLY 1

ORLY 2

ORLY 3

ORLY 4

SOUTH ROAD ACCES

FUTUR SITUATION

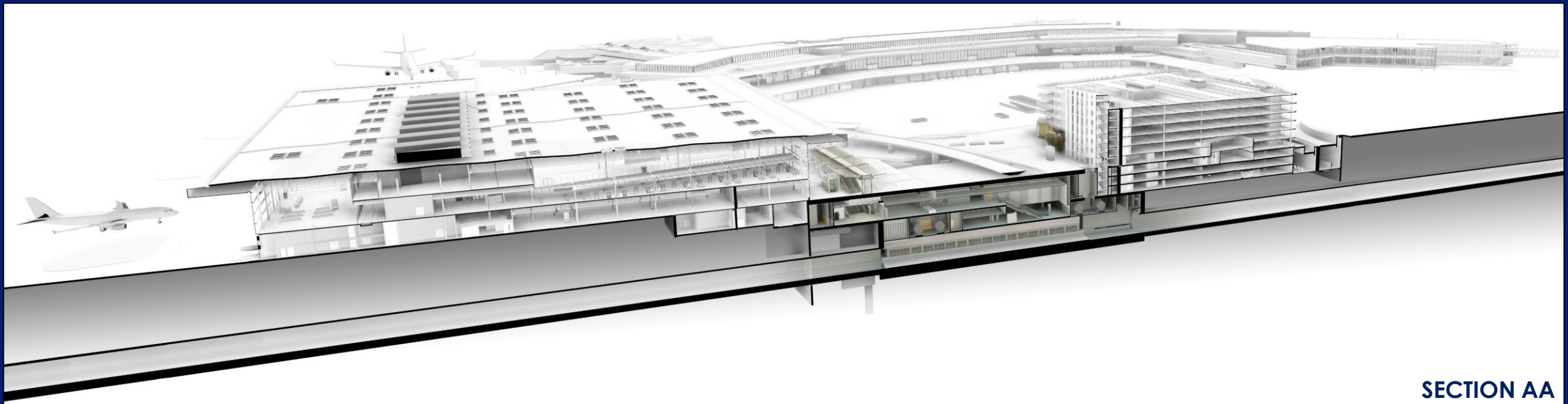
An airport city
connected to Paris
area by metro



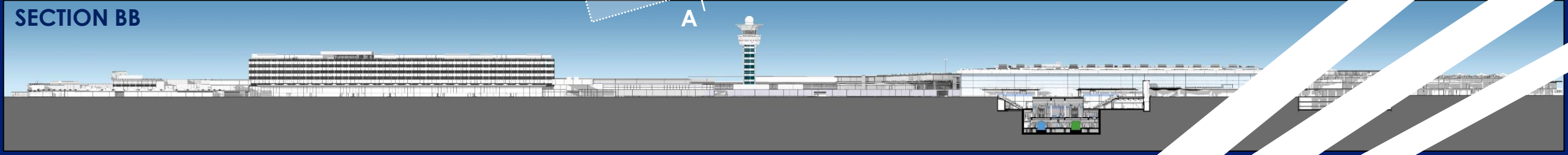
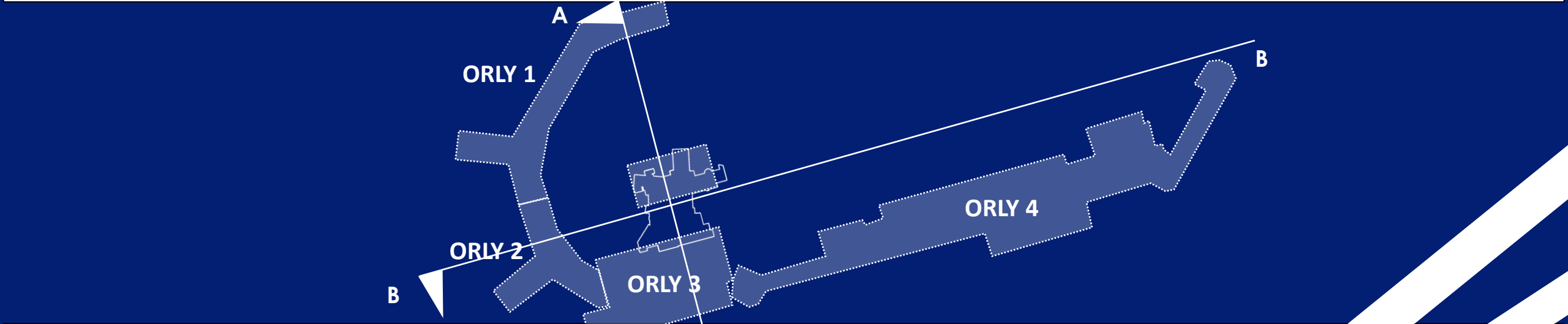


IMPACTS

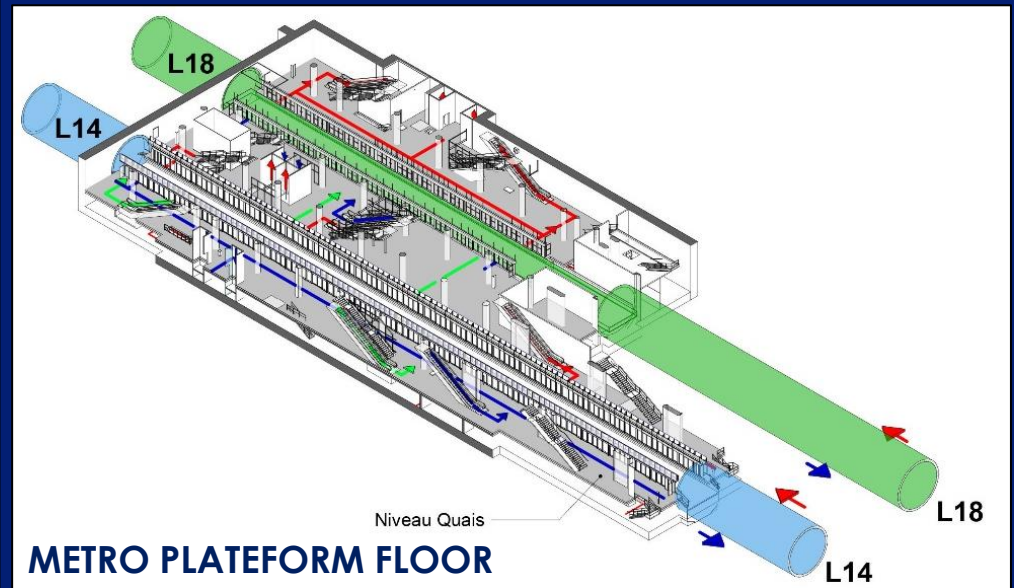
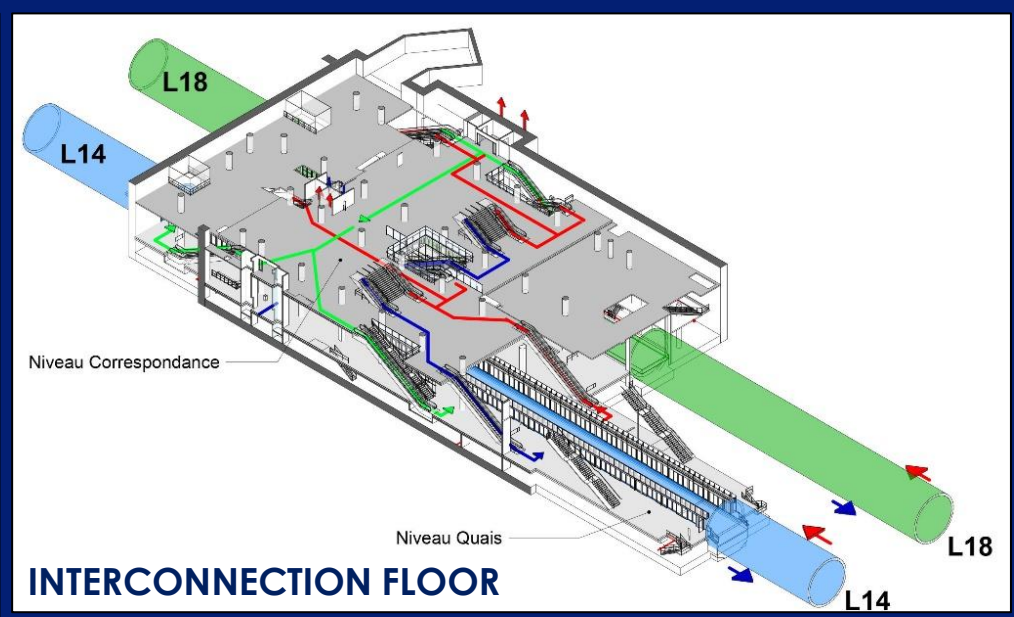
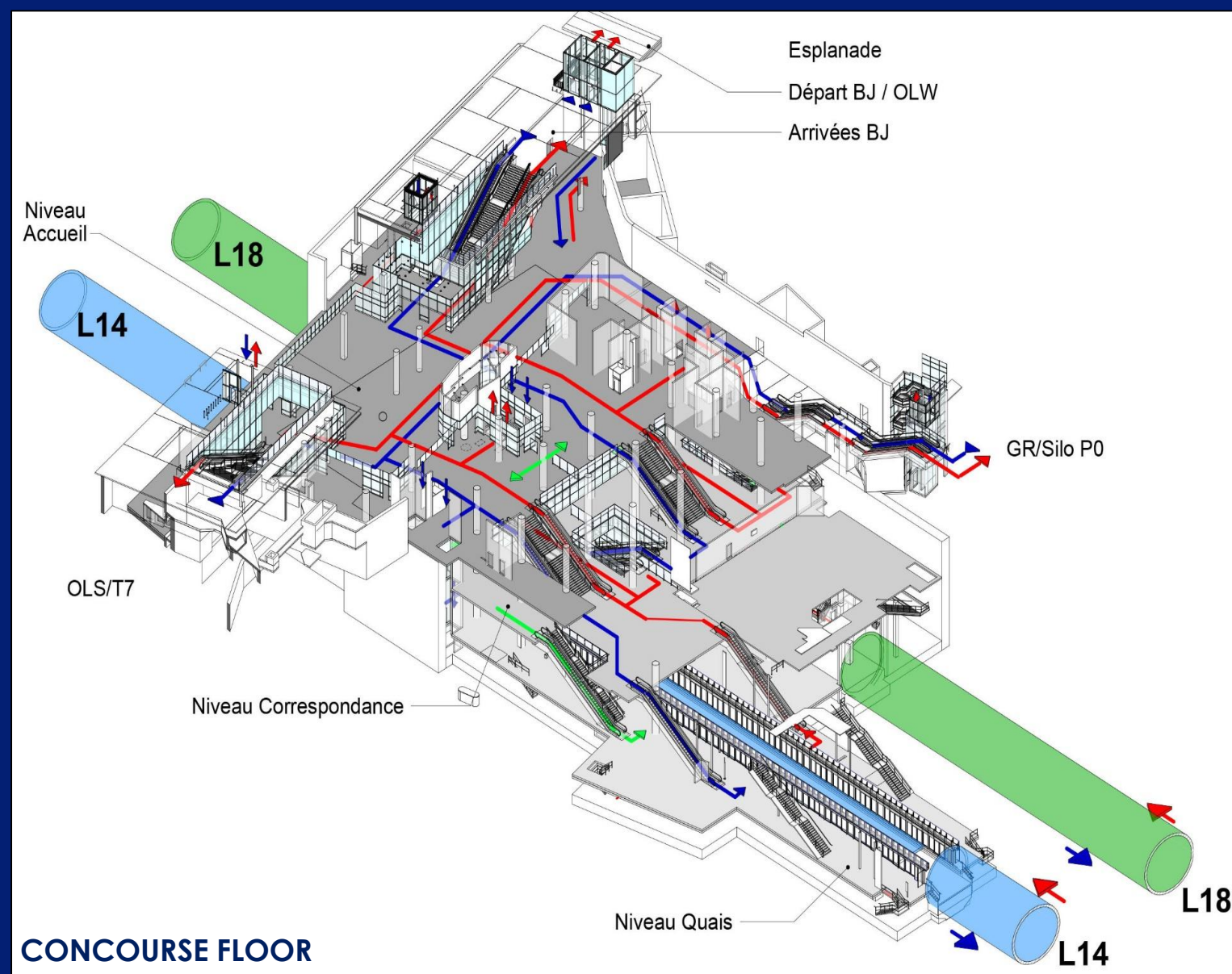
- 1/ A center of gravity shifted from east to west
- 2/ A development opportunity of the landside
 - landscaping
 - Amenities
 - ...
- 3/ A study hypothesis on a airside development to the west of the platform



SECTION AA



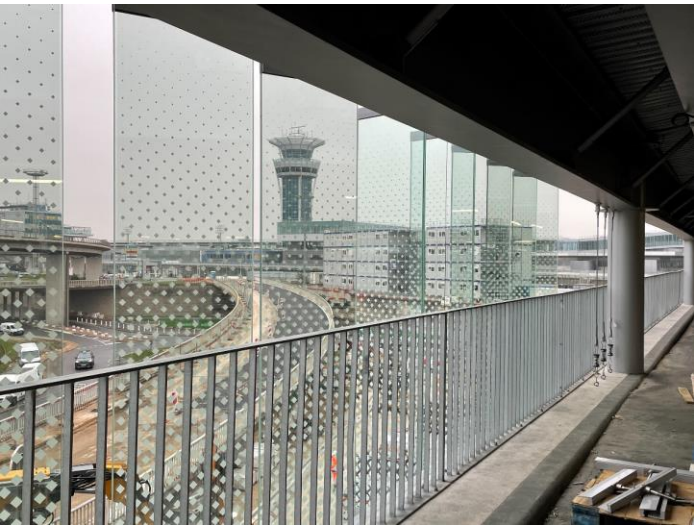
SECTION BB











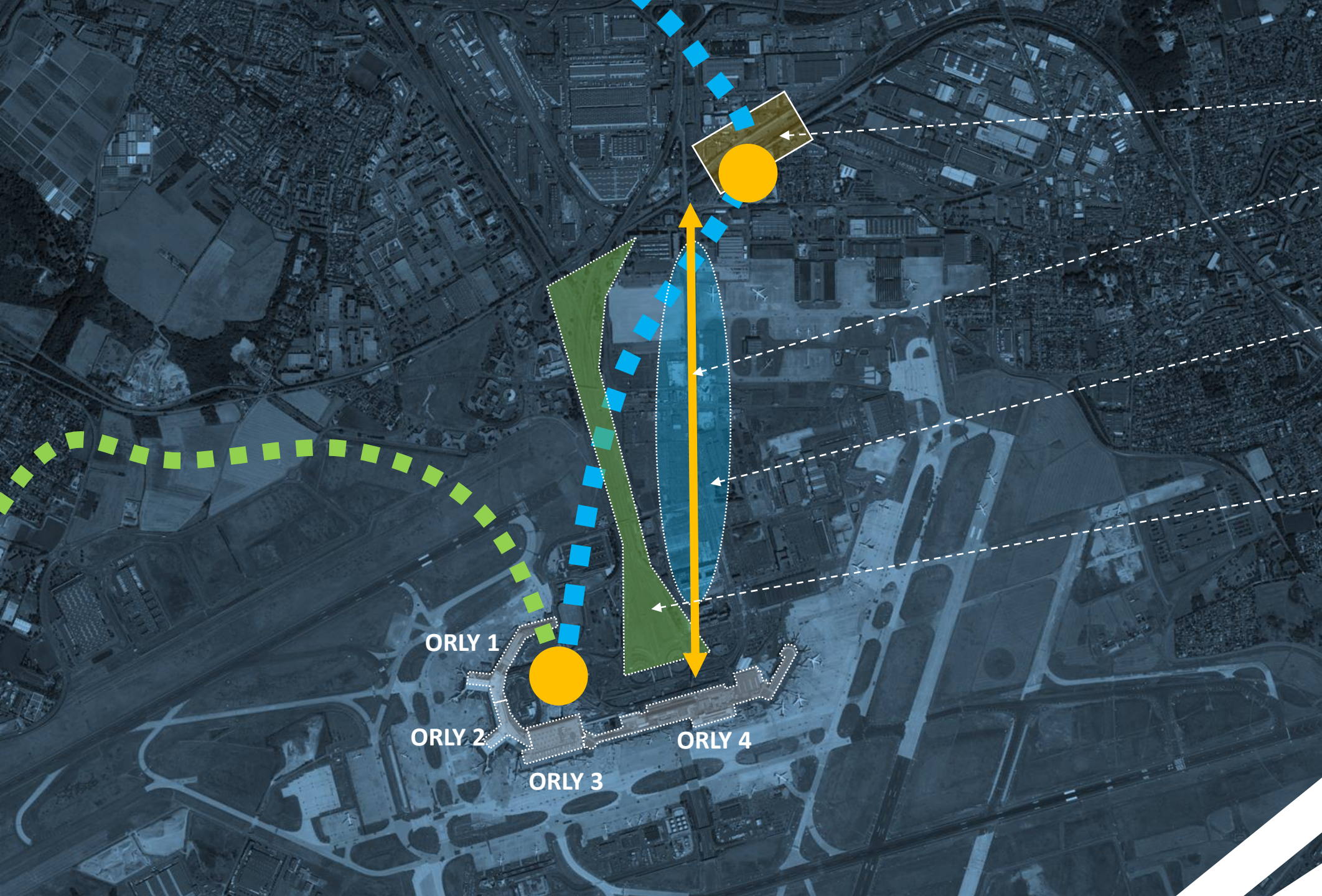
OPPORTUNITIES

1/ Future HSR STATION (2030)

2/ A connection with the future HSR STATION at the north of the platform (2030)

3/ Extension of the aerocity of Orly towards the north as a junction between these 2 modes of heavy transports

4/ A landscape corridor



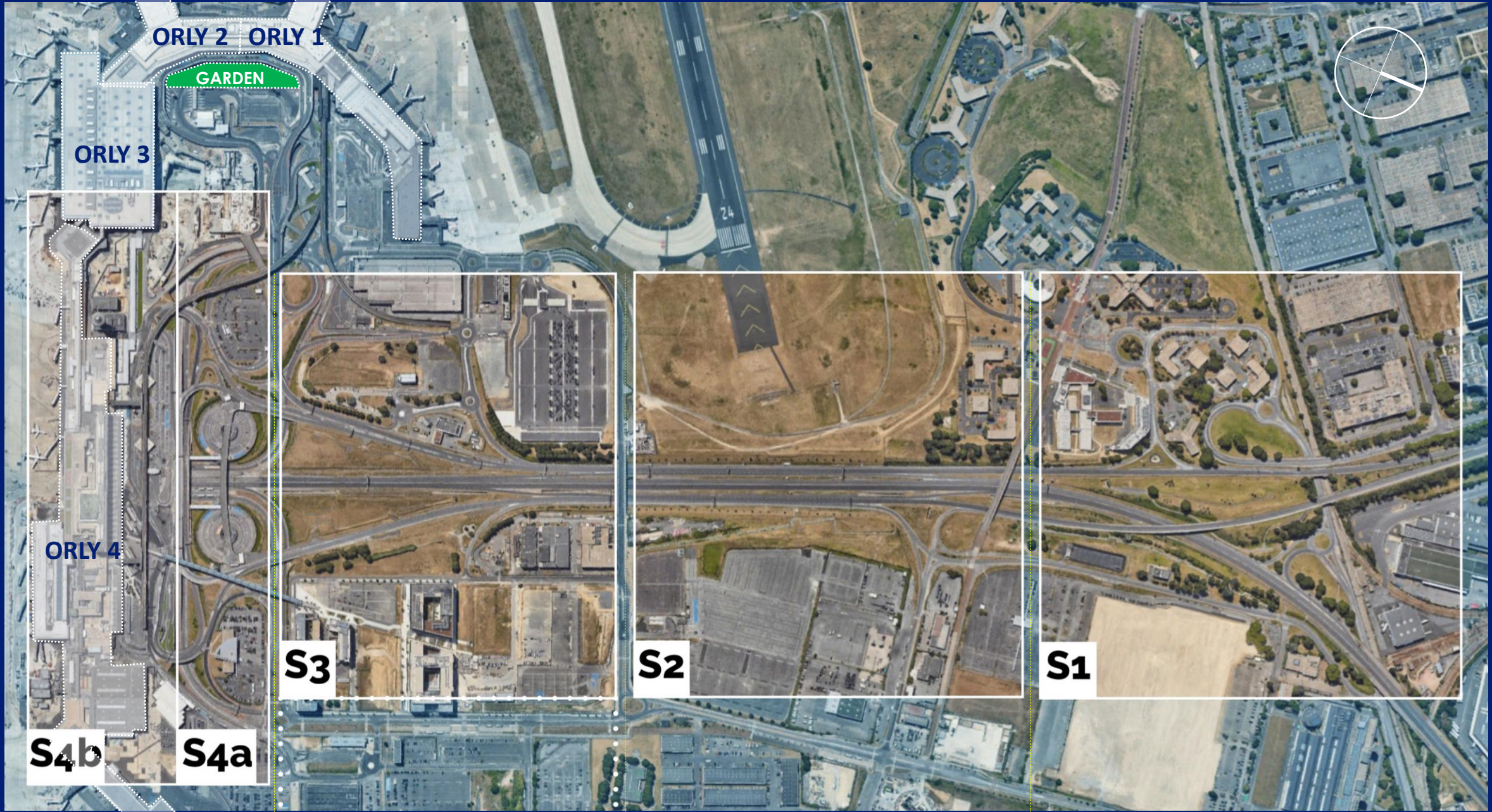
ORLY 1

ORLY 2

ORLY 3

ORLY 4

LANDSCAPE CORRIDOR



ONLY 2 ONLY 1

GARDEN

ONLY 3

ONLY 4

S4b

S4a

S3

S2

S1

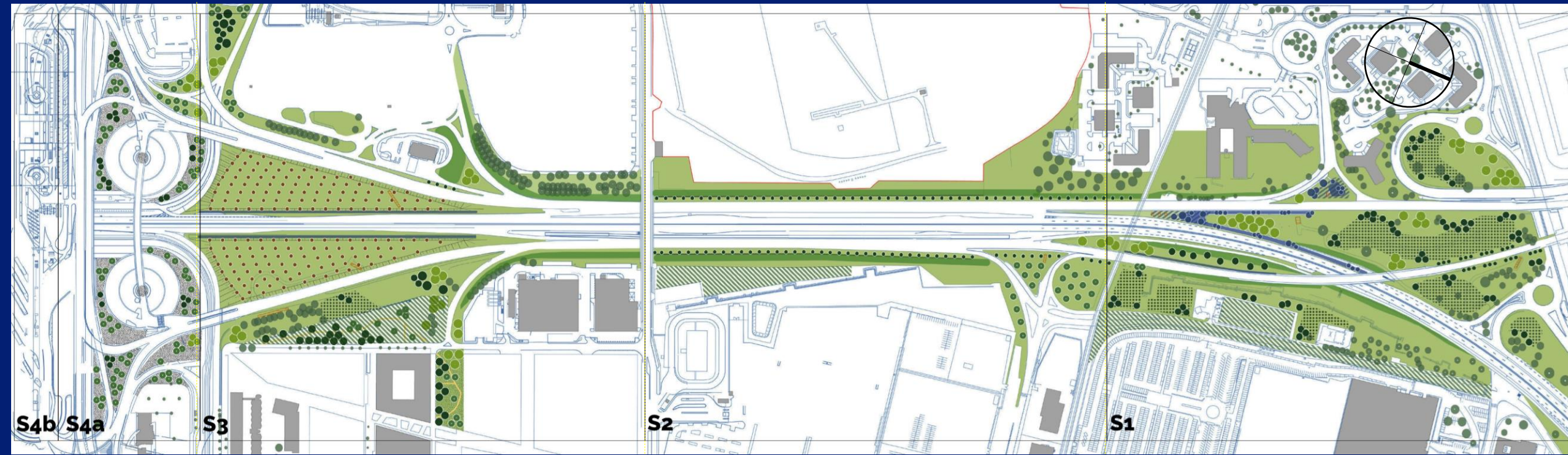
GARDEN

ORCHARD SEQUENCE

PRAIRIE SEQUENCE

FOREST SEQUENCE

THE NATURE AS AN INSPIRATION



GARDEN

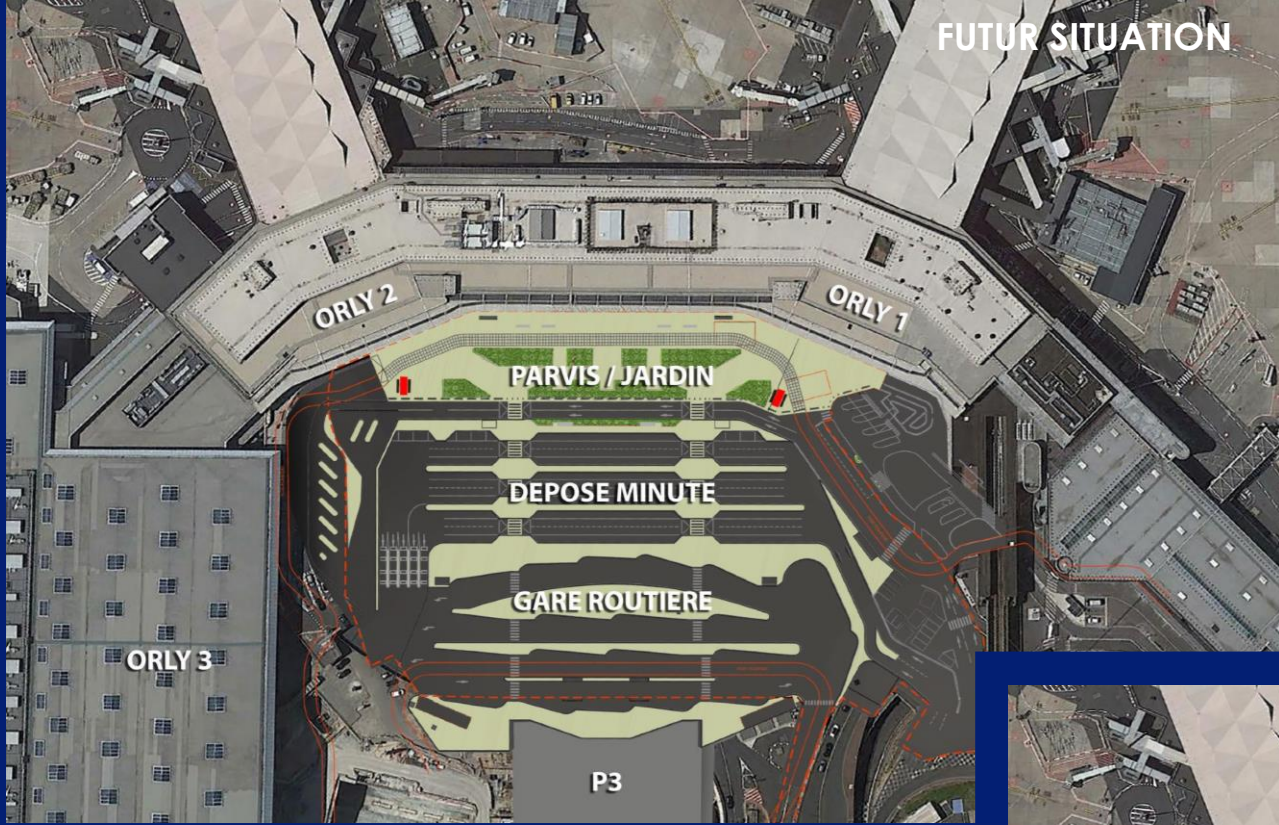
ORCHARD SEQUENCE

PRAIRIE SEQUENCE

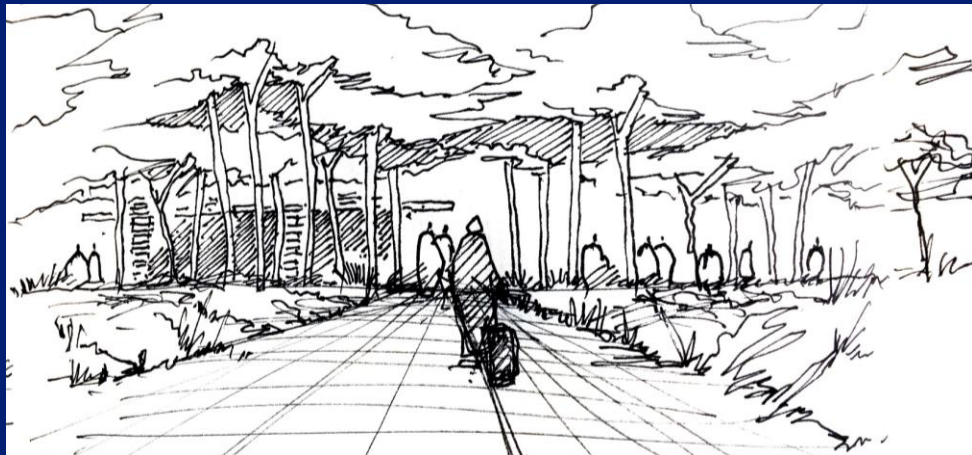
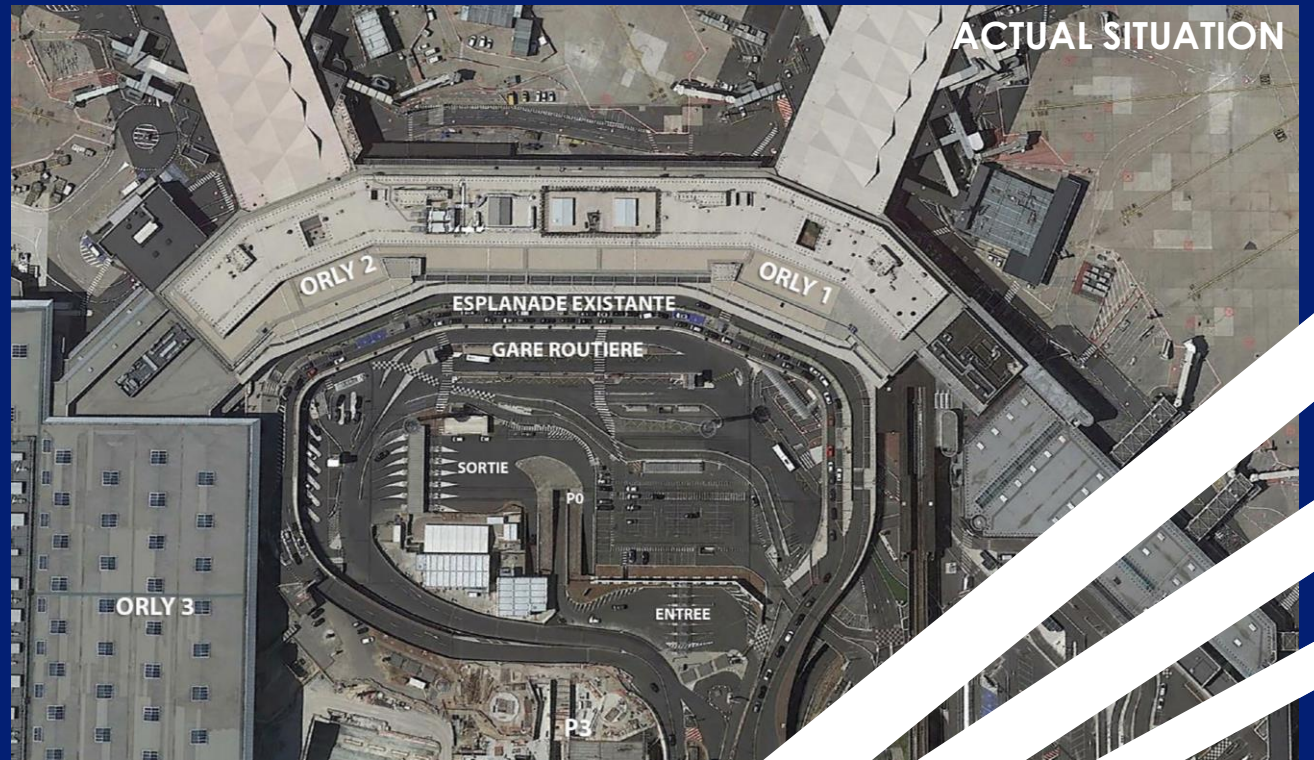
FOREST SEQUENCE



FUTUR SITUATION



ACTUAL SITUATION

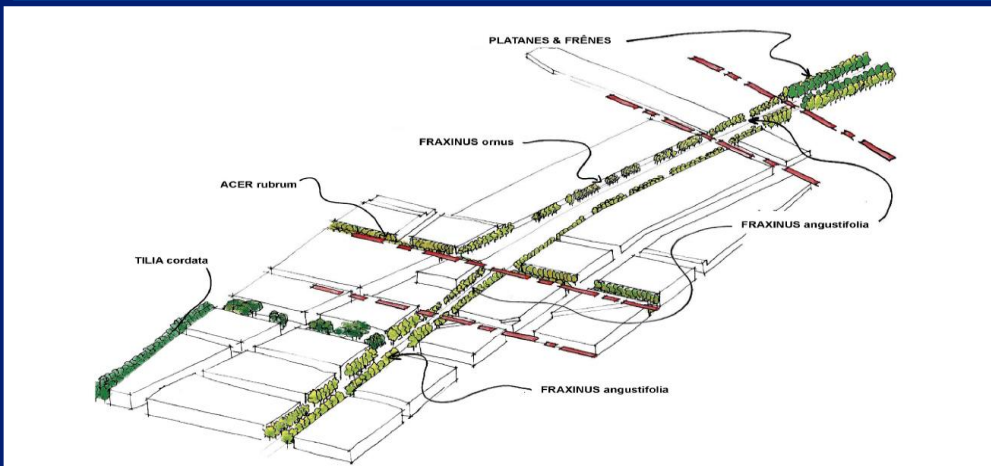
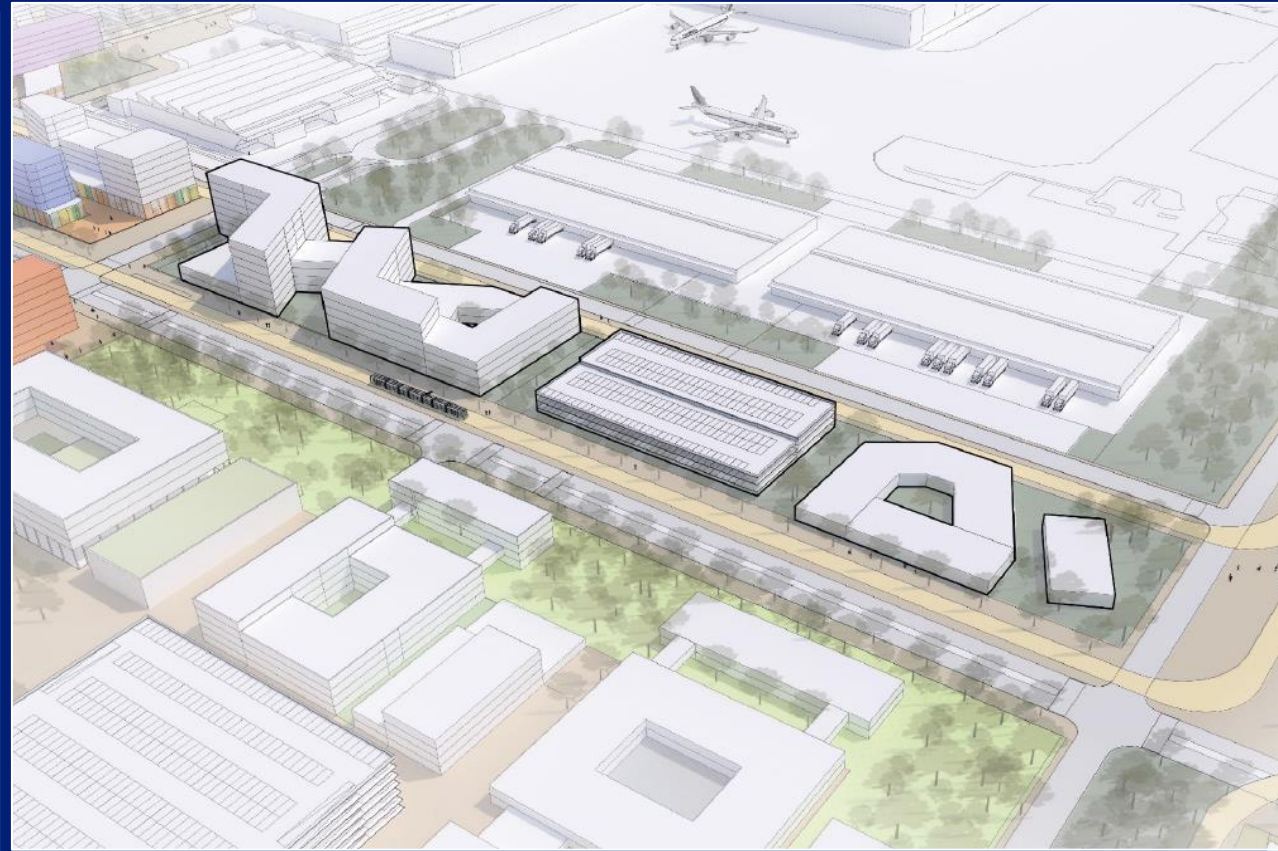


THE GARDEN





FUTUR = AEROCITY EXTENSION



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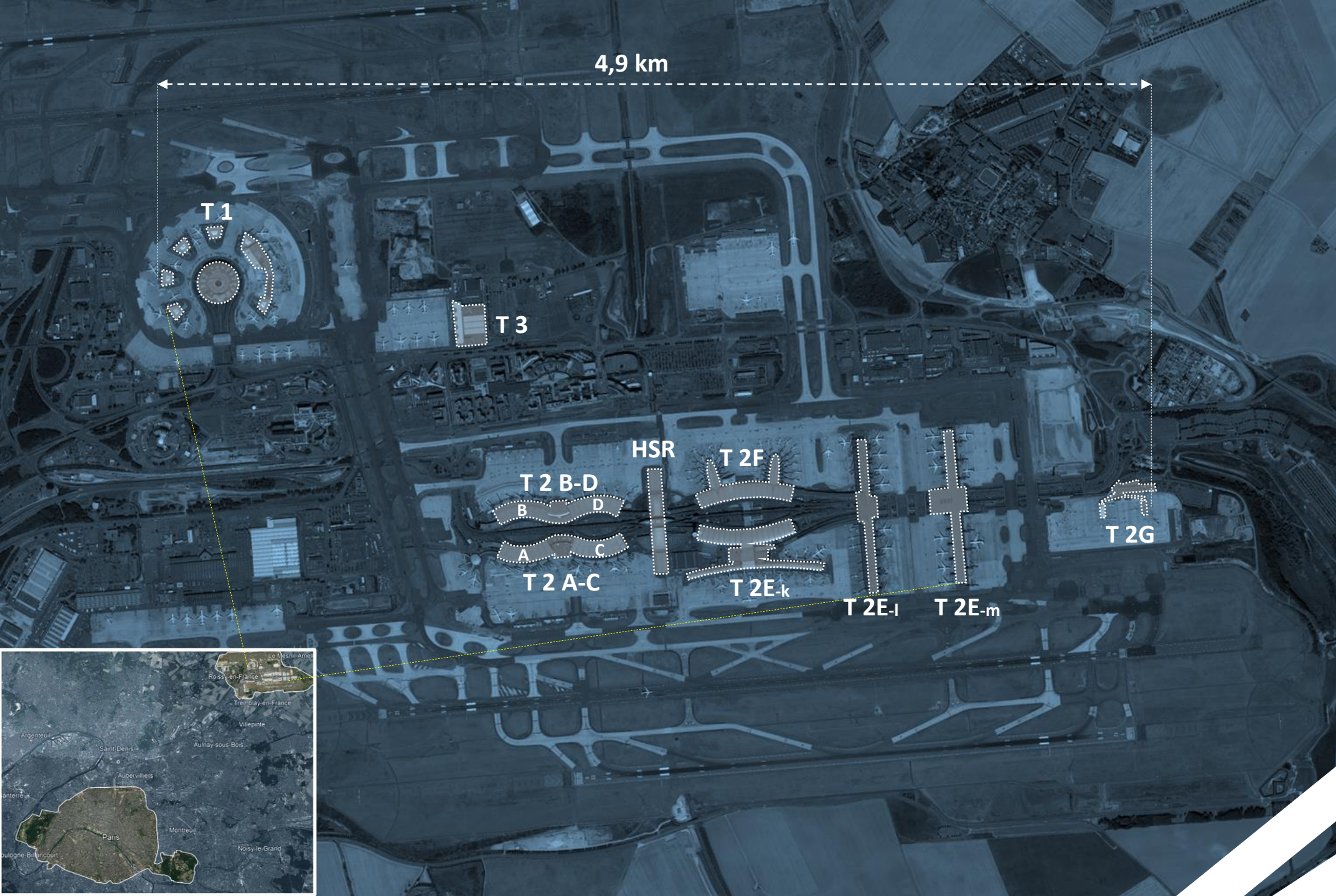
INTERMODALITY: RISKS & FINANCIAL MODEL THE PARISIAN HUB

THE AIRPORT CONTEXT

A split airport design for primary car access

Access :

- Car
- Trains:
 - International
 - National
 - regional



ACTUAL SITUATION
multimodal hub

- REGIONAL TRAIN LINE



- HSR NATIONAL LINE



HSR - line

Regional train line

T1

T3

HSR

T2 B-D

B D

A C

T2 A-C

T2 F

T2 E-k

T2 E-l

T2 E-m

T2 G



FUTUR SITUATION
mobility territory



- REGIONAL TRAIN LINE 
- HSR NATIONAL LINE 
- CDG EXPRESS
A direct connection with PARIS
"Gare de l'EST"
(2027) 
- METRO LINE
(2030) 

A white-bordered box containing four icons: a high-speed train, a regional train, a car, and a bus.

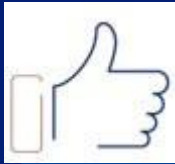
OPPORTUNITIES

Polycentrism for better control of flows ?



Modal shift

Facilitate the implementation of an appropriate and effective modal shift offer because the type of flow is known.



Decongestion

Improve the fluidity and speed of exchanges through the physical separation of flows.



Quality of service

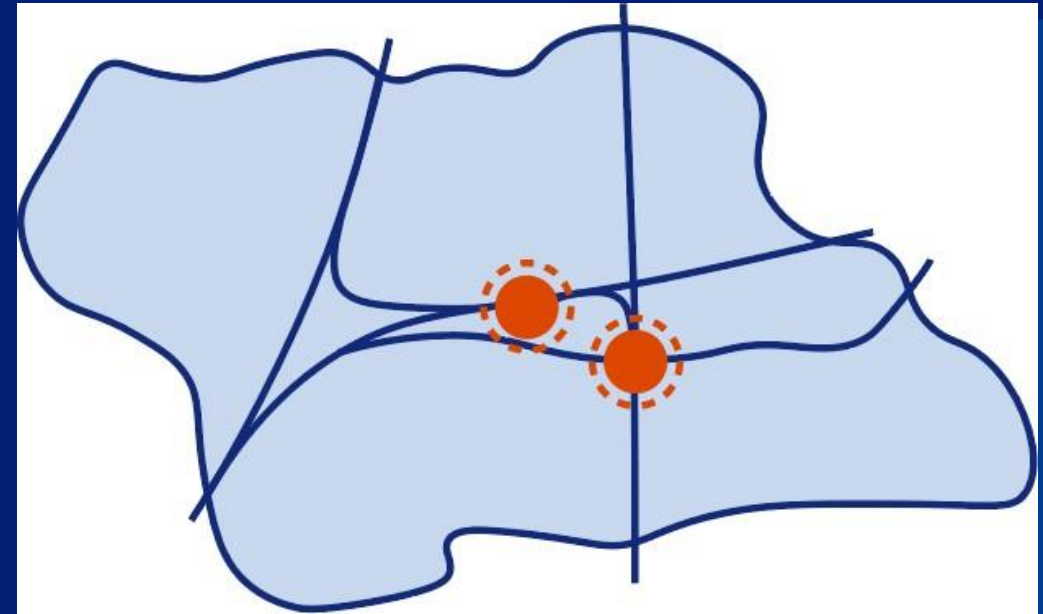
Develop targeted service offerings consistent with the different needs based on flows.

Form of resilience in the event of disruption with the possibility of referring to alternative routes.



Link with the territories

Accessibility of transport services and offers to local populations. To be an element of the territorial transport system, and to offer services on the outskirts of the PTB.

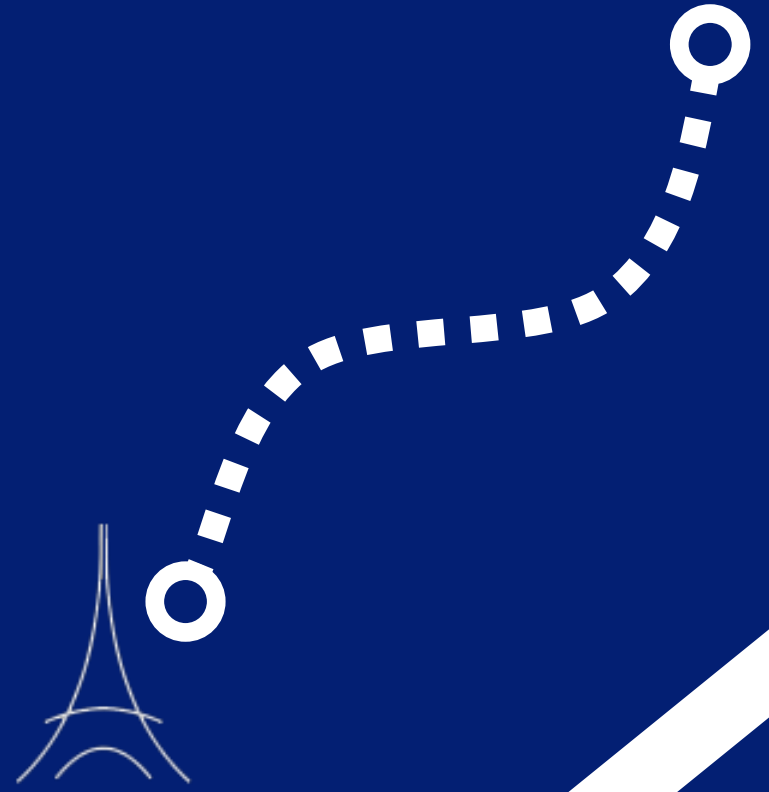


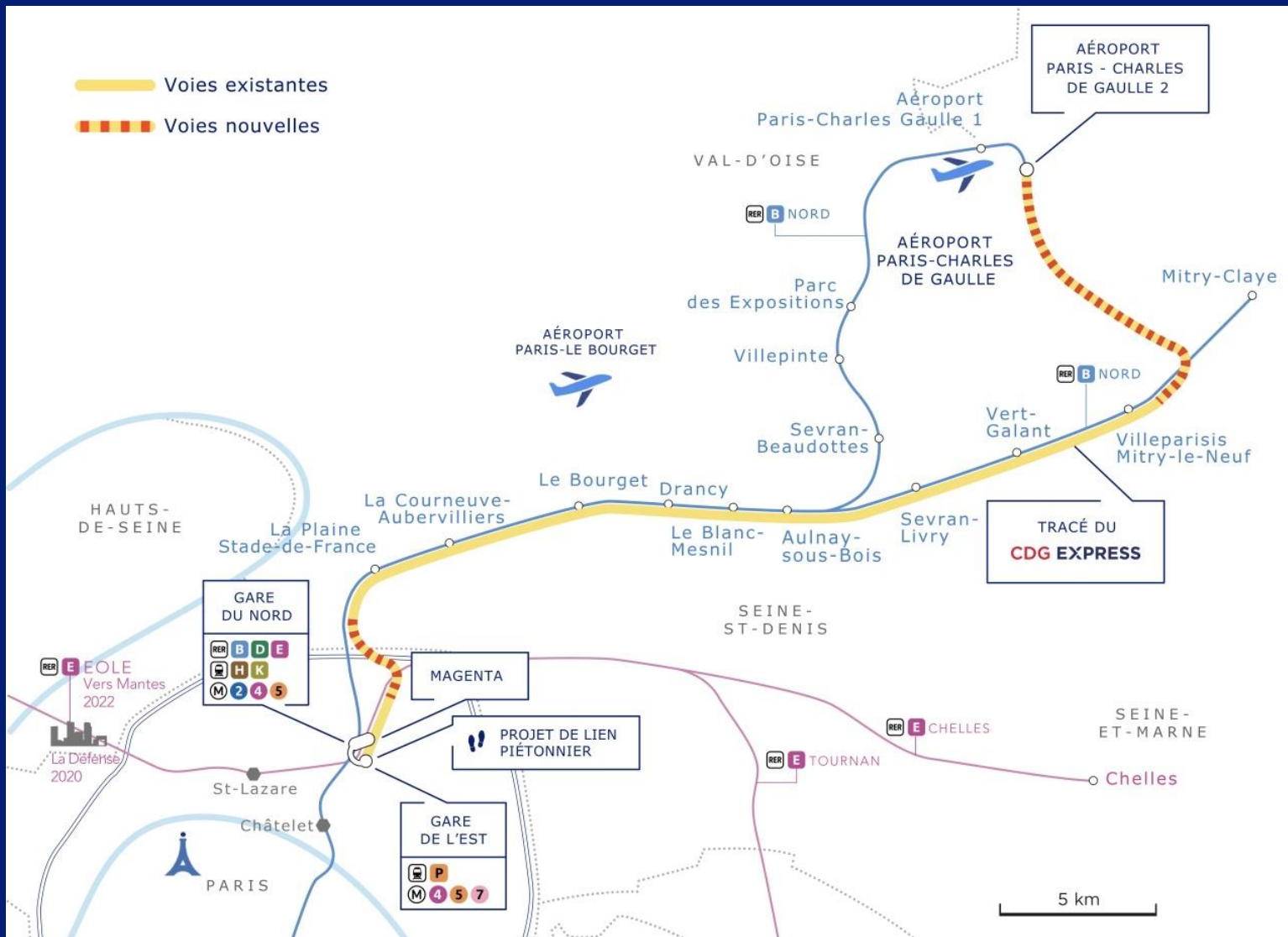
From a multimodal hub to a multimodal "ecosystem"





CDG express (2027)





A response to the needs of air passengers

a connection between Paris-Charles de Gaulle airport and Paris-Gare de l'Est in 20 minutes.

Guarantee a high level of service to passengers

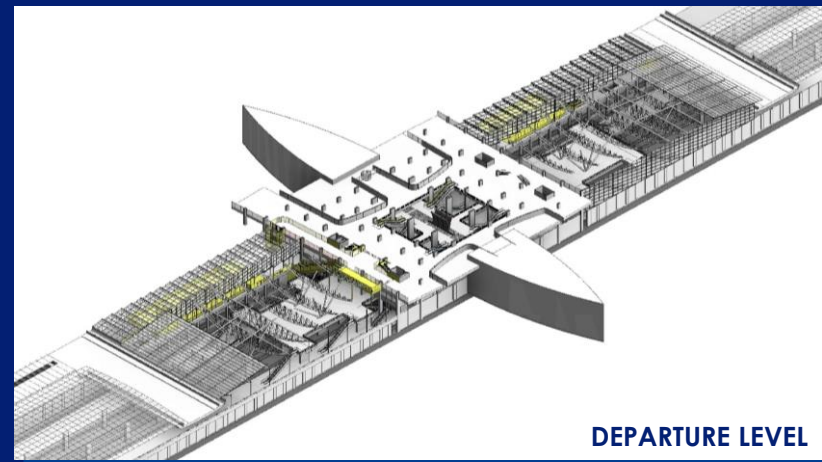
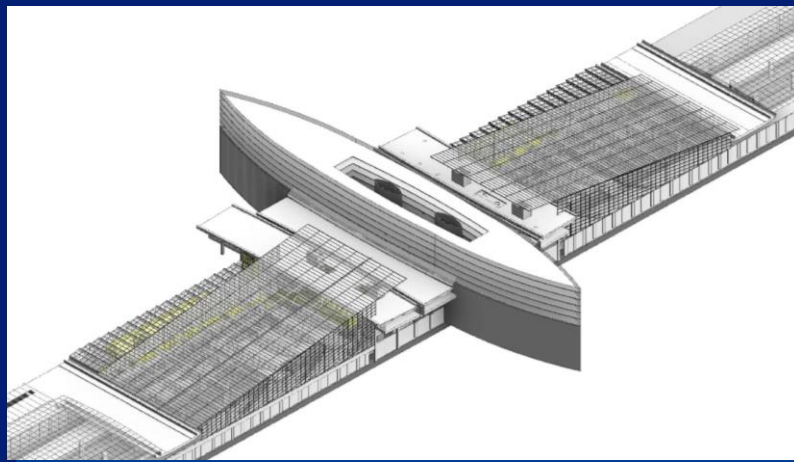
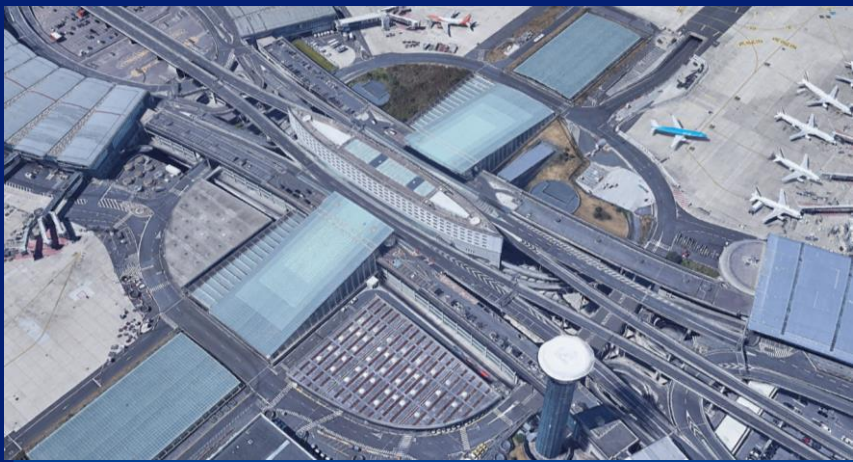
a high level of service, reliable, fast, comfortable and connected. Like the major airports of the world.

A reliable connection to reach Paris in 20 minutes

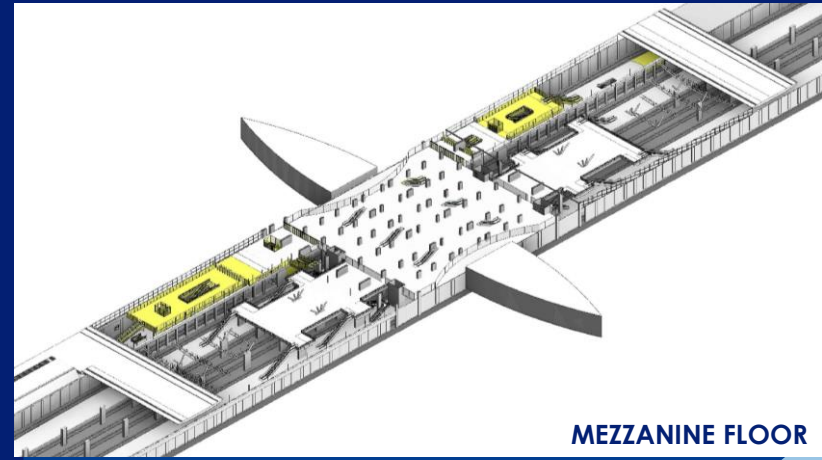
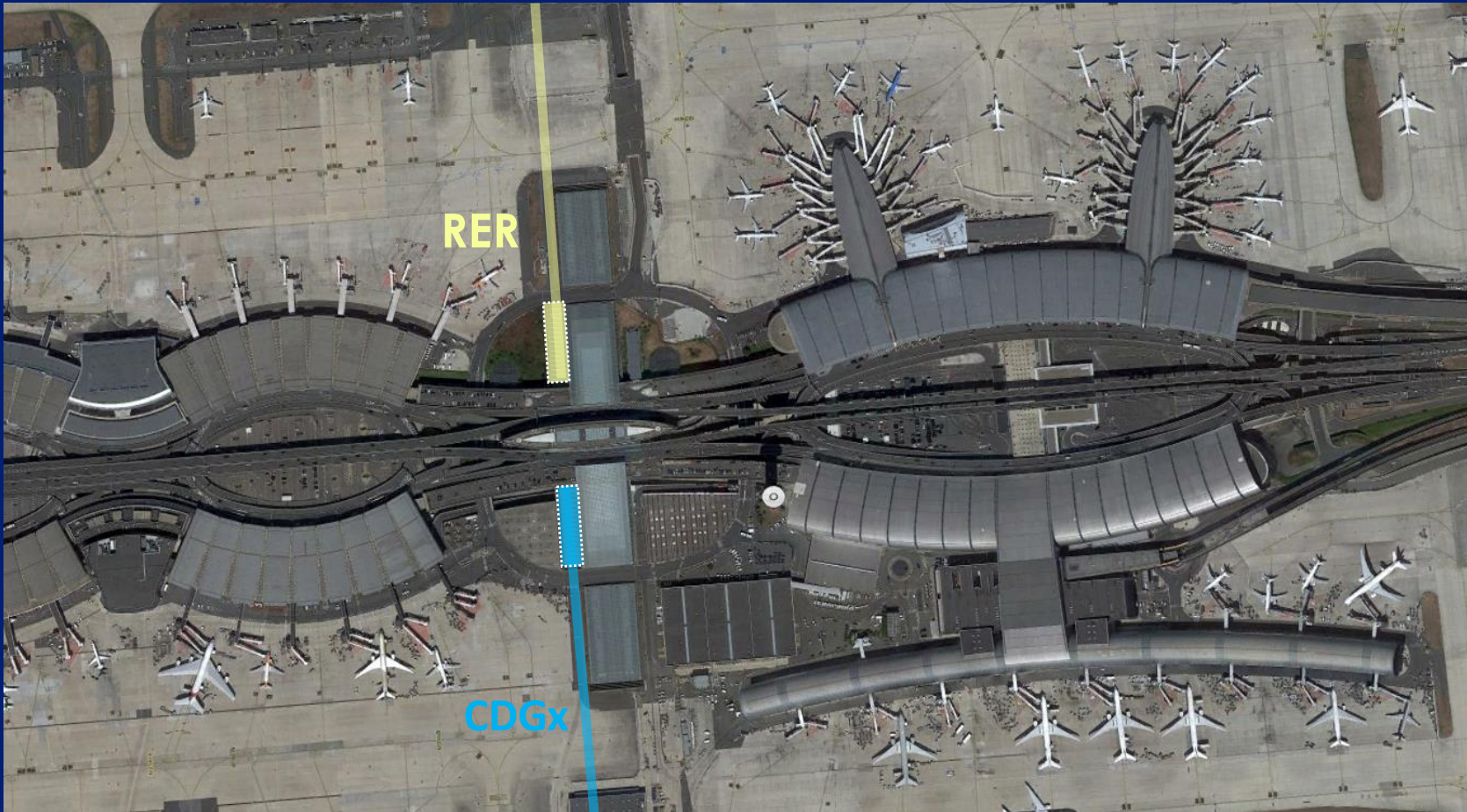
whether by road - by car, bus or taxi - or by RER B, its current accesses are saturated and unsuitable and do not offer a satisfactory quality of service.

Supporting the transformation of the Parisian territory

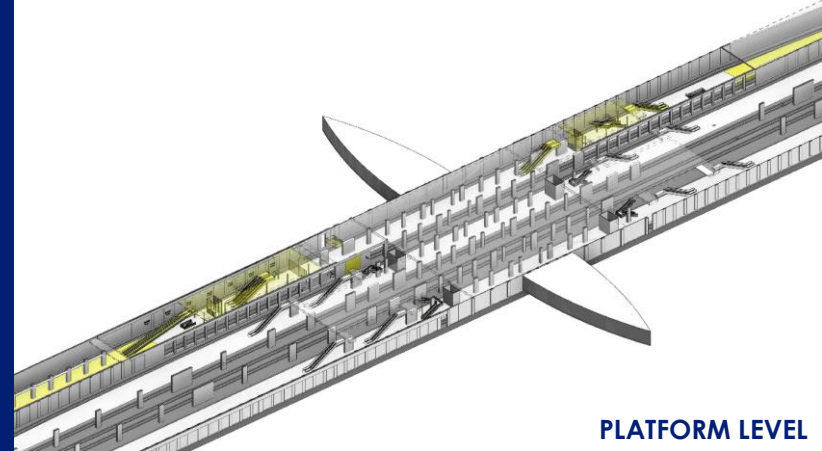
1 to 2 million additional inhabitants in Paris area are expected by 2050



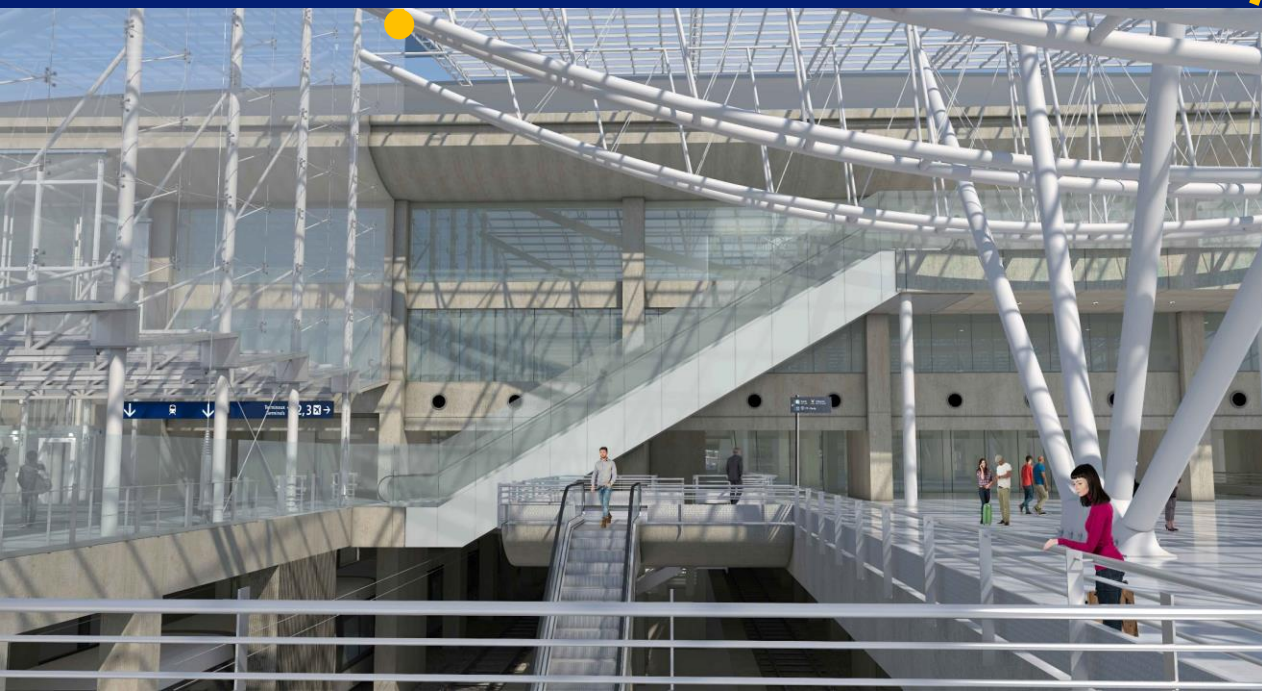
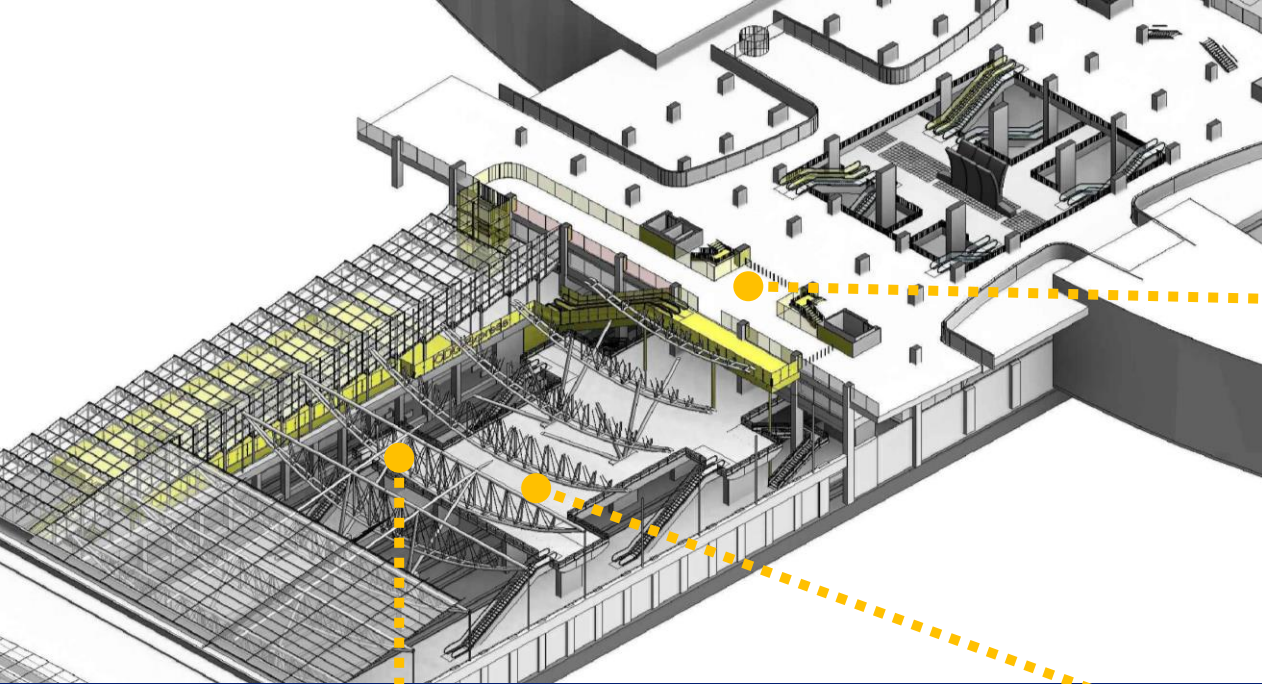
DEPARTURE LEVEL



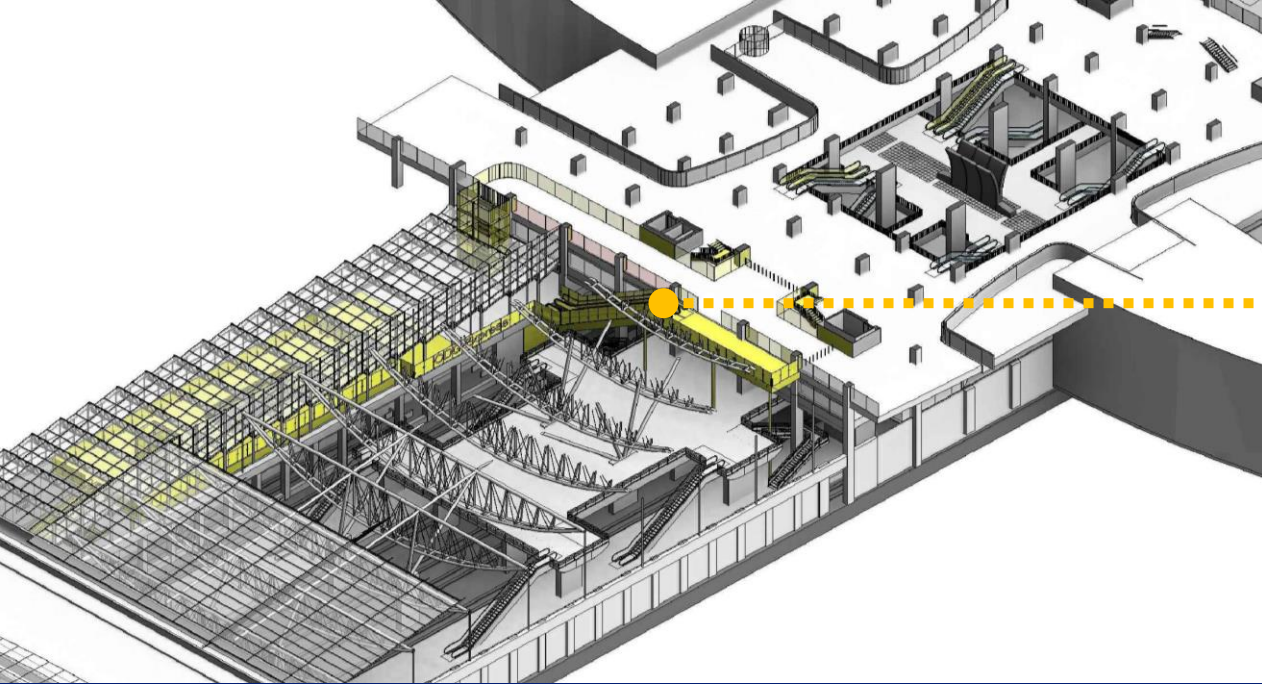
MEZZANINE FLOOR



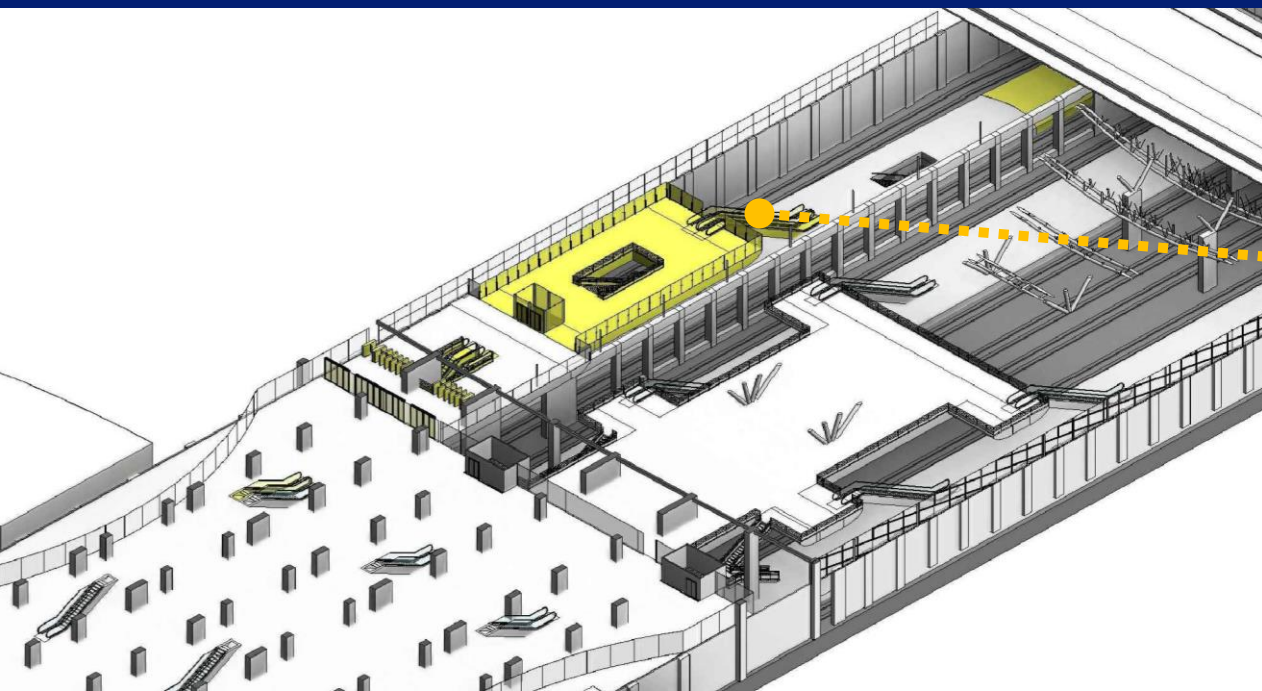
PLATFORM LEVEL



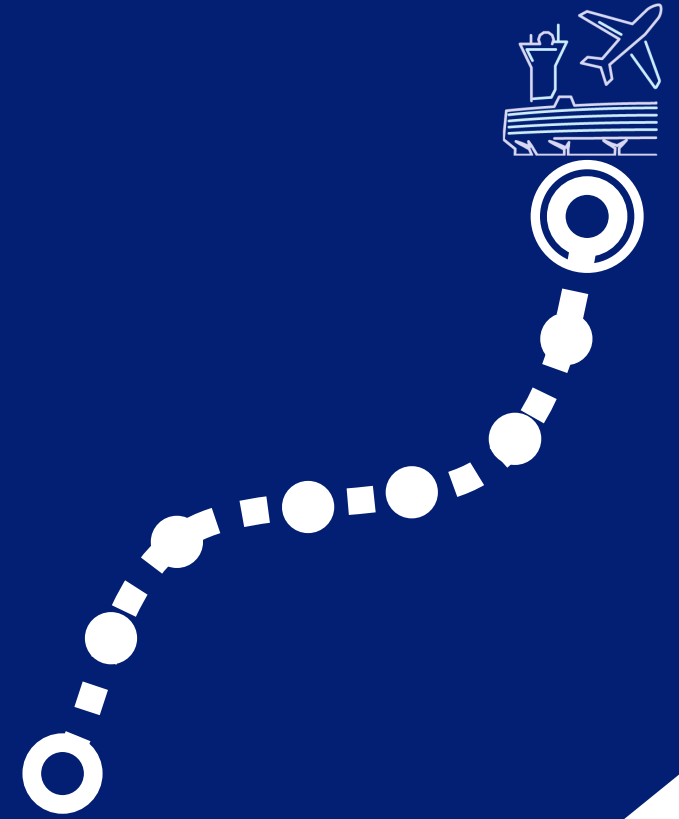
3D VIEWS



CONSTRUCTION



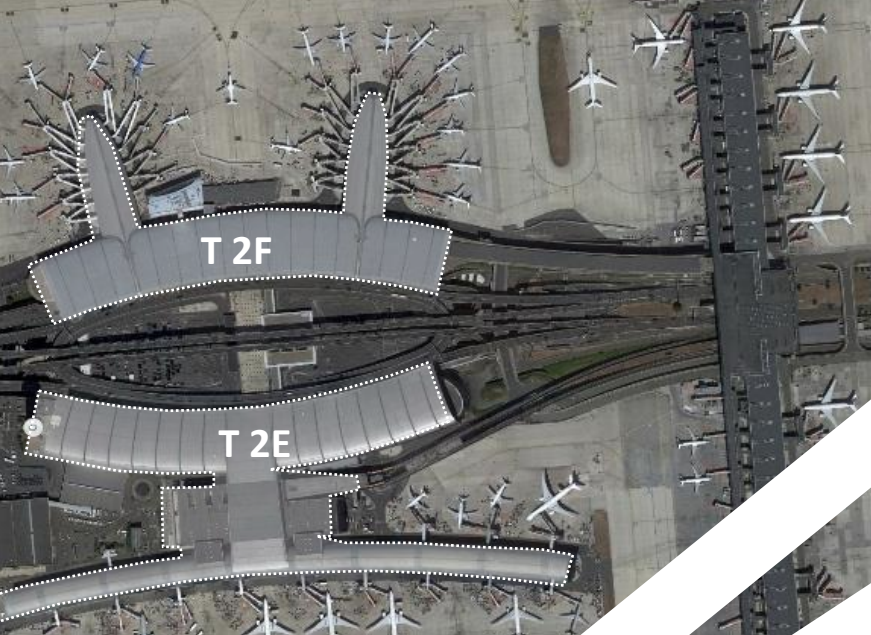
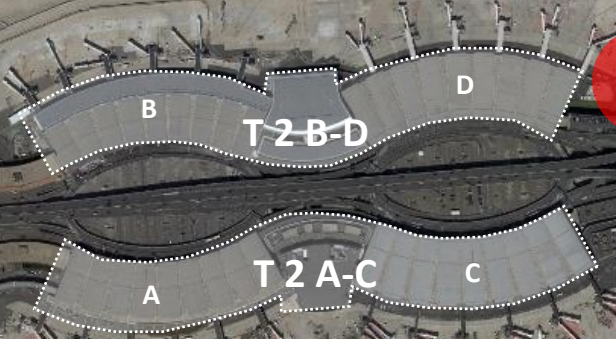
METRO LINE 17 (2030)



Station T 4

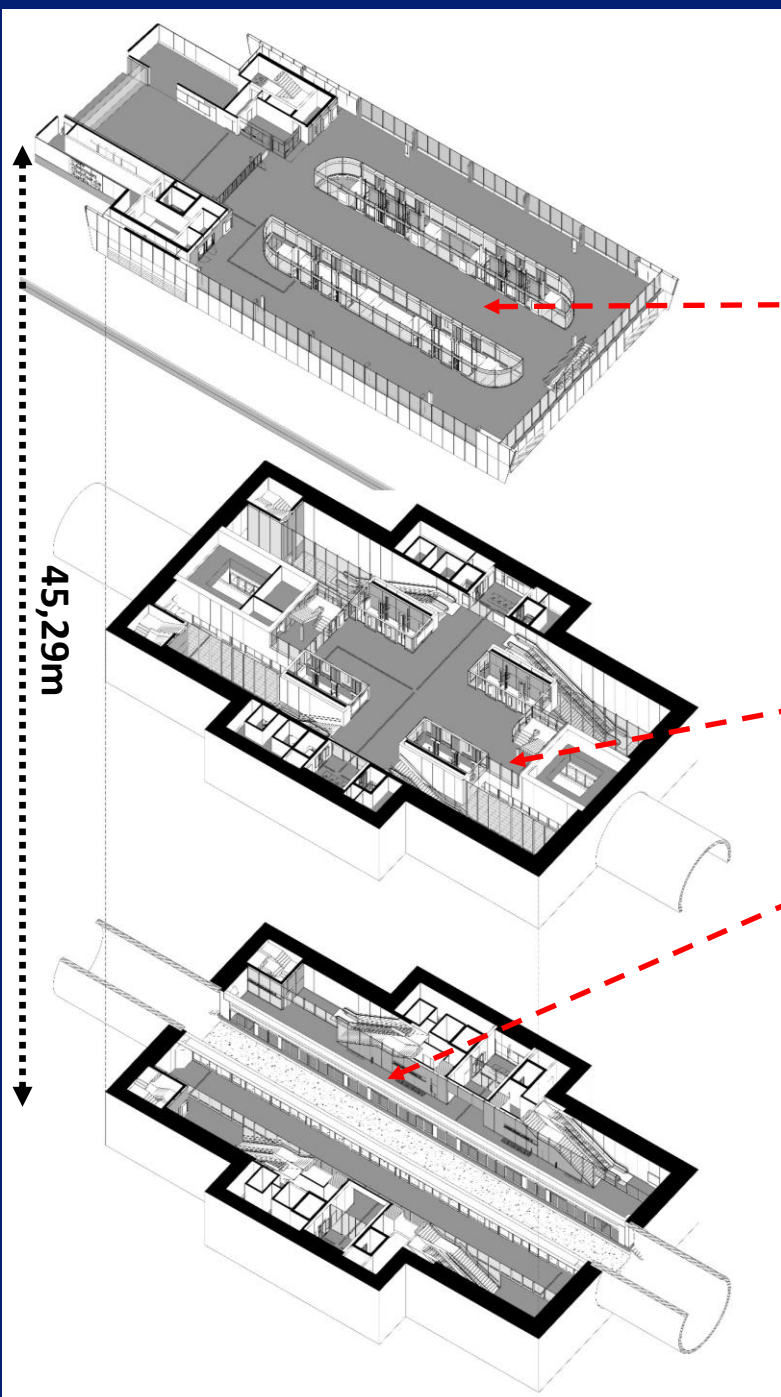
LINE 17

Station T2



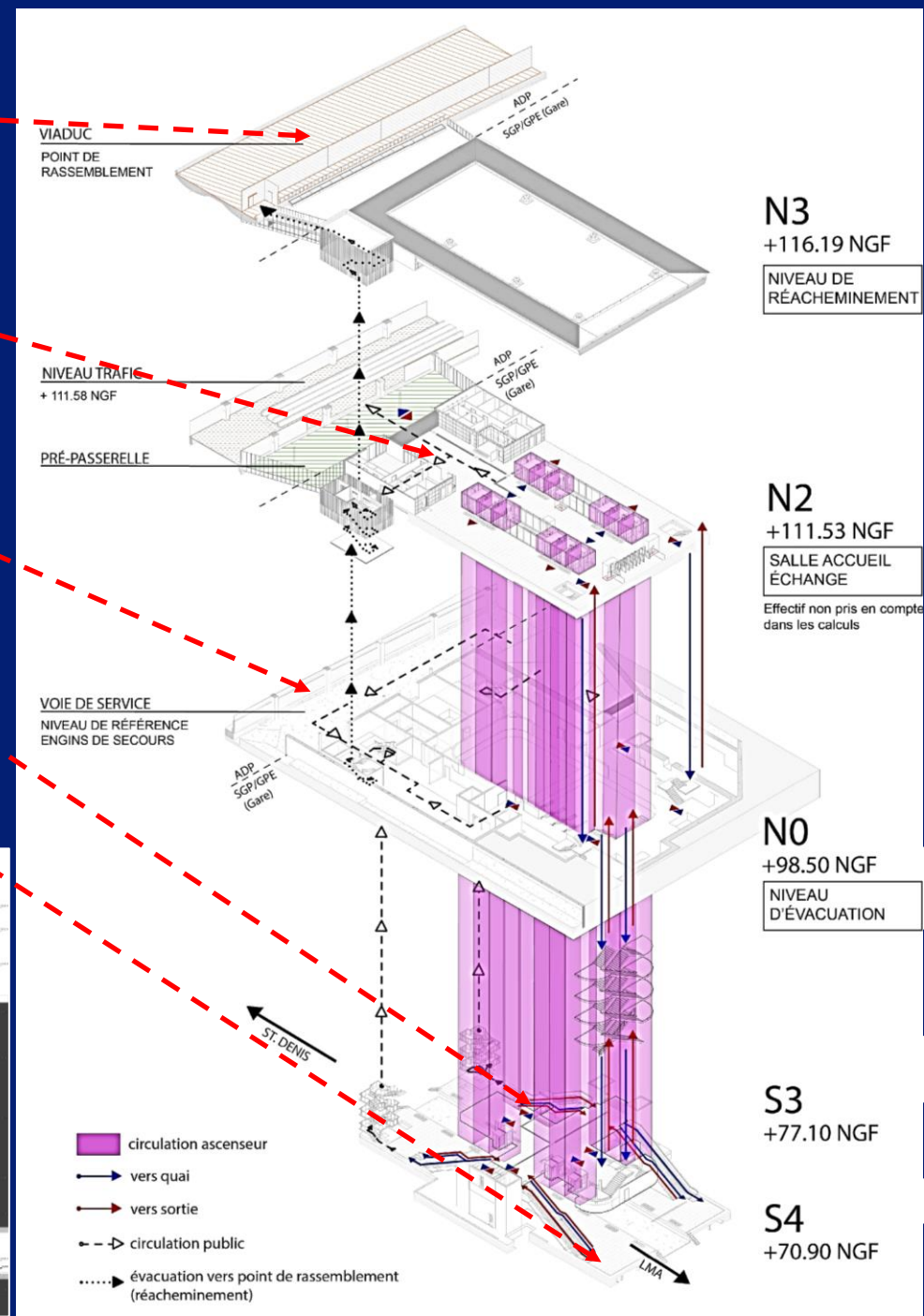
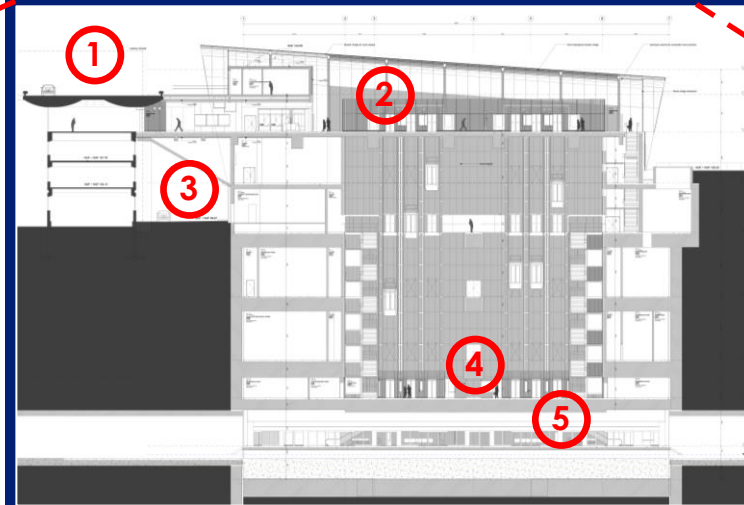
METRO LINE 17 STATION TERMINAL 2





45,29m

- ① VIADUC FLOOR
Point of safety
- ② CONCOURSE FLOOR
Airport departure floor
- ③ EVACUATION FLOOR
Service road
- ④ MEZZANINE FLOOR
- ⑤ PLATFORM FLOOR





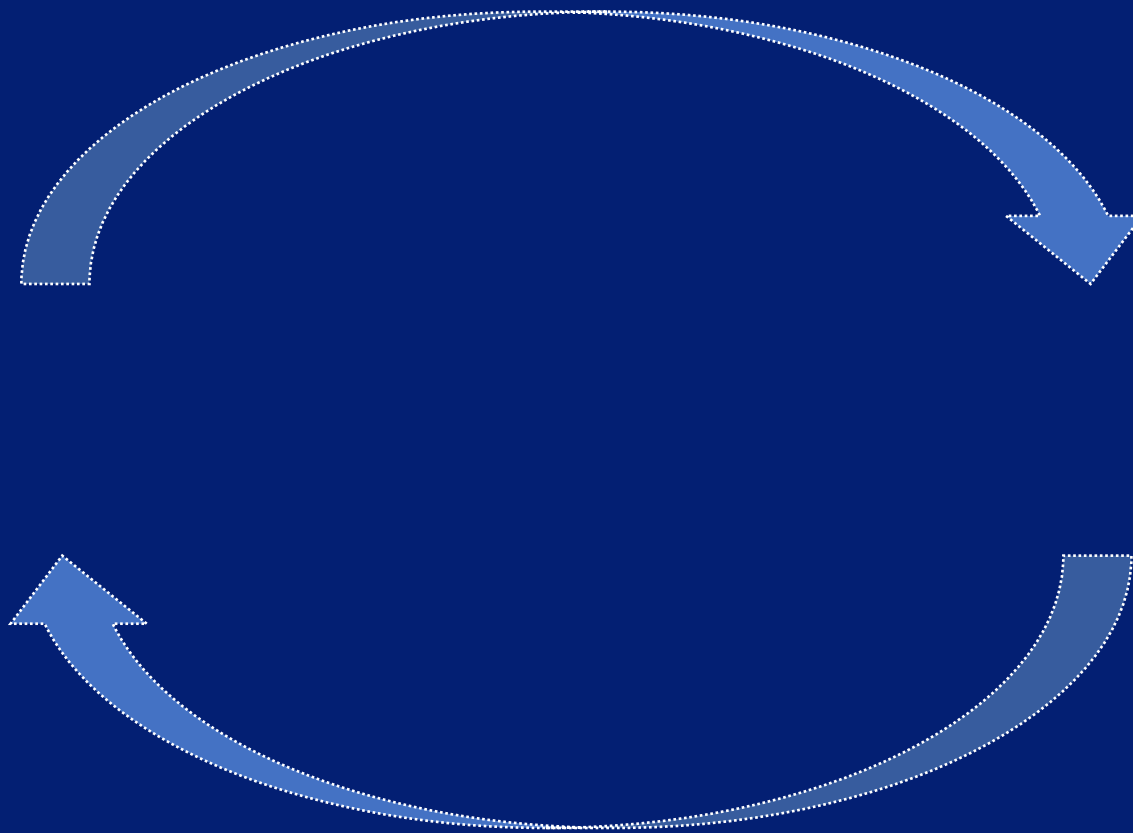


Gare Aéroport Charles

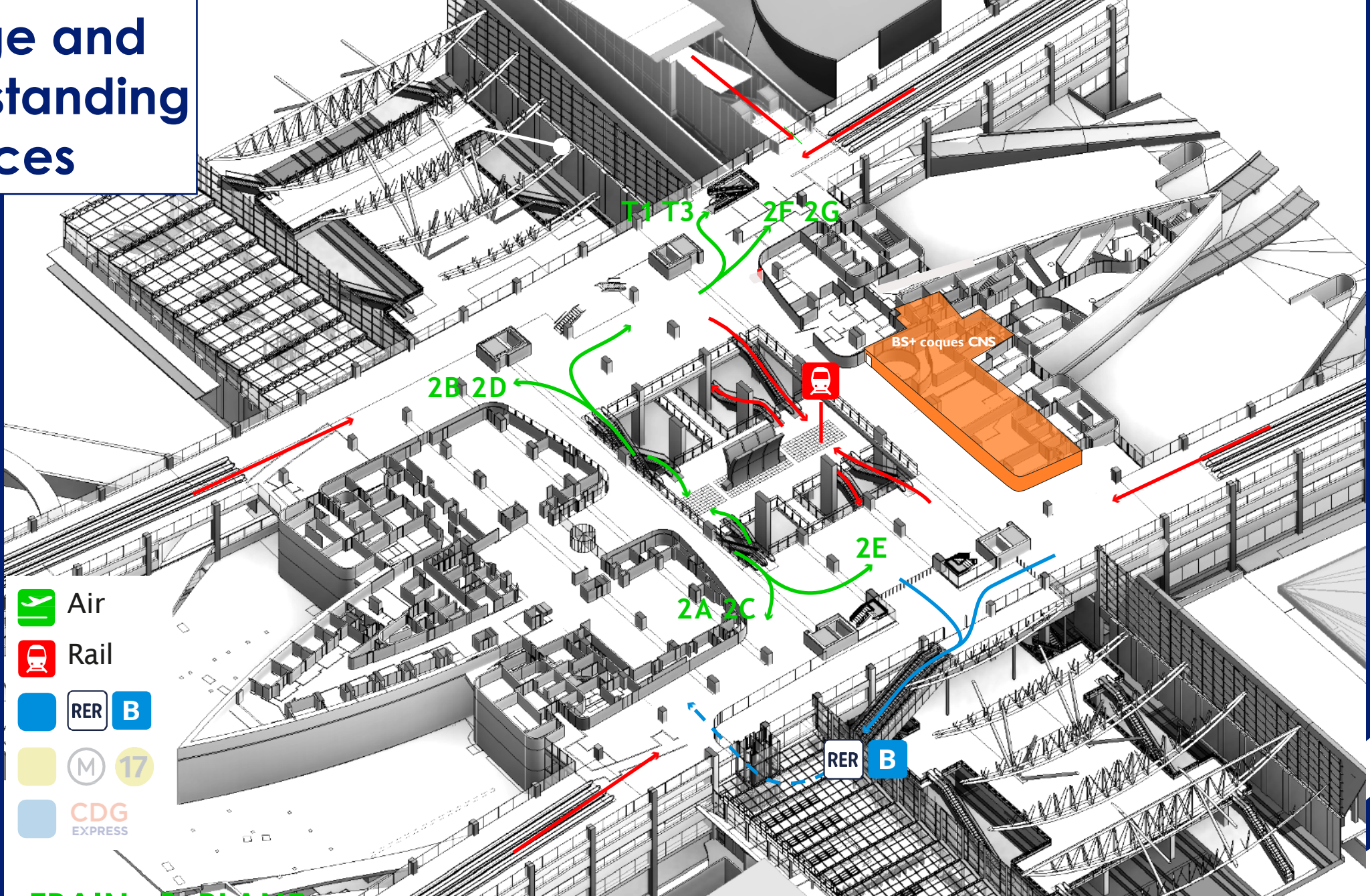


AIR / RAIL TRANSFERS

Impacts and opportunities



signage and understanding of spaces

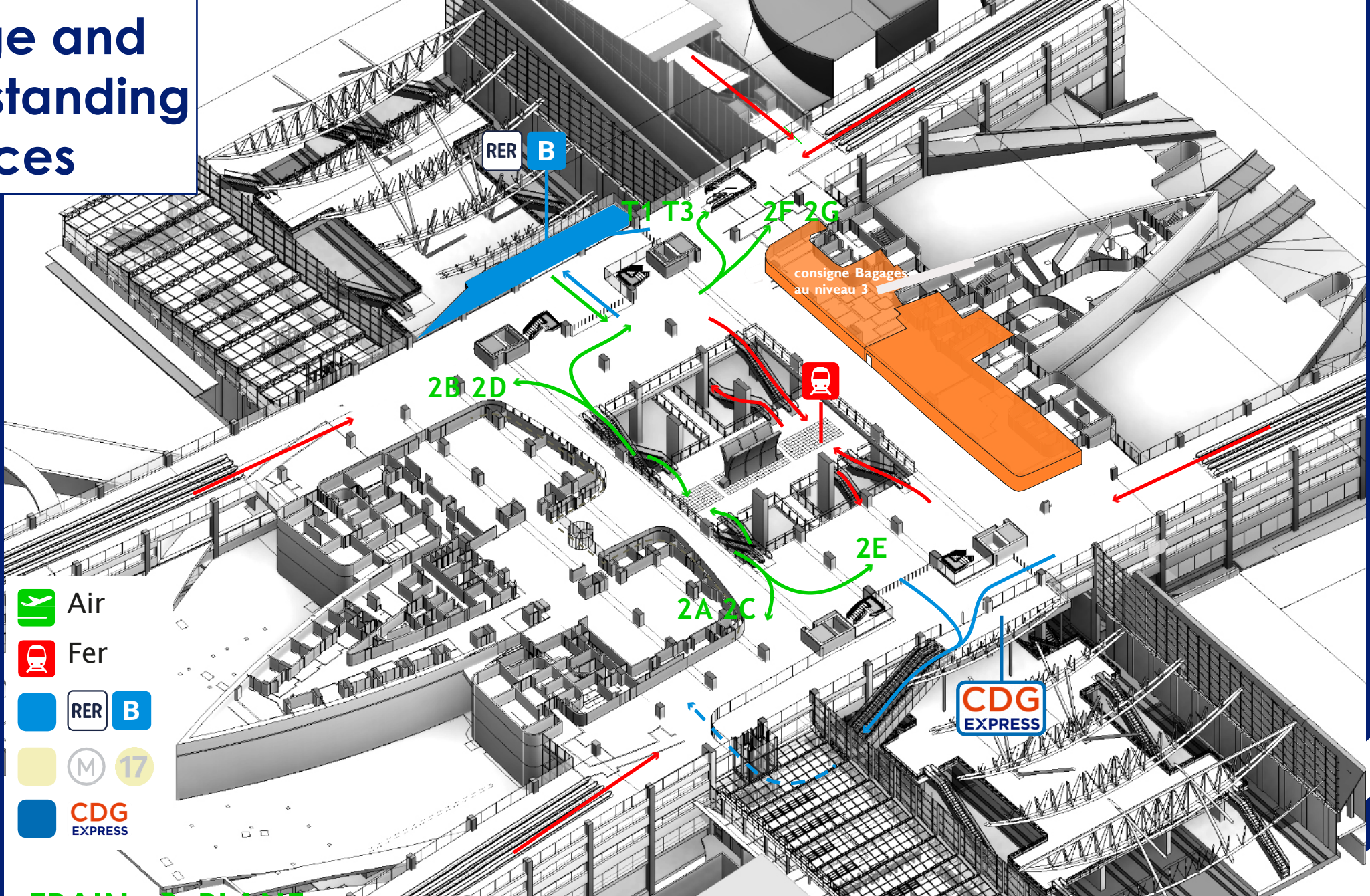


- Air
- Rail
- RER B
- M 17
- CDG EXPRESS

TRAIN → PLANE
 PLANE → TRAIN

SHORT TERM - 2024 - OLYMPIC GAMES

signage and understanding of spaces

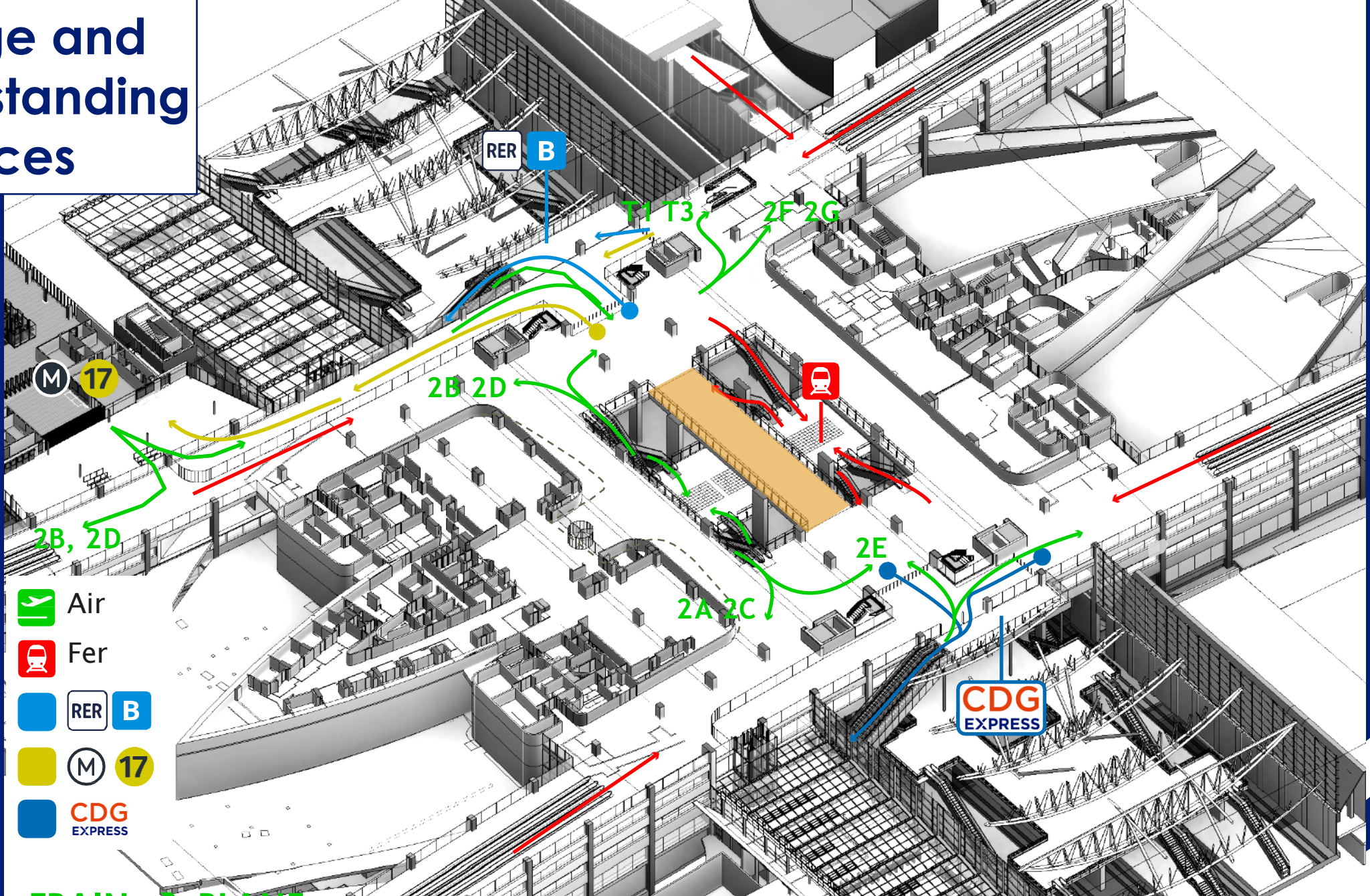


-  Air
-  Fer
-  RER B
-  M 17
-  CDG EXPRESS

 TRAIN → PLANE
 PLANE → TRAIN

MID TERM - 2027 – CDG express

signage and understanding of spaces



- Air
- Fer
- RER B
- M 17
- CDG EXPRESS

TRAIN → PLANE
 PLANE → TRAIN

LONG TERM - 2030 - METRO LINE-17

PICTURE



3D VIEW



3D VIEW



3D VIEW



3D VIEW



3D VIEW



3D VIEW



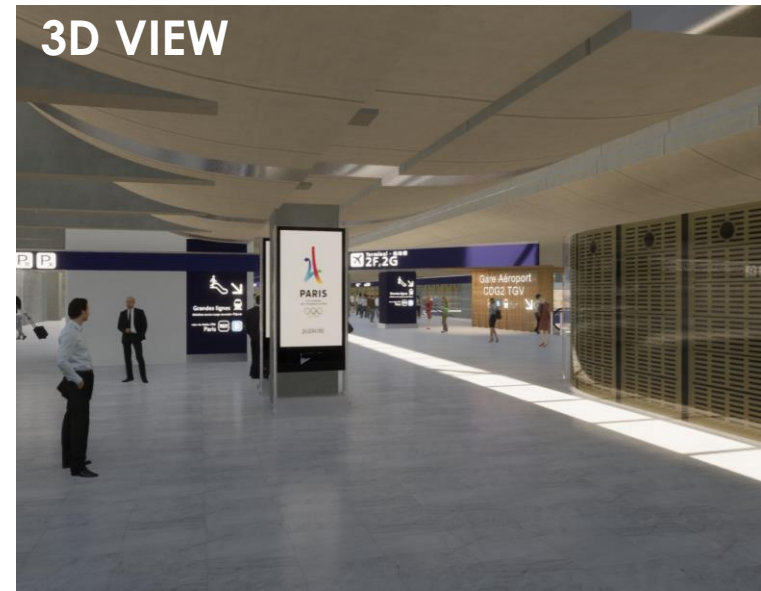
PICTURE



3D VIEW

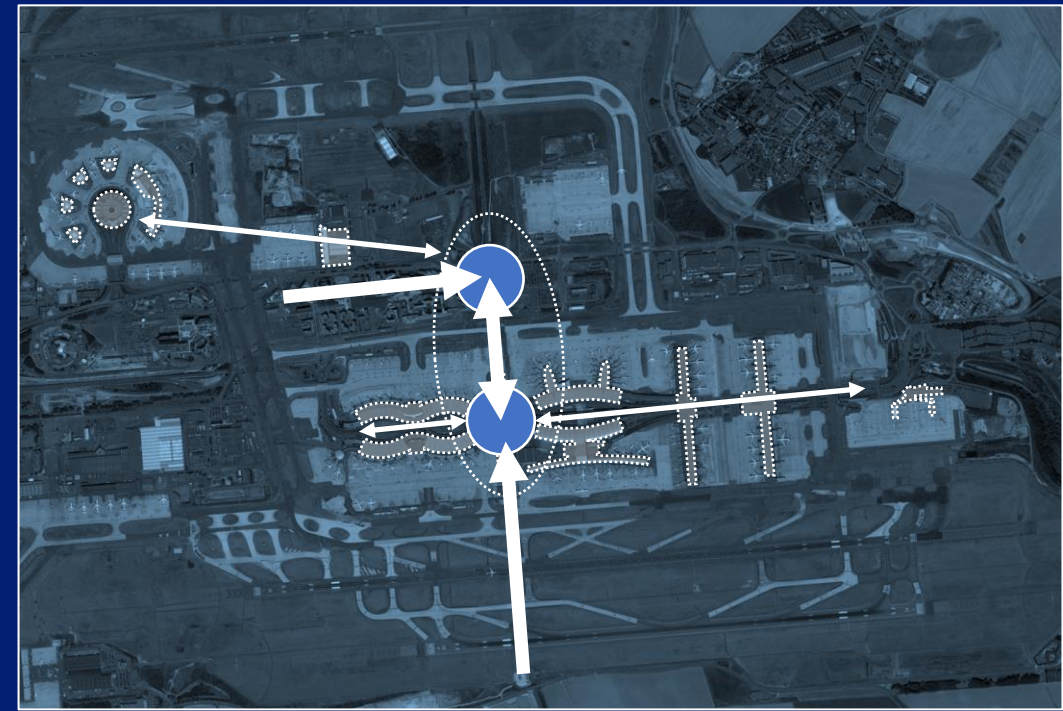
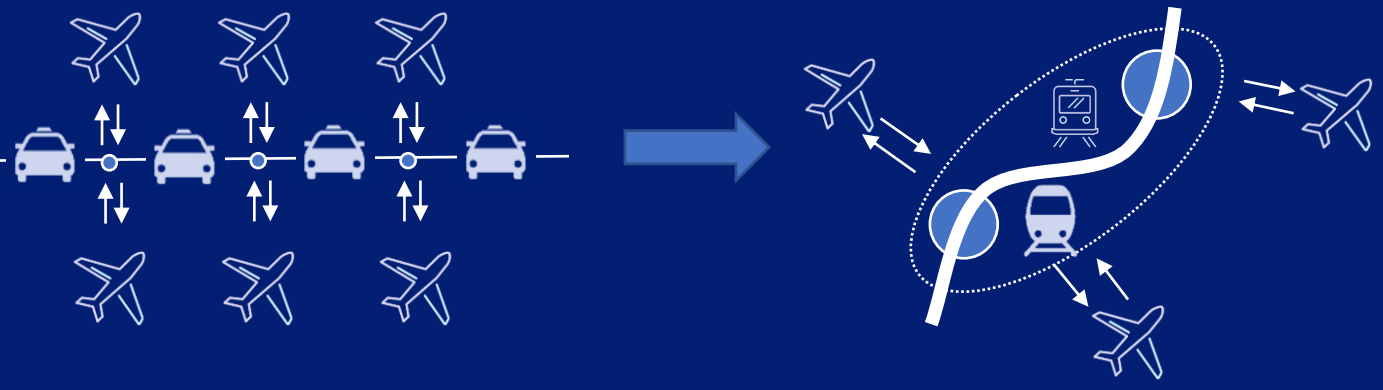


3D VIEW

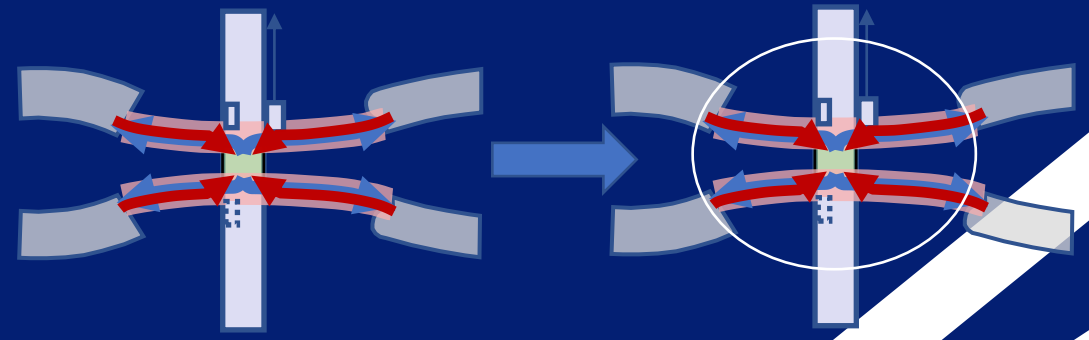


CHALLENGING THE FUTUR

Airport development: from a linear development to a nodal system



RAIL → AIR & AIR → RAIL TRANSFERS



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RISKS



Contractual issues

Agreements and contracts between multiple parties, including airlines, rail operators, travel agencies, and passengers.



Liability and Insurance

Liability in case of accidents, delays, lost baggage, or other incidents can be complex when multiple modes of transportation



Regulatory Compliance

Air and rail transportation are subject to various regulatory frameworks, both within the aviation and rail industries. Complying with safety standards, security regulations, passenger rights, and other legal requirements can pose challenges



IP and Data Protection

If multimodal schemes involve proprietary technology, software systems, or unique operational processes.

Collection, storage, and transfer of passenger information across various platforms.

SOLUTIONS

Clear definition of the responsibilities, liabilities, and terms of service for all parties involved in the multimodal scheme.

Address the specific requirements of both air and rail transportation, including intermodal transfers.

Clear allocation of risks among the parties involved, considering the specific roles and responsibilities of each.

Adequate insurance to cover potential liabilities arising from accidents, delays, damages, or losses during the multimodal journey.

Develop common protocols and procedures to ensure compliance with safety standards, security regulations, passenger rights, and other legal requirements.

Protection of each involved parties' IP.

Implement common safeguards for collecting, storing, and transferring passenger information in a secure and privacy-conscious manner.

INTERMODAL FINANCIAL MODEL CHALLENGES



Cost allocation



Revenue Sharing



Pricing and Tariffs



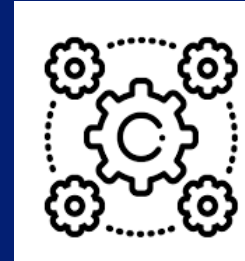
Financial Viability



Investment and
Funding



Revenue
Forecasting



Interoperability &
Integrating Costs



Economic and
Market Factors



GROUPE ADP
SHARING NEW HORIZONS

THANK YOU - MERCI