Direct and high-speed railway links to airports facilitate the movement of inter-modal passengers, a segment that is witnessing rapid growth in today’s inter-connected global economy. For airports close to or within city limits, extension of the local rail-based public transport system (metrorail, light-rail, or rapid transit) to the airport is possible, but not always feasible. For airports located further from city limits, long-distance railway lines (mainline, commuter railway, or high-speed train) serve the airport station. The airport rail link (ARL) may either operate straight to the airport terminal or may require an intermediate use of an automated people mover or a shuttle bus.

A number of institutions are involved in the planning, construction, and operations of ARLs. Airport developers, transit service providers, policy makers, and industry players are forming new partnerships to provide seamless mobility along with an enhanced passenger experience. This involves the redevelopment or upgradation of existing infrastructure, development of new infrastructure, procurement of rolling stock and technology, integration of operations and support services, as well as implementation of continued public outreach.

The Global Airport Rail Links Report 2014 provides updated information on 100 ARL systems from 45 countries. It presents the key information required to assess opportunities in the development of new lines, extension and upgradation of existing lines, procurement and refurbishment of rolling stock, upgradation of power and communication systems, upgradation of fare systems, as well as construction and refurbishment of stations.

The report was released on October 31, 2014. It has 599 pages and is available in PDF format.
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Sources and Methodology

Global Mass Transit Research's industry analysts have utilised primary and secondary research sources in preparing this report. Primary sources include information obtained through telephone interviews and emails from public transport authorities, operators and regulators. Secondary sources include, but are not limited to, project websites and status reports; websites, annual reports, capital programmes and financial reports of transport authorities and operators; documentation provided by relevant financing institutions; investor presentations; analyst reports; government plans and documents; websites of ministries and regulators; websites of industry associations; internal and external proprietary databases; news articles; and press release reports. Wherever applicable, research sources are cited within the report.

Our analysts and researchers have combined the information from these primary and secondary sources with their industry expertise to synthesise the qualitative and quantitative analysis presented in this report. In cases where data was not available, we have used the estimates from authentic published reports or press releases.

Great care has been taken to ensure that all analysis is supported by facts. In situations where facts were not available and assumptions were made to conduct analysis, we have explained our assumptions and our methods of estimation.

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