NEW GLOBAL GATEWAY ALLIANCE SURVEY REVEALS FOREIGN AIRPORTS TOP FOR 21st CENTURY TRANSIT ACCESS,

NY-NJ AIRPORTS AT BOTTOM

(NEW YORK-NEW JERSEY) – New York area airports continue to lag behind their international and national competitors when it comes to modern, efficient mass transit access, according to a new survey released today by the Global Gateway Alliance, comparing airport access at the world's top 30 busiest airports for passenger traffic with those in the New York-New Jersey region. (Survey below)

The survey zeroed in on one of the most important aspects of the passenger experience: how passengers get to and from the airport. And by ranking categories including total travel time, cost, mode of transport, and number of transfers at the world's leading airports, GGA was able to establish which of these offer 21st Century transit access, and which do not.

Madrid-Barajas Airport came in first, scoring 95 out of 100, for its airport link, with a journey time of 16 minutes from the city center and no transfers. Tied in second place were Amsterdam, Dubai and Frankfurt.

JFK Airport, tied with Denver, finished last with 30 points due to its 47-minute ride that included at least one transfer. At 40 points, its regional partners LaGuardia and Newark came in second to last place, alongside Los Angeles; Istanbul Atatürk; South Korea's Incheon; and Soekarno–Hatta in Jakarta, Indonesia.

The survey comes on the heels of New York Governor Andrew Cuomo announcing plans for a new AirTrain to LaGuardia Airport, the first direct rail access to the airport, and provides further evidence of the problem the region faces in moving passengers to and from our airports, which function as the largest aviation system in the country.

"Our survey demonstrates that Governor Cuomo's proposal to finally bring train access to LaGuardia and the plan to extend the PATH directly to Newark Airport could not have come soon enough. But to truly be competitive, we need to bring more innovative access to all of our airports," **said GGA Chairman and Founder Joe Sitt**. "The billions being invested in modernizing our airports simply won't pay off without 21st Century transit access to move passengers to and from these hubs, and that ultimately means a one-seat ride."

The GGA survey reveals that not only are more and more airports stepping up and investing in their infrastructure – over half of all surveyed airports offer passengers a one-seat rail ride – but also that their efforts have been effective – the average travel time is just over 30 minutes. Because the bottom line is: the fewer the transfers and the lesser the travel time, the more appealing the access route is to the luggage-laden passenger.

ADDITIONAL KEY FINDINGS

- The top five airports are all located abroad, with Madrid in first place, and Amsterdam, Dubai and Frankfurt tying for second.
- The highest ranking US airport is Hartsfield-Jackson Atlanta, ranking third.
- The airport with the fastest travel time is Shanghai Pudong at 6 minutes, with the world's first commercial Magnetic Levitation train that covers a distance of 19 miles. That train arrives at a Financial Center in Shanghai, where a transfer is available to access other central areas and downtown districts.
- Denver, currently at the bottom of the survey, is constructing a one-seat rail line that is scheduled for completion in 2016.
- LaGuardia is the only airport with a two-seat ride that included a bus.
- The airport with the slowest travel time is Istanbul at 72 minutes.
- While Houston offers a one seat bus ride, it has a journey time of over an hour and makes 44 stops before arriving in the City.
- Over half – 56% – of all surveyed airports offer a one-seat rail ride and three quarters offer a one-seat ride either by rail or bus.

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ABOUT GGA

Global Gateway Alliance (GGA) was established to address the major challenges facing the metropolitan region's airports and related infrastructure that, if left unaddressed, will serve as a major impediment to the long-term growth of New York City and surrounding areas. By harnessing the expertise of leaders in business, government, academia, labor and other sectors, we seek to tackle these challenges head-on and serve as the leading advocate in an effort to improve our airports and facilitate the continued growth of the region. For more information regarding the Global Gateway Alliance, please visit www.globalgatewayalliance.org. Follow GGA on Twitter @GGA_NYNJ and 'Like' the organization on Facebook at http://on.fb.me/UsqxGw.

GGA's board of directors includes: **Joseph Sitt** (Chairman), CEO, Thor Equities; **Stuart Appelbaum** (Vice President), President of the Retail, Wholesale and Department Store Union; **Angelo Genova**, Founding Partner at Genova Burns Giantomasi Webster and a former New Jersey Commissioner of the Port Authority; **Chris Giamo**, Regional President for TD Bank; **David Hopkins**, Senior Director of Aviation at the New York City Economic Development Corporation; **Jared Kushner**, Owner of Kushner Properties and the New York Observer; **George Miranda**, Teamsters' International Vice President; **Mitchell Moss**, Henry Hart Rice Professor of Urban Policy and Planning at the Robert F. Wagner Graduate School of Public Service at New York University; **William Rudin**, CEO of Rudin Management Company, Inc. and Chairman of ABNY; **Joseph Spinnato**, President of the Hotel Association of New York City; **Alvin S. Trenk**, Chairman and CEO of Air Pegasus Corp; **Peter Ward**, President of the Hotel Trades Council on New York; **Tom Wright**, Executive Director of the Regional Plan Association; **Kathryn Wylde**, President of the Partnership for New York City, and **Tim Zagat,** Co-Founder and Co-Chair of Zagat Survey.

GGA STUDY: Airports Ranked by Mass Transit Access

Brief

The chart below evaluates the mass transit routes available at the world's 30 busiest airports for passenger traffic, as compared with those in the New York region, in terms of travel time, cost, mode, and transfers.

Rank	Airport	City	Country	Journey Time (mins)	Cost (USD)	Mode/ Transfers	Score (Out of 100)
1	**Madrid-Barajas**	Madrid	Spain	16	$$	🚆	**95**
2	**Amsterdam Schiphol**	Amsterdam	Netherlands	16.5	$$$	🚆	**90**
	Dubai	Dubai	UAE	23	$	🚆	**90**
	Frankfurt	Frankfurt	Germany	11	$$$	🚆	**90**
3	**Hartsfield-Jackson Atlanta**	Atlanta	USA	17	$$	🚆	**85**
	Shanghai Pudong	Shanghai	China	6	$$$$	🚆	**85**
4	**Beijing Capital**	Beijing	China	24	$$$	🚆	**80**
	London Heathrow	London	UK	16	$$$$$	🚆	**80**
	Suvarnabhumi	Bangkok	Thailand	19	$$$	🚆	**80**
5	**Phoenix Sky Harbor**	Phoenix	USA	18	$$	🚆🚆	**75**
	San Francisco	San Francisco	USA	18	$$$$	🚆	**75**
6	**Charlotte Douglas**	Charlotte	USA	25	$$	🚐	**70**
	Guangzhou Baiyun	Guangzhou	China	28	$	🚆🚆	**70**
7	**Haneda**	Tokyo	Japan	23	$$$$$	🚆	**65**
	Kuala Lumpur	Kuala Lumpur	Malaysia	28	$$$$	🚆	**65**
8	**Charles de Gaulle**	Paris	France	25	$$$$	🚆	**60**
	Indira Gandhi	Delhi	India	42.5	$	🚆	**60**

	McCarran	Las Vegas	USA	37	$$	🚌	**60**
	Miami	Miami	USA	29	$$$	🚊🚊	**60**
	O'Hare	Chicago	USA	38	$$$	🚊	**60**
	Singapore Changi	Changi	Singapore	32	$	🚊🚊	**60**
9	**Dallas-Fort Worth**	Dallas	USA	49	$$	🚊	**55**
10	**Hong Kong**	Hong Kong	Hong Kong	32	$$$$	🚊	**50**
11	**George Bush**	Houston	USA	67	$	🚌	**45**
12	**Incheon**	Seoul	South Korea	43	$$$$	🚊	**40**
	Istanbul Atatürk	Istanbul	Turkey	72	$	🚊🚊	**40**
	LaGuardia	New York	USA	35	$$$$	🚊🚌	**40**
	Los Angeles	Los Angeles	USA	45	$$$$	🚌	**40**
	Newark Liberty	Newark	USA	38	$$$$	🚊🚊	**40**
	Soekarno–Hatta	Jakarta	Indonesia	70	$$	🚌	**40**
13	**Denver**	Denver	USA	53.5	$$$$	🚌	**30**
	John F. Kennedy	New York	USA	47	$$$$	🚊🚊	**30**

Methodology

Google Maps were used to calculate journey times and cross-referenced against local journey planners, schedules and airport information where possible to ensure accuracy of information. Where anomalies occurred or the area was not covered by Google Maps transit, local sources were used. Times were measured between the last airport stop and the first inner city (CBD, Downtown district) stop. Express services were measured to city center (in case of more than one line), while local services were measured to the first stop within "zone 1" or the city limits. Preference was given to express services over local services where differing options were available.

Key

The below guide explains the symbols used in the table and how points were awarded.

Category	Criteria	Points	Symbol
Journey Time (50pts)	Under 17mins	50	n/a
	17-24mins	40	n/a
	25-29mins	30	n/a
	30-39mins	20	n/a
	40-49mins	10	n/a
	50mins+	0	n/a
Price (30pts)	Under $2	30	$
	$2-2.50	25	$$
	$2.51-6	20	$$$
	$6-11	15	$$$$
	$11.01-33	10	$$$$$
	$33+	5	$$$$$$
Transfers (20pts)	One-Seat Rail Ride	20	🚆
	One-Seat Bus Ride	15	🚌
	Two-Seat Rail Ride	10	🚆🚆
	Two-Seat Bus-Rail Ride	5	🚆🚌

Photo Diary

The below photo diary helps highlight the different modes, routes and facilities available at select airports.
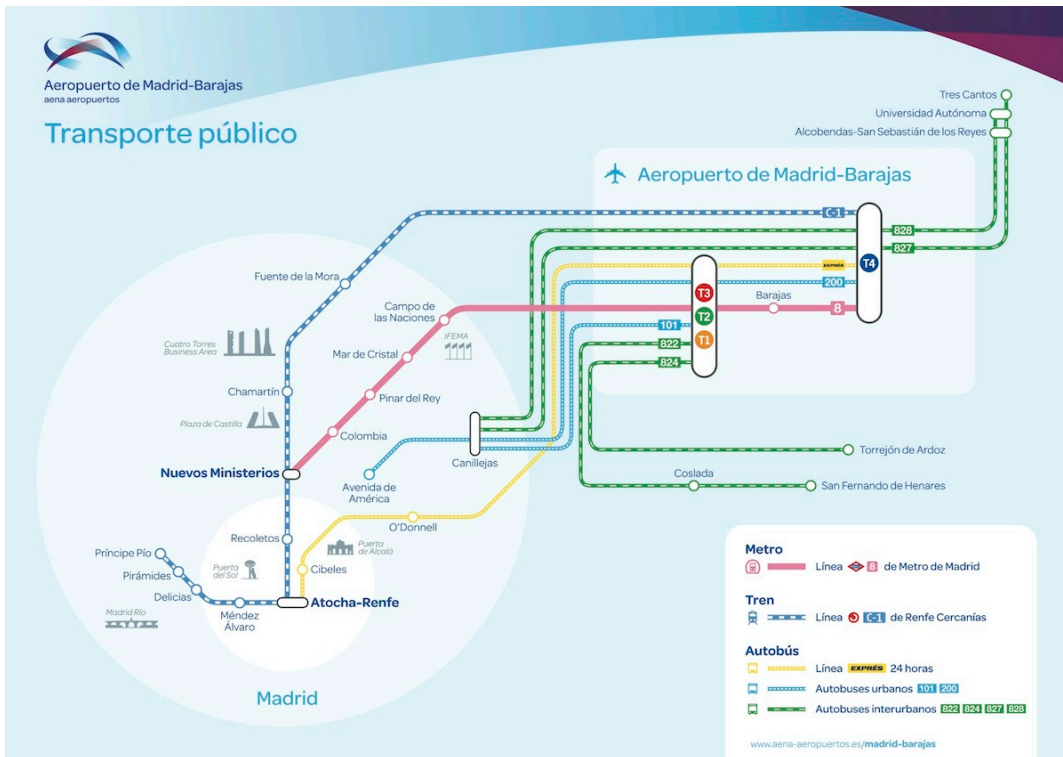

Shanghai's high speed Maglev Rail Service. *Courtesy of Washington Note.*

Beijing's Airport Shuttle Train. *Courtesy of Wikipedia.*

Atlanta's MARTA train stop at the region's airport showcases good signage for visitors and ease of accessibility. *Courtesy of Wikipedia.*

Map of Madrid's Airport Access, including by metro, train and bus. *Courtesy of Aeropuerto de Madrid-Barajas.*

The Q70 Limited, an airport bus service that runs between two stops on the 7 Train and LaGuardia. *Courtesy of Flickr.*