

Introduction

Although we may not think about it, the tourism industry would cease to function without an efficient and effective transportation system; trains, automobiles, and airplanes are just a few of the more obvious parts of this system. The importance of all of these transportation modes to both travelers and tourism suppliers was vividly demonstrated as the air transportation system was shut down in the United States following the September 11, 2001, terrorist attacks and when European travel was grounded for days due to the Icelandic volcano eruptions in 2010. Every segment of the tourism system was adversely affected.

There are many other modes of transportation in addition to planes, trains, and automobiles from which to choose. The components of this system can be conveniently classified and placed into two broad categories: surface (land and water) and air. As Figure 6.1 shows, transportation is often **intermodal**, with travelers relying on several different modes of transportation to reach their final destinations.

Intermodal transportation options can be found throughout the transportation system, but airports provide a focused glimpse into the importance of all transportation modes. Providing a variety of transportation connection options to feed passengers into airports, intermodality has become increasingly important as air traffic volumes have soared. While the present pattern is for North Americans to use cars, Europeans to use trains, and Asians to use buses, expanding the options for ingress in and egress out of airports will be required to meet future demand. By expanding intermodal options, airport managers can increase the catchment areas, enable growth, alleviate congestion, address environmental concerns, and provide customers with “seamless” transportation options. To see a good example of where these best practices in intermodal transportation have been put to work, take a look at the Frankfurt airport.¹

How did this system of interconnectivity develop and how does it function today? Modes of transportation evolved slowly until the 19th and 20th centuries; then, as Table 6.1 shows, things really began to happen. By this time, railways criss-crossed the continents of Europe and North America; gasoline-powered cars became a common sight as highways were developed; steamships plied the waters across major trade routes; and the possibility of flight became a reality. Transportation has now become so efficient that we often think of travel in terms of time rather than distance. For an example of different transportation modes and travel times between pair cities, see Table 6.2.

Table 6.1 Trends in Travel Time

Year	Method	Elapsed Time in Days
Around the World		
1889	Sailing ship—Nellie Bly	72.00
1924	U.S. Army aircraft	35.00
1929	Graf Zeppelin dirigible	30.00
1947	Pan American Airways Constellation	4.00
2006	Suborbital passenger spacecraft	0.50
Across the Atlantic (New York to London)		
1905	Sailing ship—Atlantic	12.00
1938	Steamship—Queen Mary	4.00
2005	QE2	6.00