

# 15 Milan Malpensa Airport

## Airport profile

### Location

The airport is situated 48,5 km to the west of the centre of Milan (figure 15.1). Other surrounding populated areas are Gallarate, Novara and Busto Arsizio. Malpensa Airporst lies on the territory of 7 municipalities, the smallest of which governs only 430 inhabitants.

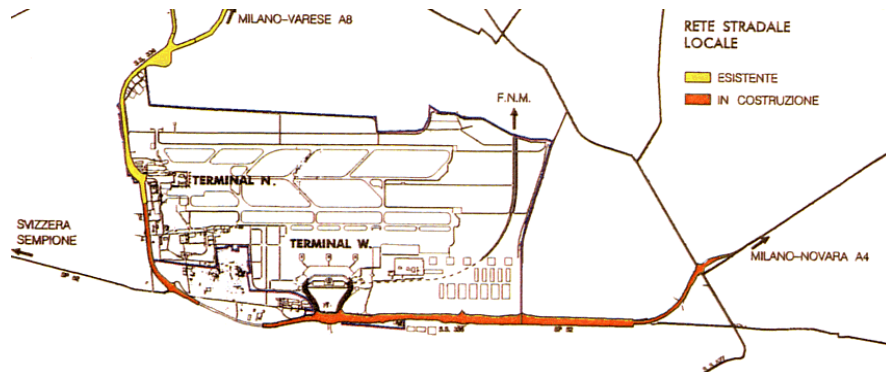
Figure 15.1 Airport location



Source: ARC “From airport to airport city”

The airport has two main terminal buildings (figure 15.2).

Figure 15.2 Airport terminals



### Catchment area

The catchment area of the airport is considered the area within a 300/350 Km radius of Milan with 24 mln. inhabitants. Greater Milan has a population of 9 mln.

### *Passenger traffic*

Malpensa served 18,6 mln. pax during 2001. Of the 18,6 mln pax, 12,6 mln were O/D passengers. 32% of departing passengers are from Milan, 13,6% are from the province of Milan and the remaining 54,4% are from other places.

Statistics for Terminal 1: reasons for travelling: 45,3% for tourism, 47,3% business, 7,4% other. Age: 68% is 25-44 years of age, educational level: 51% university.

Statistics for Terminal 2: reasons for travelling: 91,5% for tourism 6,6% business, 1,9% other. Age 61% is 25-44 years of age, educational level: 28% university.

In total, leisure traffic represents 60,7% of the total, business travel 33,7%.

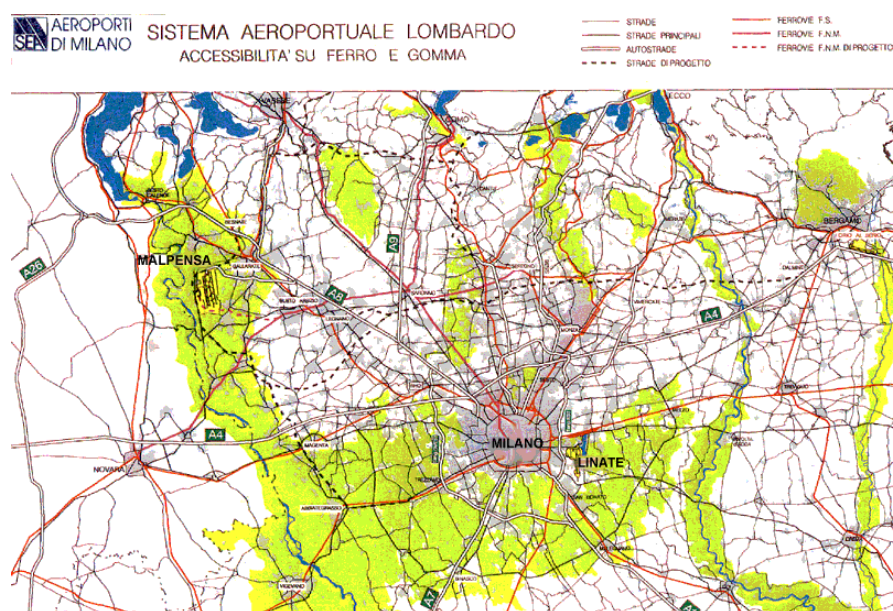
### *Ownership and management*

SEA S.p.A., a joint stock company controlled by the Municipality of Milan (84,6%) and the Province of Milan (14,6%) and other minority shareholders, operates the airport as well as Milan Linate airport. A total of 15.000 are employed at the airport premises.

## **General information about accessibility**

Milan Malpensa can be reached by road, rail, express rail and bus (figure 15.3).

Figure 15.3 Road and rail connections to Malpensa



### *Access by car*

By car, Malpensa can be reached through the A8 Highway (Milan lakes – Malpensa) and State Road 336. Travel time from downtown Milan is estimated at 44 minutes (60 minutes during peak hours).

### *Parking facilities*

At the airport there are a total of 12.340 parking places, of which 3.800 are exclusively for employees. Of the passenger parking spots, 4.940 are for long term parking and 3.600 for short-term parking (figure 15.4).

Figure 15.4 Parking facilities



Parking fees are rather differentiated both in time and between Terminal 1 and Terminal 2. Hourly parking fees: at Terminal 2, the first hour costs €4,10, at Terminal 1 €3,10. Subsequent hours cost €4,10 at both terminals. Long-term sheltered parking costs € 12,90 the first day, from the second day on it is €3,60 (€6,20 for Terminal 1). Open-air parking costs €10,00 (€2,50 from the second day on).

*Rail access*

The rail express services linking Milan and Malpensa airport first operated in May 1999. It runs every 30 minutes. The exiting regional railway line Milan-Saronno-Bovisa, operated by FNM Ferrovie Nord Milano, has been integrated with this service. Furthermore, the state railway SR links central Milan to Gallarate from where a shuttle bus to Malpensa can be taken. Approximately one regional train an hour departs from Malpensa. In progress is the upgrading of the rail line from 2 to 4 tracks with a link for Central Station (Bovisa stop) to Malpensa.

*Access by bus/coach*

There is a bus stop in front of Terminal 1 next to the taxi rank. For private mini-buses, there is only a bus stop in front of Terminal 2.

*Prices and travel time*

Table 15.1 provides an overview of travel time and prices for the various modes available.

Table 15.1 Prices and travel time of modes

Mode	Travel time downtown (minutes)	Price (one-way)
Train	54	
Train (MXP express)	40	€9,00
Shuttle	55	
Taxi	50	€60,00
Bus	60	€4,50

## Modal split

### *Passengers*

Passengers modal split is as follows:

- ◆ car: 47%
- ◆ train: 13%
- ◆ shuttle: 12%
- ◆ taxi: 7%
- ◆ bus: 6%
- ◆ other: 15%

### *Employees*

No data for employee modal split has been provided.

## Policy context

### *Responsibility*

The responsibility for airport accessibility lies with the Lombardy Region, whereas the central government covers the airport in its general plan for transport at the national policy level. Coordination activities lie with the Lombardy Region.

### *Financial structures*

Currently the airport is state funded. It is tried to involve private companies (project financing).

### *Specific accessibility policies*

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### *Innovative plans*

With the implementation of the H. C. network with an interchange at the Novara node (2008) (from Torino in 2005), Malpensa will have a fast connection with the whole of northern Italy ( 2 h Isochronal).