

Airport Privitisations in Europe – A Quarter Century On

Donagh Cagney- Economics Manager, ACI EUROPE

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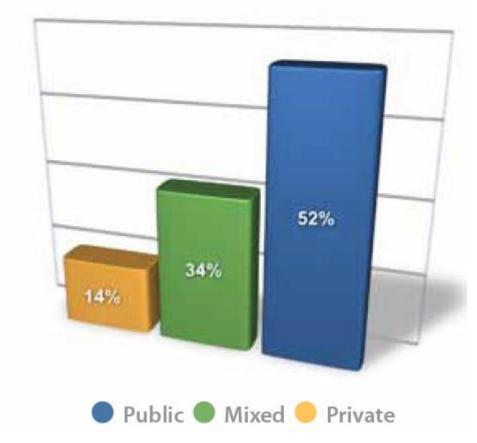




The Current Situation



Traffic representation of different ownership structures









Trend Since 1987 is Not Black & White



- Nor is it One Way
 - > Cardiff
 - > Frankfurt Hahn
 - > Stansted
- Shift from 100% IPOs
 - > Circa 50% of all concessions in Europe are between 5 and 20 years long
- Sovereign Wealth Funds
 - > Heathrow Ltd. & Qatar Holdings







Continued State Involvement - Drivers



- Economics of smaller airports
 - > Airports not viable below certain thresholds
- Economics of larger airports
 - > Increasingly seems that larger projects may not be suitable for the private sector alone
- Political nature of airports
 - > Airports still seen as 'public goods' regardless of ownership structure
- Synergies
 - > Airport cooperation with local authorities, tourism & enterprise public agencies
- Broad shared objectives
 - > Traffic & GDP link
 - > Nature of traffic



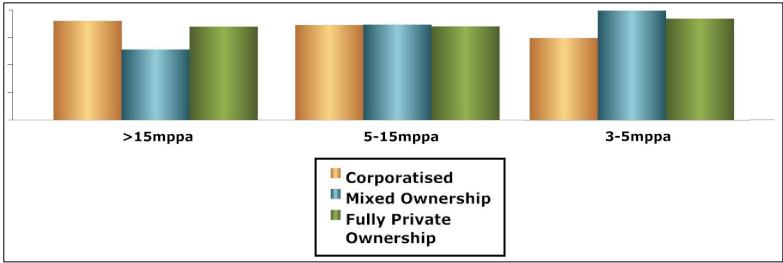




What Impact Has Privatisation Had?



- Corporatised Airports
 - > 'an independently acting economic entity, structured according to and complying with normal commercial law, whose shares are wholly owned by public authorities of the country where the airport is located'
- Traditional Benefits of Private Involvement 2 main categories
 - > Capital
 - > Efficiency









Public & Private Airport Comparisons



- Financial Perspective
 - > Aeronautical Revenues
 - > Commercial Revenues
 - > Operating Expenditure
 - > Capital Expenditure
 - > EBIDTA
- Wider perspectives





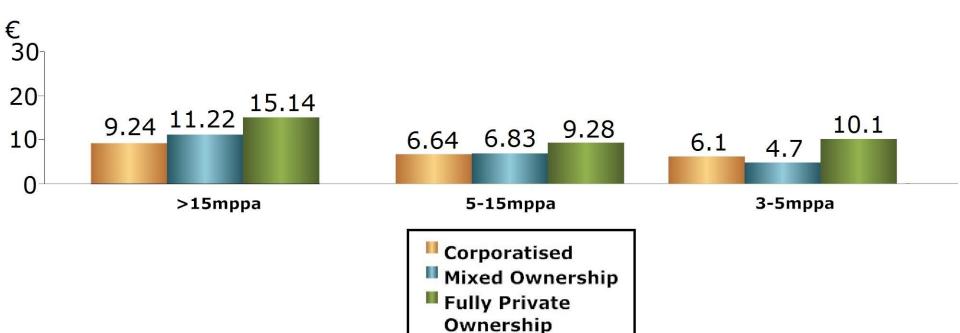






Findings – Commercial Revenues per Pax





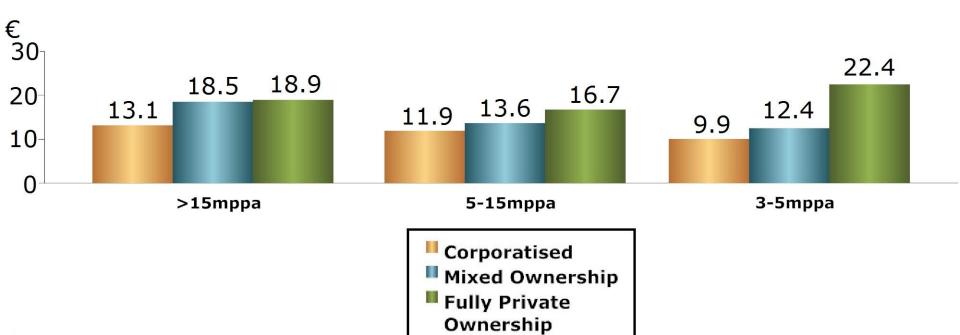






Findings – Operating Expenditures per Pax





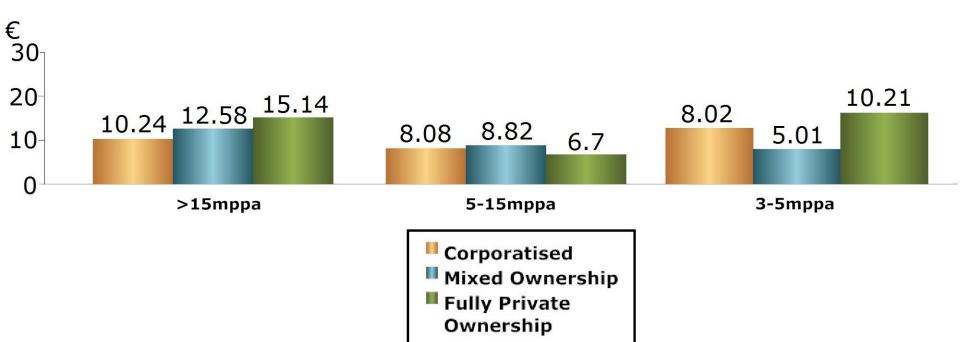






Findings – EBIDTA per Pax











On the Ground

















What is Driving European Airport Dynamism?



- Innovation & Efficiency: Quality
 - > Average ASQ score +8% (2006-2011)
 - > Average transfer time at hubs –10 minutes (2002-2011)
 - > New technologies being rapidly integrated

- Innovation & Efficiency: Pricing
 - > Pricing more responsive to demand cycle
 - > Pricing structure more flexible to suit airline needs
 - > Incentive schemes a prerequisite for survival
- Airport Competition







THANK YOU

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