

Kapaciteten – riskerar att hämma utvecklingen

Ett exempel på för svag kapacitetstillväxt i förhållande till efterfrågeutvecklingen uppvisar Storbritannien. Det gäller främst transporter där flygkapaciteten kommer i förgrunden. I en ny analys kritiserar WTTC den engelska regeringen för att prioritera miljöfrågorna och släppa infrastrukturfrågorna. Båda frågeställningarna är relevanta. "Efficient infrastructure and less congestion will have a positive impact on the environment." Regeringen borde ha en 15-årsplan för att komma tillrätta med bristerna. Annars riskerar man att inte kunna nyttja den stora ekonomiska potential som den växande turismen utgör.

An airport illustration: The urgent need for better infrastructure in the United Kingdom

Enbart i Indien krävs investeringar på vägar (bara 50% är asfalterade), flygplatser (två helt nya storflygplatser behövs och en upprustning av 50 äldre), järnvägar och hamnar på gigantiska 2.000 mdr SEK de närmaste fem åren. Och det är bråttom. Med A380 börjar den nya eran med jumbojet kapabla att ta över 800 passagerare.

Listpriset på A380 är 2 mdr SEK. Singapore Airlines som blev först med A380 i kommersiell drift har redan beställt 19 st för nästan 40 mdr. Men störst är givetvis Dubais Emirates som har 55 i order för nätta 110 mdr (leveransstart i augusti). Framgången med A380 och fördröjningen av Boeings Dreamliner bör öka trycket på Airbus-flyg. Bara under september tog Airbus order på 141 nya flyg varav 110 av superjumbon A320. British Airways beställde 12 st A380. Men nu efter den lyckade premiären lär orderantal öka.

Travel & Tourism leaders convened today to address the urgent need for better infrastructure in the United Kingdom, based on the forecasted growth from the Travel & Tourism industry body.

WTTC 11 September, 2007 - London, UK - The United Kingdom's Travel & Tourism economy is expected to generate over **£190 billion in 2007**, growing faster than the current rate of inflation **at 3.3 per cent per annum** between 2008 and 2017, according to the latest research from the World Travel & Tourism Council (WTTC).

Despite this positive growth industry leaders convened to raise their concerns about continued inaction to address **deepening infrastructure constraints**, which is jeopardizing economic prospects and seriously affecting the experience of millions of travellers across the world.

The United Kingdom, which stands as **the 5th largest Travel & Tourism economy**, contributing 9.1 per cent of GDP and 8.5 per cent of employment in 2007, has received increasing criticism in recent months for its **mismanagement of increasing pressures on its infrastructure system, most notably at the main airport hubs**.

Presenting these statistics, WTTC President Jean-Claude Baumgarten warned that the UK government must react now to maintain this strong economic position. The impact would heavily affect the UK's Travel & Tourism industry and wider economy. He added "**The current focus is on climate change** and this industry cannot be demonised as the cause. It is quite simple - **efficient infrastructure and less congestion will have a positive impact on the environment.**"

Hospitality and leisure development will also continue to grow and will create greater jobs opportunities explained Whitbread Chief Executive Alan Parker "**The hospitality industry depends heavily on the infrastructure of air, road and rail links, which transport clients to the hotels. If infrastructure does not keep pace with growth, then business and tourism could drift away from the UK to other markets on the continent.**"

WTTC Chairman Geoffrey Kent concluded "**The government must put in place a long term infrastructure plan with at least a 15 year horizon. The 2012 Olympic Games will provide the platform, focus and budget for this long-term plan, which will drive the forecasted tourism demand.**"

Aviation is a substantial UK industry in its own right

The aviation industry contributed £11.4 billion (1.1%) to GDP in 2004
It directly employed 186,000 people (full-time equivalents) in 2004

But the aviation industry's key contribution to the UK economy is in helping other sectors to operate more efficiently and to compete in the global economy

Nearly three-quarters of international visitors to the UK arrive by air.
Visitors arriving by air contribute over £12 billion a year to the UK tourism industry

Air services also allow UK tourists to enjoy a much wider range of overseas holidays than would otherwise be accessible

Increased air services capacity is likely to be needed if the government is to achieve its objective for the tourism industry to grow by a third by 2010.

Air services help to improve the competitiveness of almost all aspects of companies' operations. 55% by value of the UK's manufactured exports to countries outside the EU are transported by air

By expanding the market in which firms operate, air services also act as a spur to innovation, increased sales and profits, and improved efficiency

Nearly one in ten companies report that the absence of good air transport links has affected their organisation's decisions to invest in the UK. Of these, 30% chose not to make the investment in the UK

Absolute Advantage

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Leif Aronsson, Askims Stenblocksväg 8, 436 40 Askim, 031-28 26 50, 0707-92 31 01, tourism@telia.com