

AIRPORT DEVELOPMENT IN SOUTHEAST ASIAN – CASE STUDY OF SURVARNABHUMI INTERNATIONAL AIRPORT AND CHANGI INTERNATIONAL AIRPORT

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ABSTRACT

The competition between airports in the region to be the regional aviation hub would be highlighted to access the capacity of Southeast Asian in air transport sector. The allocation of resources to achieve this objective has been significant and it is an alternative strategy that would bring huge benefits to the whole region. By sharing the expected growth in tourists visiting the region in the Southeast Asian regions easily realised. Analysis of airport development also gives the suggestions on comparison between Southeast Asian airport regions.

Keywords: airports, Southeast Asian, tourists, aviation hub

1 INTRODUCTION

The Southeast Asia region is one of the most dynamic regions in the world due to the performances of the economic activities and growth experienced over the last few years. The increased economic activities have resulted in greater movement of people and goods as the tourism statistics for the countries in this region indicate that there has been a continuing rise in tourists visiting destinations in different part of this region. These phenomena have contributed towards the increase in air travel in the region as reflected statistics for the past few years and this upward trend in air transport demand is expected to continue for many years to come in the future. Several countries have proposed to be the hub¹ for air travel in the region as part of the efforts to manage the future growth.

¹ Hub refer to airport that an airline uses as a transfer point to get passengers to their intended destination.

1.1 Problem Statement

The development of Suvarnabhumi international airport in Thailand and Changi international airport in Singapore changed rapidly. Many past researches have stated that the future growth of the main international airport in Southeast Asian region is due to the implementation and performance of development strategy on it.

The intention of this study is focus on the future growth of the main international airport in Thailand and Singapore mentioned above where by the issues is concern on the airport development of Southeast Asian region.

1.2 Objectives

The main objective of the research is to compare the airport development between Suvarnabhumi Airport in Thailand and Changi Airport in Singapore. To be more specific, the objectives are to find answers for the above mentioned research questions:

- 1.2.1 To identify the current situation of airport region in Thailand and Singapore.
- 1.2.2 To identify the location of airport region in Thailand and Singapore.
- 1.2.3 To examine the development potential of airport region in Thailand and Singapore.
- 1.2.4 To identify the development strategies of airport region in Thailand and Singapore.

2 LITERATURE REVIEW

2.1 International Airport in Southeast Asia

Southeast Asian Region include 9 countries which are Mymmar, Thailand, Laos, Vietnam, Cambodia, Malaysia, Singapore, Indonesia, and Brunei. In this region, there are 2 aviation hubs which are Suvarnabhumi Airport in Thailand and Changi Airport in Singapore which consider each other as rivals.

2.2 Suvarnabhumi Airport Region

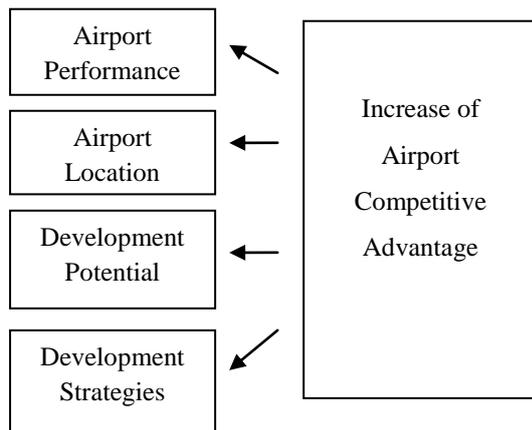
Suvarnabhumi Airport Project is a national priority of the government and designated as the aviation hub of Southeast Asian region. It located about 15 kilometres on the east-bound² highway and about 25 kilometres from downtown Bangkok.

2.3 Changi Airport Region

Changi Airport is the main airport of Singapore and another major aviation hub in Southeast Asian region. It is located in Changi, 20kilometers east of the commercial centre of Singapore, with an area if 3,200 acres. It is important contributor to the Singapore economy – accounts for over 4.5 billion Singapore Dollars annually and more than 13,000 people are employed at the airport.

2.4 Theoretical Framework

These are the several issues in order to compare the development in Thailand and Singapore. The issues consist of the issues which is current situation, location, development potential, and the development strategies that used.



3 RESEARCH METHODOLOGY

A case study approach was considered most appropriate for this research because airport development is a very current topic, with no much archival data. The data of this research were taken from the published literature on the Internet to ensure the literature of the study is trusted and reliable. The multidisciplinary literature reviews on theoretical aspects of airport development in Thailand and Singapore.

² east-bound is boundaries of an area in east direction

4 FINDINGS

4.1 Comparison between Two Southeast Asian Airport Regions

It can be analyzed and categorised into 4 sections.

Issues	Thailand	Singapore
Performance	15 th in passenger (1 st in SE Asia) 19 th in Cargo (2 nd in SE Asia)	22 nd in passenger (2 nd in SE Asian) 9 th in cargo (1 st in SE Asian)
Location	Centre of SE Asian sub-continent ³ (large catchment area)	Far north of European continent (limit ⁴ catchment area)
Development Potential of the Region	On river basin and rich on resources for industrial development, and also the greater potential for land-transport connection to most SE Asian countries	Under sea-level and scared in resources for industrial development
Selected Development Strategy	Aerotropolis concept	Aetropolis concept, and mainly on business and services industries

4.2 Selected Development Strategy That Used by Both Airport

Suvarnabhumi Airport region and Changi Airport region select the Aetropolis Model for their development guidelines. The Royal Thai Government is working on the Suvarnabhumi Aerotropolis project and Singapore's policy has focused on efficient ground transport from Changi Airport to existing CBDs. Several modes of transportation are now available and travel time in each mode from the airport to CBDs is not longer than 15 minutes.

³ Subcontinent refers to large, relatively self-contained landmass forming a subdivision of a continent.

⁴ Catchment is human geography.

4.3 Effects of Aerotropolis

New urban form is emerging, stretching up to 25 kilometres outward from airports.

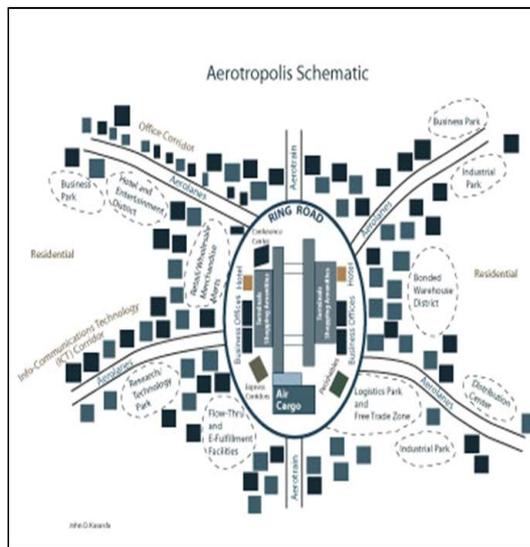


Figure 1 The aerotropolis schematic

5 DISCUSSION

5.1 The Reason of Choosing the Selected Development Strategy

5.1.1 Suvarnabhumi Airport in Thailand

Bangkok chose the Aerotropolis Model and plan to draw air-transport that related the developments around the Suvarnabhumi Airport. This is an eye-catching development direction.

5.1.2 Changi Airport in Singapore

The region is located on very far side of their continent. The land connectivity is very limited, same as the resources for industrial development. Thus, it choose the Aerotropolis Model as the development guideline, in which is appropriate for the region's conditions and situations.

6 CONCLUSION & RECOMMENDATION

Concept of development in western may be is an effective instrument of metropolis' economy development in Asia. However, the situation of international airports in Asia is quite different from those in the Western world, these should be take noted.

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