

## **CORONAVIRUS – AIRPORT/RAIL LOW RISK RETURN**

The impact of the Coronavirus has taken every business and economy by surprise. We have now entered a new phase in our way of life and how we interact with others in order to keep a tap on this virus or any future viruses. The texts below highlight some general operational approaches that should be taken into consideration to safeguard a safe and prolonged return to a “new” normalcy.

Medical and sanitarian advices along with technology will play a big part in this new way of life and interacting. These are the only way to ensure a quick and safe return until a “cure” is found. Below we will be discussing our proposed airport and rail station solutions.

### ***Airport***

Any airport thinking of re-engaging with their passengers should first accommodate the use of sanitising gels, disposable face masks/gloves and technology (e.g. thermo scanners, ventilators). To do so, new areas have to be allocated/isolated to smooth this new and critical operation. Areas around the airports should be used for such operation (e.g. car parks, open places or open fields). New infrastructures or mobile facilities will have to be built to eliminate the first risk of contaminations before passengers can access terminal buildings. An understanding of the modes of transport is imperative to better manage the complex cross-flow of passengers into the terminal buildings and to plan the number of sanitarian facilities. It is very important to preserve the social distance and isolate infected passengers while maintaining limits at various areas. Airports should clearly communicate to their passengers the new sanitarian and operational procedures. For example, check-in times and flights should be scattered in a way that eliminate large gathering in the terminal. Strict rules have to be applied and new routes using tensor (Plexiglass) barriers will have to be implemented together with a crowd management team. Technologies that reduce interactions such as biometrics, kiosks, SSBD should be encouraged throughout the airport. The social distance philosophy should go beyond terminal buildings to capitalise over any airborne threat. Domestic flights should be the first attempt for any return before opening any borders. Depending on the outcome, international flights will then follow progressively.

### ***Rail station***

The number of people using rail stations is much more difficult to manage as they can access the rail network via different station points. An understanding of the existing entry/exit flows from/to stations is very important in order to plan testing facilities. The number of entry gates should be reduced in comparison to the number of exit gates. Crowd management teams should be allocated around the stations to maintain social distance and reduce the number of people per car, on the platforms and on the concourse. Communications between station managers will be very important to manage the flow of people in the rail network. Rail stations should be used as testing points for all passengers.

*Complex mathematical and simulation models should be used to illustrate the pre-impact of those measures while maintaining acceptable social distances and value engineering terminal design layouts and the number of facilities.*

For more information or consultation services, please contact

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