

A de Graaff was born in 1949 and studied economics at the University of Groningen in the Netherlands.

He started work at the National Aerospace Laboratory in the Netherlands in 1973. Adriaan de Graaff had financial responsibilities at NLR, participated in Co-operation with DLR related to the German Dutch Low speed wind tunnel DNW, cooperation for European Transonic wind tunnel ETW and the Indonesian low speed wind tunnel. As the Secretary and Treasurer of the Board from 1982-1992 he was responsible for annual financial reports, strategy and corporate development, reorganisations at NLR especially after the Fokker collapse, strategy of the association of European Research Establishments in Aeronautics EREA. As one of the directors of NLR from 1993-2005, Mr de Graaff worked closely together with the European Commission and the European industry in relation to European aerospace programmes and ACARE for more than 17 years.

After a 32 years long and successful career at the National Aerospace Laboratory NLR, Mr. de Graaff started his own company to provide advice on strategic aerospace issues. He specializes in consultancy related to strategic aerospace issues, corporate development, long term research and European co-operation in the domain of multimodal transport, air transport, aircraft development, airports, ATM, research and research infrastructures. He was part time employed by the National Agency for Aerospace Programmes (NIVR) for 4 years after 2006 where he provided general advice for future developments in Dutch aviation. He is an advisor to the Dean of TU Delft and member of the executive of the Dutch Aviation Group. He initiated and participated in several EU projects. These included the Out of the Box and CREATE projects related to novel concepts in air transport as well as MODAIR on intermodal transport. .

Intermodal journeys in Europe are currently rather heterogeneous, multifaceted and often interrupted for various reasons. This is particularly true at airports, where passengers can find themselves spending as much time covering the twenty or so kilometers to or from home as the entire duration of their 1000-kilometer flight. One of the challenges faced by Europe is the development of a really seamless door-to-door travel experience, supported by an efficient high-speed transport infrastructure. The intrinsic advantages and internal capacity of each mode should be matched, aiming at developing profitable, joint business cases. An integrated EU approach is necessary. The EU sponsored MODAIR project investigates the physical integration of modes, single ticketing and neutral information supply, the identification of future research requirements and the business cases for intermodality.

EFAPI (the European Forum on Airport Passenger Intermodality) will be one of the outcomes of the ModAir project. It will be a neutral forum for key representatives from the air, rail and urban transport sectors. Common stakeholder interests, goals and customer approaches will be investigated. The forum will act as an expert group supporting the EU authorities, seeking opinions and helping to build the future EU research and technological development policy regarding infrastructure use, sustainable legislation and innovative concepts.