

# Thredbo 11

## 11th International Conference on Competition and Ownership in Land Passenger Transport



### Conference Program

Delft, The Netherlands

September 20<sup>th</sup> to 25<sup>th</sup> 2009



# Welcome...

Dear Delegate,

It gives me great pleasure to welcome you to the 11th International Conference on Competition and Ownership in Land Passenger Transport in Delft. This conference is proudly hosted by Delft University of Technology, the Faculty of Technology, Policy and Management with support from two main sponsors, inno-V and the NGInfra Foundation.

Since its inception this conference series has established itself as the premier international forum dedicated to the analysis and debate of competition and ownership issues in land passenger transport. It has attracted high quality participation and delivered a large portfolio of impressive material synthesising developments not only from developed nations but increasingly from developing nations.

I would like to express my gratitude for the generous support of our sponsors and for the efforts of the local organising and international steering committees. These have greatly helped in making this conference, what we hope will be, the most successful in the series so far. I have every confidence you will be stimulated by the activities and discussions at this influential forum over the next few days. I particularly look forward to learning of the outcomes of the workshops. Enjoy the culture and heritage of Delft and the excellent company!



Professor David Hensher  
Executive Chair and  
Co-founder of the Thredbo Series

Director, Institute of Transport and Logistics Studies  
Faculty of Economics and Business  
The University of Sydney, Australia

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# Welcome again...

Dear Visitors,

As Rector Magnificus of Delft University of Technology, I am profoundly honored to host the 11th International Conference on Competition and Ownership in Land Passenger Transport. We all know that a vital society depends heavily on sustainable mobility. Obviously, public transport plays an essential role in providing that mobility. The role of engineers in innovating and improving the technical system is crucial. As such, it is one of the key topics in research and education at our university, as it has been for a long time.

Obviously, engineering is not performed in a vacuum. Understanding the complex organizational environments of development and operation of public transport, and other technical systems, has become a key topic in our work. Our Faculty of Technology, Policy and Management has played a strong role, taking up that challenge.

And, practicing what we preach, we are very much welcome the tram through the new green hart of our university. In the process, we became well aware of the complexity of realizing such an innovation. I wish you a fruitful conference, increasing the understanding of the roles of operators and governments in continuously improving public transport, its governance and services. I expect the conference to strengthen the role public transport can play in the challenges of the future, in all corners of the globe.



Jacob Fokkema,  
Rector Magnificus

Delft University of Technology

# Welcome yet again...

Dear Participants,

As the Dean of the Faculty of Technology, Policy and Management of the TU Delft I would like to say that we are delighted to have you in our midst. Transport has been one of the main domains of our Faculty since it was founded in 1992, next to energy and information technology. In our research and educational programs we break open the black boxes of these socio-technical systems to provide viable and attractive innovations on the combination of technology and organization.

In our approach of that interface we have been actively building bridges in two directions. On the one hand our links to practitioners are essential to us: they keep our approach to the point. Just this month, we signed a cooperation agreement with two Dutch Ministries on furthering international research in the field of mobility and public transport.

On the other hand we have been linking to other academic researchers across the world searching to build a network of international peers focusing on the interplay between technology and organization. That network serves as a platform for developing sound concepts and models representing the best understanding of the complex interactions between technological and organizational systems.

I wish you a productive conference and hope it is a strong basis for developing our relations into the future.



Theo Toonen,  
Dean

Faculty Technology Policy and Management  
Delft University of Technology, Delft, The Netherlands

# Welcome once more...

Dear Colleagues,

As the local organizing committee we are thrilled to have you in Delft. The subject of the conference is close to our hearts and we have been trying to make Thredbo 11 an exciting place to be for those researching and working in public transport governance.

We have developed the conference in the Dutch tradition. We would like it to be as international and open as the Netherlands have been since our Golden Age in the 17<sup>th</sup> century. In addition, we developed it to be direct and egalitarian, reflecting Article 1 of our current Constitution. We think that is what a conference centered around discussion and dialogue, like the Thredbo Series, needs.

We expect the Netherlands can benefit from the great experiences you bring with you. Our multi-centred metropolis, with Amsterdam, Rotterdam and The Hague as main cores, relies heavily on public transport for its mobility. Good governance is the only way to keep this metropolis vital.

Improving public transport is as laborious and long-term as making land from sea. We hope this conference will all provides us with a major step towards serving our communities better with quality services through quality governance. Finally, we would like to thank our generous sponsors, inno-V and NGInfra.



Didier van de Velde and  
Wijnand Veeneman  
Local Organising Committee

Faculty Technology Policy and Management  
Delft University of Technology, Delft, The Netherlands

# General information

## Venue

Delft University of Technology

## Plenaries

Aula Conference Centre  
Mekelweg 5, Delft  
The Netherlands

## Workshops

Faculty of Technology, Policy and Management  
Jaffalaan 5, Delft  
The Netherlands

## Transportation

Both venues are in walking distance from the town centre and train station, approximately 15 min. There is a bus stop approximately 50 metres from the Aula Conference Centre. Bus lines 69 and 121 from and to Delft Station are operated by Veolia. Each bus line will offer in general two departures per hour on working days and once an hour on Sunday. The bus trip from Delft Station takes between 5 and 15 min. Tickets are available from the driver. It is however cheaper to buy a multiple ride ticket, a so-called 'strippenkaart', at the railway station or Post Office. A trip from Delft railway station costs two units or "strippen". Delft also has excellent rail connections with Amsterdam (60 min), Rotterdam (15 min) and The Hague (15 min).

## Registration and Information Desk

All participants are requested to check in at the registration and information desk. You can register on Sunday 20<sup>th</sup> at the Welcome Drinks or Monday 21<sup>st</sup> September, from 08:00 hours at the TU Delft Aula and Conference center. The registration and information desk will be open during the entire conference in the morning on Monday and Thursday only between 08.00 and 10:00 hours and on all days during lunches (12:00-13:30 hours). The telephone number at which you can be reached during the conference is +31 (0)15 2787788.

Urgent messages, which should be headed "Thredbo 11", may be faxed to +31 (0)15 2786755 or emailed to: [c.j.vanderdrift@tudelft.nl](mailto:c.j.vanderdrift@tudelft.nl)



The staff at the registration and information desk will be pleased to assist you with all your inquiries.

### **Badges**

All participants and accompanying persons will receive a personal identification badge on a lanyard upon registration. Please be so kind to wear your badge during all conference sessions and social events. Accompanying persons are not permitted to attend the scientific program, coffee breaks or lunches. The charge for the replacement of lost badges is € 5, lanyard not included.

### **Dress code**

The dress code for the conference and its dinner is: casual.

### **Lunches and morning and afternoon tea**

Lunch will be served in the foyer of the Aula Conference Centre on the first floor. Morning and afternoon teas will be served in the Aula building during the plenary sessions on Monday and Thursday and in the restaurant of the Faculty of Technology, Policy and Management on Tuesday and Wednesday. Lunches and morning and afternoon teas are included in the registration fee.

### **Mobile phones**

As a courtesy to our speakers, we kindly request you to switch off your mobile phones before entering conference sessions.

### **Post Office/ATM**

The Post Office is located within 50 metres from the Aula Conference Centre and is open from 08.30-17.00 hours. The Post Office also sells stationery, greeting cards, tobacco and sweets. You will find cash dispensing machines (ATM) outside the Post Office.

### **Internet and printing facilities**

During the conference Wi-Fi is available for all conference participants. The wireless network is: Aula-Congress. Just choose this network in your Wi-Fi settings and type in the following WEP key: vak39  
In the University Library, a building adjacent to the Aula Conference

Centre, there are a limited number of PCs with access to the internet for public use. Opening times during working days are: 09.00-22.00 hours. Printing facilities will be available in Committee room 1 on the second floor of the TU Aula Conference Centre.

### **First aid**

At the reception desk at the entrance of the Aula Conference Centre a first aid station is available.

### **Lost and found**

For lost and found objects please go to the reception desk at the entrance of the Aula Conference Centre.

### **Liability**

The Local Organising Committee cannot accept any responsibility for personal accidents or loss / damage of private property of the participants. Participants are advised to take out insurance as they consider necessary.



Oostpoort on the south-eastern edge of the city centre

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## Tip:

Research in the early 1990's showed that Delft was (and probably is) one of the world's premier cycling cities. The top five cities in the world in terms of kilometers per inhabitant listed three Chinese cities and two Dutch, including Delft.

So, for getting around, you could rent a bike at the station. In the bike garage left of the stations, bikes are available for a single day or more at moderate prices.

# Biographies

## Session chairpersons

### Chris Nash

Chris Nash is Research Professor in the Institute for Transport Studies, University of Leeds, where he leads research in the fields of rail policy and transport infrastructure charges, in which fields he has led many projects for both the British government and the European Commission.

Recent work includes rail investment policy and the social costs of transport for the Chinese Ministry of Railways and the World Bank, and is currently advising Network Rail on their study of High Speed Rail.



### John Preston

Professor John Preston is Director of the Transportation Research Group, School of Civil Engineering and the Environment, University of Southampton. He has over 20 years experience in transport teaching



and research, with previous posts at the Universities of Leeds and Oxford. His research in transport covers demand and cost modelling, regulatory studies, and land-use and environment interactions, with a particular (but not exclusive) focus on rail.

He has held over 100 research grants and contracts and has published over 200 articles, book chapters, conference and working papers. He is editor of

Transport Policy and a member of the Scientific Committee of the World Conference on Transport Research Society and the Organizing Committee of the International Conference on Competition and Ownership in Land Passenger Transport. He is an ever present at Thredbo conferences.



## John Stanley

John Stanley is an Adjunct Professor at the Institute of Transport and Logistics Studies, University of Sydney. He is also Bus Industry Confederation Senior Research Fellow in Sustainable Land Transport at



ITLS. Prior, he spent nine years as Executive Director of Bus Association Victoria, after eight years as Deputy Chair of the Australian National Road Transport Commission. He is a Board member of VicUrban, the Victorian Government's development agency, and of Victoria's Alpine Board. He chairs the Monash University Institute of Transport Studies Advisory Board, is a member

of the Sydney ITLS Board of Advice. John's research interests centre on sustainable transport and on linking transport system development to service contracts, with an emphasis on trusting partnerships between the authority and operators. John was awarded an Australian Centenary Medal for services to public transport and conservation. More importantly, he won first prize for the largest marrow at the 1990 Red Hill Show in Victoria, Australia.

## Janet Stanley

Janet Stanley has a PhD, MSW (Monash) and BCom (Melbourne). She holds the position of Chief Research Officer, Monash Sustainability Institute, Monash University. Janet's current research interests are in relation to social policy, transport, climate change, bushfire arson, Australia's Carbon Pollution Reduction Scheme, social exclusion, social capital and community development, and project evaluation. Janet is on the Ministerial Advisory Council for the Minister for the Environment, Climate Change and Innovation in Victoria, and other policy committees. Janet has published many academically reviewed publications, including co-editor of Currie, G., Stanley, J., Stanley, J., (eds) (2007) *No Way to Go: Transport and Social Disadvantage in Australian Communities*, Monash e-Press.



## **Wijnand Veeneman**



Wijnand Veeneman is associate professor at Delft University of Technology and has a PhD from that institute. His specialities are governance of public transport operations and management of large scale technological projects, including public transport. He has performed research projects on light-rail development in the Netherlands from the early

phases of policy development, through local implementation, to the management of construction. In addition, advises Dutch transport authorities and operators on tendering, contracting and develop their cooperation during the concession period as an advisor at inno-V. He is a Member of the Advisory Board of the Dutch School of Government and a Program leader of the Public Values program of the Next Generation Infrastructure Research Program. His awkward tendency to cycle and row very long distances is now under control.

## **Didier van de Velde**

Didier van de Velde is researcher at Delft University of Technology (TU Delft) and also consultant at inno-V (Amsterdam). He is expert on institutional reforms in the public transport and railway sector. He studied extensively the introduction of various forms of competition in those sectors and likes to analyse and bring structure in these complex reform issues. He has a broad international network both in the scientific world and with practitioners. During the past years, Didier provided advice to local, national and international authorities. He was involved in the discussions on the reform of the European legislative framework pertaining to public service obligations in the European public transport sector and advised the European Commission on this topic. He also helped the Dutch Railways (NS) to draw lessons on Japanese railway practices.



## Jackie Walters

Professor Jackie Walters holds a Doctoral degree in Transport



Economics from the Rand Afrikaans University (RAU). His academic speciality includes public transport and aviation policy studies, as well as transport economics.

He joined the RAU (now the University of Johannesburg) in 1982 where he lectures under- and post-graduate students in Transport Economics and provides study guidance to masters and doctoral students. He is currently the

Chairperson of the Department of Transport and Supply Chain Management (with a student compliment of more than 4000) and the Director of the Institute of Transport and Logistics Studies (ITLS(Africa)). This departmental research unit focuses on a range of research topics in collaboration with departmental researchers and industry partners. He has also been a specialist advisor to the organised bus industry in South Africa since 1989.



TU Aula Conference Centre, Delft University of Technology (plenaries venue)

# Committees

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University of Westminster, United Kingdom

# Program: Plenaries

## When:

**Monday and Thursday September 21<sup>st</sup> and 24<sup>th</sup>, 2009**

## Where:

**TU Aula Conference Centre,**

Mekelweg 5, Delft, The Netherlands

**Entrance Hall:** Registration from 8:00

**Senate Room (2<sup>nd</sup> floor):** Plenary sessions

Monday September 21 <sup>st</sup> 2009		
9:30 - 12:00	David Hensher and Didier van de Velde	Opening session
	Keynote: Ernst ten Heuvelhof Joop Koppenjan	RandstadRail, light rail, heavy challenge
	Keynote: Hugo Priemus	Cost overruns in large infrastructure projects: Enquiry for the Dutch Parliament
	Keynote: Chris Nash	European Rail Reform - the next steps
12:00	<b>Lunch</b>	In the Foyer (1 <sup>st</sup> floor)
13:30 - 17:00	World overview	Peter White (GBR), Ian Wallis (AUS and NZL), Jackie Walters (SAF), give a glance at the developments in the various corners of the world
	Keynote: Siebe Riedstra Dutch Ministry of Transport	Public transport policy in the Netherlands
	Keynote: Pär-Erik Westin Swedish Ministry of Transport	Deregulation in Sweden: implementation in the railway and plans for the buses
	David Hensher	Explanation of the workshops

## Thursday September 24<sup>th</sup> 2009

9:00 - 12:00	Workshop reports	
	World overview	Ken Gwilliam, and Juan Carlos Muñoz give a quick glance at the developments of governance in public transport in the various corners of the world
12:00	<b>Lunch</b>	In the Foyer
13:30 - 17:00	Round table	Discussion with authorities and operators about the challenges they face for the coming years
	Best papers	Wrap up of the most interesting papers in the various workshops
	Michael Beesley Award	Presentation of the Michael Beesley Award
	Closing session	David Hensher and Didier van de Velde wrap up the conference with conclusions and a closing address



Kerkstraat bridge at the back of the New Church





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THINK, ACT AND LET GO

# Program: Workshops

## When:

**Tuesday and Wednesday September 22<sup>nd</sup> and 23<sup>rd</sup> 2009**  
from 9:00 to 17:00

## Where:

**Faculty Technology Policy and Management,**  
Jaffalaan 5, Delft, the Netherlands  
Wing A, first floor: Workshops

**Lunch** from 12:00 to 13:30 in the TU Aula Conference Centre

## Workshop 1

Room F

### Benchmarking the Outcome of Competitive Tendering

**Main question:** How has competitive tendering performed as a regulatory benchmark over the last two decades?

**Chair:** Chris Nash (ITS, University of Leeds)

**Rapporteur:** Kjell Jansson (Royal Institute of Technology Stockholm)

Competitive tendering for service provision in passenger transport has grown to become the 'benchmark' regulatory mechanism in collective passenger transport, both urban and regional, even for railways. It is sometimes presented as the one and only effective regulatory regime for public transport, guaranteeing efficiency and providing transport authorities with sufficient control on the services provided to the passengers.

However, this enthusiasm masks the huge variety of institutional arrangements that can go with this regulatory regime: route versus network contracts, negotiated versus other awarding procedures, service design freedom for the operators versus strict authority control on services, etc. In turn, this masks the variety of institutional, contextual and knowledge requirements that are needed to make these various arrangements work.

This leads us to the following questions that we would like to see addressed in this workshop of the Thredbo conference:

- **After the hype, what are the real results and effects of tendering?** Studies, many presented at earlier Thredbo conferences, show the substantial efficiency gains and service improvements that are reached with various competitive tendering arrangements. Yet other studies reveal that it has not always been successful, with unrealistic winning bids, a failure to reduce costs and criticisms of the design of services being amongst the problems identified. So has tendering really worked as well as expected? Can we identify when it will work and when not?
- **How to make the tendering process work better?** Many authorities have learnt how to use competitive tendering, but have the lessons been written down and transmitted to those



at the beginning of this process? What are the true requirements on the authority's side to make competitive tendering work? When are these fulfilled? Is there a point in time when retendering carries too high a transaction cost for too little, if any, efficiency gains?

**How to improve the contract as a linking pin between the tendering and concession period?** We see transport operators and authorities searching for ways to make competitive tendering work better including bringing about more improvements for passengers. The search is for a good balance between social aims and commercial aims, between private values and public values. Can we identify the sort of contract which works best in different circumstances? Are the new 'functional' forms of tendering more effective or do we, on the contrary, need tighter contracting?

**How to design concession management, the main challenge after tendering?** An often forgotten part in competitive tendering research is the period after tendering. It needs to be stressed that things only start after tendering! How to manage the contract after tendering, to what extent and how to monitor operators? What role can benchmarking play? Are some contract forms more 'self-enforcing' than others?

Tuesday September 22 <sup>nd</sup> 2009		
9:00 - 12:00	Chris Nash University of Leeds	Competitive Tendering of Rail Services – A Comparison of Britain and Sweden
	Peter Kain Bureau of Infrastructure, Transport & Regional Economics	Australian and British Experiences With Competitive Tendering in Rail Operations
	Kjell Jansson Royal Institute of Technology Stockholm	Quality Incentives Versus Quality Outcome in Procured Public Transport, Case Study Stockholm
	Timur Sharipov Eurasian National University	Results So Far and Prospects of Kazakhstan Passenger Rail Franchising
	Michal Wolanski Warsaw School of Economics	How Much Do We Save on Competitive Tendering? Quantitative Study of Polish Cities' Experience
12:00	<b>Lunch</b>	In the TU Aula Conference Centre
13:30 - 17:00	Arne Beck	What Are the Effects of Competitive Tendering on Bus Services in Germany?
	Katrin Augustin Dresden University of Technology	Operator Changes Through Competitive Tendering: Empirical Evidence from German Local Bus Transport
	Matthias Walter Dresden University of Technology	Some Determinants of Cost Efficiency in German Public Transport
	Workshop discussions	

## Wednesday September 23<sup>rd</sup> 2009

9:00 - 12:00	Bruno Faivre d'Arcier University of Lyon	How to Improve the Financial Situation of Urban Public Transport? the French Case
	Fernando Rolim Tribunal de Contas do Estado de Pernambuco	Competition on Brazilian Bus and Coach Services – Results from Recent Competitive Tendering Processes
	Hiroki Sakai Kobe University (Ph.D. Student)	The Effect of Contracting Out and Subsidy in Public Owned Bus Sector in Japan
	Rico Merkert University of Leeds	Changes in Transaction Costs Over Time – The Case of Franchised Train Operating Firms in Britain
	Phill Wheat Univeristy of Leeds	The Effect of Franchising on Cost Efficiency: Evidence from the Passenger Rail Sector in Britain
12:00	Phill Wheat Univeristy of Leeds	The Effect of Franchising on Cost Efficiency: Evidence from the Passenger Rail Sector in Britain
	<b>Lunch</b>	In the TU Aula Conference Centre
13:30 - 17:00	Workshop discussions	

## Workshop 2 A Successful Contractual Setting

Room G

**Main question:** How to construct contracts leading to trusting relationships between contract parties in this sector?

**Chair:** John Stanley (ITLS, University of Sydney)

**Rapporteur:** Frode Longva (Transport Economic Institute, Oslo)

Contracts are a growing feature of many regulatory settings, both in competitive and in non-competitive regimes. Some contracts are imposed upon operators in strict competitive tendering procedures, leaving little room for creativity on the side of the operator. Others are the result of negotiations in more complex procedures, allowing for more creativity. Some contracts are directly awarded to operators, without competitive threat. A common issue is the way, and the extent to which, operators and contracting authorities should be involved in the design of the services to be provided (the so-called 'tactical level') both at the contracting stage and during the contract period. The level of detail of the contract is another important issue.

Infrastructure development for new rail-based systems is increasingly becoming part of new procurement mechanisms including public-private partnerships and various concession models. The longer term nature of such arrangements and their huge financial implications set higher requirements on the contracting skills of authorities and operators.

This leads us to the following questions that we would like to see addressed in this workshop of the Thredbo conference:

- **How to incentivise operators towards innovation and growing patronage within the contractual setting?** How much room for service redesign should operators get, individually and/or collectively (e.g. in a multi-operator urban setting)? Should this be formulated in a functional way? What incentives prove to be most effective? Are negotiations necessary for success? Do too strict competitive tendering procedures hamper the implementation of such incentives?
- **How to generate a trusting partnership between authority and operator, while avoiding regulatory capture?** The contract is supposed to translate the authority's aims into incentives for the operator. But the world is not static and skills are in short-supply, both amongst operators and authorities. How can we devise contracts which generate a trusting partnership that improves service outcomes? Do we need more 'incomplete' contracts, more relational contracting?
- **How to establish successful infrastructure and operations concessions/PPP in the urban public transport sector?** Public-private-partnerships and various concession models integrating infrastructure development and service provision, as new forms of institutional designs, are now being used in various parts of the world. What is their performance? What are the requirements for success?

## Tuesday September 22nd 2009

9:00 - 12:00	<b>Ian Wallis</b> Ian wallis associates ltd	To Competitively Tender Or to Negotiate - Weighing Up the Choices in A Mature Market
	<b>John Stanley</b> Institute of Transport and Logistics Studies	Goal Achievement With Trusting Partnerships at the Tactical Level
	<b>Anísio Brasileiro</b> Universidade Federal de Pernambuco	Trust Building in Passenger Transport Concession Contracts and Procurement Procedures: The Case of Brazilian Urban Bus Transport
	<b>David Hensher</b> University of Sydney	Incompleteness in Bus Contracts: Identifying the Nature of the Ex Ante and Ex Post Perceptual Divide
	<b>Darryl Mellish</b> BusNSW	A Study of A Trusting Partnership Between Government and Industry
	<b>Frode Longva</b> Institute of Transport Economics	Regulating the Regulator: The Impact of Professional Procuring Bodies on Local Public Transport Policy and Its Effectiveness
	<b>Lisa Hansson</b> Swedish National Road and Transport Research Institute and Linköping University	Managing Problems in Public Procurement of Regional Bus Transport Involved in An EU Infringement Process

12:00	<b>Lunch</b>	In the TU Aula Conference Centre
13:30 - 17:00	<b>Bas Bakker</b>	Superincentive Public Transport Contracting in the Greater Amsterdam Area
	<b>Paul Verheijdt</b> MoveVisie	Relationship After Tender: Teamwork With Incentives
	<b>David Eerdmans</b> Inno-V	Are We Doing It Wrong Or Do We Expect Too Much? Forces That Push Authorities to Become Public Transport Designers
	<b>Remco Bruijnes</b> AGV-Movares	Continental Drift: Connecting Great Britain and Scandinavia
	<b>Workshop discussions</b>	

<b>Wednesday September 23<sup>rd</sup> 2009</b>		
9:00 - 12:00	<b>Andrei Dementiev</b> Higher School of Economics	Why Local Authorities Partner With Regional Railways in Russia?
	<b>Marcos Magalhães</b> Universidade de Brasília	Assessing Performance in Interurban Coach Transport Contracts
	<b>George Texeira</b> Universidade de Brasília	Not available yet
	<b>Daniel Rodrigues</b> <b>Aldigueri</b> CEFTRU/UnB and PPGT/ENC/FT/UnB	Not available yet
12:00	<b>Lunch</b>	In the TU Aula Conference Centre
13:30-17:00	<b>Workshop discussions</b>	

**Main question:** What institutional alternatives to competitive tendering can provide efficiency and service improvements?

**Chair:** Didier van de Velde (TPM, Delft University of Technology)

**Rapporteur:** Arne Beck

Free competition 'on the road', as a radical alternative to competitive tendering, has until now been rather more the exception than the rule in the urban and regional market. The most well known example of this regime is the British bus market outside of London, which was deregulated in 1986. While this deregulation got a bad press, its results do not necessarily look that bad once a proper comparison is made with the subsidy needs of alternative regimes (be it competitive tendering or direct award to public monopolies). However, this is a contentious issue.

Nevertheless, deregulation plays a substantial and growing role in interurban bus markets. It should be noted that it will also play a growing role in the (international) European railway markets after 2010. Furthermore, and perhaps unexpectedly, it plays a not unsubstantial role in suburban markets with the development of largely unregulated minibus services in some Eastern European countries and in other areas of the world.

Many public transport networks are provided on the basis of service production rights that are directly awarded to an operator. Historically these could be private or publicly-owned operators. The proponents of such arrangements maintain that these can provide efficiency and service improvements as well, or perhaps even better, than competitive tendering. Various forms of performance-based contracts are put forward here as options that can incentivise operators to keep up performance and efficiency.

This leads us to the following questions that we would like to see addressed in this workshop of the Thredbo conference:

- **Is it possible to devise well-functioning competition-based alternatives to competitive tendering?** Can or should competitive pressure through free market initiative play a more important role in the future of public transport markets? (i.e., autonomous market initiative, loose from any competitive tendering initiated by transport authorities). Should one advise different solutions for emerging economies and more established public transport markets in other parts of the world? Are there clever ways to combine competitive tendering with autonomous market initiative? Should there, e.g., be a possibility for autonomous market entrants to infringe upon tendered concession areas?
- **How should such competition-based alternatives be 'regulated'?** What form of authority intervention is needed to guarantee proper functioning of such deregulated markets? Is it possible to organise such intervention without ending up monopolising the service design initiative on the side of the authority? Are there alternatives to make this kind of deregulation work better than the dogmatic way in which it was implemented in Britain outside of London? Can the (future) opening of the international and some national railway markets in Europe be an interesting test case for a further deregulation in the urban and regional public transport markets in Europe and elsewhere?
- **How can a non-competitive direct award still guarantee good performances?** The non-competitive option remains an essential feature of the (urban) public transport world, especially in Europe after the adoption of recent legislation facilitating this option. How to reconcile the absence of competition with the achievement of more efficiency and performance improvements? Can negotiated performance-based contracts guarantee such achievements? What are the conditions for their success?

## Tuesday September 22<sup>nd</sup> 2009

9:00 - 12:00	<b>Jonathan Cowie</b> Napier University	Contestability in the Provision of Bus Services – Evidence from the British De-Regulated Market
	<b>Peter White</b> University of Westminster	Future Opportunities for Local Bus Services in Britain Following the Local Transport Act 2008
	<b>Rachel Gibson</b> New Zealand Transport Agency	Developing Public Transport Procurement Strategies in A New Legislative Environment- A New Zealand Perspective
	<b>David Ashmore</b> Auckland Regional Transport Authority	The 2008 New Zealand Public Transport Management Act: Rationale, Key Provisions, and Parallels With the United Kingdom
	<b>Michal Wolanski</b> Warsaw School of Economics	Connecting Competition and Integration. A Concept of New Organizational Framework for Polish Local Bus Transport
	<b>Arne Beck</b>	Commercial Public Transport Services By Bus in Germany - How A Market in Motion Struggles With Its Regulatory Framework
12:00	<b>Lunch</b>	In the TU Aula Conference Centre
13:30 - 17:00	<b>Wijnand Veeneman</b> Delft University of Technology	A Trip to the New World: Public Transport Governance Change in the Main Dutch Cities
	<b>Marc Gorter</b> KCW GmbH	Direct Awards in Germany – Design and Effects
	<b>Workshop discussions</b>	

## Wednesday September 23<sup>rd</sup> 2009

9:00 - 12:00	<b>Chris Nash</b> University of Leeds	European Rail Reform - the Next Steps
	<b>Tim Griffiths</b> ORR	On Rail Competition: the Impact of Open Access Entry on the Great Britain Rail Market
	<b>Sylvain Séguret</b> Université Paris 1	Is Competition on Track A Real Alternative to Competitive Tendering in the Railway Industry? Evidence from Germany

	<b>Gunnar Alexandersson</b> Stockholm School of Economics	The Complexity of Market Structure – Prospects for On-The-Track Competition in Sweden
	<b>Didier van de Velde</b> Delft University of Technology	Development of Railway Contracting for the National Passenger Rail Services in the Netherlands
	<b>Frode Longva</b> Institute of Transport Economics	Impact of Regulation on the Performances of Long Distance Transport Services: A Comparison of the Different Approaches in Sweden and Norway
	<b>Takahiko Saito</b> Kinki University	Conflict Between Commercialism and Public Transport Policy Purpose: Unique Feature of Policy Dispute in Japan
12:00	<b>Lunch</b>	In the TU Aula Conference Centre
13:30 - 17:00	<b>Workshop discussions</b>	

## Workshop 4 System Development

Room I

**Main question:** How to govern system development in public transport?

**Session Chair:** Wijnand Veeneman (Delft University of Technology)

**Session Rapporteur:** John Nelson (University of Aberdeen)

Public transport services are offered using a technological system: infrastructure, vehicles, information technology, and more. A key topic of the Thredbo conference is how to optimize governance for optimizing services. The main topic in this workshop is how to optimize the technological system as a prerequisite for these services and how to optimize governance for system changes.

Recent research has shown a problematic situation surrounding projects on rail infrastructure, being largely over time and budget, not meeting the goals set for the project. In addition, these projects are generally publicly funded. As a result, the original decisions to build are generally based on false premises and additional public funding and time has to be made available to finish the projects.

Making the right system choices is generally a two-stage process. First, there is the decision-making in the public realm. Here ground conditions are laid and first system choices are made, all in a great deal of uncertainty. Secondly, in a project environment system is designed, from broad

to detailed. The granularity of what the system will really be is slowly developing, making its possibilities and limitations ever clearer.

This leads us to the following questions that we would like to see addressed in this workshop of the Thredbo conference:

- **How to make the right system choices in an early phase of decision-making?** What technology choices are available? How detailed should these choices be made in an early stage? What about really innovative solutions? How to combined technical analysis with government decision-making? What level of service and system design is right for these early phases?
- **How to govern running projects?** How should government involvement be organised? What key lessons can be drawn here? Projects were set out and funded with certain public values in mind? As the project develops these original values may come under threat. Contracts could help, as well as ways of organising government involvement in these later stages. But what works and what proved to be less helpful?
- **How to deal with the need for change, once the system has been developed?** How to build in flexibility of system and services and how to govern an operator or authority felt need for change? How to evaluate whether the right choices were made and allow for change when results are unsatisfactory?
- **How to optimise funding for in all stages: decision-making, system development, service delivery, and maintenance of the system?** How to incorporate the right incentive structure in the funding of these various stages?

Tuesday September 22 <sup>nd</sup> 2009		
9:00 - 12:00	Wijnand Veeneman Delft University of Technology	Competition and Innovation in Public Transport Projects: Four Dutch Cases
	Alejandro Tirachini	Comparing Operator and Users Costs of Light Rail, Heavy Rail and Bus Rapid Transit Over A Radial Public Transport Network
	Bart Wiegman Delft University of Technology	A Review of An Optimal Public Transport Service Network in the Randstad Area: Is the Randstad Area in Control?
	John Nelson University of Aberdeen	Recent Developments in Flexible Transport Services
	Jarrett Walker McCormick Rankin Cagney	How Flexible Should Bus Service Be? Frequent Networks As A Tool for Permanent Change
12:00	Lunch	In the TU Aula Conference Centre
13:30 - 17:00	Brendan Finn ETTS Ltd.	Bus With High Level of Service (BHLS) – Operational, Regulatory and Contractual Dimensions
	P. Papaioannou Aristotle University of Thessaloniki	Evaluation of A Bus Passenger Information System from the Users' Point of View in the City of Thessaloniki



	Warner Vonk University of Twente	Inforio, Potential for A Personal Real Time Travel Information Concept for Public Transport
	Workshop discussions	

## Wednesday September 23<sup>rd</sup> 2009

9:00 - 12:00	Johan Holmgren Linköping University	Putting Our Money to Good Use – Can We Attract More Passengers Without Increasing the Subsidies?
	Rejane Arruda Ribeiro Brasília University (Unb)	Use of Content Analysis to Help in the Characterization of Semiurban Road Passenger Transport in Brazil: A Systemic and Interdisciplinary Viewpoint
	Warner Vonk University of Twente	“It Takes Two to Tango” A Research About the Risks and Control Measures for the Management of A Performance Contract for Regular Maintenance of Rail Infrastructure
12:00	<b>Lunch</b>	In the TU Aula Conference Centre
13:30 - 17:00	Workshop discussions	

## Workshop 5 Social Inclusion

Room J

**Main question:** How can social inclusion be integrated into mainstream transport planning?

**Chair:** Janet Stanley (Monash University)

**Rapporteur:** Corinne Mulley (University of Sydney)

The ideas that transport may play an important role in social inclusion and that transport systems need to be designed to promote inclusion, are new areas of thinking in transport planning. A workshop on this topic was introduced in the last Thredbo conference. The issues raised included: how to understand the role of transport in promoting social inclusion, how inclusion principles and values can be integrated into a transport system, how to better measure the benefits which arise

from a transport system that facilitates social inclusion, the role and place of the informal transport system, especially in developing countries and the problem of spare capacity in public transport and unmet needs for travel.

Increasingly, social inclusion goals are being integrated into transport planning and design. In this year's workshop it is hoped that we will understand the recent developments in the field and the areas which are proving difficult to understand and integrate into policy. The transport system is becoming increasingly diverse, partly in response to the needs for inclusion. The workshop will build on our increasingly sophisticated understanding of transport in promoting inclusion. In particular it is hoped that the bridging links can be made between the social inclusion role of transport and other opportunities for system design and development, including economic and environmental outcomes.

This leads us to the following questions that we would like to see addressed in this workshop of the Thredbo conference:

- **How to favour social inclusion?** How can social exclusion be reduced through public transport initiatives in both urban and non-urban contexts? Where are the knowledge gaps around our understanding of the role of transport in facilitating social inclusion? Is our understanding on social inclusion able to be generalised across infrastructure/system/cultural differences within different countries or is the knowledge largely localised? How do we translate our knowledge on social inclusion so that it can be taken up in transport system design? How do we develop better performance criteria, monitoring and evaluation of social inclusion and transport?
- **What is the interface between social inclusion and school transport?** What is the role of the school bus system? Should the school passenger system be integrated with other public transport services? How do we understand the position of the school bus system in Brazil, as a case example? How can economic, social and environmental goals be achieved in operating the school bus system?
- **Should public transport become a major provision of social policy, similar to education, housing, welfare payments and health?** How do we measure the value of public transport for those at risk of social exclusion? How is this value integrated into transport policy at the strategic, system and operational levels? How should service operators be rewarded for a high quality service which is flexible and responsive to the issues of social inclusion? How do we build social targets into operator's contracts? How do we effectively combine commercial and social targets in public transport regulation and contracting?
- **How useful is the concept of social exclusion for transport planning and system design in developing countries?** How can the opportunities be taken of designing an inclusive transport system? What is the role of community-based and informal transport systems in developing countries and how should they be integrated?
- How do we promote inclusion through travel in rural and remote areas? What is the optimum system? What is the role of non-mainstream forms of transport? Can these services be made economically viable? What is the role of subsidies? How do you measure the provision of transport and regional development?
- **What is the interface between social and environmental goals in transport?** How does the present car dependence mitigate against both social and environmental goals? What are the opportunities with new urban design for social inclusion? What is the place of design of alternative forms of mobility to promote inclusion (such as walking, bicycles, scooters, disability transport)? How do we understand and measure the adverse impact of roads and car transport for community development and the place of urban and infrastructure planning?

## Tuesday September 22<sup>nd</sup> 2009

9:00 - 12:00	<b>Janet Stanley</b> Monash Sustainability Institute	The Place of Transport in Facilitating Social Inclusion Via the Mediating Influence of Social Capital
	<b>Teik Soon Looi</b> Public Transport Council	Singapore's Case of Institutional Arrangement for Fare Affordability
	<b>Graham Currie</b> Institute of Transport Studies, Monash University	Investigating Links Between Transport Disadvantage, Social Exclusion and Well-Being in Melbourne – An Update on Results
	<b>Corinne Mulley</b> University of Sydney	Promoting Social Inclusion in A Deregulated Environment: Extending Accessibility Using Collective Taxi-Based Services
	<b>Trine Hagen</b> Norwegian Public Roads Administration	Economic Appraisal of Universal Design in Transport - Experiences from Norway
12:00	<b>Lunch</b>	In the TU Aula Conference Centre
13:30 - 17:00	<b>Workshop discussions</b>	

## Wednesday September 23<sup>rd</sup> 2009

9:00 - 12:00	<b>Rodrigo da Cruz</b> Universidade de Brasília	Contracting Out Rural School Transport: A Brazilian Handbook for Municipal Practice
	<b>Patricia Menezes</b> University of Brasília	Cost Estimation of Rural School Transportation in the Road Transport Mode in Brazilian Cities
	<b>Luís Silveira</b> UnB	Not available yet
	<b>Workshop discussions</b>	
12:00	<b>Lunch</b>	In the TU Aula Conference Centre

## Workshop 6 Public Policy and Transport

Room K

**Main question:** What are the wider public policy goals of land passenger transport and can competitive markets deliver them?

**Chair:** John Preston (University of Southampton)

**Rapporteur:** Michal Wolanski (Warsaw School of Economics)

This workshop considers wider public policy issues related to the development of land passenger transport networks. Competitive models tend to consider public transport routes in isolation. They often fail to consider the interactions between public transport routes and modes. They also tend to ignore the inter-relationships between public and private transport and they invariably fail to consider the links between land passenger transport and other sectors of the economy. Policies based on such models may have benefits in terms of productive efficiency but may be less successful in delivering the public policy benefits associated with, for example, integrated networks and coordinated transport and land use policies.

This leads us to the following questions that we would like to see addressed in this workshop of the Thredbo conference:

- **What are the benefits of integrated public transport and how can they be achieved?** It has been argued that there are substantial benefits from coordinating public transport services (to provide optimal network coverage and frequency), fares and frequency and for providing the appropriate infrastructure facilities, such as interchanges and park and ride sites. However these benefits are rarely quantified so it is difficult to know whether these benefits are material. Assuming they are material then it is important to consider the regulatory frameworks that might deliver them, as some might argue that neither free markets nor classic regulated markets have had much success in this respect.
- **What are the benefits of better linking land transport policies with other Governmental policies and how may they be delivered?** The benefits of integrating transport and land-use policies have often been viewed as axiomatic but the evidence base on the extent of these benefits and on practical case studies of how they may be delivered is relatively limited. This is despite a long history of transit oriented development policies. Similarly, there is relatively limited evidence on the interaction between transport and policies towards education, social services and health care. The evidence is particularly weak on the extent to which delivery of these benefits is affected by the extent of competition within the transport sector. Furthermore, the links between transport markets and financial markets are important in terms of funding but again the extent to which these links are affected by the extent of competition has not often been considered. A last issue is how transport users and the public at large might contribute towards better linking land transport policies with wider Governmental policies.

## Tuesday September 22<sup>nd</sup> 2009

9:00 - 12:00	<b>Ghassan Daban</b> University of Western Australia	A Successful Tod Will Reinforce Both the Community and the Transit System?
	<b>Jocilene Costa</b> Universidade de Brasilia	Use of Bond Issues to Capture Financial Surplus Generated for the Private Sector By Public Investments in Transport Projects: Brazilian Legislation
	<b>María-Eugenia López-Lambas</b> Universidad Politécnica de Madrid	Private Funding and Management for Public Interchanges in Madrid
	<b>John Preston</b> Transportation Research Group	What's So Funny About Peace, Love and Integration?
	<b>Anders Ljungberg</b> Linköping University	Local Public Transport on the Basis of Social Economic Criteria
12:00	<b>Lunch</b>	In the TU Aula Conference Centre
13:30 - 17:00	<b>Nobuhiro Sanko</b> Kobe University	Analysis on the Structural Characteristics of the Station Catchment Area in Japan
	<b>Yoshinori Takahashi</b> Kinki University	Public Transport for Shopping: An Analysis on the Interaction Between Intrinsic and Derived Demand
	<b>Sotaro Yukawa</b> Kyoto University	Suburbanization and Urban Public Transport, Declining Public Transport in Japanese Regional City and Regional Transport Policy
	<b>Workshop discussions</b>	

## Wednesday September 23<sup>rd</sup> 2009

9:00 - 12:00	<b>Jan Owen Jansson</b> Linköping University	Road Pricing and Parking Policy
	<b>Kjell Jansson</b> Royal Institute of Technology Stockholm	Models for Competition Between Public Transport Routes and Modes
	<b>Simone Silva</b> Interface for Cycling Expertise	Area Specific Bicycle Planning

12:00	Lunch	In the TU Aula Conference Centre
13:30-17:00	Workshop discussions	

## Workshop 7

### Public Transport Markets in Development

Room L

**Main question:** Do the public transport issues in developing/emerging economies differ from those of developed economies, and if so, where do they differ and what can be learnt from this?

**Chair:** Prof. J. Walters (University of Johannesburg South Africa)

**Rapporteur:** Brendan Finn (ETTS Ltd.)

Emerging economies face huge pressure on governmental funds for basic services such as housing, education and health services and have problems in the adequate funding and organisation of public transport. In addition, there also appears to be a shortage of skills to properly plan, implement and manage transport systems, especially at the level of the regulator. Countries in this group also often adopt first world policy principles in managing transport systems only to find that circumstances are different leading to an adaption of these principles to suit local conditions.

This leads us to the following questions that we would like to see addressed in this workshop of the Thredbo conference:

- **How to provide efficient mobility in rapidly growing urban areas?** Emerging economies have also seen a reshuffle of the role of government and private enterprise. Here often the challenge is to integrate private enterprise and government initiative into a coherent system of services in order to enable sustainable mobility in rapidly growing urban areas. What are the workable options? How to deal with a growing demand for public transport services through transport reform initiatives?
- **Are the competition and ownership solutions in public transport different between emerging and developed economies?** If so, why, and how can it be handled effectively? Is competitive tendering the panacea or are there other competitive arrangements? What are the issues regarding competitive tendering in emerging economies? Can negotiated contracts be seen as an alternative to competitive tendering? If so, will it be under all circumstances or are there limitations to the applicability of negotiated contracts in emerging markets? What are the requirements to negotiate a contract – from the viewpoint of authorities and operators? What about regulator capture issues in negotiated contracts? What are the competition and ownership issues in emerging economies and how are they dealt with taking into account the resource constrained economies?
- **How to (or alternatively, should we?) manage informal public transport services that are generally offered in a highly competitive environment that results in**

**safer, more reliable transport systems?** Is there a need to move the informal provision of transport services to a more formal system? What are the challenges and benefits?

- **What are the impact of funding and capacity issues on the choice of service provision models?** What are the impact of these choices on the relationship between the operator and authority.

Tuesday September 22 <sup>nd</sup> 2009		
9:00 - 12:00	Jackie Walters University of Johannesburg	Overview of Public Transport Policy Developments in South Africa
	Jackie Walters University of Johannesburg	Is the Bus Transport Contracting System in SA Leading to Trusting Relationships Between Contracted Parties? : An Analysis of the Strengths and Weaknesses of the Current Policy
	Herrie Schalekamp University of Cape Town	Engaging Paratransit on Public Transport Reform Initiatives in South Africa: A Critique of Policy and An Investigation of Appropriate Engagement Approaches
	Juan Carlos Munoz Pontificia Universidad Católica de Chile	On the Development of Public Transit in Large Cities (Transantiago - Chile)
	Ken Gwilliam	Recent Developments in Bus Transport in China
12:00	Lunch	In the TU Aula Conference Centre
13:30 - 17:00	Brendan Finn ETTS Ltd.	New Regulatory Framework for Urban Passenger Transport in Ghanaian Cities
	Peter Wilkinson University of Cape Town	The Regulatory Cycle Stalled? An Assessment of Current Institutional Obstacles to Regulatory Reform in the Provision of Road-Based Public Transport in Cape Town, South Africa
	Amal Kumarage University of Moratuwa	A Concession Model to Promote Rural Bus Services in Sri Lanka
	Workshop discussions	

Wednesday September 23 <sup>rd</sup> 2009		
9:00 - 12:00	Amal Kumarage University of Moratuwa	Analysis of the Economic and Social Parameters of the Three-Wheeler Taxi Service in Sri Lanka
	Amal Kumarage University of Moratuwa	A Concession Model to Promote Rural Bus Services in Sri Lanka
12:00 - 13:30	<b>Lunch</b>	In the TU Aula Conference Centre
13:30 - 17:00	Workshop discussions	



Faculty of Technology Policy and Management (workshops venue)



# Program: Social Events

**Sunday September 20<sup>th</sup> 2009, 17:00 – 19:00**

## **Welcome Drinks and Registration**

Meisjeshuis, Oude Delft 112, Delft, The Netherlands

**Tuesday September 22<sup>nd</sup> 2009, 18:30 – late**

## **Conference Diner**

Prinsenkelder, Schoolstraat 11, Delft, The Netherlands

**Friday September 25<sup>th</sup> 2009, 8:40 – 17:30 (if registered)**

## **Excursion Amsterdam**

Start at Delft Station 8:40

Ends *at Amsterdam Central Station* around 17:30

- Bus Rapid Transit “Zuidtangent”  
between Schiphol and Haarlem  
with David van de Spek ,
- Metro extension Amsterdam “Noord-Zuidlijn”,  
with Henk Waling and Rene van Marrewijk and others
- Super Incentive Contracts for Bus Concessions in Amsterdam Region  
with Bas Bakker

During the excursion there will be a brief moment to drop your luggage at Schiphol Airport.



The Meisjeshuis (Girls house) at the Oude Delft, with the Old Church in the background

# In and around Delft

Delft has a long history. Since it was established in the 11<sup>th</sup> century it had developed as one of the main cities of the Netherlands during the Dutch Golden Age of the 17<sup>th</sup> century. It has long been one of the main cities in the Netherlands. In 1584 William of Orange, the founding father of the nation, had set up his court in Delft. Here he was killed and buried in the New Church in the market square.

Delft fared well in the Golden Age with several industries, including the porcelain industry, developing quickly. The wealth of the 17<sup>th</sup> century is what provides the attraction of the city centre. World famous painter Vermeer thrived in that culture and produced many great pieces of Delft and its people. In that same period Anthony van Leeuwenhoek was one of the first microbiologists, a tradesman developing microscopes and researcher. In 1654 the town was devastated by a huge explosion, as the cities gun powder repository blew up in the northern part of town. But the economy was still strong and the city rebounded.

The country was in war from 1672 and Delft was suffering the consequences. To illustrate this, the once world renowned porcelain factory "The Porceleynse Fles" had to produce bricks to keep afloat. Only in the early 19<sup>th</sup> century, when hooked up to the new railway, the city started to develop rapidly with new industries, in mainly the food and technology sector. In that second boom Delft University was established by one of the descendants of William of Orange (in 1842). One of its first alumni, Jacob van Marken started his yeast factory.

This history is still visible in Delft. The bullet hole of the bullet that killed the founding father is still there, and his descendants are still buried in the New Church at the Market square. The polytechnique has developed into a thriving university with a strong international orientation, situated at a mere stone throw of the Porceleynse Fles, again producing the finest pottery and one of the main current tourist

attractions. The tracks that started the second economic boom in the 1850 ´s are still there, raised since 1967 and ready to be brought underground before 2013. The industrial facilities have largely gone and were replaced with educational centers. The yeast factory has developed in the main microbiology lab of DSM. The region attracted educational centers of UN, Shell and Ikea, making knowledge Delft ´s main product. The yeast factory has become a microbiology lab in line with Leeuwenhoek and it is the link between history and innovation that typifies Delft. That is why the city is proudly carrying its motto: "Creating history".



Town Hall at the Market

If you want to see that history, we suggest the Vermeer centre, Royal Delft Porcelain Fles, the town hall, the Old and New Church, and the Prince's Court, all close to conference and social event venues. If you want to experience the new Delft, let us suggest the Delft Bouwt (on the construction of the train tunnel), our University Library and we hope you get to feel the new Delft at the conference itself.

# Delft University of Technology

Delft University of Technology was founded in 1842 by King William II as a Royal Academy for the education of engineers. Currently, around 15000 students (more 2000 from outside the Netherlands) are enrolled in bachelors and master programs around architecture, mechanical, electrical, and civil engineering, aerospace and marine engineering and applied physics and mathematics. Around a 1000 of these students are enrolled in one of the bachelors and masters programs on the interface between technology and organization on offer at the Faculty of Technology, Policy and Management. All masters programs are delivered in English. The number of scientific staff of the university is around 2700.

Recent feats are the Nuna (a solar car that won the World Solar Challenge in Australia four times in a row) and the experimental Superbus (a bus on a segregate lane designed to go at speeds up to 250 kph). The Times Atlas of Higher Education lists it within the top 20 of universities with a technology focus in the world.



The library of Delft University of Technology

# Michael Beesley Award

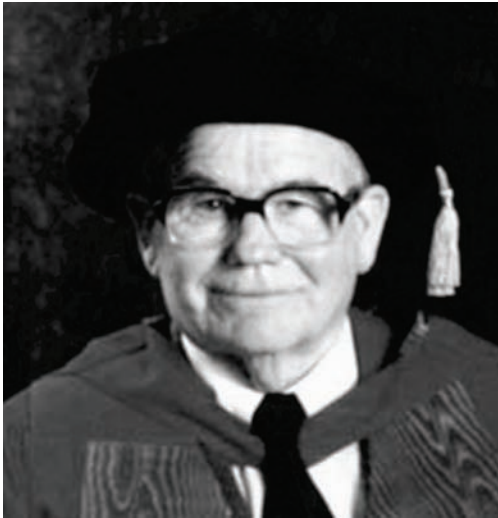
The Thredbo Series was established in 1989 by Professor David Hensher and the late Professor Michael Beesley CBE. Since this time it has been held biennially in locations all over the world. In 2005 the conference series' International Steering Committee established the Michael Beesley Award to pay tribute to his memory. The award recognises the best workshop paper presented at the conference by a person in the early stages of their career (first ten years). The person must be the primary author of the paper presented. The award is determined by the Michael Beesley Award Committee Chair (appointed by the Conference Chair) in consultation with all Workshop Chairs. The award recipient will receive a trophy presented on the closing day of the conference at the conference dinner.

A honourable mention will be made of two other presenters who will receive certificates of recognition. All award recipients will receive sponsored registration to the next conference in the series.

The Thredbo 9 awardee was Anne Yvrande-Billon Centre ATOM, University Paris 1, France, with honourable mentions for Jürgen Kaiser, Director, Public Transport Consulting, PTV AG, Germany and Wijnand Veeneman, Technical University of Delft, The Netherlands. The Thredbo 10 awardee was Andrei Dementiev, Higher School of Economics, Russia, with an honourable mention to Brian Caulfield Centre for Transport Research, Department of Civil Structural and Environmental Engineering, Trinity College, Dublin.

Professor Beesley's widely known work in transport economics has had a major impact on the literature and the way we think of the transport task. Among his numerous academic and other publications were many dealing with the question of evaluating Government policies for industries in which the public interest is a major concern. In 1992 his book on Privatisation, Regulation and Deregulation (Routledge), summed up much of his work in those areas and his 1993 book on Urban Transport: Studies in Economic Policy (Butterworths) brought together his major contributions in transport economics.





The obituaries in the press in Britain by Stephen Littlechild, Harold Rose, Christopher Foster and David Currie speak volumes of Michael's contributions: 'the most influential industrial economist of his generation in the field of transport and public utility policy', 'he was the intellectual architect of the privatisation, competition, and deregulation of the utility industries in the

1980s', 'in 1983 he published with Stephen Littlechild the principles for RPI-X (price cap) regulation, which became the fundamental tenet of the UK regulatory model', and 'many informed commentators see Michael Beesley as the grandfather of the British model of regulation'.

### The 2009 Michael Beesley Award

The 2009 Michael Beesley Award consists of two champagne beakers by Belgian designer Pieter Stockmans.

They represent the celebration that can follow on winning an award, best shared with someone else. All in line with the Delft ceramic heritage.



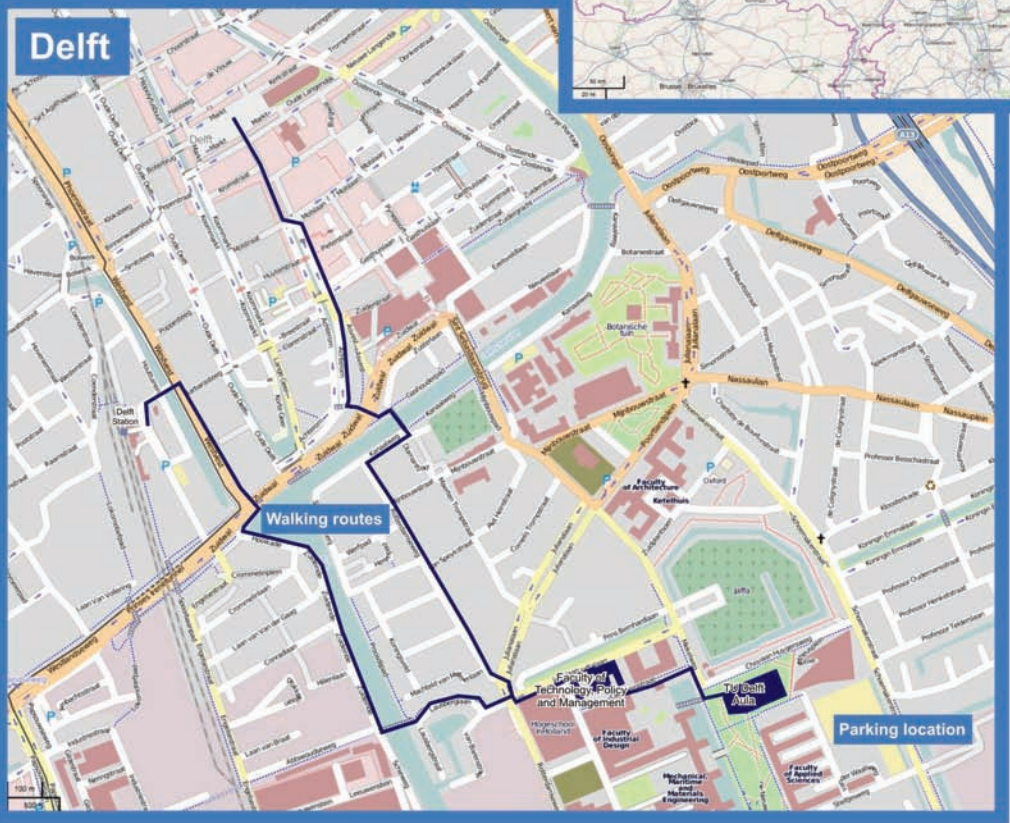
## Venue



## The Netherlands



## Delft



**Buslines:** 69 and 121 from Delft Station about 10 min. to stop "TU Aula"

**Walking:** From Delft Station about 15 min. to Venue (see map)  
 From Delft Market (centre) about 20 min. to Venue (see map)



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