



Conference

# The future of collective passenger transport by road

**Monday 28 November 2016**

General Secretariat of the Benelux Union

Brussels, Belgium



# Programme

## 13:00 WELCOME COFFEE & REGISTRATION

## 13:30 OPENING

## 13:40 THE SHORT-TERM FUTURE: (Re)conquering markets for bus and coach

*The office bus - Nicole Van Doninck (VIM)*

*Long haul coach connections : hope or hype? - Dr. Steven Lannoo (ICB)*

## 14:20 THE MID-TERM FUTURE: Liberalisation and road pricing

*Road pricing and the competitiveness of bus and coach*

*Prof. dr. Stef Proost (KU Leuven)*

*Benefits and drawbacks of liberalisation in collective passenger transport*

*Dr. Arnoud Mouwen (VU Amsterdam)*

## 15:20 COFFEE BREAK

## 15:40 THE LONG-TERM FUTURE: The impact of self-driving vehicles

*How will self-driving vehicles change the collective passenger transport sector? - Prof. dr. Chris Tampère (KU Leuven)*

## 16:20 CLOSING DEBATE: What role for government in the future of the sector?

*An Poot (CD&V), Björn Rzoska (Groen!), Paul Van Miert (N-VA), David Geerts (SP.A), Lode Vereeck (Open VLD), Julien Vandeburie (Ecolo), Marc Cools (MR)*

*Moderator: Prof. dr. Frank Witlox (Ghent University, BIVEC-GIBET chairman)*

## 17:00 NETWORKING RECEPTION

# *Presentation synopsis*

## **PART 1: THE SHORT-TERM FUTURE - (RE)CONQUERING MARKETS FOR BUS AND COACH**

### ***The Office Bus - Nicole Van Doninck***

A recent study has shown that 40% of companies experience problems related to traffic congestion and suboptimal integration in the public transport network. Especially the regions surrounding Brussels, Antwerp and Ghent experience a lot of traffic-related problems which leads to difficulties in attracting and retaining the right employees. As a consequence, employers are looking for new ideas and concepts to shorten commuting times and/or to improve work/life balance. Transforming commuting time to working time, the Office Bus can be one of the solutions to these problems. For bus and coach entrepreneurs the Office Bus presents an opportunity to sell products and services to a different audience. BAAV and VIM/AMS are leading a project together in which an Office Bus is tested by the employees of Colruyt Group. This presentation addresses the current state of the project, the challenges it is confronted with and the potential of these kind of initiatives in the Belgian market.

### ***Long haul coach connections: hope or hype? - Dr. Steven Lannoo***

Since the eighties a number of European countries have started reducing the protection of the railway sector from competition by long-haul bus and coach connections. Recent deregulation in Germany, France and Italy has completely shaken up the market of intercity connections and created a large new market for bus and coach companies at the heart of Europe. This presentation summarises the turbulent evolutions that have been observed in these newly created markets. On the basis of original research conducted by the ICB, we address the question whether Belgian travellers can be seduced by long haul coach connections, what elements of the service on board are most important to them and what they are willing to pay. We conclude by addressing the question whether this evolution can result in the creation of an interesting new market for Belgian companies.

## **PART 2: THE MID-TERM FUTURE: LIBERALISATION AND ROAD PRICING**

### ***Road pricing and the competitiveness of bus and coach - Prof. dr. Stef Proost***

A better tax treatment of transport should confront people and companies with the consequences of their decisions and should be able to steer their behaviour towards a collectively desired outcome. Those who choose to enter a busy city by car must be made aware of the external effects on the environment and on road congestion. That is why economists propose to introduce a system of road pricing that should take all external costs of driving into account. The introduction of such a system will have its consequences for the coach and bus sector as well as for the rail sector. On the one hand, internalisation of external costs improves the relative attractiveness of coach and bus towards the car and towards rail. On the other hand, road pricing can deteriorate the competitiveness relative to air transport.

### ***Benefits and drawbacks of liberalisation in collective passenger transport - Dr. Arnoud Mouwen***

The presentation will focus on recent trends in PT-steering mechanisms, especially where it concerns authority/operation interaction. Common trend is decentralisation/delegation of powers on PT from central to regional/local level. Regional authorities in Europe introduce several organisational forms and contract types to manage the relationship with the operator. In the presentation these different governance models are described and evaluated. Arrangements between authorities and operators are formalised in contracts. Several types of contracts will be evaluated especially related to transaction costs. Empirical results are provided for the Netherlands case (introduction of PT-procurement by way of competitive tendering in 2001).

## **PART 3: THE LONG-TERM FUTURE: THE IMPACT OF SELF-DRIVING VEHICLES**

### ***How will self-driving vehicles change the collective passenger transport sector? Prof. dr. Chris Tampère***

When hearing the words automated vehicles or self-driving car, we almost automatically think about the iconic google video about a blind man leaving his driveway by car to fetch a burrito. These and other promo talks suggest that

technology for automated driving is ready and available and that it will replace traditional manual driving in the nearby future. Moreover, automated vehicles are supposed to be a solution for traffic congestion, pollution and road safety because computers will make less errors and are more rational than human beings. This image is constantly repeated in the media, by so-called experts and even by some politicians. Nevertheless, these clichés are only half true at best. In this presentation we shatter the image of autonomous vehicles as a panacea to all mobility problems and try to assess what possibilities this technology really offers for the future of passenger transport as a whole and for the coach and bus sector in particular.

## *Our Speakers*

### **Nicole Van Doninck**

Nicole Van Doninck obtained her masters degree in physics in 1987 at the KU Leuven and a bachelor in economics at the PUC Diepenbeek (UHasselt) in 1988. Initially, Nicole worked as a consultant in acoustics and noise control. Later on she became a specialist and coordinator of Environmental Impact Assessment studies of large transport projects. Since 2007 she is manager research and development at VIM (Flemish Institute for Mobility) that recently has been taken over by the Antwerp Management School. Nicole is responsible for the development of innovative projects in sustainable passenger and freight transport. Her responsibilities include consulting the VIM network, sector organisations, companies, research institutes and local and regional governments. As a project manager, Nicole is responsible for different projects, such as the Office Bus.

### **Dr. Steven Lannoo**

Steven Lannoo is economic consultant and team leader of the Institute for Coach and Bus. He studied political sciences at Ghent University and econometrics at KU Leuven. In 2012 he obtained a PhD in social and political sciences at Ghent University after which he started working as a statistical analyst for the market research company Solutions-2 (currently Boobook). At the ICB his work focusses, among other things, on the statistical analysis of the Belgian bus and coach sector, market research and cost calculation. Steven is currently representing the ICB in the

strategic advisory council on mobility to the Flemish Government (MORA) and is a member of the board of directors of BIVIC-GIBET.

### **Prof dr. Stef Proost**

Stef Proost is currently professor at the University of Leuven. At the K.U.Leuven he teaches environmental, energy and transport economics.

He studied economics at the University of Namur (Belgium), Essex (UK), and Leuven and worked at CORE (Belgium) and for the Belgian government before joining the Department of Economics of K.U.Leuven.

He is specialised in using partial and general equilibrium models to address public policy questions: optimal pricing of transport, choice of policy instruments for environmental policy, energy pricing and investment questions.

He participated in and coordinated several European research consortia (TRENEN-II, GEM-E3, PRIMES, MARKAL, CAPRI, AUTO-OIL 2, UNITE, COMPAIR, etc.). He had visiting professorships in US, Stockholm and in Paris. He is co-founder of the spin-off Transport Mobility Leuven.

### **Dr. Arnoud Mouwen**

Arnoud Mouwen (1957) is a transport economist, consultant and scholar. He was educated at the Vrije Universiteit Amsterdam, specialising in strategic urban planning and public transport governance. Next to his professional career as a transport consultant, Arnoud successfully defended his PhD thesis on the impact of public transport reform in the Netherlands in April 2016. Dr. Mouwen specialises in Public transport (operations, contracts, regulation reform, organisational setting, infrastructure), Strategic transport planning and modeling (traffic forecasts), Financing and budgeting and Regulatory reform in public transport.

### **Prof. dr. Chris Tampère**

Chris M. J. Tampère (\*Antwerp, Belgium on June 5, 1973) is an associate prof. at the L-Mob mobility research center of KU Leuven (Belgium). He holds a Masters' degree in Civil Engineering from KU Leuven (Belgium, 1997) and a Ph.D. from Delft University of Technology (The Netherlands, 2004). Before coming to KU Leuven, first as a postdoc and from 2010 as assistant professor, he has worked between 1997 and 2003 at the Division of Traffic and Transport of TNO Inro research institute (Delft, The Netherlands). He is co-founder of the master in engineering on traffic, logistics and ITS at KU Leuven and of L-Mob: KU Leuven mobility research

centre.

Current research topics are Dynamic Traffic Assignment (DTA) and bi-level optimization of network design, traffic control and parameter settings in dynamic networks; traffic signal control with public transit priority; electric bicycle use; and (shared) mobility service market interactions.

### **Prof. dr. Frank Witlox**

Frank Witlox, chairman of BIVIC-GIBET holds a PhD in Urban Planning (Eindhoven University of Technology, promotor Harry Timmermans), a Master's Degree in Applied Economics and a Master's Degree in Maritime Sciences (both University of Antwerp). Currently, he is Senior Full Professor of Economic Geography at the Department of Geography of Ghent University and Visiting Professor at the Faculty of Science and Technology (Department of Geography) of the University of Tartu (Estonia). Frank is an Associate Director of the Globalization and World Cities (GaWC) Research Network. Since 2010 he is the Director of the Doctoral School of Natural Sciences (UGent). Since August 1, 2013 Frank Witlox has been appointed an Honorary Professor in the School of Geography at The University of Nottingham. As of January 1, 2016 Frank Witlox is the Editor-in-Chief of Journal of Transport Geography, a leading interdisciplinary journal focusing on the geographical dimensions of transport, travel and mobility. He is also president of BITO, the Belgian Institute of Transport Organizers.

His research focuses on travel behavior analysis and modeling, travel and land use, sustainable mobility issues, business travel, cross-border mobility, city logistics, global commodity chains, globalization and world city-formation, polycentric urban development, contemporary challenges in agricultural land use, and locational analysis of corporations.

## *Debate participants*

### **An Poot (CD&V)**

An Poot graduated as commercial engineer at the Catholic University of Leuven. She also has a degree in international politics. In 2007 she joined the office of Jef Van den Bergh, Member of the Belgian Parliament. From 2009 onwards she became political advisor of the CD&V group in the Belgian Federal Parliament on all mobility



issues.

### **Björn Rzoska (Groen)**

Björn Rzoska obtained a masters degree in history at Ghent University. From 2007 he has been a city councilman in Lokeren. Between 2009 and 2013 he served as vice-president of his party. In January 2013 he succeeded Filip Watteeuw as member of the Flemish Parliament. In 2014 he was re-elected. Since that time he serves as chairman of the fraction of the green party in the Flemish parliament and he is a member of the commission of mobility and public works.

### **Paul Van Miert (N-VA)**

Paul Van Miert obtained a bachelor degree in marketing. Before becoming a professional politician in 2014, he held a management position in the Miko-group. In 2006 he was elected in the municipal council of Oud-Turnhout and became an alderman in this municipality. In 2014 he was elected to the Flemish Parliament and became a member of the parliamentary commission of mobility and public works.

### **David Geerts (SP.A)**

David Geerts is a master of political sciences and public management. He first entered the federal Chamber of Deputies in 2004 as de successor of Patrick Janssens and later of Caroline Gennez. In 2014 he was directly elected. He is a member of the commission of infrastructure, mobility and public companies.

### **Prof. dr. Lode Vereeck (Open VLD)**

Lode Vereeck obtained a PhD in economics at the University of Maastricht. He is a professor of economics at the University of Hasselt specialising in public policy (safety & regulation) and public finance . In 2009 he was elected to the Flemish parliament. In 2014 he got co-opted by his party in the Belgian Senate.

### **Dr. Julien Vandeburie (Ecolo)**

Julien Vandeburie serves as a political advisor on Energy and Climate to the party Ecolo. He obtained a PhD in Geography at the ULB. His domains of expertise include energy, climate policy, mobility and the environment. Julien is an administrator of the SRWT-TEC and of Viapass.

### **Marc Cools (MR)**

A commercial ingeneer by training, Marc Cools has served as an official of the Federal Finance Department and as a financial consultant. Between 1989 and 2004

he has been elected in the Brussels parliament and was the vice-president of that parliament between 1999 and 2002. He has been a member of the municipal council in Uccle since 1986 and alderman since 1990. Marc Cools also serves as the president of the liberal group in the Congress of Local and Regional Authorities of the Council of Europe.

## *Conference participants*

Bakelants, Lien	Universiteit Antwerpen
Bergers, Carine	FBAA
Blom, Bert	Gemeente Helmond
Boersma, Foeke	UGent
Clam, Nathalie	ICB
Clements, Behr	UGent
Colpaert , Philippe	ICB
Daubresse, Coraline	Bureau Fédéral du Plan
De Broeck, Koen	VVM De Lijn
De Hauwere, Filip	NV De Hauwere
De Muynck, Frey	Traject NV
de Saint Martin, Amaury	MR
De Vos, Herman	Open VLD fractie
De Voeght, Stefan	De Voeght
Dusart, Cécile	VVM De Lijn
Flokman, Jonathan	Howest Brugge
Frenay, Patrick	Infrabel
Hellemans, Dirk	Keolis
Kwanten, Bart	Waaslandia Autobussen NV
Laine, Benoît	Bureau Fédéral du Plan
Lorrain, Séverine	FBAA
Maerivoet, Sven	Transport & Mobility Leuven
Maes, Henry	The Polit Bureau
Magerotte, Allan	Eubelius
Mark, Eric	BIVIC Senior
Marlier, Evelien	Trein Tram Bus

Martino, Angelo	TRT Trasporti e Territorio
Meire, Sarah	UGent
Meulemans, Bert	Boerenbond
Monsieurs, Benoit	UGent
Mouton, Sander	ICB
Musch, Bart	ICB / FOD Mobiliteit
Nyssens, F.	Infrabel
Pollak, Jacob	RU Groningen
Sabbe, Tim	UGent
Saitua Nistal, Rafael	Economisch Instituut voor de Bouw
Schietecatte , Koen	VVM De Lijn
Schoukens, Jean-Pierre	Car & Bus Magazine
Segers, Bart	VVM De Lijn
Sempels, Eric	ICB/Department MOW
Steevens, Daniel	Travel Magazine
Swiderski, Frederic	ITB
Swijssen, Veronique	Sociaal Fonds Bus&Car
Tallon, Brice	De Voeght
Taylor, Kim	Car & Bus Magazine
Trouvé, Antoine	SNCF Réseau
Van Acker, Veronique	LISER
Van Caekenberghe, Johan	Company
Van Capellen, Luc	BITO
Van Loocke, Jonas	UGent
Van Mullem, Olivier	Multiobus
Van Waes, Frans	Vialis B.V.
Vanheerentals, Matthias	Brussel-correspondent radio 2
Verlinden, Tom	BASF Antwerpen NV
Verwimp, Kim	SP.A
Visser, Nylas	Economisch Instituut voor de Bouw
Voordeckers, Bart	Open VLD
Winkelmanns, Willy	BIVIC Senior
Wyckmans, Ronny	NV Ch. Mattheesen

## BIVEC –GIBET

The Benelux Interuniversity Association of Transport Researchers (BIVEC-GIBET) brings together lecturers, academics, researchers and policy makers from both government departments and the business community, all involved in transport economics.

BIVEC-GIBET's objective is to promote cooperation in the field between educational and research institutions in the Benelux through the organisation of joint activities. Founded in 1978, originally as a group of professors in transport economics, this non-profit making international association has expanded to form a large and solid network of experts which is unique of its kind.

You can find us at [www.bivec.eu](http://www.bivec.eu)

## ICB

The Institute for Coach and Bus was founded in 1991 as a cooperation between employers, employees and the relevant government administrations of the private coach and bus sector. Through its research, consulting and networking activities, the Institute supports the sector in its development and helps it prepare for the future.

The ICB is a collective member of BIVEC-GIBET and is represented in the board of directors. As such, the Institute took the lead in the organisation of today's conference.

You can find us at [www.icb-institute.be](http://www.icb-institute.be)



BIVEC—GIBET

ICB