

national transport summit



September 9 & 10 2003
The Pavilion
Leopardstown
Dublin

supported by

 **Dublin Bus**
Changing With the City



Iarnród Éireann



Bus Éireann



NTR



dto

Introduction

At a meeting of the Public Transport Partnership Forum on November 7 last, the Minister for Transport, Seamus Brennan, set out his thinking on the regulatory and structural reform of public transport. Noting his responsibility as Minister for Transport to implement the commitments in the Programme for Government, he summarised his task in four words: investment, competition, reform and delivery.

The minister recognised the critical importance of investment in public transport infrastructure and services. He pointed to the value of competition in using market forces to deliver more and better services to customers. He is committed to modern, independent regulatory structures to deal with economic and safety regulation. The underlying purpose of all of these initiatives is the delivery of more and better quality public transport services to the customer, at reasonable value to the user and the taxpayer.

But despite the minister's best efforts, Ireland is continuing to face a national transportation crisis on our roads, railways, seaports and airways. To address these pressing issues The Sunday Business Post and iQuest have organised The National Transport Summit.

This inaugural two-day event offers participants a unique opportunity to learn more about the current issues, latest trends, legislation, international case studies, costs and funding of transport, as well as the chance to network and do business with many of the transport industry's leading players and decision makers.

The National Transport Summit is supported by some of the leading names in the sector, including Dublin Bus, Iarnród Éireann, The Dublin Transportation Office, National Toll Roads, Bus Éireann, Dublin Port Company, Booz Allen Hamilton and Van Pool Services International.

Keynote Speakers

The National Transport Summit



Derek Turner, managing director, Transport for London – Street Management

Derek Turner, managing director, Transport for London – Street Management, took up the post in May 2000, with responsibility for 550km of London's key roads – the Transport for London Road Network (TLRN). Part of his remit is to improve streets for all road users, particularly pedestrians, cyclists, bus passengers and people with disabilities. Recently he has been responsible for the design, introduction and operation of central London's unique congestion charging scheme. Previously, he was traffic director for London, a post he held from 1991 until its incorporation into Transport for London in July, 2000.

Professor Peter Mackie, Professor of Transport Studies, University of Leeds

Peter Mackie is Professor of Transport Studies at the Institute for Transport Studies, University of Leeds. His expertise lies in the economic regulation and appraisal of transport. In the first of these areas he has worked on the economics of the bus industry. In the second, the main focus has been cost-benefit analysis of roads and transport projects, including work for the World Bank, the EU and national and local government. Since 1989 he has been a member of the British government's Standing Advisory Committee on Trunk Road Assessment. Recently he has contributed to the RAC Foundation's study 'Motoring Towards 2050'.



Michael B Norvell, vice-president business development and international operations, Van Pool Services International (VPSI)

Michael Norvell joined VPSI in 1984 and is responsible for initiating actions throughout VPSI to support and accelerate the expansion of the company. One major area of focus is the integration of concepts which have been successfully employed in VPSI's international operations into VPSI's US programmes. This will enhance VPSI's capabilities to implement comprehensive transportation management services. Norvell also directs the company's international operations through Vipre BV and Vipre UK. As VPSI continues exploration of overseas business opportunities in Europe, Canada and the Caribbean, Norvell assists management in analysing and evaluating the potential of individual markets.



DAY ONE

8:00 Registration and breakfast

Delegates are invited to beat the traffic by arriving early and having a light breakfast with colleagues, courtesy of iQuest and The Sunday Business Post.

8:45 Chairman's opening remarks and introductions



Philip Mahony,
chief executive,
The Chartered Institute of Logistics & Transport

9:00 Official opening address

The future of transport systems in Ireland – a government perspective.



Seamus Brennan, TD
Minister for Transport

EUROPE

9:15 International keynote address

London's experience of congestion charging

- Strategy and objectives of congestion charging
- Scheme performance
- Scheme operations
- Lessons learnt

Derek Turner, managing director, Transport for London – Street Management and chief executive, Derek Turner Consultants

9:55 European policy and its effects on Irish transport

- Deregulation and competition
- Infrastructure development
- Safety
- Proposed working time directive



Joe Walsh, vice-president,
The Chartered Institute of Logistics & Transport's
International Council

IRELAND

10:35 The crucial role a competitive road haulage industry plays in Ireland's economy

- How competitive is our industry versus our nearest neighbour – Britain?
- What indigenous factors add unnecessary costs to the industry?
- What opportunities and threats lie ahead for the industry as the EU expands?
- What level of training, support and enforcement is necessary to raise standards in the industry?



Donal Dempsey,
B Comm, ACMA, FCILT,
partner, Cougar Consulting

11:15 Morning tea and exhibition viewing

11:45 Tolling in Ireland – the way forward

- Dublin toll bridges – a fair deal for the state?
- The M50 upgrade plan
- Eazy Pass – the electronic answer?



Tony McClafferty,
managing director,
NTR Roads Division

12:25 A Platform for Change – the DTO's blueprint for developing transport infrastructure in the Greater Dublin Area

- Background to 'A Platform for Change – a transportation strategy for Dublin up to 2016'
- Main elements of the strategy
- Implementing the strategy



John Henry,
chief executive,
Dublin Transportation Office

1:05 Lunch and exhibition viewing

2:25 Welcome back and introductions from the afternoon chair

Joe Meagher, managing director, Iarnród Éireann

RAIL

2:30 Restructuring and rebuilding Ireland's railways – the future of passenger and freight transport on Irish railways

- Current status of major projects completed with EU and Exchequer funding.
- Future development plans for commuter and InterCity services
- Implication of the Strategic Rail Review for Iarnród Éireann

Tom Finn, manager, Strategic Planning, Iarnród Éireann

3:10 The Strategic Rail Review – some challenges for implementation

- Scope and scale issues
- Timing issues
- Institutional and organisational issues
- The new railway that emerges



Steve Kanowski,
senior associate,
Booz Allen Hamilton

3:50 Afternoon tea and exhibition viewing

4:20 The challenge of rail development

- Questioning the orthodoxy – alternative frameworks for rail
- Regional rail development
- The Public-Private Partnership – community rail
- Delivering the goods – new thinking on rail freight

- New strategies in urban commuting
- The power of partnership – implementing projects

Thomas Sheridan and Derek Wheeler of Platform11's steering group

PORTS

4:50 Ports – the vital link in the transport chain

As a small island nation, we are highly reliant on trade. And as the country's largest port, Dublin Port handles nearly half of all imports and exports, making it Ireland's main gateway to the world

- International trade – the real driver for transport infrastructure
- Ports – enablers of trading activity necessary for a thriving economy
- Constraints facing ports are challenges for all
- Working together to achieve a seamless connection



Enda Connellan,
chief executive,
Dublin Port Company

5:30 – 6:30 Drinks reception

iQuest and The Sunday Business Post would like to invite delegates and speakers to meet for refreshments to discuss the day's proceedings and network in a relaxed atmosphere.

DAY TWO

8:00 Registration and breakfast

Delegates are invited to beat the traffic by arriving early and having a light breakfast with colleagues, courtesy of iQuest and The Sunday Business Post.

8:45 Opening remarks and introductions from the morning chair

Philip Mahony, chief executive,
Chartered Institute of Logistics & Transport

TRANSPORT and INDUSTRY

9:00 Opening address

Transport, business location and competitiveness

- Review evidence on business location decisions, including the role of transport, drawing from a number of disciplines and countries
- Review literature that focuses specifically on identifying the extent to which transport acts as a determinant of business location
- Review evidence on the ways and extent to which business location decisions affect transport behaviour and policy
- Identify knowledge gaps in relation to the issues identified

Professor Austin Smyth, director general,
National Institute for Transport and Logistics (NITL), Dublin

9:40 International keynote address

Commuter centres – bringing employee transportation services directly to the workforce

- What is a ‘commuter centre’?
- VPSI & Vipre – United States and Europe working together
- Ireland – Oracle, East Point Business Park, and more



Michael Norvell, vice-president, business development and international operations, Van Pool Services International (VPSI), US

10:20 Morning tea and exhibition viewing

10:50 Implementing the National Spatial Strategy – with emphasis on transportation and roads, from a local and regional viewpoint

- Wicklow County Council as service provider/facilitator
- Transport providers: Mid-Eastern Regional Authority and County Development Board (CDB)
- Land use and transport planning – what is it?
- Strategic Rail Review
- CDB/rural transport initiative
- National transport framework

Eddie Sheehy, Wicklow county manager, Wicklow County Council

FINANCING TRANSPORT INFRASTRUCTURE

11:30 Sourcing funding capital – innovative ways to finance infrastructure development

- Methods of funding transport infrastructure from a mixture of public and private sources
- Irish case studies
- Lessons from international experience



Michael Flynn, director, Corporate Finance Advisory Services Division of Deloitte & Touche

12:10 Lunch and exhibition viewing

1:40 Welcome back and introductions from the afternoon chair

Paddy Doherty, business development manager, Dublin Bus

AIR

1:45 The importance of low cost access to Ireland

- Low fares vital for tourism growth
- Low fares based on low cost
- Low cost will only come with competition



Michael Cawley, deputy chief executive, Ryanair

BUS

2:25 International keynote address

Models of bus regulation in Britain and Europe – lessons for Ireland

- Public transport has to be part of a wider transport policy
- Public transport policy as it applies to a small country emphasising bus transport
- Defining the role of public transport in Ireland – what are the key issues?
- Considering the options and selecting the right models and systems to meet our objectives, needs, size and scale of country, existing assets and resources
- Learning from experiences abroad
- Building on our existing assets
- A value for money and practical approach

Professor Peter Mackie, Professor of Transport Studies, University of Leeds

3:05 Afternoon tea and exhibition viewing

3:35 Dublin Bus – driving change

- Dublin Bus on the move as revenue and passenger numbers increase
- Plans for bus fleet expansion and replacement
- Quality Bus Corridors (QBC)
- The future of Dublin Bus



Bronagh Rooney, marketing manager, Dublin Bus

LIGHT RAIL

4:15 Light rail’s growth potential in the national transport market – fighting back from road dominance in our cities

- The future of light rail in Irish cities
- The Dublin Airport Metro
- High capacity services penetrating built-up areas
- Excellent speed and frequency reliability
- Convenient stop locations and spacings
- Excellent comfort levels
- Environmentally friendly

Eamon Brady, marketing manager, The Railway Procurement Agency (Luas)

5:00 Conference ends



supporting and endorsing bodies



Dublin Bus has transformed itself into a cost-efficient, commercially-minded and effective bus service company. Delivery of pragmatic

traffic solutions, expanded routes and enhanced services, coupled with an improved quality of service, has meant Dublin Bus is the most viable form of transport in and around Dublin. The application of best industry practice, adapting on demand, internal benchmarking and delivery of measurable service levels despite a backdrop of increasing congestion, urban sprawl and environmental concerns has meant that attitudes and perceptions of Dublin Bus have shifted to a recognition of a quality service. As the dynamics of the transport environment continually change, so the reaction of management has increased with the delivery of pragmatic solutions to all challenges.

Dublin Bus's success is built on three pillars – quality, service and efficiencies. Last year saw the following significant improvements:

- Revenue for the year amounted to €159 million – a growth factor of 3.8 per cent. This significant growth is the result of enhanced customer service coupled with progressive development of the network.
- Passenger numbers – Dublin Bus has had an increase in passenger numbers, with a 3 per cent rise last year on 2001.
- Bus fleet expansion and replacement – Dublin Bus has a world-class fleet of 1,062 buses, with the average bus being less than five years old. A total of 53 new double-deck buses were put into service during 2002 in line with the National Development Plan (NDP).
- Quality Bus Corridors (QBC) – the success of QBCs can be measured by the 38 per cent increase in commuters using these routes last year. These figures show how bus priority, coupled with increased service level and frequency, can produce significant results.



Iarnród Éireann provides passenger and rail freight services in Ireland, as well as operating cater-

ing services, road freight and being the port authority for Rosslare Europort. A record 35.4 million passenger journeys were made last year on Iarnród Éireann services, across the InterCity network, DART, and commuter services.

The company is currently undertaking the largest investment programme in the history of Irish railways, rebuilding the railways after decades of under-funding. The €1.3 billion programme will see track renewal on all main InterCity routes completed next year, yielding safety and journey time benefits. The DART fleet has been increased by 50 per cent since 2000, to meet growing demand. Forty-four new commuter railcars have entered services in recent years, with a further 80 carriages being phased into service this year across the commuter routes in the Greater Dublin Area. The expanded railcar fleet will be serviced at a newly constructed maintenance facility in Drogheda. Major infrastructure projects, such as the €117 million redevelopment of Heuston Station, are being delivered on time and on budget, to ensure additional capacity to InterCity and commuter services. Iarnród Éireann plans to build further, with a target of 44 million passenger journeys for 2006. This will be achieved by continuing investment in delivering additional capacity on DART and commuter services through improved infrastructure and fleet expansion. On InterCity, the company will renew and expand the fleet to deliver more comfortable, more frequent and faster services across all rail routes. The investment is being complemented by a renewed focus on customer service and facilities to assure Ireland's rail commuters of a quality service into the future.



The Dublin Transportation Office (DTO) was established in 1995 and is responsible for coordinating the activities of all transport agencies in the Greater Dublin Area. These include the seven local authorities, the Department of Transport, the Department of the Environment, An Garda Síochána, CIE, Dublin Bus, Bus Éireann, the National Roads Authority, and the Railway Procurement Agency. The DTO has developed a transportation strategy up to 2016 for the Greater Dublin Area known as 'A Platform for Change'. It aims to provide a quality public transport network that offers commuters an alternative and a choice between using their car and public transport. The strategy focuses on infrastructure development and managing the demand for traffic. This includes the expansion of the DART and suburban rail network, the provision of LUAS, METRO and the integration of all modes of transport. The DTO receives an allocation of about €40 million annually which it allocates to local authorities to implement traffic management initiatives.



Bus Éireann is a subsidiary of Córas Iompair Éireann. Bus Éireann operates a wide range of bus and coach services throughout the

country. These include: Expressway coach services linking major cities and towns; local bus services in rural areas; city bus services in Cork, Galway, Limerick and Waterford; and Bus Éireann/Eurolines services to Britain, with connection in London to all parts of Europe. In addition, Bus Éireann operates:

- A nationwide parcels delivery service by bus
 - Ancillary businesses such as vehicle testing and contract maintenance
- Bus Éireann is also responsible for the operation and administration of the school transport scheme on behalf of the Department of Education. The company has a fleet of 1,312 vehicles which are based at 11 main depots and employs 2,792 people.



NTR plc was established in 1978 as National Toll Roads and began business as a developer and operator of toll roads. Since then, the company has grown and built on its early success by diversifying into new areas of business. Today, NTR concentrates and successfully operates in four sectors: roads (East-Link, West-Link, Eazy Pass, Celtic Roads Group), renewable energy (Airtricity), waste management (Greenstar) and water services (Celtic Anglian Water). Although diverse, these share the common thread of being Irish infrastructure businesses. NTR's latest investment lies in the telecommunications sector, through Irish Broadband Internet Services, a start-up company specialising in high-speed, fixed-price internet access using wireless technology.



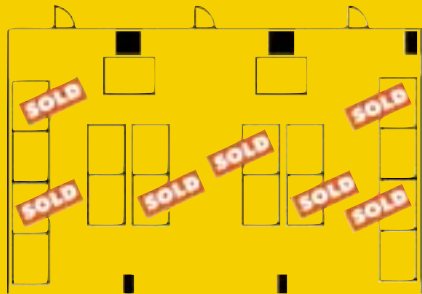
The Chartered Institute of Logistics & Transport
Ireland

The Chartered Institute of Logistics and Transport is the leading independent professional body for those engaged in logistics and all

modes of transport. Through its education courses and development activities, the institute promotes professionalism in logistics and transport, keeps its members informed of developments and provides a practical forum for discussion and debate on current industry issues. The institute recognises the important role of education as the key to the efficiency of the logistics and transport industry. It therefore provides a wide-ranging suite of education and training courses designed to ensure the continuing professional development of those working within the industry. The institute is also involved in making regular submissions to government in relation to the future direction of Irish transport policy.

A range of promotional opportunities exist, allowing you to promote your business to marketing decision makers attending this event. The opportunity is there for you to increase your brand profile, network and generate new business leads.

For further information on promotional opportunities call Adrian Hopkins on 01-2017961 or 0876811830



confirmed exhibitors include



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national transport summit

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CompanyNature of business

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Please fill in the delegate name below as you would like it to appear on the

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One day €400 + Vat €84 = €484

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Which day? First day Second day Both days

Special discounts

Send three or more delegates from the same organisation and save 10 per cent (before Vat) off the total registration fee

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