

thesecondnational

Transport Summit 2004

En route to sustainable transport solutions for Ireland

September 14-15 2004 The Berkeley Court Hotel **Dublin**



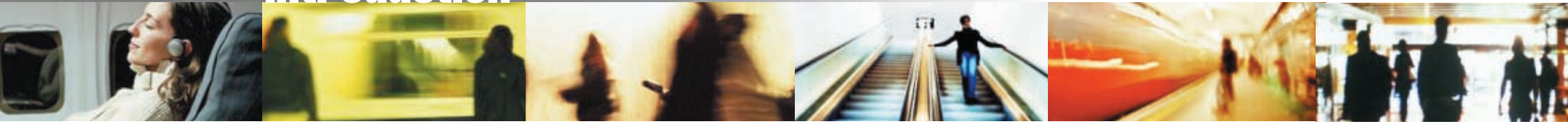
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introduction



the **second** national

Transport Summit 2004

Berkeley Court Hotel, Dublin, September 14&15, 2004

Now in its second successful year, **The National Transport Summit** is established as a premium source of new and crucial information on the major developments in the Irish transport industry. The summit is designed to facilitate **constructive dialogue** between the key parties — government, policy managers, consultants, service providers, engineers, local, national and international authorities — and to develop transport solutions for Ireland.

As a nation on the periphery of the European Union, Ireland has significant reliance on international trade and travel. However **our current transport system is still facing increasing capacity constraints**. Despite large-scale funding and reform over recent years, substantial investment and improvement is still required in order to develop a modernised integrated and sustainable transport system.

The second annual National Transport Summit is a great opportunity to reflect upon where we are currently, what we might have learnt from the past and what the future might hold.

The 2004 conference offers you an enviable line-up of speakers — key individuals who have played and continue to play major roles in transport planning, policy and implementation. A host of national and international speakers, all professionally involved in all aspects of transport management, will deliver succinct presentations, allowing time at the end sessions for an **open forum** to discuss the issues participants find most important. The event will also act as a strategic vehicle for all those interested in ensuring that their business has safe, efficient and successful transportation policies in place for the future.

International keynote speakers



John Hugh Rees, adviser, Directorate General for Energy and Transport, EU Commission

Hugh Rees joined the UK Nuclear Energy Group as an assistant economist in 1965, followed by the same post in the UK Government Economic Service (department of transport) in 1966. In 1969 he joined the European Conference of Members of Transport as an economist. In 1971 he returned to the UK Government Economic Service and was seconded to the government of Gambia as an economic adviser before joining the European Commission in 1973 in the transport directorate. He has held several posts as **head of unit in transport policy, railways, trans-European networks and economics**.



William B. Menczer, team leader, Office of Policy Development, Federal Transit Administration (FTA), US Department of Transportation

Since 1991, William Menczer has been promoting commuter choice benefits at national and international levels. He has also served as FTA's director of the Office of Policy Development and FTA's director of the Office of Oversight. He helped implement his department's own programme, wrote legislation permitting Federal agencies to voluntarily offer such benefits and wrote the part of the Transportation Equity Act for the 21st Century in 1998 that increased the benefit to \$100 per month. He also wrote parts of President Bill Clinton's Executive Order 13150 in 2000 that mandated that such benefits be provided to all US Federal employees.

Named the Federal government's **'Commuter Choice Czar'** by the Washington Post, Menczer has been quoted widely in the national press, and has written and published extensively on the subject. His 'Commuter Choice Tool Kit' was a DOT 'best seller' in 2000. He has been a featured speaker on the subject at numerous conferences, workshops, and training seminars across the United States and in Europe.



Jack Opiola, international director, Intelligent Transport Systems, (ITS) for Hyder Consulting Ltd, UK

Based in London, Jack Opiola is responsible for the overall corporate development of ITS in Hyder Consulting's offices in Britain, the Middle East, Far East, and Australia. He is a graduate engineer of the US Military Academy at West Point, New York. He received his Operations Research/Systems Analysis degree from the University of Texas at El Paso and his MBA from Columbia University in New York City. Opiola has spent more than 15 years working with electronic toll collection (ETC) systems and ITS in the United States and around the world. This has included work in New Zealand on the proposed NZ Transport Information System, and the electronic Road.



Professor David Begg, chairman, Commission for Integrated Transport (CIT), UK

Begg is also director of the Centre for Transport Policy at Robert Gordon University, Aberdeen, and director of the Portobello Partnership. He is a non-executive director for the Strategic Rail Authority, a board member of Transport for London, and non-executive director at the Greater Manchester Passenger Transport Executive. He also advised the British government during the preparation of the Integrated Transport White Paper and, more recently, the Transport 10 Year Plan. From 1994 to 1999, Begg was convenor of the transportation committee on the City of Edinburgh Council and transport spokesman for the Convention of Scottish Local Authorities.

Other Speakers include:

- **Seamus Brennan**, TD, Minister for Transport
- **Joe Meagher**, managing director, Iárnrod Éireann
- **Reg McCabe**, director, transport and public private partnerships, IBEC
- **Ravi Mehta**, operations manager, Koiviston Auto, Finland
- **Conor Faughnan**, public affairs manager, AA Ireland
- **Kevin Byrne**, president, Chartered Institute of Logistics and Transport
- **Dr Nick McDonald**, Dept. of Psychology, Trinity College
- **Brendan Keating**, chief executive, Cork Port
- **Peter Power**, TD, Government Convenor of the Oireachtas Joint Committee on Transport
- **Jimmy Quinn**, spokesman, Irish Road Haulage Association
- **Jerry Kiersey**, chairman, Transport Umbrella Group
- **Robert Hilliard**, director of Dublin Airport
- **Donal Mangan**, former head of Luas project
- **Chris McCormack**, sales manager, Dublin Bus
- **Tadhg Kearney**, chairman, Air Transport Users Council
- **Tim Gamon**, director, safety & environment, Transport Research Laboratory, UK



DAY 1

8:00 Registration and breakfast

Delegates are invited to beat the traffic by arriving early and having coffee and pastries with colleagues, courtesy of iQuest and The Sunday Business Post



8:50 Opening remarks and introductions from the chair

Dr John Mangan, director of research and lecturer in logistics, Irish Management Institute

IRELAND & EUROPE

9:00 Official opening address

Delivering a 21st century transport system for Ireland

Seamus Brennan, TD, Minister for Transport



9:20 International opening address

The results of the 2001 White Paper on EU Transport Policy: possible new priorities for the EU 25

- is there evidence of a need for further policy changes?
- trans-European Networks – future implications for Ireland
- what future measures may be required to improve transport for Ireland

John Hugh Rees, adviser, Directorate General for Energy and Transport, EU Commission



9:55 The twelve economic ills facing the Irish transport industry

(Compiled in conjunction with the Irish Road Haulage Association)

- 1) Insurance
- 2) lack of correct costing and rates
- 3) labour costs
- 4) industry representation and political clout
- 5) late payment
- 6) education and status
- 7) skills shortages
- 8) traffic
- 9) legislation
- 10) red tape
- 11) infrastructure
- 12) crime



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

RAIL

10:25 Iarnród Éireann – building a better rail service for Ireland

- overview of Iarnród Éireann
- the environment we operate in
- investment achievements to date
- online reservations
- plans for the future
 - Integrated rail plan for Dublin
 - InterCity: faster and more frequent
- how we can achieve our targets

Joe Meagher, managing director, Iarnród Éireann

10:55 Morning tea and exhibition viewing

11:25 Railway Investment Planning – taking the long term view

- strategic asset planning
- renewals and life cycle costing
- key infrastructure cost drivers

Cathal Masterson, senior consultant, Booz Allen Hamilton

BUS

11:55 Dublin Bus – driven by the customer

- from paper to e-ticketing
- quality customer awareness initiatives
- the mobile phone and customer information
- satellite tracing of buses and the customer
- TaxSaver – just the ticket to beat the taxman

Chris McCormack, sales manager, Dublin Bus

12:25 Delivering public transport in smaller European countries: priorities for the customer

The public transport market in Finland shares many similarities with that of Ireland. Both are small countries in relative terms and both face challenges for public transport in serving a dispersed population settlement pattern.

- priorities for the customer
- delivery of service
- customer experience
- the Finnish solution

Ravi Mehta, operations manager, Koiviston Auto, Finland

12:50 Lunch and exhibition viewing

2:10 Welcome back and introductions from the chair

Dr John Mangan, director of research and lecturer in logistics, Irish Management Institute

ROADS

2:15 International keynote address

Electronic road pricing – Transport’s “Unifying theory”

This presentation will cover how the merging of new technologies and advancements are bringing us closer to achieving the ‘dream’ of a transport utility based on services, information delivery and price sensitivity. It will address the technological trends and breakthroughs that will finally enable policy makers and decision makers to rationally handle our overtaxed transport systems and provide a new ‘model’. It will also attempt to follow several strands of services that spring forth from this new transport model and how these will change our lives in the future.

- new technology and where it is leading us
- services provided that will make our lives easier and more sustainable
- relationships between technology and policy
- the road blocks and detours to achieving this ‘dream’

Jack Opiola, director for intelligent transport systems, Hyder Consulting, UK

2:45 Tackling Urban Congestion: which measures work and which measures do not?

- public transport priority
- quality bus corridors
- park and ride sites
- congestion charges

Conor Faughnan, public affairs manager, AA Ireland

3:15 Afternoon tea and exhibition viewing

3:40 Panel discussion

The great toll debate

- should we have to pay tolls?
- is tolling just another form of tax?
- how do we pay for our roads?
- do we need more roads?
- how do we best advance?

Panelists will include:

Conor Faughnan, public affairs manager, AA Ireland

Tom McClafferty, managing director, NTR Roads Division
Reg McCabe, director, transport and public private partnerships, IBEC

Jack Opiola, director for intelligent transport systems, Hyder Consulting, UK

4:15 Locknote address

Liveability and sustainable transport

- infrastructure solutions versus demand restraint
- the Importance of smart land-use planning policies
- the increasing gap in private and public transport costs
- the political realities of decision making in transport

Professor David Begg, chairman of the Commission for Integrated Transport, UK

5:15 Q&A

5:30 - 6:30 Drinks reception

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

DAY 2

8:30 Registration and breakfast

Delegates are invited to beat the traffic by arriving early and having a coffee and pastries with colleagues courtesy of iQuest and The Sunday Business Post

9:00 Opening remarks and introductions from the morning chair

Kevin Byrne, president, Chartered Institute of Logistics and Transport

COMMUTER CHOICE

9:05 International keynote address

Commuter Choice: a comparative analysis of the United States and Ireland

Both the United States and Ireland have instituted fringe benefit programmes that provide incentives for employees to commute to work by methods other than driving. The US refers to this as Commuter

Choice, while Ireland calls it TaxSaver Commuter Tickets. The US programme traces its origins back to 1984, while the Irish programme was implemented in 1999. This presentation will compare and contrast the two programmes in terms of the options each offers, tax consequences, and impacts on ridership, congestion relief, and the environment.

William B Menczer, team leader, United States Department of Transportation



SAFETY AND THE ENVIRONMENT

9:40 Generating the knowledge needed to deliver the solutions

This presentation will draw on recent research findings that are relevant to the Irish transport industry.

- increasing the life of transport infrastructure
- improving the efficiency of transport networks
- reducing accidents and casualties in the transport sector

● reducing the environmental impact of transport
Tim Gamon, director, safety & environment, Transport Research Laboratory, UK



10:15 Managing the human role in transport safety

Most accidents in all transport modes involve human factors. However, it is the (often hidden) requirements of organisations that condition human action. Thus, achieving a safer and more effective operation necessitates change in organisational systems and culture. Often, organisations are not good at planning and organising their systems of work, nor at adapting these (even following disaster). Breaking out of this 'cycle of stability' requires a business model for human system development. Findings from our research with transport organisations in Ireland and across Europe will be used to demonstrate these points.

Dr Nick McDonald, Dept of Psychology, Trinity College



10:45 Morning tea and exhibition viewing

AIR

11:15 The Future Implications for Ireland in air transport policy making

- EU / US Open Skys and the implications for Ireland
- Irish airports' policy and how three independent airport companies at Dublin, Shannon and Cork should fulfil their mandate
- the regulatory environment and competition policy – what should the future priorities be?
- putting the needs of the consumer – the air traveller – more at the centre of air transport policy making

Tadhg Kearney, chairman, Air Transport Users Council, Chambers of Commerce of Ireland and director (designate), Shannon Airport Authority



11:55 Dublin Airport – the need for a second parallel runway

- why we need planning approval for a new runway as soon as possible
 - the implications for airlines, passengers and the Irish economy if we don't build
 - timeline and benefits of the project
- Robert Hilliard, director, Dublin Airport**



12:30 Lunch and exhibition viewing

1:50 Welcome back and introductions from the afternoon chair

Ted Harding, editor, The Sunday Business Post



SEA

2:00 Enterprise or Inertia – Irish ports at the crossroads?

The paper will consider the potential of the ports as engines of economic dynamism at regional and national level and will outline IBEC's view on how an enterprise agenda for the ports companies can deliver real benefits.

Reg McCabe, director, transport and public private partnerships, IBEC



2:40 PORTS: The Challenge for Ports in addressing the infrastructure deficit

Brendan Keating, chief executive, Cork Port

THE FUTURE

3:10 Afternoon tea and exhibition viewing

3:35 Panel discussion

The future of transport and the transport industry

- new modes: Luas / Metro
- implementation of major public capital projects
- what is the Port Tunnel going to do for us?
- where are we going with public transport?
- the role of competition and consumer choice for all new transport modes
- rural transport choice / new approaches for regional transport
- Dublin – cruise line port?

Panelists will include:

Jimmy Quinn, spokesman, Irish Road Haulage Association

Jerry Kiersey, chairman, Transport Umbrella Group

Donal Mangan, former director, Luas project

4:15 Locknote address

The role and future direction of the Oireachtas Joint Committee on Transport

In 2002, Peter Power, TD, was appointed government convenor of the Oireachtas Joint Committee on Transport. The role of this committee is to consider, inter alia, the areas administered by the Department of Transport, matters of policy for which the Minister for Transport is responsible, EU legislation and related matters, and the annual reports and corporate plans of the various transport bodies. The Oireachtas Transport Committee has promoted discussion and debate on a variety of issues in the areas of road, rail, air and sea transportation. In his paper, he will set out his reflections on these matters and some suggestions on how we should move forward.

Peter Power, TD, government convenor of the Oireachtas Joint Committee on Transport



5:00 Q&A

5:20 Conference ends

 *Iarnród Éireann*

 *Bus Éireann*

 *Bus Átha Cliath*

Proud supporters of the 2nd Annual

National Transport Summit 2004

Supporting and endorsing bodies



The Dublin Bus Company

Over the last number of years Dublin Bus has transformed itself into a cost efficient, commercial-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 that 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 Company's success is built on three pillars – quality, service and efficiencies. The last year has seen the following significant improvements:

- Revenue for the year amounted to €172 million – a growth factor of 8 per cent. This significant growth is the result of enhanced customer service coupled with progressive development of the network.

- Customer Numbers – Dublin Bus has seen customer numbers increase every year since 2000 with 15 million additional journeys in 2003 compared to 1998 (a 9 per cent increase). Customer numbers in 2003 were 149 million, an increase of 1.5 per cent on 2002 figures.

- Bus fleet expansion and replacement – Dublin Bus has a world-class fleet of 1,062 buses with the average bus age being less than five years old.

Quality Bus Corridors – the success of QBCs has been measured by an average increase of customer numbers of 38 per cent on these routes. These figures show how bus priority, coupled with increased service level and frequency can produce significant results.



Iarnród Éireann

- More capacity, more services, more new trains, more customer facilities – Iarnród Éireann is delivering improvements across DART, commuter and InterCity, with more improvements coming.

- A fleet of 80 commuter railcars which entered service in the last year has seen peak capacity soar across commuter routes, with additional off-peak services also operating.

- Cork commuter services and Limerick/Ennis have also seen major expansion, by 250 per cent in the case of Limerick/Ennis. Extra services are operating on key InterCity routes.

- The coming years will see frequency and journey time improvements on all InterCity routes, as Iarnród Éireann renew the fleet. Already, 67 carriages are on order to enter service late next year, and a further order of InterCity carriages is planned which will see new carriages operating across the network.

- New DARTs are currently entering service to continue the growth in what is Irish public transport's greatest success story. Forty new carriages will complete the doubling of the size of the DART fleet in just four years. Together with the DART upgrade project, customers will enjoy 33 per cent more capacity by the end of next year. More commuter capacity is planned through resignalling the city centre area, developing a new station at Spencer Dock, and the Kildare Route Project – four-tracking sections of the Heuston-Kildare route for greater frequency of service. Longer-term, an interconnector is planned at the heart of an integrated rail system for Dublin.



Bus Éireann

Bus Éireann, is a transport management company, whose principal activities are the management and planning of an integrated network of services, using its own and sub-contractor resources. This integrated network covers long-distance coach services, local, rural, commuter, provincial city and town bus services. The company is also responsible for the management and provision of the nationwide school transport scheme on behalf of the Department of Education and Science.

Bus Éireann has continued to build, innovate and improve its integrated network of services provided for customers and has done so at low subvention rates and low fares by European standards. There has been a welcome trend in modal shift to Bus Éireann services in the greater Dublin area despite the significant problems of traffic congestion in the city. Highlights of the year were a continuing and significant increase in customer numbers, higher levels of customer satisfaction, further innovation in such areas as website journey planning and e-ticketing (buyonline at buseireann.ie), improvements in service frequency, continued investment in fleet upgrading including fully accessible city buses and further improvements in customer facilities at a number of locations throughout the country.



The Chartered Institute of
Logistics & Transport
Ireland

The Chartered Institute of Logistics and Transport

The Chartered Institute of Logistics & 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.



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TransportSummit2004

September 14-15 2004 The Berkeley Court Hotel **Dublin**

Promotional Opportunities

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For further information please contact Suzanne Brennan on 087 9191292

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Early Bird – registration and payment before August 18

One day €400 + Vat €84 = €484 Two days €650 + Vat €136.50 = €786.50

Registration and payment after August 18

One day €450 + Vat €94.50 = €544.50 Two days €700 + Vat €147 = €847

Which day? First day Second day Both days

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

Members of The Chartered Institute of Logistics & Transport (CILT) are entitled to a 10 per cent (before Vat) discount

Cancellations and booking policies

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