

The background image shows a modern building courtyard. On the left, there is a long, curved building with a grid of windows. On the right, a large, curved structure with a white, ribbed, lattice-like facade arches over the courtyard. In the foreground and middle ground, several people are sitting at long wooden tables and benches, eating and talking. The scene is bright and sunny.

Intermodality, innovation, entrepreneurship and new modes

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A few trends to keep in mind

- Growing role for the free market (\neq competitive tendering!)
 - Air, coach
 - Taxi
 - Rail
 - Local public transport (GB, [SE], ...?)
- Decreasing readiness to spend public money on public transport
 - Less public money available with financial crisis
 - Traditional public transport loses its environmental advantage
 - Less captive elderly
- More intermediate forms of transport
 - Many have already appeared and are growing
 - Car sharing
 - Bike sharing
 - More to appear?
 - Made possible by telematics
 - Internet
 - Smartphone
 - GPS
 - Chipcard

DB BAHN Flinkster

Frage oder Suchbegriff eingeben...

Startseite | So geht's | Kunde werden | Flinkster finden | Preise | Service Mein Flinkster | Login

Stadtauswahl
Amsterdam

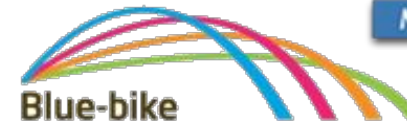
Flughäfen Bahnhöfe

Fahrzeugklasse
Compact Klasse

Stationsauswahl
Stadtteil, PLZ, Straße

Keine passende Station gefunden?
→ Zur Stationsuche

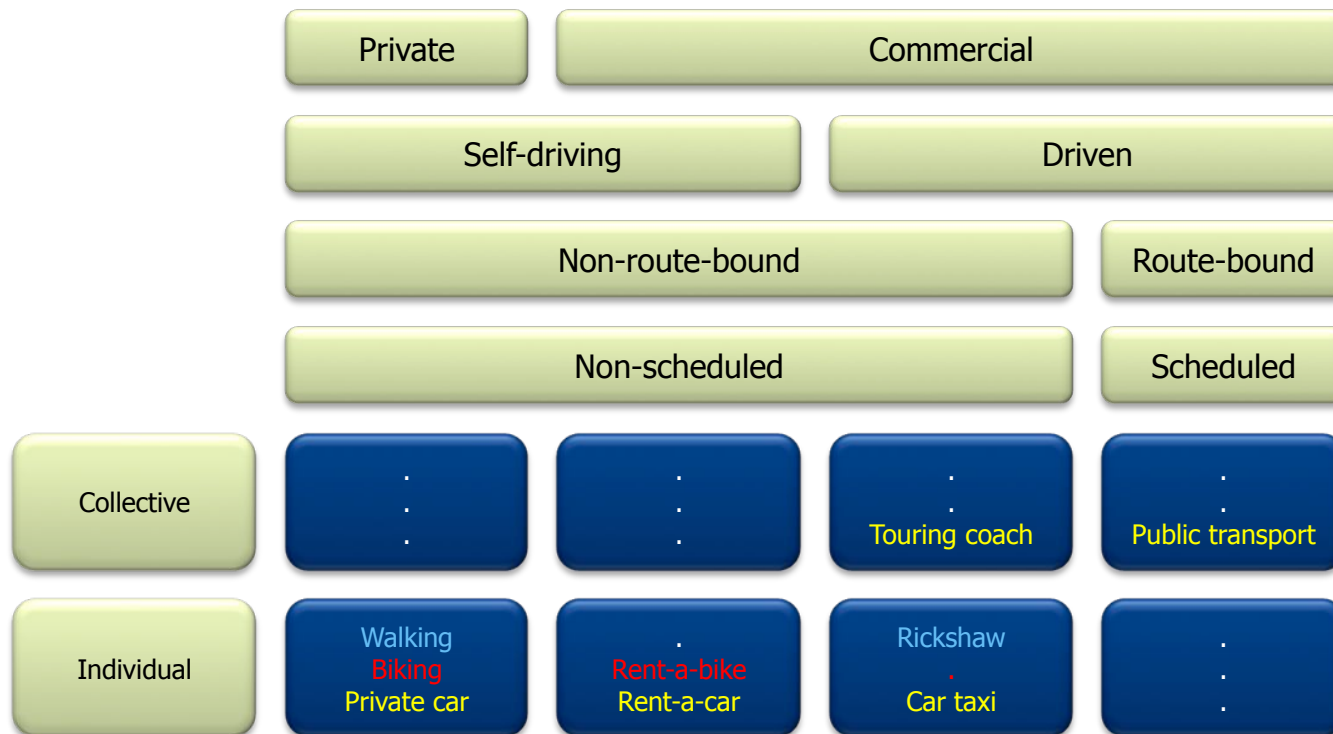
Flinkster und los.



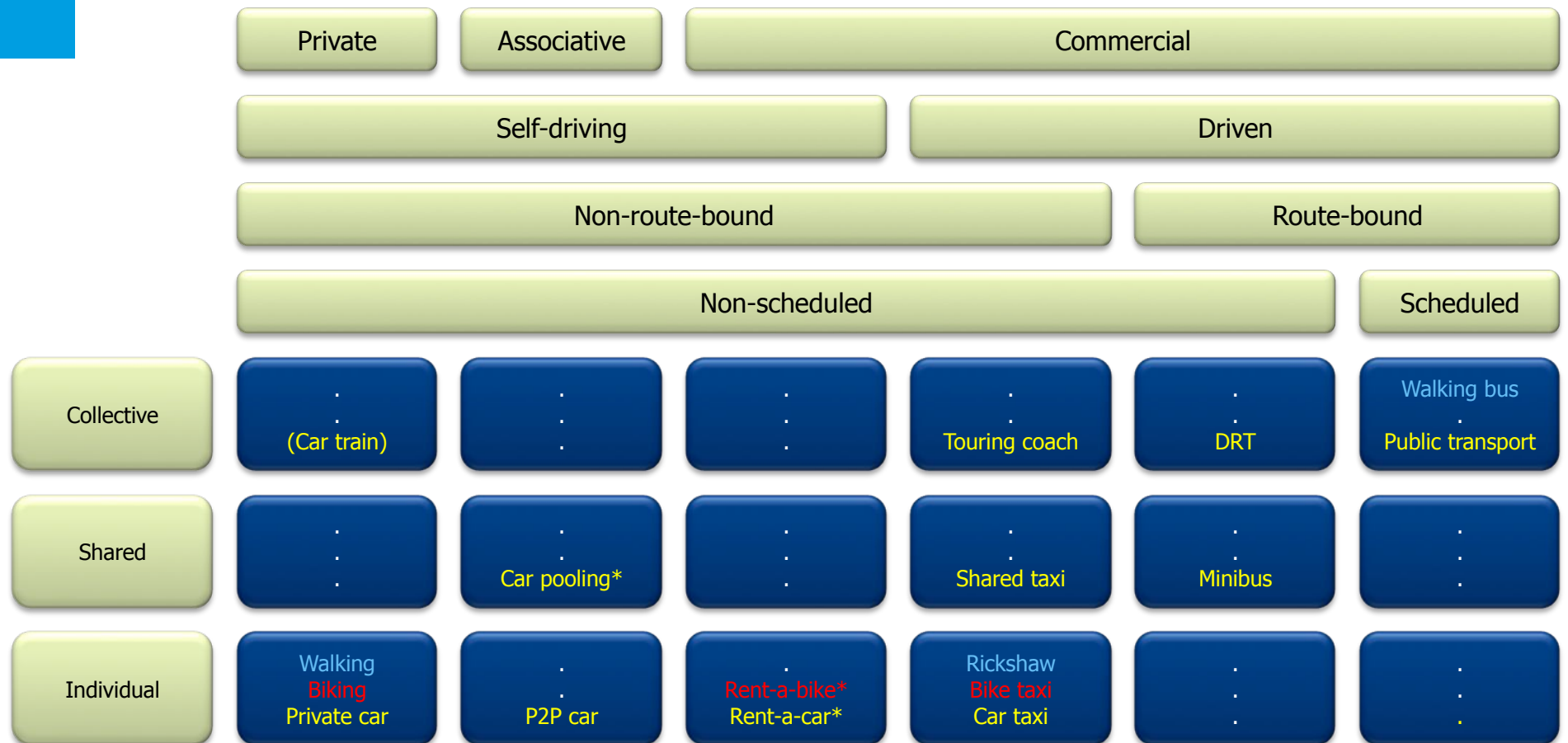
Wheels4all



From a clear classification to a more fluid typology



From a clear classification to a more fluid typology



A few research questions

- Intermediate modes
 - What is the (potential) share of the intermediate modes?
 - Under which circumstances do complementary, intermediate modes grow best?
 - What are the real missed opportunities?
 - What are the regulatory barriers? What are the regulatory needs?
- More traditional question: What is good integration?
 - What are we talking about?
 - Information integration
 - Ticket and fare information
 - Network integration
 - Wider integration (intermodal, services, town planning,...)
 - How to induce the right level?
 - How to avoid preventing good integration?
 - How to avoid dogmatic excessive integration?

What are the challenges and what role for regulation? Preliminary observations

- Conflicting logics
 - The exclusive contract-based authority-initiated approach
 - The market-based approach
- How to stimulate entrepreneurship / innovation?
 - Development period, investment needs
 - Versus (short) contractual focus and specified incentives
- Do we need a change of focus?
 - From clear sub-sectoral regulation, exclusivity and a steering authority
 - Towards mixed regimes, flexibility and a facilitating authority
- This would require a fundamental challenge to the general approach
 - From the authority as central planner?
 - To the authority as facilitator of new combinations?
 - Note: “facilitator” implies pro-activity, more positive than “regulator”
- In other words the challenge is
 - How to stimulate entrepreneurship, innovation, ‘the unknown’
 - While generating synergies (i.e. avoiding destructive competition)
 - ‘Synergies’ is perhaps better than focussing on traditional ‘integration’

Who should be the problem owners in terms of policy-making, ownership and regulation?

- Legislative challenge
 - National level:
 - Problem owner for facilitating/imposing (watch out!) integrative approaches
 - European level: Reg 1370/2007
 - Based on traditional modal divisions (outdated)
 - Mainly based on central planning/exclusivity paradigm
 - Approached for innovative market based combinations underdeveloped (hampering?)
- Governance challenge
 - National and regional/urban level
 - Metropolitan transport authority: Hierarchical approach (unicity) versus a more 'networked' approach?
 - Limited by space given by legislation
- 'Arrangements' challenge
 - Urban transport authority/ies knowledge and city authorities
 - Beware of perverse entrepreneurial effects of concessions/exclusivity/tendering! (Research need!)