



BIVEC-GIBET TRANSPORT CHAIR 2014

PROFESSOR JONAS ELIASSON

“Towards an efficient and sustainable transport system: the role of transport policy analysis”

November 24, 2014 (Leuven)

February 3, 2015 (Brussels)

May 28, 2015 (Eindhoven)

The BIVEC-GIBET Transport Chair awards an individual who has made an important scientific contribution and/or significant social merits related to transport and mobility within Europe. The chair is awarded every two years. The first recipient (in 2012) was professor David Banister (University of Oxford). The 2014 laureate is professor Jonas Eliasson (Royal Institute of Technology (KTH), School of Architecture and the Built Environment, Centre for Transport Studies, Stockholm).

Professor Eliasson is the Director of the Centre for Transport Studies. His research interests include transport modeling, appraisal and cost-benefit analysis, valuation of non-market goods (e.g. travel time and intrusion effects), transport policy, transport planning and road pricing. He has been heavily involved in the design, planning and evaluation of the Stockholm congestion charges, and is frequently engaged as an advisor to other cities considering congestion pricing systems. He has been responsible for the modeling and appraisal of several major Swedish infrastructure investments, and is currently chairing the committee for transport modeling and cost-benefit analysis of the National Transport Investment Plan.

On accepting the chair, the laureate will give three public lectures. These lectures are free of charge for all BIVEC-GIBET members and for students. All other participants are welcomed as well, and pay 25 EUR on the day of the lecture. Registration for all is necessary. Please send an email to joke.dewaele@ugent.be to confirm your presence.

The overall theme of professor Eliasson's BIVEC-GIBET Transport Chair lectures is "**Towards an efficient and sustainable transport system: the role of transport policy analysis**". Three lectures relating to this theme are:

1/ The role of cost-benefit analysis in transport decision-making

In many countries, some form of cost-benefit analysis (CBA) is supposed to play a role for transport investment decisions. At the same time, CBA is often subject to criticism on various grounds. In this lecture, I will discuss the merits of CBA, its potential problems (such as omitted effects, potential sensitivity to analysis assumptions, and insufficient connection to spatial planning), and analyse to what extent CBA actually affects transport investment decisions in Sweden and Norway – two countries where CBA supposedly carries great weight.

VENUE: LEUVEN, Monday November 24, 2014, 15u-17u30, KU Leuven (local organisator prof. Stef Proost)

→ Blijde-Inkomststraat 21, 3000 Leuven, Justus Lipsiuszaal (LETT Erasmushuis, LETT 08.16)

2/ Congestion pricing: design, effects, attitudes and politics

Transport planners and economists have recommended congestion pricing for a very long time, but there are still very few implementations anywhere in the world. Two of the most internationally advanced systems were introduced in Stockholm (since 2006) and Gothenburg (since 2013). This lecture presents their design and effects on traffic, congestion, travel patterns and emissions; their political history, motivation and institutional context; and the development of public attitudes. In both cases, congestion pricing was introduced against strong public opposition, but for largely different reasons and with different political motivations. In both cases, traffic volumes decreased largely as predicted, but with different effects on congestion. In both cases, public attitudes grew more positive after the introduction, but for different reasons.

VENUE: BRUSSELS, Tuesday February 3, 2015, 15u-17u30, Benelux Unie (local organisator André Van der Niet)

→ Regentschapsstraat 39, B1000 Brussel

3/Trends in travel behaviour: urbanization, lifestyles, and the peak car hypothesis

What will future travel behavior look like? Is it true that we are now seeing a break in the trend of increasing car traffic, and is this due to a shift in attitudes and lifestyles? Can we say anything about the long-term trends in travel behavior, and what drives them? Our ability to forecast future transportation using transport models depends on the relative stability of behavior and attitudes. Does this no longer hold? This lecture uses Swedish data to analyse and illustrate these questions, with a few international comparisons and outlooks.

VENUE: EINDHOVEN, Thursday May 28, 2015, 16u-18u30, TU/e (local organisator prof. Harry Timmermans)

→ Den Dolech 2, 5612 AZ Eindhoven