

Please find below the second call for papers for the:

**Second International Conference on Funding Transportation Infrastructure
Leuven (Belgium) September 20-21, 2007.**

The call is also attached as a .pdf document.

The Organizing Committee would be grateful if you would circulate the call to colleagues and other interested parties. Please accept our apologies for any crossed emails.

We look forward to seeing you at the conference.

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Second International Conference

on

Funding Transportation Infrastructure

Second Call for Papers

Leuven, Belgium

September 20-21, 2007

This conference will focus on the relationship between pricing of transportation infrastructure and investments. It will consider institutional mechanisms such as earmarking of revenues, transportation funds, Public Private Partnerships, and inter-government relationships that facilitate (or potentially impede) efficient pricing and investment decisions for transportation infrastructure. The conference is targeted at academics, researchers, industry practitioners and policymakers. Theoretical, empirical/case-study and policy-oriented contributions are all welcome.

Authors will be invited to submit completed papers to one or more special issues of academic journals. Details will be provided later.

Abstracts of up to 500 words are due by Friday, May 11, 2007. Please send abstracts to Karla Vander Weyden (funding.transport.conference@econ.kuleuven.be, Centre for Economic Studies, KU Leuven, Naamsestraat 69, 3000 Leuven, Belgium).

Subject to acceptance (by May 30), final papers are due by Friday, August 31st, 2007. Questions concerning the conference should be addressed to Karla Vander Weyden (funding.transport.conference@econ.kuleuven.be) or the conference organizers.

Information on paper submission, conference fees, accommodation, the conference venue and the local area is available on the website <http://www.econ.kuleuven.be/funding.transport.conference.2007>. Registration, including electronic payment will be made available soon.

Organizing Committee:

Stef Proost (Stef.Proost@econ.kuleuven.ac.be), Chair

André de Palma (andre.depalma@u-cergy.fr), Co-organizer

Robin Lindsey (rlindsey@ualberta.ca), Co-organizer

Conference Topics

Theoretical, applied and policy-oriented papers on transportation infrastructure funding are invited, including contributions on the following topics:

- Positive analysis of federal transport funds such as the European Trans European Network (TEN) funds, the Canada Strategic Infrastructure Fund and the US Highway Trust Fund
- Public institutional mechanisms for facilitating transportation infrastructure funding such as earmarking of revenues and transportation funds
- Mechanisms for engaging the private sector including contracting out, Public Private Partnerships (PPP), franchising and outright privatization
- Inter-government relationships that facilitate (or potentially impede) efficient pricing and investment decisions for transportation infrastructure. Fiscal federalism aspects of infrastructure aid such as crowding out effects and common pool lobbying
- User and beneficiary charges including development charges, fuel taxes, tolls and other forms of road pricing
- Effect of market structure on user charges and investment incentives
- Comparison of experience and best practices in Europe, North America and elsewhere

Background to the Conference

There is growing concern around the world about insufficient capacity and poor condition of transportation infrastructure. Congestion on roads and at airports, bottlenecks at seaports and railway terminuses, the dilapidated state of highways and other problems are evident and mounting. In the European Union, emphasis has been placed on the development of a Trans-European Transport Network (TEN-T) to improve economic competitiveness and social cohesion. The predicted €225 billion cost of the priority TEN-T projects far outstrips the EU level funding available.

Traditional revenue sources such as fuel taxes, property taxes, and intergovernmental transfers are unlikely to suffice in the future either to pay for adequate maintenance or to fund necessary investments in new and improved infrastructure. Shortages of funds, and increasing support for the user pays principle, are behind calls to give an increased role to direct user charges such as highway tolls and airport fees. Increasingly, the private sector is being called upon to help finance, build and operate infrastructure. The private sector is often seen as better than the public sector at identifying attractive investment projects, and able to build infrastructure more quickly and cheaply. These problems are more pronounced when the infrastructure serves different states or regions. When infrastructure use can be priced, there is the risk of monopoly charges ('tax exporting') on transit. When infrastructure use is too costly to price, the risk is that local infrastructure investments are congested by transit.

This conference is envisaged as the second of a series of international conferences on transportation infrastructure funding and related topics. The first conference took place in BANFF (Canada) in 2006 and was highly successful with over 60 participants from 14 countries. The conference revealed that many approaches to financing and funding infrastructure are used around the world, but that there is, as yet, no unified and tested theory to guide policy selection.

The Second International Conference on Funding Transportation Infrastructure will be preceded on September 19th 2007 by the final conference of the EU research consortium FUNDING (www.econ.kuleuven.be/funding/). This consortium is currently examining different mechanisms for funding large transport infrastructure projects using a combination of earmarked funds and user charges. These have been applied to a number of TEN-T case studies using advanced cost benefit analysis techniques for transport network models.

Building on this recent experience, the primary goal of the conference is to review and compare various ways to provide adequate money for maintenance and new investment in transport infrastructure, and to support efficient and fair usage of it. Institutional mechanisms such as grants, transportation funds, earmarking of revenues and Public Private Partnerships will be considered, as will alternative forms of direct and indirect user charges including fuel taxes, distance-based charges and tolls on individual facilities. The European Union, the US and Canada are all federal systems with multiple levels of government, and emphasis will be placed on inter-government relationships that facilitate (or potentially impede) efficient investment and pricing decisions.

Funding Transportation Infrastructure 2007 Conference Hosts:

Center for Economic Studies

Catholic University of Leuven (KU Leuven)