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**The Impact of Public Transport Reform:
an Assessment of Deregulation Policies**

Arnoud M.T. Mouwen



Deregulation policies in public transport aim at achieving efficiency and equity objectives. The approach of this PhD thesis is to perform theoretical and empirical analyses of the economic structure and the institutional context of public transport. By doing so the complex mechanisms underlying public transport provision, demand and finance in a (de)regulated environment dominated by competitive tendering are clarified, and an assessment is performed on the impact of competitive tendering on passengers, PT authorities, and PT firms. Based on the empirical work it is concluded that the deregulation policy of the Dutch administration is successful. We find that the immediate effect of competitive tendering on efficiency and satisfaction is (nearly) absent, suggesting that the threat of competitive tendering is sufficient in a market when the majority of concessions is competitively tendered. The economies of scale results indicate that the geographical size of the current concession areas may not be altered without additional costs. From an operational costs perspective, our study suggests that there is no reason to increase (or decrease) the geographical size of the concession areas.

Arnoud Mouwen (1957) received his MSc in Economics with a specialisation in Spatial and Transport Economics from the Vrije Universiteit Amsterdam. He wrote this thesis at the department of Spatial Economics of the university next to his professional career as a transport consultant.