

Going Private

**The
International
Experience
with
Transport
Privatization**

**José A. Gómez-Ibáñez
and John R. Meyer**

Going Private The International Experience With Transport Privatization

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Development Patterns, Vehicle Miles
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Going Private The International Experience With Transport Privatization:

Going Private Jose Gomez-Ibanez, John R. Meyer, 2011-10-01 In the last decade many countries turned to private sources to provide services formerly offered by public agencies Europeans particularly the British and the French were leaders in this movement Developing countries also experimented extensively with privatization in the 1980s with varying degrees of success Because governments around the world are heavily involved in transportation it is a natural focus of privatization experiments and in many ways has been at the cutting edge *Going Private* examines the diverse privatization experiences of transportation services and facilities Cases are drawn from the United States Asia Europe and Latin America Since almost every country has experimented to some degree with highway and bus privatization the authors focus particularly on these services although they also discuss urban rail transit and airports Highways and buses they explain encompass all three of the most common and basic forms of privatization the sale of an existing state owned enterprise use of private rather than public financing and management for new infrastructure development and contracting out to private vendors public services previously provided by government employees After thoroughly examining these services and discussing the motives for and objections to privatization the authors look at the prospects for privatization in other sectors and industries They assess those circumstances in which privatization is most likely to succeed and those in which it is most likely to fail for political as well as economic reasons The authors conclude that privatization involves many political and social as well as economic dimensions Privatization is usually not simply a matter of efficiency improvements or capital augmentation but also involves such deeply imbedded societal concerns as equity income transfers environmental problems and attitudes toward taxation and the role of government

Going Private José A. Gómez-Ibáñez, John Robert Meyer, 1993 *International Symposium on Theory and Practice in Transport Economics Key Issues for Transport beyond 2000* 15th International Symposium on Theory and Practice in Transport Economics, Tessaaloniki, Greece, 7th - 9th June 2000 European Conference of Ministers of Transport, 2002-06-07 A clear dichotomy exists between an European economy centred on international trade and the environmental damage to which this focus gives rise There is a need for a novel approach based on a shift away from the goal of ever faster travel and

Hernando de Soto and Property in a Market Economy D. Benjamin Barros, 2016-04-22 Hernando de Soto is one of the world's leading public intellectuals His books *The Mystery of Capital* and *The Other Path* have had a tremendous impact on debates about international development but his work also has been controversial One of de Soto's core ideas is that the institution of private property is necessary for the proper functioning of a market economy yet even though many property scholars closely follow de Soto's work his ideas have been neglected in property law scholarship and mature market economies like the United States This new collection seeks to remedy this neglect bringing together a diverse group of scholars to apply de Soto's work to a wide range of contemporary issues in property law and theory The important contribution it makes to debates and controversies in property law as well as in related economic fields will appeal to

scholars of both law and economics *Reflections on the Cliometrics Revolution* John S. Lyons, Louis P. Cain, Samuel H. Williamson, 2007-12-13 This volume marks fifty years of an innovative approach to writing economic history often called The Cliometrics Revolution The book presents memoirs of personal development intellectual lives and influences new lines of historical research long standing debates a growing international scholarly community and the contingencies that guide an

Toll Facilities in the United States, 1999 This report contains selected information on toll facilities in the United States The information is based on a survey of facilities in operation financed or under construction as of January 1 1999 and is presented in six tables Table T 1 contains information such as the name financing or operating authority location and termini feature crossed length and road system for toll roads bridges tunnels and ferries that connect highways Table T 2 contains a list of those projects under serious consideration as toll facilities awaiting completion of financing arrangements or proposed as new toll facilities that are being studied for financial and operational feasibility Also included are four tables containing data on receipts and disbursements of toll facilities These four tables are published in the 1997 Highway Statistics as Table SF 3B Table SF 4B Table LGF 3B and Table LGF 4B Beginning with this issue of Toll Facilities in the United States a section has been added containing available names addresses and phone numbers of toll authorities all toll authorities are not included

Cities and Development Sean Fox, Tom Goodfellow, 2016-02-11 For the first time in human history more people now live in towns and cities than in rural areas In the wealthier countries of the world the transition from predominantly rural to urban habitation is more or less complete But in many parts of Africa Asia and Latin America urban populations are expanding rapidly Current UN projections indicate that virtually all population growth in the world over the next 30 years will be absorbed by towns and cities in developing countries These simple demographic facts have profound implications for those concerned with understanding and addressing the pressing global development challenges of reducing poverty promoting economic growth improving human security and confronting environmental change This revised and expanded second edition of *Cities and Development* explores the dynamic relationship between urbanism and development from a global perspective The book surveys a wide range of topics including the historical origins of world urbanization the role cities play in the process of economic development the nature of urban poverty and the challenge of promoting sustainable livelihoods the complexities of managing urban land housing infrastructure and urban services and the spectres of endemic crime conflict and violence in urban areas This updated volume also contains two entirely new chapters one that examines the links between urbanisation and environmental change and a second that focuses on urban governance and politics Adopting a multidisciplinary perspective the book critically engages with debates in urban studies geography and international development studies Each chapter includes supplements in the form of case studies chapter summaries questions for discussion and suggested further readings The book is targeted at upper level undergraduate and graduate students interested in geography urban studies and international development studies as well as policy makers urban

planners and development practitioners The Three Laws of International Investment Jeswald W. Salacuse, 2013-02-14

International investments are governed by three different legal frameworks 1 national laws of both the host country and the investor's home country 2 contracts whether between the investor and the host country or among investors and their associates and 3 international law consisting of applicable treaties customs and general principles of law Together these three frameworks profoundly influence the organization operation and protection of foreign investments Investors government officials and their legal counsel must therefore understand the complex interaction among these frameworks and how best to employ them to advance their interests This book examines the content of each of these three legal frameworks for international investment and explores how they influence the foreign investment process and the nature of investment transactions projects and enterprises The book is divided into five parts Part I after explaining the contemporary nature and significance of international investment examines the theoretical and practical links between law and the investment process Part II explores the nature of national laws regulating foreign investment Part III considers of the various contractual frameworks for international investments looking at their negotiation content and stability Part IV sets out the international legal framework governing foreign investment focusing on the content and nature of investment treaties and on general principles Finally Part V discusses how the three legal frameworks interact with each other By comprehensively examining each of the applicable legal frameworks this book provides a vital overview of the laws rules and regulations governing foreign investment for lawyers scholars students and government officials The Red River Bridge War Rusty Williams, 2016-05-20 Winner 2017 Oklahoma Book Award sponsored by the Oklahoma Center for the Book Winner 2016 Outstanding Book on Oklahoma History sponsored by the Oklahoma Historical Society At the beginning of America's Great Depression Texas and Oklahoma armed up and went to war over a 75 cent toll bridge that connected their states across the Red River It was a two week affair marked by the presence of National Guardsmen with field artillery Texas Rangers with itchy trigger fingers angry mobs Model T blockade runners and even a costumed Native American peace delegation Traffic backed up for miles cutting off travel between the states This conflict entertained newspaper readers nationwide during the summer of 1931 but the Red River Bridge War was a deadly serious affair for many rural Americans at a time when free bridges and passable roads could mean the difference between survival and starvation The confrontation had national consequences too it marked an end to public acceptance of the privately owned ferries toll bridges and turnpikes that threatened to strangle American transportation in the automobile age The Red River Bridge War A Texas Oklahoma Border Battle documents the day to day skirmishes of this unlikely conflict between two sovereign states each struggling to help citizens get goods to market at a time of reduced tax revenue and little federal assistance It also serves as a cautionary tale providing historical context to the current trend of re privatizing our nation's highway infrastructure **Megaprojects and Risk** Bent Flyvbjerg, Nils Bruzelius, Werner Rothengatter, 2003-02-13 Megaprojects and Risk provides the first detailed

examination of the phenomenon of megaprojects It is a fascinating account of how the promoters of multi billion dollar megaprojects systematically and self servingly misinform parliaments the public and the media in order to get projects approved and built It shows in unusual depth how the formula for approval is an unhealthy cocktail of underestimated costs overestimated revenues undervalued environmental impacts and overvalued economic development effects This results in projects that are extremely risky but where the risk is concealed from MPs taxpayers and investors The authors not only explore the problems but also suggest practical solutions drawing on theory experience and hard scientific evidence from the several hundred projects in twenty nations and five continents that illustrate the book Accessibly written it will be the standard reference for students scholars planners economists auditors politicians and interested citizens for many years to come

Alternate Route Clifford Winston,Chad Shirley,2010-12-01 Urban transportation problems abound across America including jammed highways during rush hours deteriorating bus service and strong pressures to build new rail systems Most solutions attempt either to increase transportation capacity by building more roads and expanding mass transit or to manage existing capacity through HOV restrictions exclusive bus lanes and employer based policies such as flexible work hours This book develops an alternative solution to urban transportation problems based on economic analysis but well aware of the political constraints on policymakers The authors estimate that efficient pricing and service policies could save more than 10 billion in annual net benefits over current practices but argue that powerful entrenched political and institutional forces will continue to thwart efficient economic solutions to improve urban transportation They believe however that some form of privatization would likely improve social welfare more than an efficient public sector system Facing fewer operating restrictions greater economic incentives and stronger competitive pressures private suppliers could substantially improve the efficiency of urban operations and offer services that are more responsive to the needs of all types of travelers The authors conclude that policymakers have bestowed huge benefits on the public by allowing the private sector to play a leading and unencumbered role in the provision of intercity transportation Public officials should take the next step and allow the private sector to play a leading role in the provision of urban transportation

Driving and the Built Environment National Research Council,Transportation Research Board,Board on Energy and Environmental Systems,Committee for the Study on the Relationships Among Development Patterns, Vehicle Miles Traveled, and Energy Consumption,2010-01-25 TRB Special Report 298 Driving and the Built Environment Effects of Compact Development on Motorized Travel Energy Use and CO2 Emissions examines the relationship between land development patterns and vehicle miles traveled VMT in the United States to assess whether petroleum use and by extension greenhouse gas GHG emissions could be reduced by changes in the design of development patterns The report estimates the contributions that changes in residential and mixed use development patterns and transit investments could make in reducing VMT by 2030 and 2050 and the impact this could have in meeting future transportation related GHG reduction goals

BOT-Projects in Asia Ursula Katharina Wolter,2006-08-03

Inhaltsangabe Abstract The rapidly developing economies in Asia are undergoing unprecedented growth This explosive development has placed incomparable demands on the existing infrastructure in many countries Governments struggle with the challenge of providing modern efficient and affordable infrastructure services for their people finding it difficult to finance what are often multimillion dollar projects on their own Involving the private sector in the financing and operation of infrastructure promises several benefits for both parties With a share of over eleven percent in German foreign trade exports to Asia are in terms of volume now two percent higher than those to the USA Many German companies have taken on public private partnerships as a form of cooperation and thus play a part in the sustainable development of the Asian economies To date the most common sub type of private participation in infrastructure is the BOT Build Operate Transfer model where a project company finances and constructs new infrastructure and operates that infrastructure over a long term period before it is transferred back to the government But despite the long history of projects of this type only a few are very successful and usually mean more costs than income to the companies Eurotrain a joint venture between rail giants Alstom and Siemens proved in May 1998 it was ready to build Taiwan s US 14 billion high speed rail BOT project with a successful test run of its integrated train system in Germany The only problem was that after at least a two year effort the Taiwan High Speed Rail Corporation THSRC suddenly decided to give the core contracts to the Japanese Shinkansen Consortium THSRC has yet to explain why Eurotrain was not given a chance to match Shinkansen s offer De facto ambassadors from Germany France and even the CEO s of the companies met with THSRC s chairwoman Nita Ing who failed to provide any explanation whatsoever for this change of plan BOT projects are extensive in nature with the companies therefore always finding themselves in international competition and or having to forge global partnerships to get the project done They have to be aware of every single potential local and global risk which could threaten the whole project not only to ensure that the project is won but also to successfully complete it For huge companies there is often the difficulty that risks are misjudged meaning that projects

Managing the Regulatory Process J. Luis Guasch, Pablo Tomas Spiller, 1999-01-01 developing countries complementing their far reaching privatization programs are engaged in deregulating various sectors of their economies and devising new regulatory frameworks for others particularly the utilities sectors As economies become more open pressures on countries to become more competitive drive the call for regulatory reform to reduce costs and foster increased productivity competitiveness and growth This report provides an overview of the costs and benefits of regulation throughout the world It provides case histories of regulation in different countries developed and developing and in various sectors such as transportation utilities and power It presents different strategies that were employed Furthermore it identifies lessons learned and lays the foundations for a best practice scenario for other countries to adopt While the challenges to regulatory reform are considerable so are the efforts that developing countries are making to face them These lessons when properly adapted to each country s own environment can significantly increase the likelihood of effective regulation **Town and**

Country Planning in the UK Barry Cullingworth, Vincent Nadin, 2006-10-16 This extensively revised fourteenth edition incorporates the major changes to planning introduced by the 2004 Planning and Compulsory Purchase Act and the government's mission to change the culture of planning. It provides a critical discussion of the system of planning, the institutions involved, the plans and other instruments that are used, the procedures for controlling development and land use change and the mechanisms for implementing policy and proposals. It reviews current policy for sustainable development, housing and the Sustainable Communities Plan, the Barker Review, urban renewal and regeneration, the renaissance of city and town centres, the countryside, transport and the heritage. Contemporary arrangements are explained with reference to their historical development, the influence of the European Union, the Labour government and changing social and economic demands for land use change. Detailed consideration is given to the nature of planning and its historical evolution, policies for managing urban growth and delivering housing, sustainable development principles for planning social and economic development of the countryside, conserving the heritage, changes to the profession and education of planners. Special attention is given to the objective of improving the co-ordination of government policies through the spatial planning approach. The many recent changes to the system are explained in detail and each chapter ends with notes on further reading, lists of official publications and an extensive bibliography, all of which enhances its reputation as the bible of British Planning.

Airports, Cities, and the Jet Age Janet R. Bednarek, 2016-08-31 This book explores the relationship between cities and their commercial airports. These vital transportation facilities are locally owned and managed and civic leaders and boosters have made them central to often expansive economic development dreams, including the construction of architecturally significant buildings. However, other metropolitan residents have paid a high price for the expansion of air transportation as battles over jet aircraft noise resulted not only in quieter jet engine technologies but profound changes in the metropolitan landscape with the clearance of both urban and suburban neighborhoods. And in the wake of 9/11, the US commercial airport has emerged as the place where Americans most fully experience the security regime introduced after those terrorist attacks.

Administrative System Innovation and Building a Public Service-Oriented Government Marc Holzer, Wei Hu, Mengzhong Zhang, 2019-11-15 From the late 1970s until the present day, the New Public Management movement flourished in the United Kingdom, New Zealand, Australia and a number of other countries over the globe. Nowadays, governments across the world are more service-oriented than previously and administrative system innovations are encouraging new ways of improving public services. Increasingly, more and more countries are witnessing administrative innovations to provide better, quicker and more efficient and effective service to the public. To this end, this collection of essays highlights public service theory and practices. While some chapters concentrate on innovation in administrative systems, others pay attention to more theoretic and practical issues. A few examine municipal level public service and innovation, whereas others focus on environment, community, policing, public infrastructure, partnership, governance and e-service and e-participation as well as citizen

participation The book represents an excellent updated resource for scholars students and practitioners in the broad field of public administration public policy public affairs and public management *Town and Country Planning in the UK* J. B. Cullingworth,Vincent Nadin,2002 This thirteenth edition has been completely revised to take into account all the changes that have occurred in British planning including the policies introduced by the Labour government devolution innovations and the European Union **Broad Roads in a Thin Country** Andrés Gómez-Lobo,Sergio Hinojosa,2000 Lessons learned from Chile s highly successful experience in introducing private capital into the transport infrastructure sector Cover

Management and Organizations in Transitional China Yanlong Zhang,Lisa Keister,2016-05-12 China s 30 year market transition and its integration into the world economy provide a unique opportunity for exploring the nature of large scale economic and political transformation and the mechanisms underlying organizational behavior during such a transition Management and Organizations in Transitional China explores how managers and firms cope with transition related challenges by adapting to manipulating or even creating the complex institutional environment This book examines the way transitional institutions shape individual decisions and organizational strategies the mechanisms that promote the diffusion of innovative management practices and economic policies and the formation and evolution of interfirm networks Based on a comprehensive review of the studies on market transition this book investigates how firms manage their relationship with important stakeholders in the environment It highlights the importance of network based strategies for institutionally less advantaged actors like private firms foreign entrants and entrepreneurs to establish legitimacy gain institutional support and mobilize financial resources Moreover this book studies the mechanisms that facilitate the adoption of innovative management practices and economic policies in the transitional context comparing the mainstream diffusion theories and evaluating the relative potency of the diffusion drivers Furthermore Management and Organizations in Transitional China provides empirical analyses using longitudinal data of alliance formation network evolution and the effect of both alliance formation and network evolution on firm decision making and performance Combining theory data analysis and rich contextual description to provide a comprehensive understanding of the organizational transition process this book will appeal to scholars and practitioners in general management organizational studies international business entrepreneurship and related disciplines

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