



European Transport Conference

7 – 9 September 2022



Milan, Italy

CALL FOR PAPERS

Transport Economics, Finance and Appraisal

The impact of the pandemic to date and the potential future impacts of climate change mean we are in urgent need of new thinking and approaches to both old and emerging challenges in the transport sector.

Diversity of thought and experiences is critical, and the Transport Economics, Finance and Appraisal Committee invites papers from people at all stages in their careers that will help us to address these challenges.

In particular we welcome papers on the following topics:

- In an age of working from home what will happen to agglomeration
- How will home working change the relationship between transport and land use
- How do we appraise the trip not made and the trip made more slowly – we value trips made but in an age of climate change surely the trip not made, or a trip made more sustainably should be positively appraised
- What should be the price of Carbon in appraisals if we need to get to net zero by 2050
- Electric vehicles – how are we going to cope with no fuel tax revenues
- Do we fully capture benefits/disbenefits for the mobility impaired in transport appraisals?
- Do economic appraisals favour those who already have over those do not - common complaint is investment goes to larger economic centres that are already better served
- How can we fund and sustain public transport?
- Is infrastructure spending the right way to kick start the economy post-Covid if travel habits have fundamentally changed
- What long run changes to travel demand/behaviour arising from Covid-19 and other technological changes are occurring, and what are their appraisal implications – eg mode choice, crowding penalties - i.e. how to do appraisals in a time of increasing uncertainty
- How should we appraise willingness to take risks in achieving mode shift to more sustainable modes and is this reflected in value of life and accidents
- Option values – how do we appraise the provision of services that people may use – willingness to pay for the option of being able to use a service
- Do national values of time benefit deprived areas
- What impact will the opportunities in the European Green Deal proposal and the EC ‘Sustainable and Smart Mobility Strategy’ have
- Is road pricing now an acceptable form of funding transport
- 2020/1 the years “that nearly no-one flew” – how did the economy fare – how important is aviation to regional and national economies
- Why is freight under-valued in transport appraisals?
- How do appraisal and funding models deal with shared ownership and autonomous vehicles
- Is greater segmentation in appraisal, of either user groups (gender, age etc.) or purpose (breaking down the ‘other’ trip purpose) of value to better reflect equity concerns and just generally better represent travel patterns.
- How are technology changes impacting on vehicle operating costs?
- Does more data lead to better decision making?
- Transformational transport investments – how should we appraise them?



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- Is the use of CGEs for appraisals a step forward or does it lead to more opaque analysis dependent on the assumptions used?
- Social value, the new big thing, does it fundamentally alter what projects get delivered?
- “Predict and provide” or “decide and provide” does decarbonisation, uncertainty of future travel patterns, resource constraints and equity considerations require a new approach to appraisal

Programme Committee

Chair:

John	Siraut	Jacobs (UK)
Elisabete	Arsenio	LNEC (PT)
Adil	Chaudhrey	Atkins (UK)
Jessica	Clift	Transport for London (UK)
John	Collins	WSP (UK)
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Rimon	Rafiah	Economikr (IL)
Neil	Raha	Systra (UK)
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David	Simmonds	David Simmonds Consultancy (UK)
Morten	Welde	Norwegian University of Science and Technology (NO)
Pauline	Wortelboer	KiM Netherlands Institute for Transport Policy Analysis (NL)

Important notice:

When you submit an abstract, this will go through a selection process. Each year we receive more abstracts than can be accommodated in the programme. If your abstract is selected, please be aware that others have been rejected, that the ETC organisation has invested time in devising an attractive and coherent programme and that delegates have used this programme to decide to come to the conference.

Before submitting your abstract, please make sure at least one of the authors can attend the conference to present the paper, that finances are available and that you have/will obtain the approval needed (from management or client) to present the work in public at the time of the conference.

We do understand that sometimes circumstances change, forcing authors to withdraw. If so, you would help us by informing us as soon as possible, preferably ample time before the conference. Last minute withdrawals or no-shows negatively affect the conference experience of your fellow transport professionals.