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What to expect from ETC 2017

Again this year the ETC will be held in the splendid modernist environment of the Casa Convalescència, the centre-piece of the historic grounds of the Hospital de la Santa Creu i Sant Pau, declared a Monument of Historic, Artistic Interest and named as a part of UNESCO's Cultural Heritage for Humanity.



More than 400 delegates will have the opportunity to attend several conference streams that will cover many topical issues of transport research and national and international policies. *Continued on page 2...*

The G7 Transport meeting in Cagliari (Italy)

by Pierluigi Coppola, AET Board of Directors



"Rediscovering the social value of infrastructures" was the theme of G7 Transport meeting, held on 21-22 June in Cagliari, Sardinia, Italy. The Italian Presidency of the G7,

this year, chose to focus the meeting on sustainable infrastructure, not only from the economic and environmental perspective, but giving particular emphasis to social aspects. *Continued on page 4...*

New Governance for the AET

As with any large organization it is important for AET to constantly look at how it is performing against its aims and ambitions. Therefore the Council and Board have been reviewing the 2020 Vision, and also the Governance of AET.

The review concluded that AET would be a more inclusive organisation if it was to formalise a closer working relationship between Board, Council and Members and if Council Members made a more active contribution to the day to day running of the Association.

This will be facilitated by the formation of four permanent Working Groups (WG):

- WG1- Membership Marketing and Recruitment;
- WG2-ETC;
- WG3-Website;
- WG4-The Long Term Vision.

The appointments to these groups have been made based on the combination of willingness to take part and applicable experience to undertake the work. These groups have been put in place to support the Board, and the members will work directly with the relevant Board member.

The Association would like to encourage all AET members to attend the General Assembly and to participate in the governance of the Association through this meeting. Therefore, to give all members the opportunity to attend, the next General Assembly will be scheduled during ETC 2017 so as not to interfere with the proceedings of the conference.

One of the most important aspects of ETC is the work done by the Programme Committees in developing the conference programme and also through the expertise they bring to sessions within their streams that they chair. The ETC Working Group will undertake a complete review of the current structure of Programme Committees and clarify their roles and responsibilities through the drafting of a clear 'job description' for Programme Committee members.

Board and Council will work towards revitalising and providing fresh direction for the group of National Ambassadors. Board, Council and National Ambassadors will continue to support the Young Researchers' and Practitioners' Forum through dedicated sessions at ETC and the creation of opportunities for socializing to help build a research community within AET including the next generation of transport researchers.

The Association for European Transport currently comprises over 200 corporate and individual members, based in over 35 countries. It was formed in 1998 to develop a network of transport professionals across Europe.

To find out more about becoming a member of the Association for European Transport, please contact Sally Scarlett by email on sally.scarlett@aetransport.org or visit our website www.aetransport.org



What to Expect from ETC 2017

The European Transport Conference provides a forum for the presentation of, and discussion on, robust and affordable responses to the challenges of economic growth, social and demographic change and the need to become more sustainable. Key themes of ETC this year are:

- Connected and autonomous vehicles
- Big data for demand analysis
- Mobility as a service
- Equity in transport
- Rail and Freight transport policies
- Sustainable mobility in electric vehicles and car-sharing

Transport practitioners and researchers throughout Europe have the opportunity for networking and forming career-spanning professional relationships. ETC also provides education and training opportunities.

In fact, this is year the conference will host a two-day seminar on Value of time, arguably the most important number in transport economics to assess whether investment and government projects are worthwhile.

In order to estimate the value of time it is necessary to observe how travellers trade cost against time and there are numerous issues that must be confronted:

- the value of time varies significantly across people and situations;
- people seem to value small travel time savings less than large savings (in terms of value attributed per minute of saving), which is problematic for project appraisal;
- people exhibit reference-dependence (a tendency for preferences to depend on a reference point such as whether there are 'gains' or 'losses'), which again creates difficulties for appraisal.

For practical reasons, research has often relied on hypothetical choice data (Stated Preference surveys). However, the validity of these data has often been questioned, since it is easy to manipulate the results through the experimental design. The use of actual real-life travel behavior can now be more easily analysed thanks to the opportunities offered by the smartphone and internet-based technologies to collect large datasets at affordable costs.

Introducing the Keynote Speaker

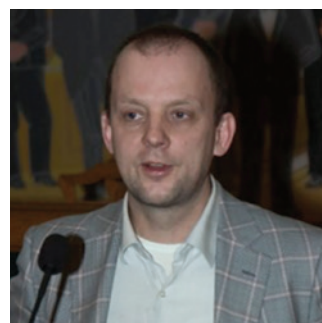
Professor Mogens Fosgerau will give a plenary presentation at this year's European Transport Conference, introducing the seminar on Value of time, on Thursday 5 October.

Mogens Fosgerau is a leading academic in transport economics. Much of his research has focused on valuation of travel time and travel time variability, congestion dynamics, and discrete choice econometrics.

He recently received an Advanced Grant from the European Research Council to work on generalized entropy models, including applications to transportation.

Together with Erik Verhoef, he is the founding editor of the scientific journal *Economics of Transport*.

He is a cofounder of the International Transportation Economics Association as well as the European Association for Research in Transport.



He has advised the Danish Ministry of Transport on economic issues for many years and has also appeared as an expert in OECD contexts.

Trained as a mathematical economist with a PhD in pure mathematics from UCL, he recently joined the University of Copenhagen as Professor of Transportation and Urban Economics.

Prospects for improving quality of life in cities

by Michel Bach

Planning for Sustainable Land-Use and Transport ETC Programme Committee

In the last 20 years there have been significant changes in the way people travel, especially in cities. Much of this has been due to demographic, social and technological changes and changes in the economy, but it was also helped by policy interventions designed to influence travel behaviour. But because this is a "slow-burning" and poorly-documented phenomenon, it is only now becoming obvious.

Peak car - the stage at which car ownership and use passes its peak and starts declining - has been reached in many developed countries, but has been evident in cities for a long time. Traffic restraint measures have been pioneered in city centres, initially to pedestrianise town centres, then to tackle congestion, and more recently to improve air quality, to "civilise" our cities and improve our quality of life.

Just as urban regeneration - the physical transformation of our industrial cities - is said to take a generation, so too have most of the initiatives to change urban travel. The OECD project on Urban Travel and Sustainable Development (OECD 1995) advocated a package of planning for more sustainable patterns of development, road charging policies, and promoting modal shift to public transport, walking and cycling. The main aim was, through adopting "best practice" and "policy innovation" to reach "sustainable development", to reduce vehicle km travelled, fuel consumption/CO2 emissions, congestion, casualties, and increase public transport use, cycling and walking.

The long-term nature of this "cultural change" has been shown in places like Copenhagen - gradually reducing the space given to cars, both moving and parked, and giving more "road space" to public transport, but particularly to cyclists and pedestrians. We have started to "civilise" our cities, beginning with the city centre and shopping streets, and we now see this as a quality of life issue, as well as contributing to improving health.

Most of these initiatives have been mainly the result of the vision of local mayors, but they are increasingly supported by national governments and European Commission initiatives.

Today the drivers of change are poor air quality and quality of life in cities. Now transport-related indicators are emerging as key indicators in ranking cities in terms of quality of life - including accessibility, commuting journeys and air quality. Many cities are taking major steps to improve air quality - Paris, Madrid, Athens and London.

Finally, the big one - how can changing transport in cities contribute to tackling climate change?

Measuring Change

Over the last twenty years, ETC has carried a stream that has focused on promoting the "urban travel and sustainable development" agenda, chronicling the introduction of urban congestion charging/road pricing (London, Stockholm and Oslo), changing travel behaviour, measures to promote cycling and walking, accessibility planning, civilising cities and sustainable urban mobility plans, air quality and issues of social equity.

Recent evidence emerging from more forward-looking cities shows that the impact of both the consistent application of progressive policies and the results of demographic, social and economic change are producing marked changes in modal choice. Research on cycling, not only in Copenhagen, but in Stockholm and Oslo, shows longitudinal change by age, gender and part of the city which illustrates the cultural change toward active modes.

"Civilising" Cities

People's willingness to walk does not change much, but is influenced by the quality of the experience. Policies to "civilise" cities - change the balance between cars and soft modes have led to a number of cities proposing to create car-free central areas, including Oslo, Hamburg, Brussels, but more needs to be done in the big cities - London, Paris, Rome and Madrid.

The ultimate measure of quality of life is accessibility to the key facilities that city life should be able to offer. At the local level this means a wide range of local services within easy walking distance - using higher-density development to support accessible local services. Accessibility is a key social equity issue - one for which greater mobility is not necessarily the answer for citizens who are socially excluded. Quality of life for all citizens is about accessibility, not mobility.

In 1995 the response of those denying the need for change was that there is a technological "fix" - today that may be the argument of those advocating autonomous vehicles. But if this is the answer, what was the question? It confuses mobility with accessibility.

Barcelona - the city hosting this year's European Transport Conference (4-6 October) - is promoting radical policies for creating "superblocks" which creates public space as meeting space, creating quiet, traffic-calmed streets and improving accessibility.

Looking Ahead

Whatever the motivation that is kick-starting new initiatives in Europe's cities, climate change, air quality, general quality of life or social equity, they are all pushing toward less car-dependent cities.

These initiatives, if taken up widely, could transform the quality of life for citizens in Europe's cities over the next 20 years as places that people choose to live in not just to visit.

In order to promote dialogue, share ideas and stimulate the debate on themes of particular interest for the global transport community, the Association for European Transport is pleased to host in the newsletter

papers and opinions from its members. To send your contribution, please contact: Prof. Pierluigi Coppola by email on coppola@ing.uniroma2.it or visit our website www.aetransport.org

The G7 | Transport, Cagliari (Italy)



Social sustainability is met when infrastructure is based upon actual real life needs of territories and population, bridging solutions to difficult contexts.

This is related to accessibility planning, equity and social inclusion issues: how transport can help to improve quality of life and individuals' well-being, with particular attention on vulnerable segments of population (women, elderly, disabled people, ...). In fact, transport infrastructure could be tool for social integration and for the recognition of the identities of different communities. They represent means to overcome physical barriers and to create opportunities of interaction among cultures and economies, people and ideas.

In order to reconcile utility with social and environmental sustainability, participation by the public in different phases of the decision processes, from preliminary design and to project implementation, is desirable. In fact, Public Engagement has proved to be a key factor in avoiding local opposition, also referred to as NIMBY (Not-In-My-Back-Yard) syndrome. In turn, this could contribute to reducing time and costs of realization as well as improving the quality of infrastructure. Moreover, this could help to design infrastructure well-integrated with the landscape and more responsive to the needs of people. Participation could be instrumental in creating feelings of belonging to a community and may contribute to the creation of a sense of civic awareness or civic pride in society.

Graziano Delrio, Italian minister of Infrastructure and Transport says: "there are success stories in the field of infrastructures, that have been conveyed through generations, as true common achievements for progress. Today we feel the need to re-connect the local dimension with the national one, up to the continental and global levels, in a unique common narrative of increased mobility rights for all citizens, without exception, in a balance of values and principles, with attention to listening, respect and dialogue with the communities that will benefit of great infrastructures."

In order to resume the thread of this narrative, the G7 Transport Ministers in Cagliari have unanimously signed a "Final Declaration" (available on <http://www.g7italy.it/en/documenti-ministeriali/index.html>) contributing to focusing the attention on the economic, environmental or social sustainability of transport infrastructure."

New website for AET and ETC

by Remko Smit

Coordinator of the Working Group on Website

The websites of AET and ETC have been restructured in 2013, resulting in a more modern and interactive web presence of AET and ETC. However, the four websites that the association currently use for AET, ETC, papers and abstracts and for conference registration respectively need to be modernized, made more uniform and consolidated.

By doing this AET wants to improve the consistency in the web presence of the Association, and make the link between AET and ETC more explicit. A consolidated web presence can also help AET in better communication of the membership benefits, and make it easier for members and conference attendees to upload abstracts and papers, register for the conference and find relevant information.

Also further improvements in the - already quite sophisticated - administrator functionality of the website will be implemented.

In order to realize this, a website working group was formed consisting of the following Board and Council members: Remko Smit (Board, chair of working group), Gavin Jackman (Board), James Odeck, Wim Korver and Oliver Charlesworth (Council).

With the aid and input from Sally Scarlett and former Board member Peter Burge a tender was prepared that was sent to four firms after approval by the Council. The project to update and consolidate the AET and ETC websites, and thereafter providing hosting and support, was awarded to the firm Tribal Systems.

Tribal systems has started the work in mid-June. The new website will be tested by the website working group in September. After the 2017 conference, and before the call for papers for the 2018 conference the new website will go live, and more information about the renewal of the web presence of AET and ETC will be given in the next newsletter.

