



## Special Features...

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## New Venue for ETC 2016



This year, the European Transport Conference moved to its new venue in Barcelona. The UAB – Casa Convalescència is a jewel of modernist architecture. A centre-piece of the historic grounds of the Hospital de la Santa Creu i Sant Pau which itself is declared a Monument of Historic, Artistic Interest and named as a part of UNESCO's Cultural Heritage for Humanity.

Casa Convalescència was first conceived by Lluís Domènech i Muntaner, one of the great modernist Catalan architects of the early 20th century, and subsequently completed by Pere Domènech i Roura. A unique building which is cosmopolitan and welcoming and combines both tradition and modernity to offer advanced high-technology in a space with real personality.

It is the further education training and senior learning centre of the Universitat Autònoma de Barcelona and the headquarters of the Fundació UAB.

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.

## 2013, 2014 and 2015 in academic journals

In 2013 it was decided to offer selected papers for publication in online specialist publications. This work has been spearheaded by AET Board member, Pierluigi Coppola, with the help of Programme Committee members who have made up the review panels.

Speakers at ETC have the option of requesting peer review which has proved a popular option, of the 240+ presentations at ETC each year, about 80 papers are put forward for consideration. Of those, between 30 and 40 each year have been offered to on-line journals.

AET has partnered with Elsevier for publication of selected papers from the 2013, 2014 and 2015 conferences. These have been published in Transportation Research Procedia:

Volume 1, Planning for the future of transport: challenges, methods, analysis and impacts

<http://www.sciencedirect.com/science/journal/23521465/1>

Volume 8, Current practices in transport: appraisal methods, policies and models

<http://www.sciencedirect.com/science/journal/23521465/8>

Volume 13, Towards future innovative transport: visions, trends and methods

<http://www.sciencedirect.com/science/journal/23521465/13>

There has also been a successful link-up with ECTRI and Springer for a special issue on Driving societal changes towards an electromobility future, published in November 2015 in The European Transport Research Review–An Open Access Journal (ETRR), an online scientific platform aiming at disseminating research results in the field of transport:

<http://link.springer.com/article/10.1007/s12544-015-0186-0>

The Board will continue to explore ways to expand the range of publications and there are proposals in discussion for a special-issue book.



# Introducing the Keynote Speaker of ETC 2016...



Juan de Dios Ortuzar will give a plenary presentation at this year's European Transport Conference. On Thursday 6 October, he will speak on the topic of [Valuation of Intangibles using Stated Choice Methods: how to measure the unmeasurable](#).

Juan de Dios is an old friend of the Conference and the Association is delighted to welcome him back. He has been a member of the AET Council and for a number of years was a member of the Applied Methods Programme Committee.

As Professor of Transport Engineering at Pontificia Universidad Católica de Chile, he has duties which include lecturing, research, supervision of MSc and PhD students and, inevitably, administration. In addition, he acts as an adviser or consultant to government and private institutions in both Chile and abroad. In the last five years he and his colleagues have been involved in project consultations in Australia, Brazil, Chile, Colombia, Mexico, Norway and Spain.

Juan de Dios took his PhD at ITS, University of Leeds, in the UK on Discrete Choice Models. He has published over 130 papers in archival journals and is the co-author (with Luis G Willumsen) of the seminal text [Modelling Transport](#), now in its fourth edition. He received the Humboldt Research Award in 2012 and the IATBR Life Achievement Award in 2012 and is currently co-Editor in Chief of Transportation Research Part A, published by Elsevier.

# What to Expect from ETC 2016

The range of topics and the multi-seminar approach makes ETC unique among transport conferences and it is well established as the premier event of its type. The conference programme covers supranational issues, national and local policy and the implementation of projects at a local level.

The conference provides a great opportunity for networking and forming career-spanning professional relationships. Although sessions at the Conference can be challenging in discussing matters of policy at the highest level, they can also provide good, basic education and training opportunities – it is truly a conference for all ages and all levels of experience.

As transport practitioners and researchers throughout Europe respond to the challenges of economic growth, social change, demographics and the need to become more sustainable, the European Transport Conference provides a forum for the presentation of, and discussion on, robust and affordable responses.

Key themes of ETC this year are:

- The challenges posed by increasing examples of extreme weather conditions
- Equity in transport



Photograph kindly supplied by Ambrosius Baanders

- The role of ICT on spatial and transportation patterns
- Developments in large-scale models and databases
- National travel surveys (coordinated by Remko Smit of the Rijkswaterstaat, NL)
- Developments in electric vehicles and car-sharing
- Connected and autonomous vehicles (coordinated by Valéry Cervantes of Commissariat à l'Énergie Atomique, FR)

# Combining and Connecting Different Worlds: the unique selling point of ETC and AET

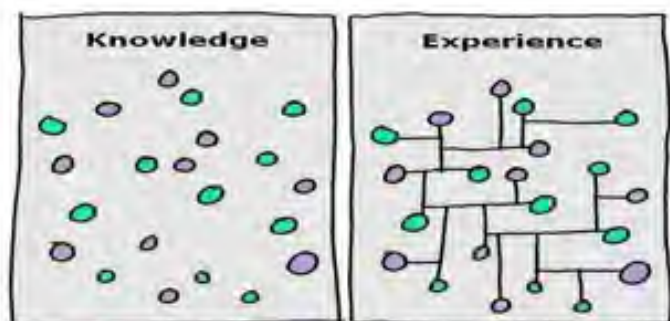
by Hans Jeekel

The European Transport Conference has been with us for 43 years so we can conclude that it's a stayer. For over four decades we have created a successful conference with only minor subsidy. But how did we succeed and what can be seen as its unique selling point? Here's a personal view from Hans Jeekel, the Chair of the Board.

Each year between 400 and 500 people attend our conference. I've spent some time thinking about what differentiates ETC from other events and here are some of my answers:

- The atmosphere: ETC is a "friends' conference", even for people who are attending for the first time and don't know any other delegates or exhibitors. Although ETC is behind TRA the biggest European conference on transport issues, the atmosphere is warm, friendly and accessible to everyone.
- The opportunity to be heard. You can easily bring your ideas to an audience, having been selected as a speaker after an abstract review. Each year we have approximately 300 delegates presenting their views to an audience of fellow professionals from all parts of the world:
- Connecting the worlds of practice. I've looked at some statistics on ETC 2015:
  - 25% of our attendees come from universities
  - 25% worked as practitioners in cities, regions, public transport or trucking companies, in transport authorities
  - 30% were advisers or consultants
  - 20% worked in knowledge institutes or in transport policy at national levels.

We have a great equilibrium in our ETC community allowing a transport chain to be created and maintained to ensure the different domains of professionals connect with each other. At our conference, a city manager can explain her ideas to a professor, and a policy advisor needs to listen to the practical people in local public transport. Consultants can try out new ideas and concepts to different user groups.



In my view, this should be normal. But it is not. Most conferences are for one or two attendee groups only. You have real academic conferences, or meetings for transport practitioners. But a platform where all groups can meet and exchange views, ideas and insights cannot often be seen. In fact, only TRB, the Transport Research Board conference held each January in the USA, offers a similar perspective. Keeping the transport chain intact and discussion between different professional groups is not so easy anymore, and needs some organisation. In the last decades, our worlds have had the tendency to grow apart.

Years ago, most transport professors had a sound practical background as a city planner, or a transport appraisal officer. Now most transport academics start their academic careers at 18, and remain within universities. And where boundary crossings were relatively easy, it is now virtually impossible to reach knowledge institutes after a consultancy career. Each domain (consultancy, academia, practice, policy) seems to consider its own rituals (like academic peer review and publications in journals that will almost never be read by transport practitioners) as very important. And, let's face it, when career paths have become so divided, this looks normal.

So, connecting people walking along different career paths asks for some organisation, and more important asks for the attitude of attendees to cross boundaries. ETC has lost some attendees who prefer to stay within their own professional contexts, as was the case with the real academic-oriented transport modellers. They wanted from ETC something that ETC could not (and should not) offer, a sort of academic conference within our ETC. Whilst it is unfortunate not to have their participation any more, I am more than happy that a great part of the modellers, the ones that want to cross boundaries and learn about practical consequences of their work, have remained. We even see a growth of these professionals.

So what about the future? I see a mixed situation. Everybody says that for good policy and good practice it is necessary to combine worlds, and yet the development of many worlds goes in the direction of stronger rituals for their own group. The battle to create a common ground, a common platform, will remain. We need to be alert on what each group wants and needs to get out of ETC. But I can end on a positive note; each year there are enough professionals from each group to create the full and connected chain and to make a good conference!

# Transport Conferences

by Hans Jeekel

Here we present a quick overview of where ETC stands in the field of transport conferences:



TRB is a huge conference with a very broad scope which also includes infrastructure and building. TRB is the yearly feast for American transport professionals that has grown into a world event. Many Europeans like TRB but it could be argued that it is too American in frame and scope. Irrespective of your view on this point it is the yearly biggest "European" transport conference with some 1100 delegates from EU countries. And yes, at TRB you see the complete chain of professionals.



Held every two years, TRA has no permanent secretariat and receives great subsidies from the EU. There are many attendees but what is the core of the conference? As a regular visitor I would say there is a strong focus on infrastructure and concepts for directing greater scale transport investments. However, I don't believe there is much on urban mobility, more investment for new ships, airplanes, cars and trucks. There is an academic part in TRA, but most academics do not see TRA as a conference to be at, probably with the exception of professors with rather strong bonds with transport companies. And only the big consulting firms seem to attend. Content is more created top-down than bottom-up.



ITF is held each year in May. The conference, organised by the International Transport Forum, has a scope comparable with ETC (however with more air, freight and trade, and less urban mobility), it is organised top-down (no papers from attendees, you have to be asked) and is very much into policy and politics at the national and international level.

Finally, there are two academic conferences with many papers and full peer review.



WCTR, the three-yearly World Conference on Transport Research. This July the conference was in Shanghai, with 1,250 attendees and 1,100 papers. There are no practitioners but there are many papers bursting with equations and then explaining that actual data are failing. Interesting conference from an academic perspective, missing is the experience and dialogue with the real world.



The hEART (European Association for Research in Transportation) conference is aimed at transport modellers. Whilst I haven't attended, it looks like a standard academic conference with practice not strongly featured.

## Where does ETC stand?

**Firstly**, we are a bottom-up conference, like TRB, WCTR and hEART where everybody can present their papers. We are not a top-down event like TRA or ITF.

**Secondly**, we are for everybody, like TRB or TRA. Not for specific professionals, like ITF, hEART or WCTR.

**Thirdly**, we are small, but with the capacity to grow and the flexibility to encompass new areas and to move location. Here we are in the territory of ITF and hEART.

**And lastly**, we are at the forefront of new developments. We have papers on the newest ideas and innovative edges at early moments, as has TRB. Especially WCTR lags behind in this respect. There were, for example, near to zero papers on automated driving or new mobility services at Shanghai.

**From now on, I propose we present ETC as "the smaller scale, bottom-up conference for all transport professionals (from academics to practitioners), standing on the innovative edge". No other transport conference has this position!**

## Council & Board Activities

The Council of the Association meets, in general, twice a year. Members of Council can offer to host a meeting in their country which gives the opportunity, through guest speakers, to find out about the transport situation in that country. Recent meetings have been held in Berlin (DE), London (UK), Barcelona (ES) and Madrid (ES).

In recent years, the Board and Council have formed joint working groups to manage the work of the Association. The focus of some of the groups has been:

- Membership Promotion
- Sustainable Funding
- Website
- Peer review
- Events other than ETC
- ETC future locations

One major task of the Council has been a review of the 2020 Vision and Action Plan, which was adopted by the General Assembly in September 2012. Further discussion on the outcome of the Review will be held during the 2016 General Assembly.

## General Assembly

The General Assembly of AET members will be held at 1400hrs on Thursday 6 October, during ETC in Barcelona. The elections for Council will be held at the same time. One third of Council members are elected/re-elected each year, to represent the membership of the Association.

## PC Membership

There are currently 10 Programme Committees in place. Their main role is to identify themes for ETC, to read abstracts, to draft the conference programme and to assist speakers and chair sessions during the conference. New volunteers are always welcome. Please talk to Sally Scarlett or a Programme Committee Chair during ETC or email: [sally.scarlett@aetransport.org](mailto:sally.scarlett@aetransport.org)

Membership of a Programme Committee provides great networking opportunities and is an excellent way of keeping abreast of the latest research and developments in practice.

## Introduction to Angel Aparicio

A new member of the Board is Prof Angel Aparicio of the Escuela de ingenieros de caminos, canales y puertos, Universidad Politécnica de Madrid (UPM). Angel brings wide experience of working in the academic sector and also as the Director General of CEDEX, Dirección General del Centro de Estudios y Experimentación de Obras Públicas. He has many publications to his name. He has also been a member of the Board of ECTRI and instrumental in setting up the Memorandum of Understanding between ECTRI (the European Conference of Transport Research Institutes) and TRB (the US Transportation Research Board). Angel has been working with AET Council members and local contacts to establish new contacts in Spain for ETC.