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## European Transport Conference 2019, 9–11 October, Dublin, IE

The Call for Papers is available from the AET website: [www.aetransport.org](http://www.aetransport.org). The deadline for the receipt of abstracts is 5 February 2019. Abstracts are submitted on-line.

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## Women's Issues in Transport

by Maria Cristina Marolda

Since the 1970s, gender issues have been considered in transport planning, but differences in mobility persist. There is still a need to identify and address the issues at stake in the transport system to enhance women's mobility and to make transport more gender neutral.

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## The new AET book series

by Pierluigi Coppola

Beginning this year, the Association for European Transport (AET) is expanding on this opportunity and launching a new "AET book series" through Elsevier. The series will include a selection of papers on topics of current interest. The first issue focuses on autonomous vehicles and future mobility.

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## Post conference ETC 2018

The 46th ETC was held for the first year, in Dublin, on October 10-12. Thanks to the host sponsor DTTaS (Department of Transport, Tourism and Sport), the local venue secured was the use of three buildings in the historical site of Dublin Castle. The conference was opened by the Irish Minister of Transport, Tourism and Sport, Shane Ross TD and was followed by a keynote by Professor Peter Balázs, coordinator of the North Sea-Mediterranean EU Corridor.

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# Post conference ETC 2018

As with the previous year, the format followed a minimum of 9 parallel sessions each day and a plenary session on the Wednesday.

The conference succeeded with the choice of topics of great relevance and in line with the European mobility packages designed to ensure a smooth transition towards a mobility system which is safe, clean and connected & automated. In fact, the conference programme included over 280 articles and research studies presented, contributed to enriching the debate on mobility and transport and covering supranational cross-cutting issues dealing with Innovation, Digitisation and Decarbonisation of Transport in Europe. Most of them are now under review for being published in a special issue of Transportation Research Procedia journal.

In terms of attendance there was an increase in delegate days of 35%, from 921 to 1252, largely attributed to the uptake of discounted delegate places offered to Local Authorities and organisations linked to the host sponsor.

As with previous years, several technical visits were offered to all ETC participants, and two bicycle tours and a running tour throughout Dublin city centre were organised.

On Tuesday evening, the Icebreaker Drinks Reception took place at Wood Quay at the Civic Offices of Dublin City Council. This offered delegates the opportunity to socialise and relax before the official start of the conference. On Wednesday evening delegates were invited to attend the Civic Reception hosted by Dublin City Council. This took place at the impressive Dublin City Hall. Dating back to 1769 it took a decade to build and is a popular tourist destination. Finally, the Conference Dinner, was held on Thursday evening at the historic Trinity College Dining Hall. The venue is situated on the main campus of Trinity College, Ireland's oldest University.



# European Transport Conference 2019, 9-11 October, Dublin, IE

The Association, in discussion with its hosts, sets headline themes each year. These are typically issues of policy of universal interest and importance to the transport profession. The Programme Committees each agree the themes for their own seminars and produce a call for papers relevant to their interests. This process ensures that the conference content is at the cutting-edge as well as providing excellent examples of project delivery and work-in-progress.

ETC 2019 will, once again, be held in Dublin Castle which provided such an excellent venue in 2018.



# Women's Issues in Transport by Maria Cristina Marolda

Since the 1970s, gender issues have been considered in transport planning, but differences in mobility persist. There is still a need to identify and address the issues at stake in the transport system to enhance women's mobility and to make transport more gender neutral.

Key issues at stake to achieve gender-neutral transport have been identified as mobility, safety and security, employment and sustainability. All of them imply consideration of concepts as values, needs, choice, constraints, and impacts that vary significantly with place and time: a proper analysis of such issues requires international collaboration. The TRB Women's Issues in Transportation has been active in this field for a long time; the planned Conference in September 2019 will be an important moment to assess worldwide advancements in the last decade.

Mobility patterns of men and women differ significantly in many ways. Women, often responsible for the mobility of other family members, are involved in a complex spatial-time organisation with specific transport requirements. In many cases, this prevents or restricts the use of public transport, thus reducing motility - the capacity to be mobile geographically and socially. Changes in the social role of women in the last few decades, particularly wider access to employment, have had an impact on female mobility patterns, making regular and systematic gender impact assessments essential for designing and implementing gender-neutral transport.

In spite of progress made in improving the security of public transport, significant fears still remain. Women passengers especially are concerned about travelling at certain times of the day and under certain conditions. Women do not feel safe travelling alone at night, travelling alone with small children, travelling through depressed neighbourhoods with high crime rates, or during long waits on deserted stations. Most women feel unsafe in crowded transport services where harassment and groping can occur.

It is not only public transport that is considered unsafe for women. In some European countries women are afraid to be alone in a multi-storey car park at night, feel unsafe in underground stations, and on railway platforms. New technologies, such as real-time information displays and Internet services, can help reducing the problem, e.g. by reducing waiting time in unsafe environments and thus increase the level of perceived security by female passengers. However, gendered analysis is still required to assess if these technologies meet women's need and have an impact on mobility behaviour. New shared mobility services are also posing questions concerning personal safety of passengers that are starting to be studied, also under a gender perspective.

Although women are more vulnerable than men, and passive safety systems do not always take in due consideration their physical characteristics, statistics show a divergent trend in road accidents between men and women with fewer women than men involved in fatalities. This divergence may be explained by differences in attitudes to risk taking, due also to traditional education patterns that tend to accept more risky behaviour in boys than in girls.

The three dimensions of sustainability – environmental, economic and social – can be achieved through measures to ensure greater mobility for all including the elderly and the disabled, and ensuring the same level of mobility and service for people in urban and rural areas. Consideration of 'mobility of care', which mainly concerns women, should be part of any plan to achieve this aspect of sustainability. Women could benefit from the various services provided by ITC to adapt the mobility offer to their needs, but little research has been done on the gender relevance of human-machine interfaces (HMI), and specific needs of women to be addressed. In this respect, more women entrepreneurs need to be involved in the ITC market and in the development of innovative services to ensure services are deployed that are equally beneficial for all groups in society.

Access to this new form of mobility requires increased competence to become a modern 'connected traveller'. Accessibility and affordability of these new forms of communication and information are at present the privilege of the well-educated and of young people. Their use should be expanded to all societal levels and groups, and particularly for women in closing the gap arising from differences in access to the transport system.

Employment is closely related to access to transport and mobility. Research has shown that access to transport and availability of social services are not equal for men and women. As a consequence, there are inequalities in access to the job market and limitations to women's participation in economic growth.

Involving women in planning and design of transport means and systems enables them to express their concerns and work together on appropriate solutions. Little research has been done on the employment of women in transport. The sector is not adapted to their needs and many barriers hinder their full participation on the work floor and in management and supervisory roles. One of the main barriers is male-centred ergonomics and working conditions that do not provide a comfortable work environment for women. Focused action plans are urgently needed to change the sector's image and to open technical and management opportunities for women. The changes in mobility strategy offer new high quality jobs, targeted at improving public transport and mobility management. This includes establishing mobility centres, promoting customer friendly intermodal mobility systems, promoting innovations in mobility services and transport technologies, awareness raising, training and education. This new market can offer opportunities for women with more equity than in the more traditional markets.

While many of the issues in gender mobility and travel patterns have been extensively researched, they have received limited attention in developing gender-specific policies, programmes, and mandates. Studies are needed to explore methods for translating the findings of gender research into policy. In this respect, gender impact assessment of transport policies need to be carried out regularly to monitor their contribution to gender-neutral transport system.

# The new AET “book” series

by Pierluigi Coppola

The book presents future scenarios and potential mobility solutions offered by self-driving vehicles, and it discusses threats and challenges to the implementation of new technologies for more sustainable transport.

While intelligent transport systems and autonomous vehicles provide new solutions for the development of efficient and clean mobility, their effects on travel behaviour and long-term transport policy are not yet entirely addressed or understood. Areas to particularly consider include users' attitudes towards new services, the consequences of introducing new mobility forms, the impacts of changing work-related trips, access to information about mobility options, and the changing strategies of relevant stakeholders in transportation.

Several novel methods are presented on self-driving vehicle scenarios, workplace mobility plans, demand responsive transport analysis, mobility-as-a-service, multi-source transport data provision, and door-to-door mobility, all of which have long-term effects on users, society, and the environment. These solutions provide key insights into the current implementation of sustainable mobility solutions and may serve as guidelines and best practices for both professionals and decision makers.

The book will be published in June 2019. Details can be found on the following web-link:

<https://www.elsevier.com/books/autonomous-vehicles-and-future-mobility/coppola/978-0-12-817696-2>

# AET Council 2018 – 2019

Members of the Association participated in voting for members of the Council and the results were announced at the General Assembly, held during ETC in Dublin.

The Council has a maximum of 24 places for representatives of the Organisation and Individual Members of the Association. The maximum term of office is 3 years and, each year, one third of the Council places are subject to re-election.

Peter Davidson (pictured right) chose not to seek re-election to Council after many years of great service. He has made a major contribution to the affairs of the Association during his membership of the Council and he continues to chair the ETC Transport Models Programme Committee.



The following members of the Council were re-elected:

Oliver Charlesworth, Colin Chick, Conall MacAongusa, Csaba Orosz and Gisela Graefin von Schlieffen.

Three members of the Association put forward their names for election and were successful. They are Marwa Elbany of Port Said University, EG; Bruno Villé of MINT, BE; Bryan Whittaker of WSP, UK.

Council meets twice during the year – November and March. Meetings in the 2018 – 2019 calendar are in The Hague and Milan.



## Introducing the new AET Board member: Maria Cristina Marolda

Maria Cristina Marolda has been a Senior Policy Officer in charge of Research and Innovative Transport Systems in the EC Directorate General for Mobility and Transport. She was responsible for long-term R&I strategy design in sustainable mobility, caring in particular the aspects of logistics and infrastructure.

She graduated in Technology of Architecture at the University of Rome, where she started her professional career. In 1991 she joined the European Commission, following the developments of the RTD Framework Programmes over the years.

She has always been engaged in Gender Equality issues, both in Science and Research and in Policy Making related to Mobility and Transport.

She is appointed as International Member to the TRB Committee on Women's Issues in Transportation until 2021.

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