



ETC 2021 - Online for the second year

Conference 2021 From 13th to 15th September

Pages 4-5



Suburban Infrastructure for E-Buses

Pages 6-7



AET Marketing & Membership

Page 8





ALSO INSIDE...

Letter from the AET Chair
Pages 2-3

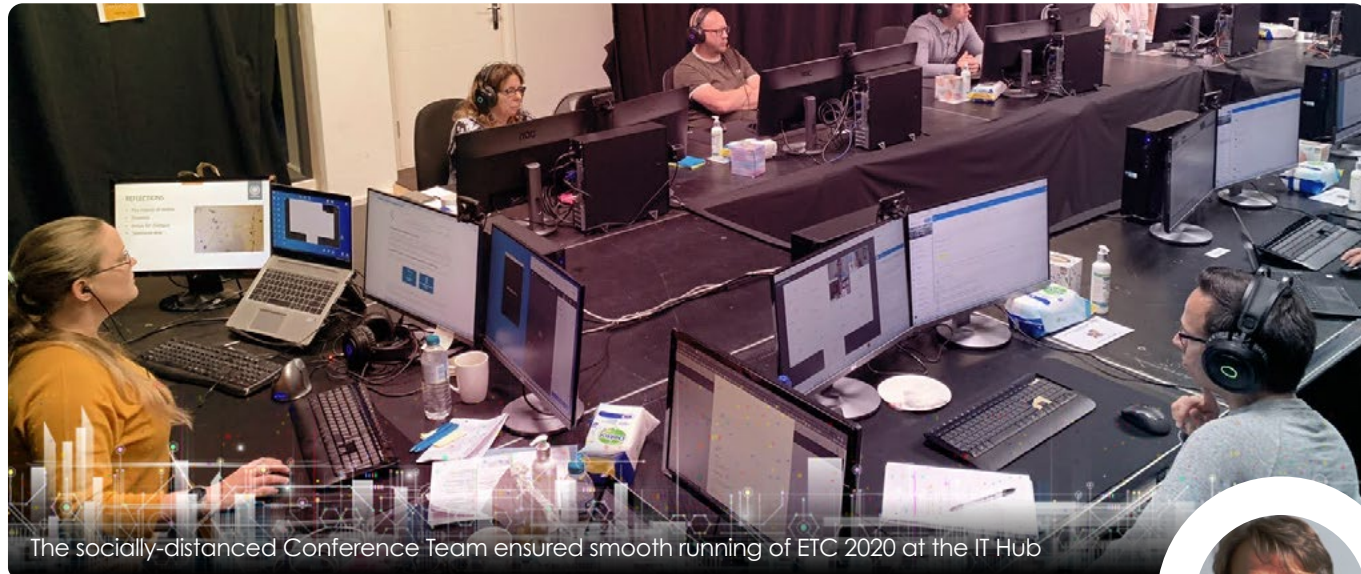
Hermann Maier to lead AET
Page 9

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Letter from the AET Chair

Dear fellow AET Members,

It is my pleasure to announce that the European Transport Conference (ETC2021), will be held in an online format from 13th to 15th September 2021.

We are working hard to ensure that ETC2021 will be a successful event again, taking on board the lessons learnt from last year's conference that was very well received by the participants.

The Conference programme is full of up-to-date papers on topics relevant for the European debate on decarbonization, automation and digitalization of transport, green and economic recovery, climate change and resilience policy.

I am indebted to the ETC Programme Committees and to the Conference Management Team for having organized 10 streams of sessions that promise to be so interesting, selecting contributions from over 400 abstracts received this year.

I would like here to mention the keynote session on "Infrastructure funding plans for the recovery after COVID-19" by Matthew Baldwin, Deputy Director-General of DG MOVE at the European Commission.

Also the one on Sustainability issues with Lot van Hooijdonk, Utrecht Alderman for mobility, energy and green space, as well as the plenary on "The effects of Covid-19 on Transport" with an international panel of expert including Professor Tae Hoon Oum, President of the World Conference

on Transport Research Society (WCTRS), Simon Nielsen, Head of Policy Appraisal and Evaluation, Transport for London, and Arrigo Giana, General Director of ATM, the public transit agency of Milan, Italy.

Any additional information can be found on the AET website. The registrations are open and I really hope to welcome you again at Europe's largest multidisciplinary conference for transport professionals, policymakers and academic researchers.

This editorial concludes my mandate as Chair of the AET Board. After the General Assembly on September 12th, Hermann Maier will take over the chairmanship. Therefore, I would like to take this occasion to thank those who have supported me in the work carried out over the course of the last five years. I think that AET has grown and consolidated its leading role of Transport Association in Europe.

The management organization in working groups (WG) has delivered well and has promoted a good cooperation between the Board and the Council.

The WG structure is now consolidated in 3 main WG's (i.e. ETC, Marketing, and website) with sub-groups dealing with specific task such as international relations, peer review and

publication, and coordination with the AET Ambassadors' network.

Links with the European Commission has been improved, with contacts at DG MOVE, DG Research, and DG Environment, and these need to be built on. The relationship with WCTR Society as one of the most influential international transport organizations has been continuing. There has also been a strong focus on improving relations to other International Organizations, such as the International Transport Forum (ITF).

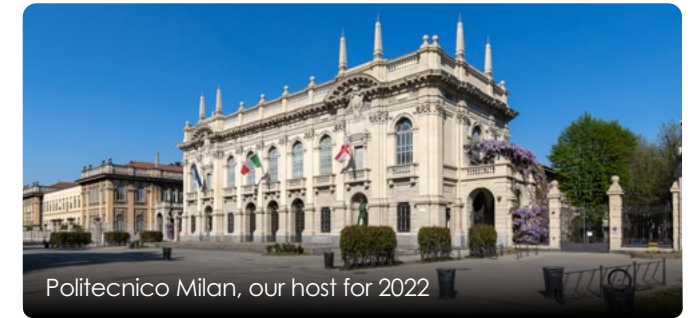
This engagement is paying off and ought to be continued. Also, cooperation with pan-European organizations such as POLIS, ECTRI has successfully been build up and needs to be strengthened and possibly enlarged to other major networks like TRA and ITS. The peer review and publication in journals of ETC papers has proved to be a successful initiative, attractive not only for academics but also for professionals. AET has partnered with Elsevier for publication of selected papers in Transportation Research Procedia.

Indexed journals such as Transportation Research Part A, European Transport Research Review and the International Journal of Transport Economics regularly host topical collections of ETC papers. An AET book on "Autonomous Vehicles and Future Mobility" has been published in 2019.

I am very happy and proud that the AET Ambassadors' network has been re-established and is now well-connected to the Young Researchers' and Practitioners' Forum. The new initiative "Coffee Break Sessions" for debating among young researchers and professionals is definitely a sign of vitality which needs to be kept on.

During these 5 years there have been moments of difficulties due to external events (I recall the general strike and the riots in Barcelona for the independence of Catalunya during the conference in 2017). But certainly, the COVID-19 pandemic was the most challenging moment. Members of the Association have been affected, and at first, the possibility of organizing the conference was questioned.

However, the Association has taken various actions to respond and seize an opportunity from the difficulty. The conference was held online keeping its multi-seminar format and its quality standards.



In addition, we launched the "COVID19 Conversations initiative" with the mandate and volunteers to organize and share the documentation and curation of emerging data, policies and good practice in respect of COVID-19 impacts and responses.

Starting with interviews with AET members about the impacts of Covid on society and mobility, this initiative has evolved into a successful rolling program of webinars covering multiple aspects of the pandemic from a thematic and country perspective. Each webinar showed an increase in interest and number of attendees.

The AET Board and Council have agreed to make the existing Conversations Group and its activities a permanent group under the Association and extend its mandate to cover a wider range of data, analyses, policies, technologies and concepts which will characterize and shape the post-pandemic European transport sector and which will engage the AET membership and the wider transport community.

I am confident that blending our traditional approach with new ingredients will contribute to make AET a forum in which transport professionals from different European countries can meet to share ideas and information, and will make ETC unique among transport European conferences, a premier event of its type providing great opportunities for knowledge exchanging and forming professional relationships.

I am looking forward to your enthusiastic participation and support for AET and for ETC in its continued online format and I wish to express my hope that we can meet in real life next year in Milan to celebrate the 50th anniversary of the oldest and most established transport conference in Europe.

Pierluigi Coppola
Chair of AET Board





European Transport Conference 2021 Online from 13th to 15th September

THE 49TH EUROPEAN TRANSPORT CONFERENCE

Annual Conference of the Association for European Transport
13 - 15 September 2021: Online

WHERE RESEARCH, POLICY, AND PRACTICE IN TRANSPORT COME TOGETHER

Online for the second year

by Sally Scarlett
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The online version of ETC 2020 was received well and the Association managed to offer a full programme of content, with some 280 presentations over three days.

The technical aspects worked well but we did, of course, miss the social interaction with hosts, exhibitors and delegates.

ETC this year will be held from 13 to 15 September. It will be online again.

Although life is beginning to return to normal in many countries, it is clear that it will be some time before full confidence in international travel and large gatherings is established.

The Programme Committees have met to discuss the abstracts submitted for the conference.

From more than 360 submitted, 260 have been selected and will be offered in 76 sessions. There will be a minimum of 8 parallel sessions per day.

The three main themes selected for the conference this year are:

- » The Climate Emergency
- » Inclusion and Diversity in Transport
- » Covid-19 and its Consequences

All three will be featured during the conference and will be examined from different perspectives.

The "Covid-19 and its Consequences" theme proved very popular with potential authors and the programme will highlight policy and practice to understand what will be needed when workplaces and venues reopen.

There has been great change in mobility habits in the past year but will these be permanent and what are the implications?

The Association is delighted to be able to welcome to ETC Matthew Baldwin – Deputy

General Director of DG MOVE who will speak about the EU's infrastructure funding plans for the recovery after Covid-19.

In addition, there will be an evening plenary session on the responses of various bodies to the Covid-19 pandemic which will include a presentation from Professor Tae Oum, President of the World Conference for Transport Research Society (WCTRS) and contributions from Milan and London on the public sector/local transport operator perspective.

The Planning for Sustainable Land Use and Transport Programme Committee has organized a keynote session on Cycling from Lot van Hooijdonk, Utrecht Alderman for mobility, energy and green.

As usual, the programme will offer plenty to interest policy makers, researchers and practitioners.

The online format has opened up a great opportunity to show off ETC to an audience who have so far been unable to attend the conference whether for financial or logistical reasons.

Younger members of the profession, in particular, will be able to benefit from the accessibility offered by this online presence.

It is the intention of the Association to hold ETC 2022 in Milan and to celebrate in fine style the 50th ETC. I look forward to meeting you online later this year and in person in 2022.



Key Information

Dates: 13 to 15 September 2021

Location: Online

Sessions: 76

With a minimum of 8 parallel sessions per day

Main Themes

- » The Climate Emergency
- » Inclusion and Diversity in Transport
- » Covid-19 and its Consequences

Featured Speakers:

Matthew Baldwin

Deputy General Director of DG MOVE

Professor Tae Oum

President of the World Conference for Transport Research Society (WCTRS)

Lot van Hooijdonk

Utrecht Alderman



Suburban Infrastructure for E-Buses

How to navigate the choice of the charging system for e-buses in case of a long-distance route?

by Margherita Sartori,
Margherita Villani,
Orgerta Zeqo
NET Engineering



E-buses for the urban environment can now be considered a consolidated technology, nevertheless for the suburban area they present new challenges, given the length of the service and the low density of the stops.

The criteria assessment regarding the planning for a suburban electrical infrastructure is summarized in 3 macro-topics:

» Accessibility:

In terms of the capacity offered by the vehicle, which is correlated to the volume occupied by the different types of batteries;

» Flexibility:

In relation to temporary obstacles, due to construction sites or events in general, that may require significant de-routing and also, in relation to infrastructural restrictions along the route that may make it difficult to insert recharging points;

» Cost:

If we compare the cost of an electrical infrastructure in urban area against the one for a suburban area, the cost differences are bluntly visible. It is very difficult to assess objectively the impact of design choices on the overall cost of the infrastructure, because it all depends on the particular characteristics of each project.

Under this point of view, a recent study conducted by McKinsey highlights how the cost assessment for this type of technology is correlated to the type of service and its operating model in terms of density of stops and relative distances and location of the bus terminal and storage areas; but it is also correlated to the type of traffic in terms of levels and frequency of the congestion phenomena.

This study made an evaluation of the price for a short distance route and a medium distance. Their cost analysis showed that for short routes, depot charging is more economical, while for longer routes the balance flips toward opportunity charging.

Higher utilization of chargers can also bring costs down, so if several e-Buses are scheduled on one route, it lowers the cost per bus of charging points.

There are 4 types of charging systems for e-buses: flash, depot (or overnight), opportunity and wireless charging.

For the flash charging, you are offered a high-power charging through the pantograph, which also means that it consumes a lot of electricity and maintenance might be more challenging.

But the main advantage of this charging system is that it has a lower cost and can be easily integrated. Depot, or overnight charging, is probably the most well-known charging system.

It offers a slow recharge but a very effective one. It also helps lower the cost of electricity since it is overnight and less expensive. Opportunity charging also is high power and it is perfect to be combined with depot charging.

It is more cost-effective for this infrastructure to be used by multiple vehicles or bus lines. The wireless charging provides induction charging, via plates. This charging options is the least used here in Italy for now and the most expensive, especially if you consider future costs for maintenance.

Comparing different charging systems, it could be argued that the depot charging solution has high battery costs and lower infrastructure costs, while a 'mixed' charging solution has cheaper and less voluminous batteries, but a higher cost of building and maintaining charging stations.

Challenges are to be expected

The E-bus capacity is a main contributor to its performance, that is intertwined by the battery range and the service frequency.

There is a clear connection on how every choice influences another one. If the battery pack is compact then you have more available seats and

less battery range but if the battery pack is a larger size, you have a better performance but less available seats.

The battery pack is intertwined with its route length since it is possible that its capacity might not be enough for a long-distance route.

The intervention you might consider is placing a charging station during the stops, but that creates time lost for passengers and might reduce your demand based on that effect.

These obstacles create the need to have a certain mindset even before the start of a project, to foresee the challenges transport planners might encounter.

A considered assessment

In order to respond adequately to the demand needs, it is certainly necessary to carefully consider the vehicle choice - assessing its technical characteristics, the number of seats and the battery pack.

Also, to plan the route carefully, taking any obstacles into account from the outset. A possible solution might be to align the service model with the battery's (charging) needs and consistent with a stop that has a maximum boarding/ discharging dwell time.

But above all, it is necessary to visualize in advance and to be able to interpret the challenges and opportunities that long-distance public transport planning with electrical vehicles now present to transport planners.



GET INVOLVED WITH LPT



If you are interested in joining the LPT programme committee, please email Niels van Oort: N.vanOort@tudelft.nl



AET Marketing & Membership

by Gisela Gräfin von Schlieffen
G.Schlieffen@rmv.de














We look forward to ETOnline 2021, our second online conference during these crazy times. Our conference and also the other new exchange formats were picked up as an opportunity to join AET.












It is great to see so much interest by the individual members, I am especially pleased that Regionalverband FrankfurtRheinMain can be announced as a new organisational member. This

type of membership is very important for AET, as organisational members can give us continuity!

We are happy to see the AET family growing in the global world and for me it is a pleasure to welcome all of you! Please grab the opportunities to be an active member and join us in the programme committees, the Council or as a chair of session during the ETC.

New Individual Members

-  Robert Armatage, UK
-  Zeina Nazer, UK
-  Shiyu Yan, CN
-  Ann-Kathrin Bersch, DE
-  Emma Cassar, MT
-  Hussein Falih, AE
-  Csaba Kelen, HU
-  Saeed Maadi, IR
-  Muhammad Tabish Bilal, PK
-  Dimitrios Nalmpantis, GR
-  Rossina Todorova, BG

-  Shrish Verma, IN
-  Lorenzo Pietracci, IT
-  Lucie Kirstein, DE
-  Elvis Ekane Ngalle, CM
-  Edgar Salas-Gironés, DE
-  Vasileios Sakarellos, GR
-  Luc Ampleman, CA
-  Piotr Gołębiowski, PL
-  Caroline Kramer, DE
-  Md Shakatul Islam, BD
-  Ajeni Thimnu, NG

-  Rodrigo Patrese, AG
-  Christian Anyia, NG
-  Gerna Van Jaarsveld, IE
-  Janneke Reijnders, NL
-  Marilena Bacci, IT
-  George Buxton, UK

New Organisation Members

-  Regionalverband FrankfurtRheinMain, DE

New Organisation Member

Regionalverband
FrankfurtRheinMain



The **Regionalverband FrankfurtRheinMain** is the Regional Authority for the Region Frankfurt-RheinMain whose headquarter is based in Frankfurt am Main, Germany. The Regional Authority is the operational body for the wider Metropolitan Region FrankfurtRheinMain with 5.7 million inhabitants.

Among its duties, it holds the regional platform for the strategic alignment of regional associations, is responsible for the controlling and the coordination of the regional development, and for land-use planning for its 80-member municipalities. Besides, economic perspectives, housing and good transport infrastructure, conservation of open space and natural resources are part of the planning strategy.

In terms of mobility, a regional mobility strategy (recognised by the EU as regional SUMP) was adopted by the regional parliament in December 2020. Every year, over 800 million passengers use the wide network of S-Bahn trains, metro and the important feeder lines, ensuring a fully working trip chain organised by the Rhein-Main-Verkehrsverbund (RMV), the regional public

transport authority. The region is a major European transport hub. This includes the Frankfurt's central railway station, 'Frankfurt Hauptbahnhof', with approximately 493,000 daily travellers and visitors.

Frankfurt airport is the fourth busiest by passenger numbers in Europe, handling usually 70 million passengers and over 2 million tonnes of freight per annum.

A European perspective is inherent to our institution which has a representation in Brussels. Our region is member in many European networks such as Metrex, Purple, the Airport Regions Conference and the Interregional Alliance for the Rhine-Alpine Corridor EGTC, a locally and regionally driven bottom-up body founded as a European Grouping for Territorial Cooperation (EGTC).

The Regionalverband co-sponsored together with the RMV the European Transport Conference 2013-2015 held in Frankfurt where delegates could experience many of the regional infrastructure sites such as the airport, the traffic control centre, local public transport and cycling infrastructures which for sure was explored in cycling.

www.region-frankfurt.de

Hermann Maier will lead AET and bring ETC back to the physical conference

by Hermann Maier
Hermann.Maier@jacobs.com



great way of engaging with a wide range of transport planning issues beyond my day-to-day project work which focusses on public transport, demand forecasting and scheme appraisal.

I joined the Local Public Transport Programme Committee in 2002, the Council in 2008 and the Board in 2014.

Engagement with AET has allowed me to develop many professional relationships and friendships and keeps my enthusiasm for the profession alive.

Over the coming years I want to help AET with the challenges of transitioning back to a physical conference and the need to attract a younger and more diverse membership.

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I first came across the European Transport Conference (then called the PTRC Summer Annual Meeting) in 1988 when an enlightened local authority sponsored my attendance as a graduate transport planner.

Ever since I have kept in touch with the conference and attended when I could.

I have a strong interest in training and professional development and the conference and associated activities are a

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