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| WCTRS RESEARCH NEWSLETTER | | | |
|  | **WORLD** **CONFERENCE ON** **TRANSPORT** **RESEARCH** **SOCIETY** | | **SECRETARIAT OFFICE OF THE WCTRS** Institute for Transport Studied  The University of Leeds  Leeds, LS2 9JT England  Email: [wctrs@leeds.ac.uk](mailto:wctrs@leeds.ac.uk)  Website: [www. wctrs-society.com](https://www.wctrs-society.com/) |
| September 1, 2022 | | Volume 2, Issue 5 | |

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| **In this issue**   1. [Call for Papers, 16th World Conference on Transport Research, Montreal (Canada), July 17-21, 2023](#_Message_from_Prof.) 2. [Signal Coordination Timing Development and Evaluation 2-Part Series](#_SIG_B3_Freight) 3. [SIG A2 (Ports and Maritime) Summer Session held as part of the online WCTR Conference 2022](#_SIGA2_(Ports_and) 4. [Public transport strategy and epidemic prevention framework in the Context of Covid-19](#_Introducing_the_new) 5. [Membership of the WCTRS](#_Membership_of_the_2)   **Useful Information and links**  **1. Publications by SIG A4-Handbook on High-Speed Rail and Quality of Life and Frontiers in High-Speed Rail Development**  Both books are free to download.  For details: [Click Here](https://www.adb.org/contact/hayashi-yoshitsugu)  **2. International workshop organized by the UIC (International Union of Railways).**  **Theme:** Explore recent research on the analysis and quantification of the effects, both on economy and on society, of investments in HSR systems  For details: [Click Here](https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fuic.org%2Fevents%2F2nd-international-workshop-on-high-speed-rail-socioeconomic-impacts&data=05%7C01%7Cwctrs%40leeds.ac.uk%7C80f07dabf1ca4cf4df4608da5904735d%7Cbdeaeda8c81d45ce863e5232a535b7cb%7C1%7C0%7C637920172924461472%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=%2FMv0VzIW1SQy2B0PGRbEGkg1uJzChIvQsMz%2B50kJM5E%3D&reserved=0)  **When: *September 13-14, 2022***  **3. A new Transport Research and Education Network to help ESCAP member States achieve sustainable transport**  For details: [Click Here](https://www.unescap.org/projects/tren)  **4. 9th Sustainable Road Freight Workshop, (online & free)**  **Theme:** Resilient transitions to net zero freight transport systems  For details: [Click Here](https://www.csrf.ac.uk/events/9th-international-workshop-on-sustainable-road-freight/)  **5. Special Issue of Transportation Engineering on “Multimodal mobility for sustainable and resilient transport systems – SIDT 2022 “**  For details: [Click Here](https://www.journals.elsevier.com/transportation-engineering/call-for-papers/multimodal-mobility-for-sustainable-and-resilient-transport-systems-sidt-2022)  Paper submission deadline: ***September 15, 2022***  **6. Special Issue of**  **Transportation Research Part C: Emerging Technologies on**  **“Emerging On-Demand Passenger and Logistics Systems: Modelling, Optimization, and Data Analytics”**  For details: [Click Here](https://www.journals.elsevier.com/transportation-research-part-c-emerging-technologies/call-for-papers/emerging-on-demand-passenger-logistics-systems)  Paper submission deadline: ***September 30, 2022***  **7. Special Issue of Transportation Research Part E: Logistics and Transportation Review on**  **“Optimization and Data Science in Sustainable Public Transport and Logistic”**  For details: [Click Here](https://www.journals.elsevier.com/transportation-research-part-e-logistics-and-transportation-review/call-for-papers/call-for-paper-on-the-special-issue-optimization-and-data-science-in-sustainable-public-transport-and-logistics)  Paper submission deadline: ***October 31, 2022***  **8. Special Issue of**  **Transportation Research Part D: Transport and Environment on**  **“Policies and Technologies to Support Decarbonization of the Aviation Sector”**  For details: [Click Here](https://www.journals.elsevier.com/transportation-research-part-d-transport-and-environment/call-for-papers/call-for-papers-on-special-issue-policies-and-technologies-to-support-decarbonization-of-the-aviation-sector)  Paper submission deadline: ***December 1, 2022***  **9. Special Issue of Transportation Research Part D: Transport and Environment on “Green pathways for a connected and automated vehicle future”**  For details: [Click Here](https://www.journals.elsevier.com/transportation-research-part-d-transport-and-environment/call-for-papers/call-for-paper-for-the-special-issue-green-pathways-for-a-connected-and-automated-vehicle-future)  Paper submission deadline: ***January 31, 2023***  **WCTRS society journals**    [Transport Policy](https://www.journals.elsevier.com/transport-policy)    [Case Studies in Transport Policy](https://www.journals.elsevier.com/case-studies-on-transport-policy)  **WCTRS book series**  For details, visit: [link](https://www.wctrs-society.com/wctrs-publications/wctrs-and-elsevier-transportation-book-series/)  **Find us on**    **Wish to become a member of WCTRS?**  [**Click here**](https://www.wctrs-society.com/membership/)  **Visit us on**  <https://www.wctrs-society.com/>  <https://wctr2022.ca/>  **Email to us at**    **Editorial team of WCTRS Research Newsletter**  **Editor**    **[Prof. Dr. Ashish Verma](http://civil.iisc.ernet.in/~ashishv/beta/index.php)***[,](http://civil.iisc.ernet.in/~ashishv/beta/index.php)*  *[IISc Sustainable Transportation Lab (IST Lab), IISc Bangalore, India](http://civil.iisc.ernet.in/~ashishv/beta/index.php)*  [ashishv@iisc.ac.in](mailto:ashishv@iisc.ac.in)  **Assistant Editor**    **Mr. Aitichya Chandra,**  *PhD Scholar, IST Lab,*  *IISc Bangalore, India*  [aitichyac@iisc.ac.in](mailto:aitichyac@iisc.ac.in) | CALL FOR PAPERS16TH WORLD CONFERENCE ON TRANSPORT RESEARCH, MONTREAL (CANADA), JULY 17-21, 2023 The World Conference on Transport Research Society (WCTRS) is happy to announce that the 16th World Conference will be held from July 17th to 21st in MONTRÉAL (Québec, CANADA) at the Palais des Congrès. The aims of the conference are to bring together experts in all areas of transport research from all parts of the world and to stimulate the exchange of ideas in the field of transport policy and practice.  **Authors are invited to submit one or more full papers to the following topic areas:**  Topic Area A: Transport Modes – General  Topic Area B: Freight Transport and Logistics  Topic Area C: Traffic Management, Operations and Control  Topic Area D: Activity and Transport Demand  Topic Area E: Transport Economics and Finance  Topic Area F: Transport, Land-use and Sustainability  Topic Area G: Transport Planning and Policy  Topic Area H: Transport in Developing and Emerging Countries  We offer a peer review of each paper to assess its potential for presentation, publication and the award of a prize. As with previous conferences, selected papers will be published in proceedings. In close cooperation with major scientific transportation journals, special issues will be prepared (typically more than 20), supporting publication of excellent papers. WCTRS support for publications is conditional on the outcome of the reviews and on presentation at the conference. The organisation is managed through EasyChair (<https://easychair.org/>). Detailed information on society membership, the content of each Topic Area and its Special Interest Groups (SIGs) is provided on the WCTRS website: <https://wctrs-society.com/>. Details regarding the Montreal conference will be posted on: <http://wctr2023.ca>. Information will be available about registration possibilities, opportunities for bursary awards, the Palais des Congrès venue, hotel reservations, travel and weather.  **Important Dates**  Portal open for paper submissions: September 1st 2022  Deadline for submission of full papers: October 15th 2022  Notification of paper acceptance: February 1st 2023  Deadline for registration of presenting author: March 1st 2023  Deadline for submission of final papers for conference: May 1st 2023  **Guidelines for submission**  Papers should be submitted using the paper template and the EasyChair submission system. All correspondence related to this call can be addressed to [wctr2023@cirrelt.ca](mailto:wctr2023@cirrelt.ca).  **We look forward to your contribution and participation in the next World Conference on Transport Research in Montreal 2023!** Signal Coordination Timing Development and Evaluation 2-Part Series  |  |  | | --- | --- | |  | Professor Zong Tian, Topic Area C Manager successfully presented a 2-part online training on signal timing coordination, which was hosted by the Florida LTAP Center and co-sponsored by WCTRS. |   Nearly 400 people attended the online course across the United States and the world. The training included introduction of the basics of signal timing elements, signal coordination principles, timing development process, and performance evaluation. The training included several real-world cases which provided the participants with some true hands-on knowledge of improving the current practice on signal timing development and implementation.  Course announcement and recordings:  <https://floridaltap.org/recorded-webinar-signal-coordination-timing-development-and-evaluation/>  **Text  Description automatically generated with medium confidence**  **Prof. Zong Tian, *University of Nevada, Reno, United States*** SIG A2 (Ports and Maritime) Summer Session held as part of the online WCTR Conference 2022  |  |  | | --- | --- | |  | The WCTR summer session hosted by Special Interest Group A2 (Ports and Maritime) was held on Wednesday 27 July. A series of five key maritime and port topics was lined up: greening, digitalization, the Northern Sea Route, education and skills, and smart port measurement. |   As to greening options in maritime shipping and ports, Dr. Anastasia Christodoulou (World Maritime University) moderated a panel composed of Faig Abbasov (Transport and Environment), Bud Darr (Mediterranean Shipping Company), Prof. Harilaos Psaraftis (Denmark Technological University), and Raul Cascajo Jimenez (Port Authority of Valencia). Anastasia Christodoulou introduced the topic highlighting the fact that there is no ‘silver bullet’ for the ‘greening’ and the decarbonization of maritime transport and there are different dimensions and measures that need to be considered, including technology and operational energy efficiency improvements onboard the vessels, the use of alternative fuels and energy sources (i.e. wind propulsion), the role of regulation and policy for the encouragement and the acceleration of the various initiatives. The distinct and essential role of ports for the decarbonization of the sector – from the provision of onshore power supply and refueling points for alternative fuels to their potential role as hubs for the production of these fuels – was also part of the panel discussion. Faig Abbasov presented the FuelEU Maritime initiative – part of the EU Fit-for-55 – and the need to support the uptake of green fuels through dedicated targets for e-fuels in shipping and a multiplier of 5 to boost their cost-competitiveness vis-à-vis other fuels given the fact that these fuels are still too expensive even after a carbon price of 100USD/tonne of fuel. Bud Darr discussed numerous decarbonization initiatives undertaken by the Mediterranean Shipping Cruise Group and their impact on the company’s carbon footprint and operations. Harilaos Psaraftis analysed the market-based measures (MBMs) discussed at the IMO and the EU for the reduction of GHG emissions from shipping and focused on the relevant processes at both regional and international level. Raul Cascajo Jimenez presented the decarbonization strategy of the Port Authority of Valencia underlining the four pillars for the decarbonization of the port – renewable energies, use of alternative/clean fuels, energy efficiency and digitalization.  Concerning digital collaboration potential and progress in maritime and ports, Prof. Giuseppe Mussolino and Prof. Francesco Russo (Università Mediterranea di Reggio Calabria) moderated a panel composed of Richard Morton (IPCSA), Pat O'Leary (PEMA), and Chee Yew Wong (Leeds University Business School). The panelists reported their point of view on the enhancement of the vertical integration along the supply chains and of the horizontal integration among the port stakeholders. Francesco Russo presented a theoretical framework to assess the role of emerging ICT inside the Port Community Systems (PCS) for the solution of shared decisions among the port stakeholders. Pat O’Leary addressed the levels of machine digitalisation and the evolution process from Product Manufacturer to System Integrator. Cee Yew Wong presented the elements of virtual integration of the “vertical” chains for real-time visibility-tracking and the possibility to relate with “horizontal” chains. Richard Morton stressed the necessity to put at the center of analysis the human behaviour and the importance of having standards, in order to consider the technology as an instrument and not an end. Giuseppe Musolino stated that some interesting elements have emerged in each presentation. The objective will be to further specify together the theme of digitalization and of the 5th-generation ports during some internal meetings towards the WCTR2023 Conference.  On the Northern Sea Route, Prof. Elena Efimova (Saint Petersburg State University) moderated a panel composed of Prof. Nikolay Didenko (Peter the Great St. Petersburg Polytechnic University), Assoc. Prof. Kseniya Kikkas (Peter the Great St. Petersburg Polytechnic University), Anna Kuzaeva (FORMAT LLC), Kseniya Mitryukova (Saint Petersburg State University), and Zhixing Shen (Saint Petersburg State University). The Northern Sea Route (NSR) is a maritime route officially defined by Russian legislation as lying east of Novaya Zemlya and running along the Russian Arctic coast from the Kara Sea, along Siberia, to the Bering Strait. It does not include the Barents Sea, and it therefore does not reach the Atlantic. The main task of the section is to review the main issues of the NSR in order to minimize the gap between academic research and practice. Arctic issues are under the scrutiny of politicians, businessmen, academics and military experts. Nikolay Didenko and Kseniya Kikkas described the current situation in ports infrastructure along the Northern Sea Route. The analysis of the statistical data and case studies allows them to evaluate prospects of the basic Arctic industrial and infrastructural projects. They believe that stochastic graph model helps develop the strategy for the development of the NSR as an alternative route to traditional transportation through the Suez Canal. Based on a comparative analysis of the Eurasian traditional routes and the NSR, Anna Kuzaeva considered the advantages and disadvantages of the Northern Sea Route for Trade Logistics. She highly evaluates the prospects of the Arctic route. Kseniya Mitryukova examined the dynamics of freight traffic through the Russian ports in different maritime basins. She thinks that the NSR can be considered as an alternative route for the delivery of goods to the northwestern regions of Russia under the current geopolitical situation. Zhixing Shen focused on advantages of the NSR specifically for China mentioned on guarantees of the security of the supply chain, the reduction in the cost of transportation and the duration of the traffic. He considers three key reasons of using the NSR by Chinise business actors: stable trading volumes on exchange-traded commodities, regular sea transportation and developed port infrastructure, and longer, all year in prospect, navigation period. Zhixing Shen believes that China 's interest is increasingly attracted to this maritime route because of the high chances of improving and strengthening the national economics.  With respect to maritime education and skills after COVID-19, Prof. Cassia Galvao (Texas A&M University Galveston) moderated a panel composed of Prof John Hark (Texas A&M University Galveston), Prof Ana Casaca (WofSPortugal, ISEL and CIMOSM/Centro de Investigação em Modelação e Optimização de Sistemas Multifuncionais), and Dr Leo Robles (Federal University of Maranhao State, Brazil). Maritime Education as a term is oftentimes taken as the training for shipboard officers and engineers. Although they form a fundamental piece of the maritime workforce, there are a significantly increasing number of other maritime professionals composing the workforce in shoreside jobs in multiple functions and levels of maritime logistics organizations. This panel aimed at discussing cases and best practices for training and educating the current and future talents in the maritime industry. The panelists focused on shoreside jobs and the acute need to 1) attract more professionals; 2) provide adequate training for their work responsibilities and; 3) assess the conditions of current online/web-based training programs. Jacquie Young-Hall presented the case of Port Houston and their initiative with students from Middle and Highschool in the Houston area. The Port of Houston Partners in Maritime Education reaches over 1000 students every year and promotes jobs at an entry-level with the fast development of a career in maritime shoreside. Ana Casaca addressed the most updated challenges and trends of maritime education distance and online programs amidst the disruptions caused by Covid-19. Her research has interviewed over 300 maritime professionals and educators in various countries and there is certainly a lot more to be done by educators and stakeholders involved in maritime education. Leo Robles presented the case of Executive Education initially sponsored by the mining company Vale and then expanded to the whole maritime community through various delivery methods. The Executive MBA filled a gap in executive education in the maritime logistics field in Brazil and because it was designed in Portuguese, it also opened up opportunities for other Portuguese-speaking places, like Mozambique. There are several insights from each of these presentations, which we intend to expand in the WCTRS 2023 Conference.  Finally, Prof. Valentin Carlan (University of Antwerp) introduced the Smart Ports barometer. The barometer is an instrument that should allow ports to verify their state of advance in being innovative. Valentin highlighted the various dimensions that being smart involves.    **Prof. Thierry Vanelslander*, University of Antwerp, Antwerp, Belgium***   Public transport strategy and epidemic prevention framework in the Context of Covid-19 A picture containing text, wall, indoor  Description automatically generated  **Naveen B.R. Anjula Gurtoo**  Novel coronavirus had brought the world to standstill for a moment affecting almost all the industries due to lockdown. Among these public transport was one of the worst hit industries with unprecedented losses coupled with restriction on mobility due to spread of virus. As countries across the world modify their travel in the face of the Covid-19 pandemic, the first casualty becomes the public transport sector. Transport authorities across the world have reported about 95% reduction in users during peak COVID-19, decrease of fare box revenues and additional costs for disinfecting and implementing physical distancing measures. The public transport companies in India face a larger crisis as nearly 85% people travelling intercity use public road transport in normal times. This study draw passenger clusters based on their travel dynamics and develop two frameworks, namely, passenger driven transportation strategy framework and epidemic prevention strategy framework to deal with the COVID-19 induced travel changes.  The frameworks use three tenets of mobility namely agility, integrated movement, and public based partnership. The strategies aim to enable the transport enterprises to open new windows of travel and efficiencies for the passengers rather than restricting access and choices. However, security remains fundamental to making these new and innovative service changes possible. From this study, three types of passengers groups emerged, from which corresponding challenges are derived, and respective strategies are devised. Further, epidemic prevention strategies are defined to effectively address the challenges based on agility, integrated movement, and public based partnerships through three modes: Red, Yellow and Green.  The proposed transport strategy and epidemic prevention strategy frameworks helps public transport organizations to devise appropriate response plan to effectively manage COVID like health pandemics to ensure services are provided even during these times. Since public transport system can form one of the transmission channels of infection, the study finding helps government and companies to minimize the virus spread through adopting the strategies framed here. The one size fits all strategy, evidently, cannot be applied. The study has, therefore, identified the different segments of customers, their travel behavior and perception and framed respective response mechanisms. The study can help governments to provide instructions to transport organizations to frame contingency policies tailored for different segments of passengers. With help of the study finding, the public transport can be made efficient and effective by redesigning services even with the restrictive capacity. These frameworks help government to ensure public transport services to public especially who do not have alternate choice of transport, low income group and essential workers. Specific and relevant service parameters can be focused during the pandemic situations based on passenger perceptions instead of considering all the parameters. The framework helps governments to take policy decisions transport service based on scientifically sound methodologies instead of making contingency adjustments in an ad hoc manner. The frameworks proposed in the study can be applicable to all situations such as during COVID, post- COVID, future health pandemics and normal situation because of its nature of agility and integrated technology movement.  ***Reference:*** Naveen, B.R., & Gurtoo, A. (2022). Public transport strategy and epidemic prevention framework in the Context of Covid-19. Transport Policy, 116, 165-174. <https://doi.org/10.1016/j.tranpol.2021.12.005>   Membership of the WCTRS  |  |  | | --- | --- | |  | The WCTRS is the only international society in transportation with a truly global network, bringing together over 1000 members from 67 countries to advance and exchange ideas and research across the transport sector. |     Members connect through the Society's triannual World Conference, which provides a rich forum to present and discuss the latest in transport research and practice, and through the activities of the Society's Task Forces and 33 Special Interest Groups, each of which represents a specific area of interest and inquiry. Members under 35 years old are additionally invited to participate in the Young Researcher's Initiative activities, which include a one-day event at the World Conference where young researchers can present their work and take advantage of networking opportunities and discussions on career development.  As well as being able to access this global network through Society events and our exclusive membership database to make contacts and further research collaborations, WCTRS members also benefit from the Society's partnerships with other prominent transport organisations, such as the International Transport Forum, the Eastern Asia Society for Transportation Studies, and the Partnership on Sustainable, Low Carbon Transport. WCTRS and its partners exchange news and details of events, jobs, and publication opportunities and make this information available to members. All WCTRS members can obtain free online membership to the Society's two journals, [Transport Policy](https://www.journals.elsevier.com/transport-policy) and [Case Studies in Transport Research](https://www.journals.elsevier.com/case-studies-on-transport-policy), and have the opportunity to propose titles for publication in the WCTRS and Elsevier Transportation Book Series.  From academics, practitioners, and students to interested individuals, everyone is invited to join the Society and take part in its activities. Transport Organisations who wish to support the Society can apply for Supporting Organisational Membership to access a number of promotional opportunities and memberships for up to two individuals.  **WCTRS Membership - Free for 2022/2023**  **We are excited to share the decision of the Steering Committee that membership for WCTRS will be free of charge from July 2022 to mid-July 2023. Normally the period of membership is three years, running between our main conference. However, with Covid and the postponement of the Montreal face to face event to 2023 we will extend existing members' membership for one year. There will be no need to fill out any forms to extend membership, but we will shortly be in touch with final details in case anyone wishes to opt out.**  **We have announced the opportunity for non-members to join the society free for this coming year in the run up to Montreal. We hope this will be a great opportunity for more people to get involved in the Society and we will value your support in promoting this. More details will follow shortly.**  When: July 2022 to mid-July 2023  Further Information: On the [WCTRS website](https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwctrs-society.com%2Fwctrs-membership%2Findividual-membership%2F&data=05%7C01%7Cwctrs%40leeds.ac.uk%7C80f07dabf1ca4cf4df4608da5904735d%7Cbdeaeda8c81d45ce863e5232a535b7cb%7C1%7C0%7C637920172924481357%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=YXjl8wUZsPQ65UirbxW1s08zyVxCJtAuZKdk5jwu768%3D&reserved=0)  If you have any questions about membership, do not hesitate to contact the [WCTRS Secretary](mailto:wctrs@leeds.ac.uk).  **Prof. Greg Marsden, *University of Leeds, WCTRS Secretary-General*** |
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