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2023 WCTR Keynote Address

What is Causality in Modeling? And What Data Do We Need to Extricate Causal Insights?



Prof. Chandra Bhat

University Distinguished Teaching Professor, Joe J. King Endowed Chair Professor in Engineering, University of Texas, Austin, USA

“Causality” is intrinsically a latent continuous process that is not observable, with cause-effects potentially changing roles during the continuous process leading up to the final observed outcomes. This is particularly the case with natural field data collection (as opposed to data from controlled laboratory experiments). Indeed, the use of the term causal inference, as it necessarily is in all interpretations of the term in the scientific literature in the context of natural data collection, is in epistemic terms.

While causality is a slippery issue, it behooves analysts to consider methods that, to the extent possible, disentangle spurious (unobserved factor) correlation from “true” causality effects. As a simple example, when teasing out any causal effects of the purchase/use of vehicles equipped with partially automated features (that is,

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](#)

2. Urban Mobility Research in India transport: Selected proceedings from 13th Research Symposium of 15th Urban Mobility India Conference & Expo 2022

For details: [Click Here](#)

3. A new Transport Research and Education Network to help ESCAP member States achieve sustainable transport

For details: [Click Here](#)

4. Annual competition for young researchers in the field of Transport

PAFs such as lane-keeping, automated braking systems, and automated cruise control) on vehicle miles of travel, it is important to recognize that those with PAF-equipped vehicles may be intrinsically safety-conscious (say an unobserved variable), which also then makes them travel less (to avoid crash exposure). If this unobserved self-selection effect related to PAF is ignored in cross-sectional data analysis, the analyst would not accurately estimate the causal effect of PAF-use on VMT.

Beyond methods, there are many ways to collect data that may provide behavioral insights. Each of these data collection approaches have some positives but also some potential limitations. Especially when analyzing human behavior in fast-evolving technological, humanitarian, and environmental contexts, we cannot be sure which data collection approach would provide better insights about activity-travel characteristics than other approaches. In this context, no one data collection approach singularly is a panacea or necessarily a better representation of future behavior than other approaches. But the combined insights from single-data studies, as well as those from multi-data studies that combine data from multiple of these sources, can be beneficial in getting a reasonable sense of what the future holds. So let's celebrate in the diversity of data collection approaches and let's think about how best to harness the full potential of the different data collection approaches (including not only quantitative data, but also qualitative data) to develop causal insights for future activity and travel behavior predictions.

Prof. Chandra Bhat, University Distinguished Teaching Professor, Joe J. King Endowed Chair Professor in Engineering, University of Texas, Austin, USA.

Report on International Traffic Signal Control Conference 2024 (ITSCC 2024) jointly organized by SIG C2 and C3

28-30 July 2024, Chengdu, China

International Traffic Signal Control Conference 2024 (ITSCC 2024) was successfully held in **Chengdu, China**, on **July 28-30, 2024**. This conference was jointly organized by **SIG C2 (Urban Transport Operations)** & **C3 (Intelligent Transport Systems)** of **WCTRS** and **Sichuan Police College**, under the leadership of **Prof. Zong Tian** from University of Nevada, Reno, who is the manager of **Topic Area C (Traffic Management, Operations and Safety)** as well as the **Co-Chair of SIG C2** of WCTRS.

The theme of the conference is new technologies and future directions of traffic signal control, with a focus on methodological innovations and practical applications. This conference is a part of the series of international signal control

Economics with a winning prize of €1,000

For details: [Click Here](#)

Abstract submission

deadline: **Sept 30, 2024**

5. Special Issue of Transportation Research Part E: Logistics and Transportation Review on “Emerging AI-Driven Smart and Sustainable Mobility”

For details: [Click Here](#)

Paper submission deadline:

Aug 30, 2024

6. Call for papers: 7th Interdisciplinary Conference on Production, Logistics and Traffic (ICPLT) 2025

For details: [Click Here](#)

Paper submission deadline:

Sep 02, 2024

7. EIT Urban Mobility Bari Summer School 2024: Sustainable Mobility in Car-Dependent Regions

For details: [Click Here](#)

8. Special Issue of International Journal of Production Economics on “Theorizing, Designing, and Implementing Digital Twins in Operations and Supply Chains”

For details: [Click Here](#)

Paper submission deadline:

Dec 31, 2024

forums under the umbrella of SIG C2, which is primarily intended to bridge international researchers and practitioners in the field of road traffic signal control. The 1st and the 2nd conferences took place in the year of 2016 and 2018, respectively.

The president of WCTRS, **Prof. Tae Oum**, kindly addressed an opening remark on the scope, vision and achievements of WCTRS at the conference. **Prof. Chris Day** from Iowa State University (USA) and **Prof. Martin Fellendorf** from Graz University of Technology (Austria, SIG C2 member) offered two keynote speeches on Update of the US Traffic Signal Timing Manual and C-ITS and its Impact on Future Traffic Signals, respectively. More than 20 invited presentations were allocated in 6 regular sessions, covering the topics on traffic signal timing manual, highway capacity manual, arterial coordination control, transit signal priority, traffic safety improvements at signalized intersections, emerging data sources and technologies for traffic signal control, etc.



Nearly 150 researchers, practitioners and students from USA, Germany, Italy, Australia, Austria, Iran, Malaysia and China, covering more than 30 universities, research institutions, traffic police departments and industrial companies, attended the conference. The affiliations of the attendees include University of Nevada, University of Rome, Graz University of Technology, Oregon State University, University of Idaho, Ruhr University Bochum, University of Pittsburgh, Queensland University of Technology, Golestan University, University Teknikal Malaysia Melaka, DKS Associates, Advanced Mobility Group, Sichuan Police College, Tongji University, South Petroleum University, Chongqing Jiaotong University, Anhui Police College, Shanghai Maritime University, Harbin Institute of Technology, North China University of Technology, etc.

9. Special Issue of
Transportation Research
Part C: Emerging
Technologies on “The
economics of platform-
based mobility and logistics
service”

For details: [Click Here](#)

Paper submission deadline:

Oct 30, 2024

Prof. Ashish Bhaskar (Queensland University of Technology, Chair of SIG C3), **Prof. Keshuang Tang** (Tongji University, Chair of SIG C2), **Prof. Gaetano Fusco** (University of Rome), **Prof. Ning Wu** (Ruhr University Bochum), **Prof. Fusheng Zhang** (North China University of Technology), **Prof. David Hurwitz** (Oregon State University), **Dr. Alex Stevanovic** (University of Pittsburgh, SIG C2 member) joined the conference and contributed presentations on various opportunities and challenges on signal control.



Prof. Keshuang Tang, Tongji University, China. Chair SIG C2.

Fourth Webinar of International Webinar Series on “Sustainable Transport and Livability”



Rethinking accessibility in a post pandemic, net zero world by Prof. Roger Vickerman

We are excited to announce the **Fourth Webinar** of **International Webinar Series** on **“Sustainable Transport and Livability”** Jointly Organized by **Special Interest**

WCTRS society journals



[Transport Policy](#)



[Case Studies in Transport Policy](#)

WCTRS book series

For details, visit: [link](#)

Group (SIG-F4) of the World Conference on Transport Research Society (WCTRS) and Sustainable Transport and Livability (TSTL), Journal, Taylor & Francis in association with IISc Sustainable Transportation Lab. (IST Lab.), Indian Institute of Science (IISc), Bengaluru.

About Webinar Series

To foster knowledge exchange and propel the discourse on topics related to Sustainable Transport and Livability, a collaborative international webinar series is jointly initiated by the Special Interest Group (SIG-F4) - Livability and Sustainable Transport of World Conference on Transport Research Society (WCTRS) and the Sustainable Transport and Livability (TSTL), Journal, Taylor and Francis, in association with IISc Sustainable Transportation Lab., Indian Institute of Science, Bengaluru.

The proposed series will primarily focus on key themes addressing the linkages between sustainable transport and livability as follows: How sustainable transport interventions affect physical, mental, economic, and social well-being. How sustainable transport interventions can make society and individuals healthier and happier. How sustainable transport interventions affect the quality of life, equity, and social justice. How sustainable transport impacts safety, accessibility, affordability, and environmental quality. How sustainable transport can contribute toward improving disaster resiliency of urban transport systems. Previous speakers were Prof. Aruna Sivakumar, Imperial College London, UK; Prof. Ahmed El-Geneidy, McGill University, Canada; Prof. Kazuki Nakamura, Meijo University, Japan; Prof. Pushpa Choudhary, Indian Institute of Technology, Roorkee, India.

Webinar Format and Speakers

Each session will be of 1 hour duration and will comprise of expert presentations and interactive Q&A sessions. The potential speakers will include eminent researchers through invitation and selected authors of papers published in the TSTL journal.

Fourth Webinar of Series “Sustainable Transport and Livability”

Speaker: Prof. Roger Vickerman, University of Kent & Imperial College London, UK

Title: Rethinking accessibility in a post pandemic, net zero world

Date: 30th August 2024, Time: 2:00 PM - 3:00 PM (IST)

Please register using the following link:

<https://events.teams.microsoft.com/event/baa7a261-7f46-4fcc-b3e1-89f99b282aa4@6f15cd97-f6a7-41e3-b2c5-ad4193976476>

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Visit us on

[https://www.wctrs-
society.com/](https://www.wctrs-society.com/)

E-mail to us at



Webinar Platform: **Microsoft Teams** (Please download Microsoft Teams app preferably for attending the event)

Agenda

Introduction to webinar series: 15 Mins
Presentation by the invited speaker: 30 Mins
Q&A: 15 Mins

Abstract

Most measures of accessibility depend on the specific context for which they are used. This paper explores the way measuring accessibility needs to change to meet the needs of equity both across communities and across generations. The accessibility of a place needs to reflect the accessibility faced by all individuals at that place. Including equity in investment appraisal raises the problem that implicit lower values of time for certain groups can lower the value of investments making improvements to transport in poorer areas more difficult to justify. The Covid-19 pandemic led to reductions in peak-hour traffic and the decentralisation of residential location as working from home increased. The move towards net-zero affects mode choice and changes infrastructure needs. In the longer term, however, this will require a recalibration of mobility needs and housing needs as the cost of movement rises to meet these new challenges. The paper explores the need to redefine both the economic mass to which access is sought and the deterrence effect of space recognising that this will need to reflect the different circumstances of individuals and households. Accessibility is ultimately a reflection of the general equilibrium of labour, housing and transport markets.

About Speaker



Prof. Roger Vickerman

Emeritus Professor of European Economics, University of Kent, UK

**Editorial team of WCTRS
Research Newsletter**

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Roger Vickerman is Emeritus Professor of European Economics at the University of Kent where he has been a member of the academic staff since 1977. He is also a Visiting Professor in the Department of Civil and Environmental Engineering at Imperial College London where he is Chair of the Transport Strategy Centre. Educated at the Universities of Cambridge and Sussex, he has an Honorary Doctorate from the Philipps-Universität, Marburg; he is a Fellow of the Academy of Social Sciences; a Fellow of the Royal Society of Arts, a Chartered Fellow of the Chartered Institute of Logistics and Transport and a Fellow of the Regional Studies Association. He has been a visiting professor in Canada, Germany, Hungary and Australia. From 2009 to 2014 he was Dean of the Brussels School of International Studies and then 2014-2017 Dean for Europe, where he was responsible for developing the University's strategy towards its European engagement, including strategic oversight of its four European Centres in Brussels, Paris, Athens and Rome and how these fit into its wider global strategy. His research focuses on the relationship between transport (especially infrastructure) and economic development, regional development and integration in the European Union. He is particularly known for his studies on major infrastructure projects, such as the EU's Trans-European Networks and high-speed rail. He has served as a member of SACTRA (Standing Committee on Trunk Road Assessment), as an advisor to Committees of both the House of Commons and House of Lords in the UK Parliament and acted as a consultant to the European Commission, various government departments and regional and local government authorities in the UK and overseas, and a member of the Economics Advisory Panel to HS2 Ltd. He is the author of 6 books (including the textbook *Principles of Transport Economics*, with Emile Quinet) and over 150 chapters, journal articles and reports. He has edited the *Handbook of Transport Economics* (Edward Elgar, 2011) with André de Palma, Robin Lindsey and Emile Quinet, which brings together state of the art reviews from over 50 of the world's leading transport economists and *Recent Developments in the Economics of Transport*, 2 volumes (Edward Elgar, 2012). He sits on the editorial boards of several journals in both transport and regional science and was Editor in Chief of *Transport Policy* 2010-2016. He was awarded the Jules Dupuit Prize of the World Conference on Transport Research Society in 2016.

*Prof. Ashish Verma, Indian Institute of Science, India. Chair, SIG F4.
Prof. Kazuki Nakamura, Meijo University, Japan. Co-Chair, SIG F4.*

2024 Global Sustainability Supply Chain Student Competition



Dear WCTRS Members,

We are excited to invite you to participate in the **2024 Global Sustainability Supply Chain Student Competition**. This prestigious competition brings together the world's brightest students to develop actionable, sustainable solutions to real-world global supply chain challenges. The event integrates educational resources empowering and celebrating young minds worldwide in taking action towards the UN Sustainable Development Goals.

Open to all current full and part-time postgraduate and undergraduate students from degree-granting institutions globally. The competition fosters cross-cultural learning through an optional Paired-Teams program, matching students from different regions to collaborate and compete together.

In our inaugural 2023 edition, **71 student teams from 32 universities on 4 continents** developed innovative solutions to complex supply chain cases. Their solutions were evaluated by representatives from the case companies and esteemed judges from notable institutions, including the UN Group of Friends of Sustainable Transport, UN Global Compact Principles for Responsible Management

Education Foundation, The World Bank Group, International Federation of Freight Forwarders Associations, etc.

Participants will receive a Certificate of Participation, and winning teams are invited to Geneva, Switzerland, to receive their awards and meet with UN representatives.

Here's what past participants had to say:

Prof. Martin Dresner from the University of Maryland: *“Addressing supply chain sustainability is one of the foremost issues faced by companies globally. Industry leaders seek ways to reduce carbon footprints, minimize waste, and conserve water, among other sustainable goals. The Global Sustainability Supply Chain Student Competition fosters new ideas and solutions to these critical challenges.”*

Prof. Prakash Mirchandani from the University of Pittsburgh: *“I talked to the team, and based on their comments and my own experience with other case competitions, I think the Global Sustainability Supply Chain Student Competition was run really well. Congratulations!”*

Dr. Charles Kunaka from the World Bank Group: *“I found it quite innovative and stimulating to see the creativity and innovative solutions that the students came up with.”*

Ms. Luisa Murphy from UNPRME: *“Congratulations on this impressive initiative and competition! Its global nature, SDG and supply chain focus, and hands-on work by students to solve these challenges align perfectly with our mission at PRME. Thank you for your support, collaboration, and dedication. I am truly grateful for the opportunity to have worked with you all.”*

The Global Sustainability Supply Chain Student Competition is organized by the **Global Supply Chain Classroom (GSCC)**, **International Center for Transport Diplomacy (ICTD)**, and the **Federation of Freight Forwarders Associations (FIATA)**. It is endorsed by the **United Nations Group of Friends of Sustainable Transport** and recognized as a key educational initiative supporting **UN World Sustainable Transport Day**. Please see the attached brochure for more information.

Registration is **open until September 29th**. To learn more about the competition, please visit www.supplychainsdg.org - the official site for the UN-Sponsored: Global Sustainability Supply Chain Student Competition or contact **Mr. Chung Tam** (organization committee member and president of GSCC) at ctam@gscclass.com

Thank you for your support.

Declaration on Building a Community for Public Transport Development at 2021 China (Beijing) International Public Transport Conference

We, representatives of the public transport sector and related industries from around the world, hold the **International Conference on Public Transport in Beijing, China**, on November 12th, 2021. With “**Digitalization and Intelligence Transform the Mobility Landscape**” as the conference theme, we are committed to the shared vision of developing public transport systems that are more human-oriented, convenient and expedite, comfortable and safe, energy-saving and eco-friendly, flexible and diversified, to make our urban mobility a more enjoyable experience.

The public transport is the artery of urban operation, the bond of mutual learning among civilizations, and the representation of cutting-edge technological development. We respond to the initiative of the second United Nations Global Conference on Sustainable Development of Public Transport. We adhere to the belief that public transport should be developed in coordination with the development of economy, science and technology, advancement of social civilization, and harmonious coexistence with nature. With a strong desire to build a community for the development of public transport and solicit full support from all stakeholders to achieve its sustainable development, we hereby declare;

1. We recognize that human being's pursuit of good quality transport has never ceased. Improving public transport, especially ground transportation, is the most straightforward, economical, and convenient means to ease traffic, which reflects the basic public service level of the government. We note that the world is experiencing profound changes unseen for a century. As the COVID-19 is still spreading around the world, and a new round of technological revolution and industrial transformation is still unfolding at an unabated pace, the needs, structure, and connotation of the urban transport have thus experienced major changes, evolving towards an electric, intelligent, networked, shared, integrated and green system.
2. We reaffirm that we will adhere to the passenger-centered development philosophy, respect people's equal rights to travel, attend to the mobility needs at different levels, address the imbalance in the public transport development between different regions and between urban and rural areas, and fully recognize the mobility inconveniences people who are vulnerable or physically handicapped face. With the rationale that “Mobility as Life”, we aim to turn the public transport into mobile life scenes that are convenient, accommodative,

comfortable and safe, by providing more diversified, equalized, user-friendly, refined, and quality services.

3. We are determined to empower the development of public transport with advanced technologies, stimulate the interconnectedness of the major elements in operating and manufacturing, implement changes in operating structures, mechanisms, management and procedures, reshape models of operating and manufacturing, asset management and industrial collaboration, build “smart vehicles”, “intelligent stops”, “digitalized routes”, and “mobile networks”, promote the development of digitalized, networked, and intellectualized public transport systems, with an aim to guide the innovations in passenger transport.
4. In response to the call of the “Carbon Emission Peak” and “Carbon Neutrality”, we spare no efforts to build public transport systems that use new energy and/or clean energy, develop facilities technology pathway that is energy-saving, eco-friendly, safe and efficient, construct scientifically sound energy supply systems, promote the integrated development of the public transport network, infrastructure network, energy supply network, and information network, and take the lead in achieving the goal of “Carbon Emission Peak” in the public transport sector.
5. We bear in mind that safety is the red line and the bottom line for public transport development. We strive for safety development throughout the whole process of production, operation, and management, improve the essential safety of the public transport infrastructure and equipment, strengthen the ability for early warning, prevention, and control of safety incidents and crisis, in an attempt to achieve the goal of “zero hidden dangers, zero accidents, and zero deaths”.
6. We attach great importance to the cultural and historical aspect of the public transport development. Public transport is a “mobile name card” and an irreplaceable urban cultural element. We promote the inheritance and development of urban cultures, enrich and display cultural connotations of cities, and make public transport an important vehicle for maintaining good local practices and customs and for establishing social morals and regional culture.
7. We call on all stakeholders in the public transport sector, including passengers, bus operators, business partners, research institutions, local communities, and governments of various levels, to take more joint action to develop the public transport ecosystem. More specifically, we would like to strengthen dialogue, consultation and coordination, promote cooperation in various fields, take concerted action to tackle various risks and challenges, and build a more closely knit community conducive to the sustainable development of public transport.

8. We welcome guidance from high-level political leaders with regard to ways to properly address and/or prevent public transport problems. We call on the governments to adhere to the strategy that prioritizes public transport development, lay down relevant policies, laws and regulations, plans, and standards, and take practical actions to ensure the public transport sector's priority in land use for facility building, in investment arrangement, in allocation of way right, and in fiscal and tax support. As such we reinforce the public transit oriented urban development model, and enhance the reliability, stability, sustainability of, and interest in, public transport development. We appeal to the governments, enterprises, and the general public to work together to care for drivers and conductors with regard to their occupational health and safety, working environment, and remuneration package, so as to make their occupation a respectable and decent one.
9. We strive to develop worldwide communications and collaborations on urban public transport. By effectively disseminating information, knowledge and experience, we volunteer to share our best public transport practices; by taking all-round, multi-tiered, and multi-field joint or concerted actions, we are pooling wisdom and resources to promote the modernization of the global public transport governance system and capacity.
10. We cherish the hope that the consensus we have reached today will be conducive to the sustainability of public transport development and to the well-being of the present and future generations. We will keep up the momentum to strive for a great future that we truly desire.

Prof. Haixiao Pan, Tongji University, China. Manager, Topic Area F.

Electric Vehicle Conference 2025

14 - 16 May 2025, Stuttgart, Germany



We are pleased to announce the [Electric Vehicle Conference 2025](#), organized by the German Aerospace Center (DLR), which will be held from 14-16 May 2025 in Stuttgart, Germany.

We invite submissions of [abstracts](#) for consideration in this prestigious event.

Key Details:

- **Conference Dates:** May 14-16, 2025
- **Location:** Stuttgart, Germany
- **Organised by:** DLR
- **Abstract Submission Deadline:** November 15, 2024 (Extended Abstract)
- **Website:** <https://evc2025.welcome-manager.de/>

Main Themes:

- 1. Engineering and Technology**
 - a. Battery Technology and Energy Storage
 - b. Power Electronics and Electric Drivetrains
 - c. Vehicle and aircraft Design and Manufacturing
 - d. Autonomous and Connected EVs
 - e. Charging Infrastructure and Grid Integration
 - f. Electric aviation technologies
- 2. Environmental and Sustainability Studies**
 - a. Lifecycle Assessment of EVs
 - b. Renewable Energy Integration
 - c. Urban Planning and Infrastructure Development
- 3. Economics and Policy**
 - a. Market Dynamics and Consumer Behavior
 - b. Policy and Regulation
 - c. Economic Impact
 - d. Public and Private Sector Collaboration
- 4. Social Sciences and Humanities**
 - a. Social Impact of EVs and Electric Aircraft
 - b. Ethical Considerations
 - c. Cultural Studies
- 5. Computer Science and Data Analytics**
 - a. AI and Machine Learning in EVs and Electric Aircraft
 - b. Big Data and IoT
- 6. Health and Safety**
 - a. Safety Standards and Crash Testing
 - b. Public Health Implications
- 7. Legal and Ethical Issues**

- a. Intellectual Property and Patents
- b. Liability and Insurance

We particularly encourage submissions from students as well as scholars of any seniority from least developed countries as defined by the UN, with reduced fees applicable for these participants. More information, including the keynote speakers, will soon be announced on the official conference website.

Authors of accepted abstracts can opt to submit full manuscripts for publication in an Scopus indexed journal. We are still under negotiations with publishers for a Special Issue. We look forward to receiving your submissions and welcoming you to Stuttgart for a fruitful and inspiring conference.

*Prof. Patrick Jochem, Karlsruhe Institute of Technology, Germany.
Chair, SIG F2.*

SIGA2 Conference 2025

The Port and Maritime Sector: Key Developments and Challenges

May 7-9, 2025, University of Antwerp

This three-day international conference has a number of specific features which make it into a laboratory for scientific developments useful for practice and policy:

- A mix of disciplines, and academic and, sector and policy contributions
- No paper submission is compulsory, so leaving room for researchers to further develop new ideas up to the conference
- Scientific sessions combined with a port visit and Antwerp culture
- Democratic registration fee of €250.

Organized by

- The Special Interest Group A2 Ports and Maritime of the World Conference on Transport Research Society WCTRS
- Department of Transport and Regional Economics, University of Antwerp, Belgium

Deadlines

- Abstract submission: 15 September 2024
- Decision concerning abstract: 15 October 2024
- Full paper if willing to be considered for journal publication: 1 April 2025.

Abstract submission Info: [Click here](#)

More details: [Click here](#)

Prof. Thierry Vanelslander, University of Darmstadt, Germany. Chair, SIG A2.

Membership of the WCTRS

The World Conference on Transport Research Society (WCTRS) provides a forum for the interchange of ideas among transport researchers, managers, policymakers, and educators from all over the world from a multi-modal, multidisciplinary, and multi-sectoral perspective.

Every three years, the Society holds the World Conference, where leading transport professionals from all countries and areas convene to learn from one another. WCTRS Montréal was held from 17th-21st July 2023.

In addition to our [Special Interest Groups](#), which facilitate research activities and the exchange of ideas in 42 topic areas, the WCTRS has a number of Task Forces that conduct research into emerging issues in transport and aim to bridge gaps between research and policy-making.

All academics, practitioners, students and interested individuals are invited to apply to become an individual member of the WCTRS. You can apply to join at any time by completing [this online form](#) or returning the completed application form (see the link below) to the [WCTRS Secretary](#).

The benefits of membership include:

- Access to a truly international network of transport academics and practitioners, which is the only such worldwide network, with over 1000 experts interested in transport research from over 80 countries.
- A wide variety of Special Interest Groups (SIGs), each dedicated to a specific academic topic, from mode-specific policy and modelling to solutions for climate change and disaster resilience. The full list can be found on the SIGs webpage.
- A free online subscription to the Society's two Journals: Transport Policy and Case Studies on Transport Policy.
- Online access to the proceedings of past conferences.
- Liaison with some 30 partner journals, which publish the best conference papers.

- Outreach to international organizations such as the International Transport Forum, World Bank and UNFCCC conferences.
- WCTRS Young Initiatives, including the WCTRS-Y Conference, grants awarded to young researchers, and dedicated newsletters and job information.
- Opportunities to contribute to the planning of a future World Conference through participation in Special Interest Groups and other Society activities.

More details: [Click here](#)

WCTRS RESEARCH NEWSLETTER

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