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President Address

Yoshitsugu Hayashi, President

WCTR Shanghai 2016 was a great success with a very high quality achieved by the host's warm and challenging spirit to have made possible to introduce new trials and substantial reforms in organising the conference. On behalf of WCTRS, I would like express sincere gratitude to Tongji University for their incredible hospitality and the Chinese members of Local Organising Committee gathering from nation-wide various organisations.



Prof. Hayashi

Innovations were achieved including 1) introduction of CMS (Conference Management System) which treated as one stop system from registration to full paper reviews in an integrated manner, 2) linkage to major journals to publish best papers, 3) enhanced SIGs with their doubly increased total number to 30, and 4) starting of SOM (Supporting Organisational Membership). I expect SOMs will bring a new fresh wind into WCTRS and show new directions of research while at the same time they need practically useful research results for industries. These innovations have attracted many new members, particularly young researchers. Despite these achievements, I still would like to listen to frank voices from the participants in WCTR Shanghai on the good aspects to inherit and bad aspects to improve.

The next WCTR will be held in 2019 in Mumbai. It is an era of developing and emerging countries where economy is substantially increasing there are critical transport issues to lead the cities in chaos. They really need transport research. WCTRS should further enhance the activities of SIGs in two folds; a) to produce more publications of papers and books to fully utilise WCTRS official and partner journals and the newly started WCTRS-Elsevier book series, and b) to develop the ways to contribute to the real world politics and policy making. As SIGs are experienced groups in various fields in transport, they could become quite influential by issuing an SIG Annual Report analysing the related issues like World Watch or Club of Rome reports.

I would like to ask SIG chairs to always invite private business people and local/national officers. To be active in SIGs will present you many friends to enhance enormous research and business chances.

A Review of WCTR Shanghai 2016

*Manfred Boltze, Technische Universität Darmstadt, Germany
Former Chair of WCTR Scientific Committee*



Prof. Boltze

Looking back to a successful World Conference on Transport Research held at Tongji University in Shanghai (China), 10-15 July 2016

Here are some data about this event. The conference attracted 1,257 delegates from about 70 countries. 450 delegates were from developing countries and 26 from least developed countries. Strongest delegations came from China, USA, India, Japan, and Germany. During the conference, authors presented 1,167 papers, covering all major aspects of transport research. 198 papers were presented in poster sessions. The conference was organised in eight topic areas, including a total of 39 session tracks. In addition, there were 28 very interesting special sessions with invited speakers, and 19 meetings of WCTRS Special Interest Groups. There were three Plenary Sessions, including inspiring keynote speeches by Prof. Guangtao Wang (China) and José Luis Irigoyen (World Bank). The conference was further enriched by interesting technical tours and a lively social programme. On 10 July 2016, the WCTR Young Conference (WCTR-Y) was held on "Transport Innovations for Mobility and the Environment".

WCTR Shanghai 2016 introduced several innovations in the series of World Conferences on Transport Research. We needed more permanent support from a conference organiser, and we are very happy that in the Elsevier team we found a very professional and reliable partner. We increased the number of permanent Special Interest Groups to support the organisation of session tracks from 15 to 30. Another example is the improved publication opportunities, which increased the share of papers undergoing the full paper review process to 73 % (857 papers). Since July 2016, the Session Track Organisers are working intensively on special issues for several journals, and for other successfully reviewed WCTR papers an edition of Elsevier's Transportation Research Procedia is prepared.

The key findings of the conference and future research needs have been summarised and presented in the Closing Session by the Topic Area Managers and WCTR-Y Chair. The slides of this presentation are available for download at the Society's website (www.wctrs-society.com). Looking at these key findings and all the papers presented at WCTR 2016 Shanghai, we can conclude that new technologies are leading to rapid changes. Shared economy proves to be a driving factor for innovations. Environmental aspects are integrated in a more comprehensive consideration of human health aspects, and more attention is paid to social aspects and inclusion. We can also observe an increasing need to control demand and a more and more dynamic, adaptive, situation-responsive management of infrastructure and transport systems. There are also significant advances in modelling (e.g. multi-agent, gamification, social force). Many papers are indicating that further progress can only be achieved by interdisciplinary research.

While we can certainly conclude that the participants of WCTR 2016 Shanghai made a huge contribution to exchange new knowledge, there are still many gaps and many needs for further research. This alone is reason enough for all of us to plan already today for another successful World Conference on Transport Research to be held **at IIT Bombay (Mumbai, India) on 26-31 May 2019.**

A heartfelt 'Thank you' from the Host of WCTR Shanghai

Haixiao Pan, Conference Director of 14th WCTR Shanghai

We organisers are very pleased to have received many kind praising words during and after the conference. This is all owing to participants in WCTR Shanghai 2016, and all WCTRS members who have given enormous supports. On behalf of our local team, I would like to express our sincere thanks to all of you.



Prof. Pan

The WCTRS2016 was opened with welcoming addresses by Mr. Zhuang Shaoqin, Director of Shanghai Urban Planning Bureau, and Professor Pei Gang, President of Tongji University.

The opening address by Professor Yoshi Hayashi, President of WCTRS, gave an inspiration for the future of Shanghai based on its development stage and the roles of transport planners and engineers referring to the concept of "Limit to Growth" of Club of Rome.

We invited two eminent individuals as keynote speakers. Professor Wang Guangtao, former Minister of Housing and Urban-Rural Development, China, gave long term perspectives for the present and future of China's urban transportation development in the context of globalisation. Mr. Jose Luis Irigoyen, Director of Transport and ICT, World Bank, gave insights on economic growth and the role of transport in global environment and inclusiveness referring to SDGs (Sustainable Development Goals).

In the conference 1185 papers were presented in 255 sessions (222 oral, 33 poster) including 18 in one Ad-Hoc session. The show rate is 90.3% for oral session and 85% for poster session. There were also 28 interesting special sessions, including the Dupuit special session "Secret Origins of Modern Transportation Science" having presentations by former WCTRS Presidents, and 2 mobile sessions. WCTRS2016 was a place where we tried various inventions as follows:

- We prepared bursaries to encourage young researchers from developing countries, for which six papers were selected to award.
- As a new trial, we recruited international volunteers Dr. Derlie Mateo-Babiano (Australia), Dr. Philip Krueger (Germany), Dr. Krenar Ibrahim (Albania) and Dr. Chen Chen (Japan) to join the local team in conference operation.
- We had a large number of student participation in volunteer service to the conference.
- Mobile workshops on specific topics were organised with local institutions, such as a workshop organised by Shanghai Urban and Rural Construction Commission on Planning and Management of Mega Transport Hub.
- CMS (Conference Management System) started systematically linked to Tongji University for payment for registration, programme making and conference operation, while it managed all scientific matters including abstract submission, full paper review and publication in cooperation with official and partner journals.
- We had participation of five SOMs (Supporting Organisational Members), which is a new system of WCTRS.

In the closing ceremony, after the summarising session of conference key findings, the totem was returned from Prof. Pan to President Hayashi. The President then handed the totem over to Prof. Krishna Rao, the Conference Director of WCTR 2019, which will be held at IIT Bombay during 26 – 31 May 2019. The closing ceremony ended with the awarding ceremony of WCTR prizes (details are reported later in this Newsletter).

Concluding this message, we would like to express our sincere appreciation to the sponsors for the enormous support received from local private companies and public organisations, especially to Fumed Co., Shanghai Metro Co., Shanghai Urban Planning Bureau, Shanghai Urban Planning Museum, Shanghai Urban and Rural Construction Commission, Jingzhong Traffic data(Beijing) Co., PTV(China), JARI Electronics Co., Bituwei Software Co., Saikang Transport Safety Co. and Shanghai Chuanyi Information Co. and Shanghai Daben Network Co.

WCTR Prizes and Awards in Shanghai 2016

The Dupuit Prize – Yves Crozet (Chair Dupuit Prize)

Awarded to: Tony May and Professor Roger Vickerman

The Dupuit Prize is the WCTRS major prize, in reference to the French Economist and Engineer Jules DUPUIT (1804-1866), who is well known for his contribution to a first definition of the consumer surplus and its implications on transport infrastructure, building and pricing.

The Dupuit Prize is awarded to a member of the WCTRS who satisfies the criteria of:

- A record of outstanding scientific work;
- A significant reputation in transport policy;
- A reputation for truly international activity, involvement in the creation of global networks;
- Particular contributions to WCTRS and high reputation within WCTRS.

The Prize is donated by RAMBOLL, a company from Finland.

The Dupuit Prize for 2016 was jointly awarded to Professor Professor Tony May and Professor Roger Vickerman for their outstanding lifetime contribution to transport research and their major contribution to the development of WCTRS. Tony May as WCTRS Chairman from 2007 to 2013 and Roger Vickerman as editor in chief of Transport Policy from 2010 to 2016.

Professor May has over 45 years' experience in transport planning and traffic engineering. He has been a professor at Leeds since 1977, and has served as Director of the Institute for Transport Studies, Head of the Department of Civil Engineering, Dean of the Faculty of Engineering and Pro-Vice Chancellor for Research. Prior to 1977 he spent ten years with the Greater London Council, where he was responsible for policy on highways, traffic management and transport-related land use planning, and managed major studies on traffic restraint, parking policy and motorway traffic control. He was elected as a fellow of the Royal Academy of Engineering in 1995.

Roger Vickerman is professor at the University of Kent since 1989, where he has been Professor of Regional and Transport Economics (1989-1998), professor of European Economics (since 1998), Dean from 2009 to 2014, and Dean for Europe since 2014. Before that he has been Junior Research Fellow in Transport Economics, University of Sussex (1972), Lecturer in Economics, University of Hull (1972-76), Reader and then Senior Lecturer in Economics, University of Kent (1979-1989)

Transport Policy Prize – Roger Vickerman (Editor in Chief, Transport Policy 2010-2016)

Awarded to: Gabriela Beirao and J.A. Sarsfield Cabral

The Transport Policy Prize is awarded rubric to the authors of the paper which has been adjudged to have had the most influence in the 3 years up to March prior to each conference, regardless of its date of publication. This is measured by the number of downloads and citations, with citations

being weighted more heavily. A shortlist of the top ten papers is reviewed by the editors of the journal and a recommendation made by the Editor in Chief to the Society's Steering Committee. The 2016 Prize was awarded to Gabriela Beirao and J.A. Sarsfield Cabral for their paper "Understanding Attitudes Towards Public Transport and Private Car: A Qualitative Study" Volume 14, Issue 6 2007. In the three years 2013-2016, the paper had been downloaded 18,798 times, the most of any Transport Policy paper, and cited 164 times.

Recognising Excellence: WCTR Prizes and Awards in Shanghai 2016

Sergio Jara-Diaz, Chair of Prize Sub-Committee

As is tradition, during the Shanghai Conference, the Society recognised the contributions to knowledge and practice of Transport Research by assigning prizes and awards based on a rigorous evaluation of the presented papers. This was the main duty of the Prize Sub-Committee specifically set up by the Society, headed by the Vice-Chair of prizes and composed of the eight Topic Area Managers (TAMs), the President of the Society, the Chair of the Scientific Committee, the President of the Local Organising Committee, the Poster Session Manager and a representative of Cairo University (an agency that provides the funds for one of the prizes). The Sub-Committee decided on the WCTRS Grand Prize (GP) [for best paper including oral and posters], the Young Author's Prize (YAP), the WCTRS Best Poster Paper and the Cairo University prize (Developing Countries). In addition, eight awards were assigned for Best Paper (oral and poster presentation) of the Conference in each of the Topic Areas.



Prof. Jara-Diaz

Taking advantage of the rigorous process of selection within each of the eight streams, the Prize Sub-Committee relied on the work of the eight Area Committees (AC), where each TAM managed the selection procedure in his/her area, with the help of Session Track Organisers. Their task was to identify the best papers based on a set of four criteria (originality, scientific quality, clarity of exposition and practical importance), and propose them to the Prize Committee with a founded recommendation in open form for decision on all prizes and awards. The papers were pre-evaluated before the conference by the Prize Committee for overall consistency, comparability and merit. During the conference, the committee met early to verify general details regarding prizes coverage, to decide on the final list and to assign observers to the corresponding oral and poster sessions. The Committee members provided additional independent opinions on each paper, whilst the member in charge of Special Issues was also invited to the meetings. After deliberation, the Prize Sub-Committee submitted its recommendation to the Steering Committee for the final decision.

The four main prizes are summarised in Table 1, followed by a synthesis of the elements considered by the Prizes Committee.

Table 1: Summary WCTR Prizes

Prize category	Title	Authors/Affiliation
Grand Prize WCTR	Introducing and testing a game-theoretic model for a lottery-based metering system in Minneapolis, United States	Rafael Olarte, Ali Haghani University of Maryland, USA
Young Author Best Paper Prize	Vertical Differentiation between Airline and High-Speed Rail: The	Wenyi Xia, Anming Zhang,

	Effects On Intermodal Competition and Cooperation	University of British Columbia, Canada Shanghai Jiao Tong University, China
Cairo University Prize for Best Paper in Developing Countries	Motorcycle management policy in Taiwan: From dilemma to reality	S.K. Jason Chang, Ching Yi Chen, Ya Wen Chen National Taiwan University, Taiwan
Best Paper(s) from Poster Presentations	Transit route-level passenger alighting probability, probability OD flow and expected OD flow matrices: estimates from boarding and alighting counts and relationships among the representations Inferring weekly primary activity patterns using public transport smart card data and a household travel survey	Yuxiong Ji, Rabi G. Mishalani, Mark R. McCord Key Laboratory of Road and Traffic Engineering of the Ministry of Education, Shanghai, China The Ohio State University, USA Sergio Arturo Ordoñez Medina Singapore ETH Centre, Singapore ETH Zurich, Switzerland

The Grand Prize of WCTR 2016 was assigned to Olarte and Haghani for their paper entitled *Introducing and testing a game-theoretic model for a lottery-based metering system in Minneapolis, United States*. This study focuses on how to implement a lottery-based metering (LBM) system based on auctions. It concludes that LBM would likely benefit public operators by reducing unused managed capacity, and it should benefit work-to-home trips (or other trips of low reliability needs), by offering a less expensive alternative, and could benefit private operators by increasing revenue. It is a novel approach written very clearly. The results are discussed and validated based on strong theoretical and mathematical background. The framework is applied to a specific case with very clear general policy recommendations that can be used more widely. It is an excellent paper regarding problem setting, methodology and discussion of results including the limitations due to strong hypotheses needed.

The Young Author Prize was assigned to Xia and Zhang for their paper entitled *Vertical Differentiation between Airline and High-Speed Rail: The Effects On Intermodal Competition and Cooperation*. This paper analyses the effects of vertical differentiation between high-speed rail and air transportation on fares, traffic volume and social welfare. It considers competitive and cooperative scenarios involving high-speed rail and airlines and applies an analytical model with economic underpinnings of an asymmetric network. The model shows that rail improvements decrease air fares on routes where rail and air compete, airport capacity constraints induce the airline to withdraw from the market in which it has less competitive advantage over rail, and rail-airline cooperation enhances social welfare in airline monopoly markets, while reducing it within markets where there is competition between air and rail. The analysis is impressive, with an elegant formulation and proofs of several key results. It is a well-written, clear focused paper which is timely and original. Various scenarios are put forward based on different propositions. While its contribution is mainly theoretical, it does afford policy implications. It suggests directions for future research - in saying this it is thorough and complete.

The Cairo University Prize for Best Paper in Developing Countries was assigned to Chang, Chen and Chen for their paper entitled *Motorcycle Management Policy in Taiwan: From Dilemma to Reality*. This paper overviews and summarises experiences and lessons learnt about motorcycle management policies in Taiwan. It discusses the historical developments in motorcycle traffic issues

with a wide perspective from traffic engineering, pricing scheme, and helmet enforcement together with the development of public transport. The data used in this paper is recent and valid, and contents are informative, particularly for practice. This is a well-structured paper which gives useful suggestions to other countries faced with a similar problem in motorcycle traffic, although international comparisons are not provided.

The Best Paper Prize for Poster Presentation was shared between two papers:

- Ji, Mishalani, and McCord for their paper *Transit route-level passenger alighting probability, probability OD flow and expected OD flow matrices: estimates from boarding and alighting counts and relationships among the representations*; and
- Ordoñez Medina for his paper *Inferring weekly primary activity patterns using public transport smart card data and a household travel survey*.

The first paper studies the O-D estimation problem in congested transit networks. It is shown how using alighting probabilities (AP), probability for transit O-D (POD), and expected probability matrices for O-D and their estimation accuracy are affected by congestion conditions. The impact of bunching and fail-to-board is explicitly analysed and quantified. In the absence of congestion, estimating POD is desirable, as it is more informative than the AP. However, under congestion conditions, AP is more appropriate. Where the estimated trip-level total demand and POD co-vary, EOD is preferred (more informative than the POD matrix). The findings are relevant for improving O-D estimation techniques.

The strength of the second paper is primarily methodological. The research proposes a method to identify temporal weekly patterns of primary activities performed by public transport users, based on smart card and household travel survey data in Singapore. The paper combines cluster analysis and discrete choice models to identify and distinguish between work/study, home, and other main activities. Temporal patterns are very useful for transport planners, especially when many jurisdictions still rely on daily averages or broad peak – off-peak demand estimation. Primary activities represent the purpose of individual trips and the empirical evidence substantiated the considerable daily variation of travel.

The eight **Topic Area Awards (TAA)** are summarised in Table 2, followed by a synthesis of the elements considered by the Prizes Committee.

Table 2: Summary WCTR Topic Area Awards

Award category	Title	Authors/Affiliation
Topic Area A: Transport Modes General	Analysis of Real-time Crash Risk for Expressway Ramps Using Traffic, Geometric, Land-use, and Trip Generation Predictors	Ling Wang, Mohamed Abdel-Aty, Jaeyoung Lee, Qi Shi University of Central Florida, USA
Topic Area B: Freight Transport and Logistics	Cargo cycles for local delivery in New York City: performance and impacts	Alison Conway, Jialei Cheng, Camille Kamga, Dan Wan The City College of New York, USA
Topic Area C: Traffic Management Operations Control	A dynamic macroscopic parking pricing model	Manuel Jakob, Monica Menendez, Jin Cao ETH Zurich, Switzerland
Topic Area D: Activity and Transport Demand	Investigation of commute departure time to understand the impacts of part-day	Hamidreza Asgari, Xia Jin Florida International University, USA

	telecommuting on the temporal displacement of commute	
Topic Area E: Transport Economics and Finance	Eliciting the Regulation of an Economic System: The Case of the French Rail Industry	Marc Ivaldi, Jerome Pouyet University of Toulouse, France Paris School of Economics, France
Topic Area F: Transport Land Use and Sustainability	How does parking interplay with land use and affect car commuting: Evidence from Shenzhen	Qian Liu, James Wang, Peng Chen Shenzhen University, China The University of Hong Kong, China University of Washington, USA
Topic Area G: Transport Planning and Policy	An empirical model for psychology of deliberate and unintentional fare evasion	Graham Currie, Alexa Delbosc Monash University, Melbourne, Australia
Topic Area H: Transport in Developing and Emerging Countries	Influence Mechanism of Integrated Multimodal Travel Information on Holiday Activity Travel Scheduling in China	Bobin Wang, Chunfu Shao, Xun Ji Beijing Jiaotong University, China

TAA in Transport Modes General was assigned to Wang, Abdel-Aty and Shi for their paper entitled *Analysis of Real-time Crash Risk for Expressway Ramps Using Traffic, Geometric, Land-use, and Trip Generation Predictors*. This paper contributes to our understanding of accident incidence by incorporating factors related to trip generation and land use into a model of real-time crash risk. Using logistic regression and support vector machine (SVM) models, the study examines relationships between the incidence of crashes and traffic conditions on the ramp in the 5-minute period prior to the estimated crash time. Key findings of the study are that ramps with a high proportion of home-based work trips are more likely to have crashes, while ramps in areas with a high proportion of employment-related trips are less crash-prone. It was also found that SVM outperformed the logistic regression. The literature review is thorough, the exposition is clear, and intuitive explanations for the main results are offered. The introduction of land use and trip generation factors into a crash risk model can be considered an innovative idea; the numerical results, if confirmed by subsequent research, could change our thinking about how to mitigate road crash risk.

TAA in Freight Transport and Logistics was assigned to Conway, Cheng and Wan for their paper entitled *Cargo cycles for local delivery in New York City: performance and impacts*. This paper contains a detailed assessment of the advantages and disadvantages of using cargo cycles for urban deliveries in the context of New York City (NYC). This evaluation is supported by a solid literature review. At the heart of the paper is an empirical study of a number of cargo cycle operations. Two local businesses (bakery and food donations) were used as case studies. The research framework is innovative and relevant to the problem being investigated. Reviewers noted several important strengths in the paper: use of GPS data to compare trucks and cargo cycles; analysis of operational speed of cargo cycles through a case study; impact assessment of bicycle infrastructure on performance of trucks and cargo cycles; clarity of the methodology and the detailed presentation; valuable insights into the competitive speed in relation to conventional vehicles. Overall, results suggest that cargo cycles can provide a competitive last-mile delivery option for local operators in NYC. This considers speed, flexibility under congestion (including illegal moves), and environmental dimensions (space, pollution).

TAA in Traffic Management Operations Control was assigned to Jakob, Menendez and Cao for their paper entitled *A dynamic macroscopic parking pricing model*. In this paper a dynamic macroscopic parking pricing model is formulated, analysing the interdependency between

demand-responsive pricing and searching-for-parking traffic. Although it is at an early stage, the proposed model can be used to evaluate a dynamic demand responsive pricing scheme macroscopically. The model can be easily solved with a simple numerical solver, without the use of simulation software. Based on the model, the influence of demand-responsive parking pricing on traffic can be better understood. It provides a framework suggesting that further research is required.

TAA in Activity and Transport Demand was assigned to Asgari and Jin for their paper entitled *Investigation of commute departure time to understand the impacts of part-day telecommuting on the temporal displacement of commute*. The paper presents an application of survival analysis (hazard models) for three categories of commuters in NYC: non-telecommuters, regular and non-regular part-day telecommuters. Sound approach and complexity of the model are matched by the data (>12,000 subjects). The paper is easy to follow and the model is useful to indicate impacts of telecommuting and flexible work on departure times and traffic conditions. There are also ramifications on examining “displacement” effects, departure time for other trip purposes, effects on trip chaining.

TAA in Transport Economics and Finance was assigned to Ivaldi and Pouyet for their paper entitled *Eliciting the Regulation of an Economic System: The Case of the French Rail Industry*. Based on the modern theory of regulation, the paper presents a model with econometric tests of various scenarios of regulation, in order to determine the effective economic regulation of the railway industry in France. The authors conclude that the rail operator (RO) is not fully and properly regulated. This emphasizes that the design of policy reforms must account for the incentives they create on the RO. Results are intuitive, which probably confirm the robustness of the model. Although data mixes different types of services in France into one production function, and occupancy rate is considered exogenous, the overall methodology proposed is quite attractive.

TAA in Transport Land Use and Sustainability was assigned to Liu, Chen and Wang for their paper entitled *How does parking interplay with land use and affect car commuting: Evidence from Shenzhen*. The city of Shenzhen (China) is selected for this empirical analysis. A structural equation model is employed to examine the interrelationships among land use, parking provision, transit accessibility, and the joint effects of these factors on car commuting. Three major findings are obtained. First, areas with higher density, smaller lot size, fewer parking spaces, and better transit accessibility than other areas have a lower degree of car use. Second, smaller neighbourhoods have inherently better transit accessibility and fewer parking spaces than large neighbourhoods. Third, the joint effects of land use and transport variables on car use are observed, that is, the strategy of dense development reduces car use, but the effects are offset by parking oversupply. Denser areas are equipped with more parking spaces, thus inducing more car use.

TAA in Transport Planning and Policy was assigned to Currie and Delbosc for their paper entitled *An empirical model for Psychology of deliberate and unintentional fare evasion*. This very interesting article describes a new conceptual model of 'fare evasion psychology', an empirical typology for intentional and unintentional evasion that includes personal/structural factors. The topic is highly relevant to urban transport planning and policy, interesting to both authorities and operators. There is sufficient detail about the empirical work in Melbourne (Australia); and although the actual application by the authorities to reduce fare evasion rates is not described, on the whole it is clear and informative.

TAA in Transport in Developing and Emerging Countries was assigned to Wang, Shao and Ji for their paper entitled *Influence Mechanism of Integrated Multimodal Travel Information on Holiday Activity Travel Scheduling in China*. The paper investigates the influence of Integrated Multimodal Travel Information (IMTI) on holiday travel behaviour in China, aiming at a more appropriate travel demand management (TDM) plans. A three-level Nested Logit (NL) logit model is built, and the

multi-dimensional choices of IMTI influence, tour complexity and travel mode are examined based on activity analysis method and Revealed Preference (RP) and Stated Preference (SP) fusion data. The results show that 9.16% travellers will cancel their holiday travel and 11.56% travellers transfer to another travel mode under the influence of IMTI. The survey is modest and the literature review is brief but insightful.

WCTR Young Conference

Ali Huzayyin, WCTRS-Y Leader

WCTRS Young Researchers' Initiative (WCTRS-Y)

WCTRS Young Researchers' Initiative (WCTRS-Y) was launched in 2011 in order to help young members of the society gain experience in conference management, meet colleagues, enhance their participation as members of WCTRS, and excel in research. WCTRS-Y includes WCTR Young conference (Y-I), PhD Students Grants (Y-II) and the Young Members Online Facility (Y-III); (visit: www.wctrs-society.com). After the success of the first edition of the WCTRS-Y (WCTRS-Y Ed-1) in Rio de Janeiro, accompanying WCTR 2013, the second edition (WCTRS-Y Ed-2) accompanied WCTR 2016 with remarkable success as outlined below.

WCTRS Young Researchers' Initiative Edition II (WCTRS-Y Ed-II)

WCTR Young Conference, Y-I Ed-2, Shanghai, July 10, 2016. This one-day young WCTRS members' conference took place on Sunday, 10 July 2016, under the general theme "Transport Innovations for Mobility and the Environment" with diversified research applications. The conference is entirely run by young members of the society: Conference Chair (Lorenza Tomasoni), Conference Organising Volunteers (Cassia Galvao and Chenfeng Xiong), authors and reviewer of papers and Sessions' Chairs. Two members of the WCTRS Steering Committee act as "Advisors" to the review process (Laetitia Dablanc and Antonio Musso). The whole process of organisation of the conference is guided by WCTRS-Y leader Ali Huzayyin, who is also member of the Steering Committee of WCTRS. Nine peer reviewed papers were presented by the young colleagues and the conference was attended by an audience of 92; a remarkable rise of more than double the 36 participants who attended Ed-I in Rio, 2013.

WCTRS PhD Students' Grants (Y-II Ed-2) for Shanghai, July 2016. Under this activity, WCTRS offered four PhD Students Grants: the Innovation Grant worth Euro 4,000 and three Prestige Grants of Euro 2,000 each. The choice of the winners followed strict rules to ensure excellence. Young members of WCTRS submitted research proposals which were peer reviewed by three distinguished seniors from the members of the Steering Committee of WCTRS. The winners wrote single authored papers based on the grants' research work that were again peer reviewed and then presented at the conference. The whole process is monitored and managed by Ali Huzayyin, the Leader of WCTRS-Y. The winners of Y-II Ed-II were: Haneen Khreis, University of Leeds, UK for the Innovation Grant, and Hendrik Braun, University of Western Australia, Australia, Jonatan J. Gómez Vilcheza, Karlsruhe Institute of Technology, Germany, and Long Tien Truonga, Monash University, Australia for the three Prestige Grants. The winners presented their papers in a WCTRS Special Session during the Shanghai WCTR, July 2016 that was chaired by Yoshi Hayashi, WCTRS President.

WCTRS Young Online Facility (Y-III Ed-2) for Shanghai, July 2016. This activity included the publication of two issues of young members Newsletters, April and July 2016. The newsletters included interviews with WCTRS seniors, introduction to Shanghai WCTR, news about progress of the three activities of WCTRS-Y and mainly sections on job vacancies and opportunities for Post Docs, Research Assistants and Teaching Staff in transportation in Universities worldwide. Y-III Ed-II

also included launching social media for young members. In Shanghai the two Newsletters were printed in hard copies and widely distributed to conference participants. Two young members of the society volunteered for this activity, Cassia Galvao and Chenfeng Xiong. Lorenza Tomasoni gave generic guidance and the activity was under full supervision of WCTRS-Y Leader Ali Huzayyin.

WCTRS-Y Ed-3. After the continued success of WCTRS-Y in its two Editions, I (Rio 2013), and II (Shanghai, 2016) the Steering Committee of WCTRS decided to launch Ed-III for Bombay 2019. This will be announced soon on the society Website.

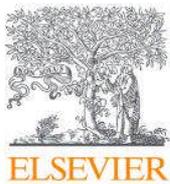
The WCTR Shanghai 2016 – Journal Special Issues

A number of Special Issues will be published out of the Shanghai Conference. An encouraging list of Journals have been identified for Special Issues by the various topic area managers and session track organisers and are currently underway. The Journals include the Society's main transport journals Transport Policy and Case Studies in Transport Policy, but also include the following:

- Journal of Air Transport Management
- Maritime Economics and Logistic
- Maritime Policy and Management
- Transportation Research E
- Transportation Research B
- Journal of Advanced Transportation
- Research in Transportation Economics
- European Transport Research Review
- Computers, Environment and Urban Systems
- Transportation Research D

The WCTRS Book Series

Fusun Ülengin, scc – Vice-Chair Publications



Prof. Ülengin

The World Conference on Transport Research Society (WCTRS) and Elsevier, have agreed to develop and publish a WCTRS-co-branded series of books covering various topics in transportation. The book series will focus on the latest research in emerging issues and opportunities in transportation planning, policy, management, engineering, economics and sustainability. Books in the series will take multi-disciplinary, multi-modal and multi-sectoral approaches to the topics, leading the way in bridging the gap between transportation research and practice. Proposals must be submitted by TAMs, STOs or SIGs, so any authors interested, should first contact the relevant individual. Further details will be available on the WCTRS Website soon.

The agreement calls for publication of both edited volumes and monographs. Books will be available in print and electronic formats, and hosted on Elsevier's ScienceDirect. The WCTRS has been a publishing partner with Elsevier's Transportation journal programme since 1995, with Elsevier publishing the Society's official journals "Transport Policy" and "Case Studies in Transport Policy." as well as many other publications arising from WCTR conferences over the years.

Words from the WCTRS Secretariat

Anthony D. May, Outgoing Secretary General

The General Assembly is held every three years in association with a Conference, and provides an opportunity for members to decide on the Society's policy and practice.

The most recent General Assembly was held in Shanghai on 12th July, and was attended by around 200 members. It received reports from the President on the professional activities of the Society over the previous three years, from the Chair of the Scientific Committee on its scientific activities, from the Editors in Chief of its two journals, and from the Secretary General and Auditor on its administration and finances.



Prof. May

The General Assembly then received a recommendation from the Secretary General that Professor Yoshitsugu Hayashi be reappointed as President for a further three years. This was approved unanimously. Professor Hayashi then outlined his proposals for the coming three-year period and presented his recommendations for membership of the Steering Committee for the coming three year period. The proposed membership was again approved unanimously. Finally, the General Assembly agreed that the Steering Committee should have the flexibility, in setting the fees for 2019-2022 (which need to be specified by 2018), to increase them by up to 20% if the financial situation requires this.

WCTRS New Chair for the Scientific Committee

Prof. Lorant Tavasszy appointed new Chair of the WCTRS Scientific Committee



Prof. Tavasszy

Lorant Tavasszy (b. 1967) is full professor in Freight & Logistics at Delft University of Technology, the Netherlands. Before accepting this position late September he was with the research institute TNO, with visiting positions at the University of Nijmegen and Delft. His earliest involvement with WCTR dates back to 1998, amongst others leading to the establishment of the Special Interest Group on Freight Modelling in 2015. Prof. Tavasszy has also been involved in the European Transport Conference for over a decade and is an international member of several TRB (sub) committees.

Membership Update (December 2016)

Jennie Stones, WCTRS secretary

1.0 Membership

1.1 Individual Members. Following the conference in Shanghai in July 2016, membership renewal notices were sent out to those whose membership had expired. Those who have not yet renewed have now been removed from the member directory, and will no longer have access to the member only area of the website. The Society currently has 1366 members in over 80 countries and areas, and these are summarised as follows: Africa 22, Asia and Pacific 524, Canada and USA 144, Europe 595, Latin America 51, Middle East 27, Russia 1 and 'not stated' 2.

In October 2016, the SIG membership lists were cross checked against the current membership list, and reminder notices were sent out to 864 members of SIGs who were not members of the Society.

1.2 Supporting Organisational Members. In recognition of the potential gains which could from closer interaction with institutions be associated with transportation, the Society introduced the concept of Supporting Organisational Memberships (SOMs) in 2016. To date, the Society has seven SOMs and these are:

- Central Nippon Expressway Co Ltd (Nexco)
- Toyota
- Japan Expressway International Co Ltd
- Tekken Corporation
- Nippon Koei Ltd
- East Japan Railway Company
- Tongji University

In order to expand our reach and influence, and to help the Society achieve its broader objectives, it is important that we recruit as many SOMs as possible. To do this, we need active support from all members, so if you know of any organisations that may be interested, please refer them to the WCTRS website <http://www.wctrs-society.com/membership/> where they will find information on the benefits provided, or alternatively, advise them to contact the WCTRS Secretariat.

2.0 WCTRS Website (www.wctrs-society.com)

The new Leeds based website went live in January 2015 and is subject to continuous improvement and updating. There are four levels of access within the website, and these are as follows:

2.1 Public/non-member access. This is the basic level of access to the website. Non-members can click the tabs at the top of any page to access general information about the Society. This includes 'About WCTRS', our Constitution, Committee Structure, WCTRS President, Membership, Countries and Areas of Representation (CARs), Special Interest Groups (SIGs), details of past and upcoming conferences, Prizes and Awards and the WCTRS-Y initiative.

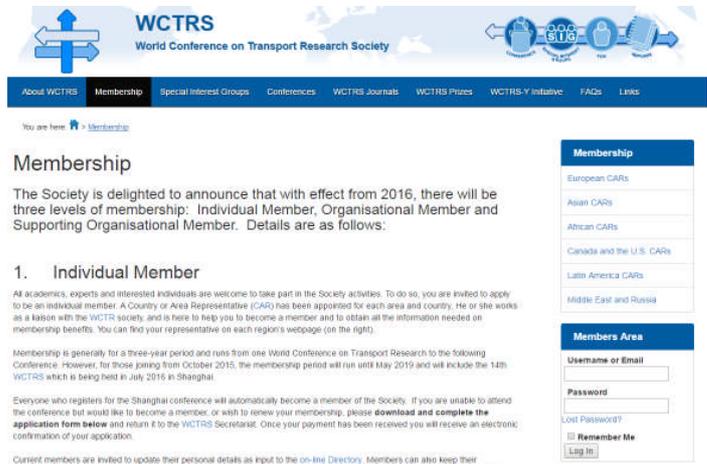
2.2 General member area. All members of the Society can login using their email address and password to access the following 'Member Only areas': the searchable Member Directory, the SIG Membership lists, General and Selected Proceedings from previous conferences, WCTRS News Briefings and Newsletters, Operating Procedures, and Minutes from previous General Assemblies. They can also edit their own personal membership information.

2.3 Committee member area. In addition to having access to all of the above areas, committee members have access to the dedicated Steering and/or Committee Scientific Committee areas.

2.4 Instructions for logging into the Member Area

i. Go to <http://www.wctrs-society.com/membership/> which will take you to the page shown here.

ii. Enter your username or email address in the Members Area to the right hand side of the page, together with your chosen password and click the 'log in' button. You will then be taken to another page where you can click again in the Members Area to access the pages appropriate for your level of membership.



Note: If you have forgotten your password, simply click 'Lost Password' and you will be sent a link so this can be re-set. If you cannot remember your email address, please contact the Secretariat for advice.

News Briefings

➤ **Call for Extended Abstracts: Governing the Smart Mobility Transition Research Day: 30 May 2017 – Leipzig**

The World Conference on Transport Research Society (WCTRS) is pleased to announce that it will host a research day on 'Governing the Smart Mobility Transition'. This research day will be held in Leipzig on Tuesday 30 May, linking it to the International Transport Forum's 2017 Annual Summit which focuses on the theme Governance of Transport. Further details can be found at <https://www.wctrs-society.com/special-interest-groups/topic-area-g-transport-planning-and-policy/> and <http://2017.itf-oecd.org/> **Deadline for submissions:** 11pm (GMT) Monday 30 January 2017

➤ **WCTR SIG 4: Cultural and Social Issues in Transport Planning Meeting**

Karen Lucas, Chair of SIG G4, will be holding a meeting of the above during the 96th Transportation Research Board (TRB), in Washington, DC. The meeting will be held in Room 141 at the Convention Center, from 12:00 to 13:30 on Wednesday 11 January 2017.

Anyone interested in attending should register directly with Karen at k.lucas@leeds.ac.uk. Please note numbers are limited so an early response is essential.

➤ **Bringing Transport Mitigation into Focus: Recommendations from WCTRS to COP22**

Co-chairs of WCTRS SIG F2, Eva Heinen (ITS Leeds), Patrick Jochem (KIT) and Wei-Shiuen Ng (ITF) are pleased to confirm submission of the above recommendations. Further information can be found at <http://www.wctrs-society.com/special-interest-groups/topic-area-f-transport-land-use-and-sustainability/>

WCTRS Publicity sub-committee chair: Maria Attard

Newsletter coordinator: Masanobu Kii

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