



ETC 2022 Review

An Opportunity to Strengthen International Relations

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Broos Baanders & Sally Scarlett receiving their awards from András Munkácsy and Hermann Maier at ETC 2022, Milan



by Hermann Maier

Message from the AET Chair

Dear fellow AET Members,

In this first Newsletter since I took over as Chair of the AET Board, I would like to start by paying tribute to my predecessor Professor Pierluigi Coppola. Pierluigi has made an enormous contribution to the Association over many years as Board member and later as Chair.

He has been instrumental in establishing our peer review process for conference papers at the European Transport Conference (ETC), has driven our publications programme, re-vitalised our Ambassadors' network, helped to maintain our relationship with a range of international organisations, and facilitated the move of the conference to Milan.

The original plan was to be in Milan in 2020 and 2021 but the pandemic forced us to hold two online conferences. These were very successful events and attracted over 500 delegates in both years.

They received excellent feedback from delegates who highlighted the quality of the papers and the professionalism of the organisation but opportunities for networking and connecting with people were limited.

During the 2021 conference, there was a sense that people had grown tired of the online environment and the absence of personal meetings was felt more strongly.

So we were very grateful that our partners at the Politecnico di Milano stayed connected with us throughout this difficult time and allowed us to stage our 2022 conference at the Bovisa Campus two years later. It felt particularly important to re-establish ETC as an in-person conference this year as we were celebrating our 50th conference.

In planning the event, our big worry was that people would not come, that employers would maintain travel restrictions and that the willingness to spend time and money for in-person meetings had changed permanently. But almost 600 delegates attended and it was great to see so many familiar and new faces.

I always find that this conference, with its unique blend of perspectives from academics, decision makers and practitioners, re-ignites my enthusiasm for the subject of transport planning.



This year we had a great, packed programme and some of our key themes were very topical:

- » **The Future of Cities:** Emerging new travel and land use patterns
- » **Behaviour Change:** The impacts of the climate emergency and COVID-19 on long term travel patterns
- » **Travel Data:** When will new travel patterns be stable enough to inform modelling and forecasting?
- » **COVID Recovery:** Funding and financial sustainability of public transport
- » **The Future of Aviation:** Compatibility of recovery and sustainability

We had two plenary sessions. During the opening plenary, delegates were welcomed by Professor Marco Bocciolone, our host from the Polytechnic. This was followed by two prominent speakers. Arianna Censi, City Councillor for Mobility in Milan, gave a great introduction to the transport challenges in the city.

Rolf Diemer, Head of Unit Economic Analysis & Better Regulation at DG Move of the European Commission talked about EU transport policy in times of the COVID pandemic and the war in Ukraine.

In the second plenary we heard from Professor Ennio Cascetta from the Universitas Mercatorum in Italy and MIT in Massachusetts and Professor Tae Oum from the University of Vancouver and President of the World Conference on Transport Research Society.

Professor Cascetta took us back 10,000 years to give a fascinating overview of the six historical revolutions for transport and to outline the key challenges and drivers of the coming seventh revolution. Professor Oum highlighted the future transport research needs in the changing global economic and political environment.

We had a number of special features and events to mark the 50th conference. Michael Bach authored a celebratory pamphlet which included a retrospective of the last 50 years and highlighted the future challenges for ETC. Andy Costain, former managing director of PTRC, the original organiser of the conference, led a special session of reflections with contributions from Daniel le Maire and Sally Scarlett.

Also to mark the event, the inaugural AET Awards were presented, which were instituted to celebrate those who have made an exceptional contribution to the Association. The first set of awards went to Sally Scarlett (Honorary Fellowship), Broos Baanders (Fellowship) and Jeff Howard (Excellency Award).

One of the few positives to come out of the pandemic was a series of monthly online seminars hosted by AET, first focussed on the impact of COVID on transport and now renamed the Transport and Mobility Forum (TMF) and continued as a monthly online event. TMF held a debate under the heading "Perspectives on the Changing Transport Sector" as well as a presentation and feedback session at the conference. TMF already has an agreed programme of further monthly seminars stretching to July 2023.

Our technical visits this year were organised by the Azienda Trasporti Milanese, who offered a visit to the historic Messina Tram Depot and to the Metro Line 1 control room. Also on offer was a visit to the Politecnico di Milano Driving Simulator.

Our social programme included a drinks reception, the conference dinner, a bike tour organised by Bici e Vacanze, a scooter tour organised by Tier and the ETC Running Club. Those who stayed on Friday evening after the conference could take dinner while travelling through Milan in the Tram Ristorante ATMosfera.

I am very grateful to all those who have made the conference possible with their enthusiasm and commitment, including the Politecnico di Milano as our hosts, our conference organisers TfTP, colleagues on the AET Board and Council, our ambassadors' network and the programme committees.

A special heartfelt thank you goes to Sally Scarlett who first got involved in ETC in 1979 and who has decided to retire after this conference. Sally will be known to most readers as the face of the conference over many decades.

Her tireless effort on behalf of ETC and AET over so many years, her dedication and constant availability will be missed. Above all, we will miss her wise counsel and good company but we wish her a long and happy retirement.

Hermann Maier
Chair of AET Board





THE 50TH EUROPEAN TRANSPORT CONFERENCE

Annual Conference of the
 Association for European Transport
 7-9 September 2022, Milan, ITALY

WHERE RESEARCH, POLICY, AND PRACTICE IN TRANSPORT COME TOGETHER

by Pierluigi Coppola (top)
 and António Lobo (bottom)



ETC 2022 Review: An Opportunity to Strengthen International Relations

The 50th edition of the European Transport Conference was also the occasion to strengthen relations between AET and other organisations.



A plenary session was organised with invited keynote speeches by Prof. Ennio Cascetta, President of the Italian Cluster on Transport Innovation (Cluster Trasporti) and by Prof. Tae H. Oum, President of the World Conference on Transportation Research Society (WCTRS).

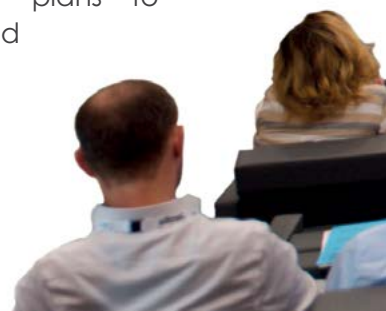
In this session, both speakers proposed a reflection on the future needs of research and practice in the transport sector. Prof. Cascetta remarked that “after 60 years of ‘linear development’ of transport systems forecasting, future travel demand, both for passengers and freight, is a very difficult, if not impossible task. This requires new techniques for the assessment and comparison of transport infrastructures and systems.”

In what he called the seventh transport revolution, “the supply side is also undergoing disruptive

innovations due to the combined effects of decarbonization, autonomous driving of virtually all vehicles and new smart mobility services, including smart pricing.”

About the new societal values and expectations emerging around the transport sector, Prof. Cascetta called for a more collaborative relation between all stakeholders.

“These values and expectations affect transport professionals’ practice and range from a greater attention to the environmental impacts of infrastructure and mobility plans to the need to ‘explain and justify’ technical choices in order to allow stakeholders participation”, he added.



Finally, the President of Cluster Transporti warned about the significant resilience problems that the transport sector will face in the near future, as “climate changes require new design standards and ‘regenerative maintenance’ of most infrastructures built over 50 years ago, which is a very new and challenging field.”

In his speech, Prof. Oum noted that, “There is a need for formalizing multi-criteria infrastructure decision making framework. Due to an increasingly less reliance on the Benefit-Cost Analysis Framework (economic efficiency focus), equal weight ‘external’ economic costs and benefits is no more sufficient; the decision-making bodies have already abandoned it”.

The President of WCTRS encouraged a co-operation among ETC Programme Committees (PCs) and the WCTR Special Interest Groups (SIGs) to support and get involved in initiatives aimed at the development of new infrastructure decision making frameworks.

Inset Photos:
Ennio Cascetta (Left) and
Prof. Tae H. Oum (Right)
 keynote speakers at AET
 Milan 2022



ETC 2022

Key Facts & Stats

Dates: 7-9 September 2022

Location: Milan, ITALY



355
Abstracts
Submitted

FACT: Roughly the same number as in 2021.

91 Sessions

FACT: A total of **255** papers were presented in **91** sessions over the **3** day conference.

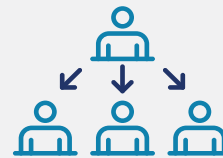


576
Registered
Delegates

FACT: A little less than half of the delegates attending were members of AET.

27 Countries

FACT: Delegates registered from a total of 27 countries.



13
Parallel
Activities

FACT: Thursday afternoon saw a venue top capacity with a total of 13 parallel activities at the busiest moment.





AET Awards

Winners of the EIT Urban Mobility Award: P Coppola, F De Fabiis, L Barbierato, Politecnico di Milano; F Silvestri, University of Rome Tor Vergata, IT.



EiT Award



Fulvio Silvestri, Ambassador for Italy

ABSTRACT

The latest technological innovations (in battery cell costs and increase of cell energy density) are allowing the development of new electric Vertical Take-Off and Landing (eVTOL) aircrafts that would enable the supply of Urban Air Mobility (UAM) services for travelers.

The first eVTOL prototypes have been already presented to the public (e.g. in Singapore and Rome), and the first operations are expected in 2-3 years (e.g. for the Paris2024 and Milan-Cortina 2026 Olympic Games). The studies in the literature show that the main challenges for a wide spread of UAM services are related to perceived levels of travel safety and noise pollution, and to willingness to pay for an urban transport mode that it is expected to be faster than traditional ones, but also more expensive.

In this paper we present a system of models to analyze travelers' preferences and attitudes toward air-taxi services and to forecast traffic flows in metropolitan areas. The core of the modeling framework relies on advanced discrete choice models estimated through data collected with an on-site RP/SP survey.

The survey has allowed to collect about 4,000 Computer-Assisted Personal Interviews (CAPI)

administered in the main transport hubs of the metropolitan area of Milan (Italy).

Respondents were asked to express their modal preferences with respect to 6 choice situations identified using efficient design techniques. Estimated ordered and mixed Logit models were shown to be statistically robust and able to profile travelers in detailed demand segments, highlighting the determinants of heterogeneity across individuals.

The results confirm previous findings in the literature in that the willingness to pay for travel time savings using UAM services are far higher than those by cars and chauffer taxis. Moreover, there are socio-economic characteristics (e.g. age, gender, income, etc.) and also individual latent attitudes (e.g. aversion to flight, vocation for technology, etc.) that have significant impacts on mode choices.

The application to the case study allows to forecast UAM passengers flows to/from the airports of Milan-Malpensa (MXP) and Milan-Linate (LIN), and business and leisure travel flows between the origin-destination (OD) pairs in the metropolitan area of Milan.

Finally, direct and cross demand elasticities have been proved to be sensitive to UAM tariff structure (e.g. linear and not linear with travelled distance) outlining non-linear effects on travelers' choices.



Neil Mansfield Award

Spatial Regression Analysis to Assess Economic Impacts of Transport Infrastructure

Francesco De Fabiis,
Alessandro Carmelo Mancuso
 (Member of YRFP)

ABSTRACT

Investments in transport infrastructure have been identified as one of the main factors to promote growth both in urban and ex-urban economies.

For instance, the increase of accessibility in the Greater London (+1,5 million of people within 45 minutes from the City and the other central business districts) due to the cross-link project has generated an increase in productivity and growth on labour participation with about 55.000 jobs supported.

It has been also estimated that, between 2008 and 2018, Gross Domestic Product in Italy grew of about 7%-10% more in the provinces served by High-speed Rail (HSR) than in those not served (Cascetta, 2020).

Appraisal methods in the current practice (see for instance, EC DG-REGIO, 2015) allow for the estimation of the overall economic impacts in a given region but fail in assessing the distributional

effects of transport policies, i.e. who within the region would get greater benefits than others and, eventually, who might get worst.

In this paper a modelling framework is proposed to assess the distributional impacts of transport infrastructure investments.

The proposed methodology assumes Gross Domestic Product per Capita (GDPC) variation as proxy of the economic growth, and combine spatial econometric techniques with traditional (4-stages) transport models. An application is presented for the case study of the Adriatic and Ionian region (including some EU Countries such as Italy, Slovenia, Croatia and Greece, and also non-EU Countries such as Bosnia-Herzegovina, Montenegro, Albania, North Macedonia, and Kosovo).

The models allow to identify the key variables in predicting GDPC variation due to the changes in accessibility that would be generated by on-going infrastructure investment plans for the reconstruction of the road and railway networks in the region, outlining where the current accessibility gaps are bridged up (i.e. mainly along the foreseen extensions of the TEN-T corridors and in the major metropolitan areas), and where not.



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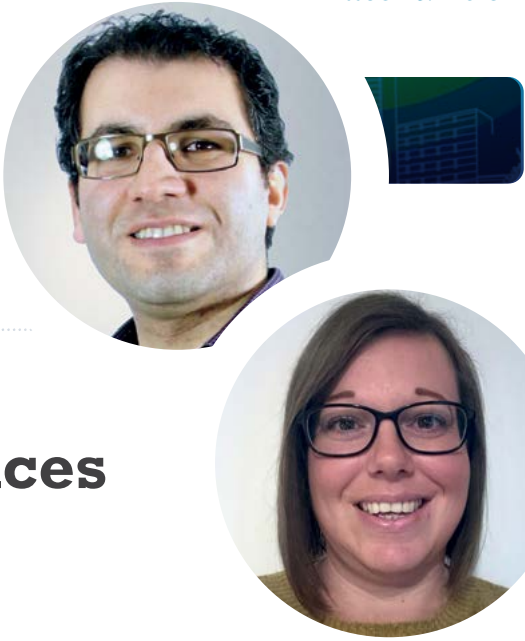
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 **AET Awards Continued...**



Jacobs Award Jacobs

**A Novel Approach to
Developing LGV trip matrices
for Second Generation of
Regional Traffic Models**

Reza Tolouei, Arwa Sayegh
AECOM, St Albans, UK

Mia-Jade Thornton
National Highways, Birmingham, UK

ABSTRACT

In general, representation of LGVs in transport models in the UK is poor, resulting in significant uncertainty in model forecasts, mainly due to lack of spatially detailed and representative data on LGV travel patterns.

The common practice in the last few years has been to use GPS-based trip information as the primary source to develop Origin Destination (OD) LGV demand matrices.

These data sources suffer from a number of key limitations including low sample size, lack of information on trip purposes, and a biased sample towards newer vehicles that tend to have different travel patterns compared with average LGVs in vehicle fleet.

An innovative methodology was developed and implemented to build LGV demand matrices for second-generation RTMs based on combining insights from a number of different data sources using data fusion techniques and matrix development principles, with two key objectives:

- » Bias-correct and combine GPS-based OD trip data with complimentary data sources to establish a more accurate representation of LGV travel patterns; and

- » Disaggregate LGV demand into purpose-based demand segments to allow development and testing of different LGV growth forecasting scenarios.

In particular, data from annual testing of vehicle safety and environmental standards (MOT test), linked with information on vehicle licensing and aggregate estimates of LGV road traffic were combined with Teletrac-Navman Trafficmaster OD trip records using an innovative approach to bias-correct and expand it into representative OD demand matrices covering travel within the entire Great Britain.

Furthermore, innovative machine learning and statistical modelling methods were used to calibrate a classifier, applied to GPS trip records to infer LGV trip purposes (i.e. delivery, commuting / service, and personal travel) based on insights from the 2020 LGV usage survey.

The segmented LGV demand matrices show distinct travel patterns associated with the above travel purposes.

The novel methodological framework developed can be used to address the fundamental issue of lack of a single comprehensive data source to establish LGV travel patterns through data fusion methods to combine insights from available data sources.

In addition, representation of the distinct behaviours and travel patterns of different LGV segments should aid better interpretation of the data sources. Adoption of this segmentation will also provide the opportunity to improve forecasting methods.



AET Awards Continued...

Goudappel Award

Goudappel



Future of Cities: A Method for Economic Benefits for Re-Allocating Road Space for Cyclists

Dr Goktug Tenekeci

SHORT ABSTRACT

Changing behaviour towards private car use due to Covid contrasted with demand running below traditional levels presented an opportunity to analyse demand and economic benefits for re-allocating road space. A successful funding leading to delivery.

ABSTRACT

COVID-19 pandemic initiated a shift change in travel patterns. Stringent government guidelines have placed a significant strain on public transport which has been further exacerbated by a new “work from home” culture.

At the onset of the pandemic, traffic was down to a third of usual levels and public transport services were focused only on getting key workers to workplaces. As travel picked-up, a significant shift to private car use is observed.

Birmingham Transport Plan initiated reallocating road space to create safer space for active travel and social distancing; transform the city centre by creating walking and cycling routes and limiting access for private cars; prioritising active travel in local neighbourhoods; and re-purposing land previously occupied by car parking for walking, cycling and social distancing.

The plan led approach has led to engineering scheme development to allow cyclists to continue with this mode choice and provides an opportunity to reallocate the road space and initiate a shift from private car to healthy active modes.

The delivery of the schemes is reliant on the forecast demand and associated economic benefits which

required beyond traditional assessment. Baseline and forecast demand were calculated using the Propensity to Cycle Tool (PCT) and benchmarked against real life cycle schemes to validate these forecasts. The calculated demand was then used to inform the Active Model Appraisal Toolkit (AMAT) which quantified the benefits of this scheme.

It quickly became apparent that the approach to demand assessment and ancillary benefits needed to be robustly analysed. The scheme appraisal followed policy led approach, focusing on efficiency, safety and attractive scheme:

- » Comparing to a baseline scenario where monetised benefits associated with the proposed cycling infrastructure are drawn from a comparison conducted between baseline trips and an estimated future increase in trips attributed to the scheme these are presented within the AMAT. The benefits have been largely focused on de-congestion benefits, reduced risk of premature death, journey ambience and absenteeism.
- » Accident cost savings for the appraisal period associated with the implementation and improved safety for cyclists, the reduction in greenhouse gases, noise, local air quality and infrastructure maintenance.
- » The user benefits are calculated using delays obtained from Traffic Master data. Journey time savings were calculated, annualised, and monetised for the appraisal period based on TAG values of time.

The scheme benefits are linked back to the objectives driven scheme development and benefits providing a successful case for funding.



ETC Reports by the Programme Committee Chairs



Peter Endemann
Rail Policy & Planning
Committee Chair

Overall, the ETC came out very good, not to say one of the best ETC ever. The ETC 2022 was somewhat memorable as for many delegates it was the first in person event since Covid.

The Rail Policy and Planning (RPP) sessions were mostly well attended, and the quality of speakers, participants and papers was very high.

Having said this and given RPP's challenge to identify sources of innovation and to enhance the diversity of presenters, and the "somewhat competition" with other streams, a good balance of research and practical presentations from numerous countries and contexts could be offered.

In RPP's sessions, new things had to be discussed, in particular post Covid recovery of rail passenger demand, and the impact of homeworking which is likely to have a long-term impact on our industry.

Also discounted season tickets like the "Klimaticket" in Austria or first insights on the "€9 Ticket" in Germany were part of the puzzle on how to continue with passenger rail in the mid - and long-run.

There was also liveable debate on the Covid impact but also on how rail companies will find a strategy in the future where Covid is not the sole impact to cope with.

Indeed, demography and overall travel behaviour of manifold user groups taught us to always look closely and not to be surprised. This shows that we need to expect the unexpected when making plans.



Vladimir Momčilović
Global Trends
Impacting Transport
Committee Chair

At the 50th anniversary ETC conference the Global Trends impacting Transport (GTIT) programme committee reunited transport researchers, professionals and decision-makers in person after two years of 'remote presence' to share their findings, project progress, thoughts and ideas.

Our initial day sessions enclosed papers dealing with COVID-19 impacts on European- and worldwide changes in travel behaviour and traveller attitudes, followed by a session questioning its negative impacts on rail travel.

The second day opening session focused on electric mobility and its recent developments and prospects, followed by two sessions devoted to urban sustainable and active mobility evidence and strategy, finishing with a session dealing with public engagement in local and global policy making.

The final (closing) day was devoted first to a very inspiring discussion session devoted to long term relations between transport and geopolitics, transport planning in challenging and everchanging circumstances, followed by a transport sustainability session.

Beside very good quality presentations, the conference participants had fruitful discussions, exchanging views on problems and challenges, sharing lessons learned from recent disruptions, suggesting further research.

We think that transport researchers, professionals and decision-makers acquired fresh views on actual transport problem solving and out-of-the-box thinking in extraordinary circumstances.



Thierry Vanelslander Freight & Logistics Committee Chair

For the Freight & Logistics Committee, the first physical conference again in three years was a great gathering, and a much-appreciated chance to meet up live again and exchange views and hold formal and less formal chats.

Even though a bit distant from Milan's city center, the site offered nice session rooms and good break and meeting areas. In the sessions, classic topics as well as hot issues passed by, including among the classics for instance the application of various types of models to freight transport; mode shift policy; port, maritime and supply chain issues.

A current hot topic is energy use in freight transport, which got a separate session allotted. Forecasting is another current issue that got a specific session, clearly inspired by the disruptions and uncertainties featuring global supply chains since COVID and still on today.

The Friday train strike in Milan was a clear illustration of such disruptions, and the impact they have on all kinds of potential passengers, be it not a freight case.

Especially remarkable was the increase in attention paid to urban freight transport, with three specific dedicated to urban policies and practices. It is apparent that a large part of the logistics operations, but also of the related costs and linked negative external effects (emissions, noise, accidents, congestion, etc.) occur in urban areas.

This sub-segment has been growing, and clearly will keep on doing so. In that sense, the Milan bike tour offered by the conference was a nice complement, showing best urban freight practices, but also how freight and passengers interact. Obviously, a memorable moment was the handover of the lifetime achievement award to Sally Scarlett for her decades-long support to the association and the conference.

Sally was the face of the event, bringing together thousands of people over all these years: she has seen generations of transport experts retire, and young generations emerge and enter the conference series. A great congrats, to Sally, and to the Milan conference organisers.



AET Ambassadors' Network

by Fulvio Silvestri

The ETC2022 brought over 500 transport sector delegates from all over the world to Milan, including professionals, researchers and policy makers.

Over the 3 days, the event focused on the future of European mobility and the need to promote innovation to address the growing challenges that current trends impose, starting with the smart, green and inclusive transition of transport systems.

This year, the members of the Association for European Transport celebrated the 50th edition of the Conference in a festive atmosphere, stimulated by discussions of original and topical papers, and surrounded by meetings between old friends and new professional relationships.

The AET Ambassadors, increasingly immersed in the role of representatives of the Association's values and vision, welcomed the delegates at the AET stand and introduced the less familiar ones to the opportunities offered by the Conference and the impact they could have in shaping transport policies, by joining the ETC Programme Committees, the AET Working Groups and the AET Ambassadors Network itself.

**Do not miss the next ETC2023,
I will wait for you in Milan!**



AET General Assembly

During ETC 2022 the members of AET came together on Thursday for the annual General Assembly.

by Remko Smit



As the council Chair, Olga Feldman, was not able to be present during the meeting we were skillfully chaired by the deputy chair of the council Oliver Charlesworth.

The General Assembly (GA) started with a short introduction of the working group structure by Oliver. The working groups would later present their progress under the relevant items of the agenda.

Chair of the board Hermann Maier presented the progress of the Association. Due to the Covid Pandemic, and the settlement of a historic financial issue, AET has seen challenging times. Nonetheless AET was able to come out of this with success.

Two successful online - though loss making - conferences were organized, maintaining the profile and publications. Also during the pandemic, starting with the initiative of the 'AET Covid-19 conversations', the Transport and Mobility Forum was initiated. We now return to a well-attended in-person conference, with a promising line of future conference locations.

Also in 2022 the AET service, and ETC delivery contracts were re-tendered to TfTP. AET is happy to keep working with this trusted partner.

The working groups reported their progress. First the Transport and Mobility Forum (TMF), the follow-up of the Covid-19 discussion series.

To date 21 interesting, and well attended, online webinars were organized by TMF with in total 1000+ attendees from 60+ countries. The TMF is a valuable

new initiative started during the pandemic that by now has gained a firm position as one of the important membership benefits of AET.

Further work to improve awareness of AET is done by the Ambassador Network that is growing with new members from Germany, Portugal and Sweden. Additional ambassadors are very welcome to join the group, and members are encouraged to contact Pierluigi Coppola to bring in new ambassadors.

The working group on peer reviewed publications is now working together with ECTRI and ETRR (European Transport Research Review). Also a selection of papers on freight and logistics as well as Covid-related papers were published. A new collaboration for publications is set up with the Journal of Urban Mobility.

The terms of office of the board were presented. The board will continue in the current composition. In due course a new member will be sought, as Pierluigi Coppola will step down when the responsibilities for publications and international relations are handed over.

Ideally the board would welcome a female new member and members are encouraged to suggest candidates to Hermann or other board members. The treasurer Barry Zondag presented the annual report. It is encouraging that membership of AET is increasing.

Membership income is stable and non-payment is very low. The last year AET has run a deficit, mainly from calculated losses for the online ETC.

Investments other than for TMF and the website were postponed to minimize the financial impact of the Covid-years. Thanks to four surplus generating years before Covid, AET was able to take these losses. In addition to the loss making years a historic financial issue was settled by an extraordinary General Assembly in January 2022.

The accounts are finalized and presented in the Annual Report. The financial statement that also is required as agreed in the extraordinary GA of January was unfortunately not ready in time for the GA. The GA decided that the treasurer would report back to the members by email after receiving the financial statement. The discharge of board for the accounts will then be settled by email. The GA thanked the board for their efforts and reporting.

Remko Smit presented the proposed changes to the statutes. The statutes will be changed to accommodate for online meetings in the future, implement some changes in the procedure to issue awards, comply to new legislation and finally to introduce the membership category

'academic institutions'. The General Assembly approved of the changes and thanked the Board for their efforts.

András Munkácsy presented the proposed nominees for the awards to be issued this year for the first time. The Committee proposed Jeffrey Howard for the Excellence Award, Broos Baanders for the Fellowship Award and Sally Scarlett for the Honorary Fellowship Award. All nominations were approved by the General Assembly and would be presented to the recipients during the ETC50 session at the conference that afternoon.

After this Oliver Charlesworth presented the results of the council elections. The members stepping down were thanked for their efforts and new members were welcomed.

A special thanks went out to Olga Feldman, who is stepping down as chair of the council, for her excellent work for AET over the last years.

Remko Smit
Secretary

YRPF

Young Researchers' & Practitioners' Forum

The ETC2022 in Milan was a great opportunity and experience, that allowed people to meet after two years of online conference.

It was possible to observe the excitement and large numbers of people involved in the different activities and sessions.

The **YRPF** had sessions during Wednesday and Thursday, covering a variety of topics in the transportation field, as Shared Mobility Systems, Sustainable Transport, Economic Analysis, Behaviour Change and Environment.

The numbers of attendance to the YRPF sessions was larger when compared to years pre-pandemic and to the online conferences in 2020 and 2021. After the ETC 2022 the interest shown in joining the YRPF committee was also revealing of the great interest in this conference since there are 5 new joiners to the committee.

This means that people did really enjoy the ETC environment and want to be involved in future occasions.

Testimonials:

"Attending the conference in person and chairing a session on the YRPF was an excellent opportunity to strengthen the debate on urban mobility, especially with contributions from the academic, and corporate perspectives in a more inviting space for young people to debate."

Gabriel José Cabral Dias, YRPF sessions co-chair at the ETC2022 and member of the YRPF committee.

"The ETC 2022 and in particular the YRPF were not only a great opportunity to present at my first conference in a welcoming setting, but I was also able to learn about the industry and meet many interesting people that will undoubtedly benefit my network in the future."

Hans Dyckerhoff, presented at ETC2022 and has recently joined the YRPF committee

Council Members

The Council, which consists of a maximum of 24 Members of the Association for European Transport, represents the AET members and helps with the direction of the association. One third of the Council seats are elected each year at the annual GA, held at the European Transport Conference (ETC).

The 50th ETC in Milan in September 2022 saw the AET elect 8 members to the existing council during the GA.

We were delighted to have five of those get re-elected for another 3-year term and very pleased to welcome three new members to the Council for the first time which brings the council's country representation to 9 countries across Europe.

Allow us to introduce our latest members:

Anna Contenti

 Italy

Jacobs



“ I served as an AET Ambassador for Italy for the past two years and I would like to have the opportunity to further support and expand AET's impact in Europe. I intend to contribute my network of transport professional in Italy and Europe and my enthusiasm for integrating transport research with transport practice. ”

Members of the council are involved in many AET matters such as membership, marketing, forums, publications, website and of course planning the ETC. If you're a member of the AET and would like to be considered for the Council then look out for the call for nominations in early 2023 when we'll be looking for new members.

Tobias Hagen

 Germany

Research Lab for Urban Transport, Frankfurt University of Applied Sciences



“ I'd like to represent the academic perspective and especially that of young researchers: My PhD students are strongly engaged as presenters at the ETC. I conduct applied research in the field of "Data Science & Mobility". In doing so, I regularly cooperate with companies. Data science has become increasingly important for the transportation sector in recent years. I am very pleased to have the opportunity to help shape and develop the AET and the ETC. ”

Kay Gade

 Germany

DLR



“ My contributions will be to proactively participate in the Council's activities and to assist in the organisation of the ETC as well as to support the collaboration with other organisations and with the European Commission. As the exchange of knowledge among researchers and bringing together research and practice are especially important to me, I would also like to contribute to the (further) development of new formats for knowledge exchange and transfer. ”



Continuing to Grow from Strength to Strength

by Conall Mac Aongusa



AET Transport and Mobility Forum publishes its new Webinar Programme for 2022/23

This month we have published our programme of 9 new monthly webinars for the Autumn/Winter Series 2022/23.

This will be the third annual season or programme of monthly webinars which we have been hosting since the first Covid19 Lockdowns in mid-2020. Since then, we have hosted over 22 webinars on a range of transport topics of interest to AET Members.

AET Transport and Mobility Forum is an active AET members forum which plans and facilitates discussions and debates on transport topics for the AET members and the wider transport community.

This year we have worked closely with our Programme Committee Chairs to develop the new programme, and 6 programme committees have pledged to host a webinar this year on a theme chosen by them.

We also plan to host our annual New Year Debate in early January and we hope to have our first live and in person Transport and Mobility Forum meeting in 2023. We will also continue to work with other organisations in the transport community who share AET members' interests and enthusiasm for discussion around transport themes.

Following the first successful webinar of the season last October on the theme of 'Accessibility for Diverse Populations, LGBTQ+ Travel Behaviour and Placemaking from a Gender and Diversity Lens', we held our second webinar on 1st December 2022, which was co-hosted with the Global Trends in Transport Programme Committee led by Chair Vladimir Momčilović of University of Belgrade.

The main speaker was Luc Amplemann of the University of Cracow in Poland on the theme of **"Managing transport conflicts and cooperation - what role for transport planners?"** A panel of invited speakers responded to Luc's presentation and provoked plenty of thought and debate.

Our new programme plans a webinar once a month on the **FIRST THURSDAY** of each month - usually held at 11.00 Central European Time.

Details of the forthcoming webinars are available on the AET Transport and Mobility Forum web pages at AET Transport and Mobility Forum, visit: aetransport.org/forum

The web pages also include links to an archive of past webinar recordings which are accessible exclusively to AET Members.

We look forward to seeing you at our forthcoming webinars which are usually free to register and attend.



New AET Services and ETC Delivery Contract

The AET is a membership led organization that relies on the voluntary commitment of its members. However, to operate at a professional level to provide benefits for the members and ensure the successful delivery of ETC as the most established annual transport conference in Europe, AET has a contract for support of the AET services and ETC delivery.

The contract is let every three to five years, and from April 2022 onwards the contract for AET services and ETC delivery needed to be renewed. In November 2021 a tender was prepared by a working group consisting of AET Board members and AET members. In December the tender was set out to selected firms, and in January the proposals for the tender were received. AET was happy that bids of high quality were received.

From the assessment the proposal of Training for Transportation Professionals (TfTP) was selected as winning bid. The new contract will secure the AET services support and ETC delivery for the coming three years, until 2025, and can be extended optionally for two extra years.

TfTP has been the provider for the AET services and ETC delivery since 2011, and the team of TfTP to deliver the contract is a mix of old and new. To mark the start of the new contract and set the ambition for the coming years a contract inception workshop was held at the Jacobs office in London. We are all looking forward to the continued cooperation between AET and ETC.



EUROPEAN TRANSPORT CONFERENCE 2023

Key Information

Dates: 6-8 September 2023

Location: Milan, ITALY

Milan 2023 Overview:

The 51st European Transport Conference returns in 2023, once again, to a full three-day conference at the Bovisa Campus of Politecnico di Milano.

With more thought-provoking plenaries and topical sessions on the cards to make 2023 the best conference yet.

Find Out More:


Visit the ETC 2023 section of our website for further information, with regular updates and announcements.




Visit online at:

www.aetransport.org/etc

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