

Transport Safety and Security

Research Day: 22 May 2018, Leipzig

Call for Extended Abstracts

The International Transport Forum (ITF), together with ECTRI, ERTRAC, FERSI, TRB and WCTRS, are pleased to announce the holding of a research day on “Transport Safety and Security”. This research day will be held in Leipzig, Germany on Tuesday 22 May 2018, in conjunction with the International Transport Forum’s 2018 Annual Summit.

Objectives

The objectives of the research day are to bring together top academics and researchers to present and discuss topics relevant to the Summit’s theme, providing highly valued input to the Summit’s core programme.

It is critically important that research results are brought into practice, especially considering the pace with which our transport system is currently evolving. The Research Day offers a great opportunity to exchange ideas not only between researchers, but also with representatives from governments, cities, and other decision makers.

Focus

While the 2018 ITF Summit on “Transport Safety and Security” will address issues ranging from terrorism and cyber-security to road safety and extreme weather disruption, including the risks and benefits of automated driving, the Research Day will limit its scope to road safety and transport resilience. In particular, in order to plan their actions and investments for the coming years, policy makers need the input from researchers to provide knowledge and solutions on how to:

- better protect vulnerable road users, particularly in a context of an ageing society;
- cut the number of seriously injured people;
- ensure automation and connected systems are implemented safely;
- develop resilient transport systems.

Submission of abstracts

We invite the submission of extended abstracts of up to 1000 words that address Transport Safety and Security. Specific sessions will focus on:

- Vulnerable road users
- Road traffic injuries,
- Automation,
- Transport systems resilience.

Abstracts should be submitted by Thursday 15 February 2018 11pm (GMT) on:

<https://easychair.org/conferences/?conf=itf2018researchday>

Abstracts should include a title, as well as presenter's name, affiliation and contact details. Please also include details of any project websites connected to the research outlined in the abstract.

Applicants will be informed of the outcome of the selection process on 15 March 2018.

Journal publication

The best abstracts presented at the research day will be invited to submit full papers to the European Transport Research Review (ETRR), open access Journal published by Springer and created by ECTRI in 2008. All selected articles submitted to ETRR will be subject to ETRR's standard peer review processes for articles submitted to the Journal.

Journal information:

- 2016 Impact Factor: 0.962 ©2016 Thomson Reuters, 2016 Journal Citation Reports®
- Editor-in-Chief: Prof. Karst Geurs (K.T.Geurs@utwente.nl)
- Fully open access journal, ensuring easy compliance with open access mandates and high visibility
- Authors retain copyright to their articles
- Submission guidelines and other details can be found [here](#).

ITF Young Research Award

Anyone submitting an abstract who is under 35 years of age is also encouraged to enter the ITF Young Researcher Awards. This award, which ITF presents each year during its annual summit and carries a prize of 5000 Euros, aims to highlight the crucial importance of transport research for sound transport policy formulation and implementation, and to foster closer links between transport policy and research. The deadline for submission for the award is 20 February 2018. More detail is available on the ITF website at <http://2018.itf-oecd.org/awards>

Practical Information

The research day will take place on Tuesday 22 May, one day prior to the official opening of the ITF Summit. It will be held at the Kongresshalle am Zoo, Leipzig.

Participants at the research day can make use of a special registration fee of 450 Euros that covers attendance at both the research day and the subsequent three summit days. The fee covers meals (lunches and dinners, except the evening of 22 May) and transport (airport transfer and transport from hotels to the main summit venue). It is not possible to register just for the research day. Registration will open in late January 2018.

Participants making presentations will receive a complementary pass for the research day and summit.

Contacts

- ECTRI: Caroline Alméras, caroline.almeras@ectri.org
- ERTRAC: Dr.-Ing. Peter Urban, peter.urban@ika.rwth-aachen.de
- FERSI: Dominique Mignot, Dominique.mignot@ifsttar.fr
- International Transport Forum: Alexandre Santacreu, alexandre.santacreu@itf-oecd.org
- TRB: Bill Anderson, wbanderson@nas.edu
- WCTRS: Geetam Tiwari, geetamt@gmail.com

More information on the ITF 2018 summit can be found at: <http://2018.itf-oecd.org/>

Background

Road safety

Each year more than 1.3 million people died and 50 million are seriously injured in road traffic crashes. In response, the UN Decade of Action for Road Safety was launched in May 2011 and in 2015, Sustainable Development Goals were endorsed by the UN General Assembly. These included two road safety targets: SDG 3.6, which aims by 2020, to halve the number of global traffic deaths; and SDG 11.2 which, by 2030, calls for “access to safe, affordable, accessible and sustainable transport systems for all”). Several countries have now embarked on a “Safe System” (or Vision Zero) policy with a long term goal that no one should be killed or seriously injured in road traffic crashes.

Ensuring safe, secure and efficient mobility for all citizens should be a daily concern in all countries. In this respect, several issues would benefit from discussions at the Research Day:

- *Vulnerable road users in cities:* In most cities, vulnerable road users represent more than half of traffic casualties and often affect the most vulnerable among us – the children and the elderly. Active mobility, walking and cycling, are healthy and essential to keep our growing cities attractive and clean. This raises new challenges, in particular in the context of the emergence of e-bikes and the ageing of society. To keep cyclists and pedestrians safe, adequate infrastructure (e.g. obstacle-free, safe routes, low speeds in mixed traffic) and better interactions and attention from drivers are needed.
- *Serious injuries:* While most statistics, safety targets, measures and evaluation refer to the number of road deaths, the pain and economic burden of those who survive a road crash cannot be ignored. Reducing serious injuries is a full objective of the Safe System and is receiving increased attention with the growing popularity of cycling in cities. There is still a lot to learn in this area. Measures which have proven effective in reducing the number of road deaths are not always as effective in reducing the number of people seriously injured. Several countries, as well as the European Union, have now set a target to reduce the number of people seriously injured. However collecting and monitoring accurate data is a challenge and underreporting is an issue in many countries.
- *Automation:* Technological advancements, including automation and digitalization, provide opportunities to make Safe System a reality. First, the automation of some driving tasks is likely to reduce the occurrence of human errors. Second, connected vehicles are likely to share and receive precious information on the live traffic environment, helping to anticipate appropriate actions, leading to better road safety outcomes. Nevertheless, the new systems will raise new questions: How will

automated and connected vehicles interact with, and be understood by other traffic participants? Will security threats be introduced? If perceived as a silver bullet, will the prospect of autonomous vehicles reduce the importance of road safety on the political agenda?

Transport Resilience

The 2018 ITF Summit makes the connexion between transport safety, security and resilience, as three policy areas related to incidents and disruptions affecting the transport system. Unforeseen disruptions from natural disasters, technical failures, crashes or terror attacks have significant economic costs as they affect the movement of goods and people. Decision makers will benefit from discussion of insights from the most recent research on the impacts of such events, on their prevention, on system resilience and on system recovery.