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## Editorial



By Joris Al  
ECTRI Member  
General Director from DVS, The Netherlands

Dear readers,

In times of crisis sometimes the question about the added value of research is raised: is research just a toy for better days? The economic crisis is striking the world economy hard, but I am glad to see that the question has not been raised. In fact, in the European Economic Recovery Plan published at the end of last year, a separate section is devoted to research and the Lund Declaration of the Swedish presidency calls upon research, to address the Grand Challenges of our society. Research will not solve the economic crisis but it is a prerequisite for a healthy recovery.

In the Netherlands our Rijkswaterstaat Centre for Transport and Navigation plays an important role in supporting our Ministry in solving the problems of mobility and accessibility of economic urban areas. The Dutch citizens and our Minister call for it. Research within a transport ministry has a clear purpose: to support policy making and its implementation. Of paramount importance to live up to our national political and societal expectations are, for instance, issues raised by the ITS-action plan of DG TREN like real-time traffic and travel information services and vehicle-infrastructure interaction.

At the European level research serves a comparable policy goal: the support of the European competitiveness and the common policies.

Additionally, research serves the 'silent majority' of future generations. Recently, the European Commission has published a Communication on "A sustainable future for transport". This document is supported by an extensive and thorough exploration of future scenarios and consultation of experts. ECTRI has reacted to this communication thereby contributing to a discussion about longer term visions and challenges facing our transport system. Research has, indeed, a major role to play in offering paths into the future reconciling the present needs of our society with those of future generations. Technology will be a strong partner along this road, but we will have to pursue efforts to decouple transport growth from economic growth. We will have to change our behaviour to mitigate the effects of climate change.

As far as transport research is concerned, the challenge consists not only of providing scientific answers to problems we are being confronted with.

Researchers have to think of other ways of organizing their work and be ready to accept other relations with their customers. The European research landscape is changing: the Framework Programmes will remain a catalyst for European cooperation but Framework Programme 8 will probably move away from traditional project funding to a 'programme of programmes'. Cooperation between member States through ERANET-schemes and 'joint programming' will increase. Research institutes will have to review their strategies. A source of inspiration in these times of change is certainly the report 'EU/US Transport Research Collaboration: Challenges and Opportunities' written by a joint TRB-ECTRI Working Group. It offers a very fruitful exercise in comparing the different approaches to knowledge management and innovation on both sides of the Atlantic Ocean and concludes with a call for increased global cooperation to tackle the challenges our planet is facing. Our future clearly lies with cooperation with our colleagues in America and elsewhere. We at Rijkswaterstaat look forward to work on this.

## ECTRI strengthens its participation to the European Transport Conference (ETC) 5-7 October 2009 Leeuwenhorst Conference Centre, The Netherlands



'Share your solutions to transport challenges' Each year, ETC draws together over 500 transport practitioners and researchers in an ideal location, which offers plenty of space for networking and ideal facilities for in-depth presentations and discussions. Several papers are presented by active professionals and researchers, selected by the most respected members of the transport profession in Europe. All of whom are committed to a common cause of moving forward the transport agenda to be tackled in Europe and its neighbouring countries. The Conference offers also space for networking with professionals in the Transport field. This year, ECTRI was official sponsor of the European Transport Conference 2009. ECTRI had a booth in the exhibitor's area and broadly advertised on the European Transport Research Review (ETRR). Several researchers and experts from the ECTRI network were actively involved as speakers (in total 43 papers were presented by researchers from the ECTRI network) or as session chairs. In particular the 9 following researchers were chairing one or several sessions:

- Francis Cheung from DVS, The Netherlands: 'Mobility management' session - Reducing Car dependence Seminar, and 'Congestion and reliability' session - Applied methods of Transport planning Seminar,
- Smiljan Vukanovic from the Belgrade University, Serbia, 'Safety' session - Traffic and Transport, Engineering and Safety Seminar,
- Henk Taale from DVS, The Netherlands: 'Traffic assignment' session - Network modelling Seminar ,
- Remko Smit from DVS, The Netherlands: 'Travel survey methods' session and 'Large scale models' session - Applied methods in Transport Seminar,
- Ole Kveiborg from VTI, Sweden: 'Policy and business practices' session - Freight and Logistics Seminar,
- Peter Wagner from DLR, Germany: 'Dynamic equilibrium' session - Transport planning Seminar,
- Lori Tavazzi from TNO, The Netherlands: 'Optimisation' session - Freight and Logistics Seminar,
- Johannes Reichmut from DLR, Germany: 'Airports Planning' session - Aviation Seminar,
- Toon van der Hoorn from DVS, The Netherlands: 'reliability 2' session - Applied methods of Transport Planning Seminar.

The **Neil Mansfield Award** was given to Marc Gelhausen from ECTRI member DLR, Germany. His paper dealt with "Modelling airport capacity constraints in air travellers' airport choice". The Mansfield Award is distributed each year during the Conference to recognise the best paper by a sole author aged 35 or under, presented at the European Transport Conference. Papers considered for these awards have been reviewed by a subject-panel made up of senior academics and professionals from across the transport community.

ECTRI is very happy to renew its support to ETC2010 and to invite all interested transport researchers and experts to meet next year in Glasgow, Scotland UK, from 11-13 October 2010.

For the 2010 Conference, ECTRI will strive to deepen its cooperation with ETC. It is expected that high level ECTRI speakers will participate in plenary sessions, that more ECTRI researchers will take part actively in various ETC Programme Committees, and that the Thematic Working Groups of ECTRI will meet on this occasion. ECTRI will also try to promote specific scientific sessions.

The ETC proceedings are available on: <http://etcproceedings.org/>

## International Conference on Air Quality Programme IPL Rotterdam, The Netherlands – November 25-26, 2009



The Air Quality Innovation Program (IPL) was established in the Netherlands in March 2005 to generate knowledge on local transport and traffic measures to improve air quality alongside motorways (nitrogen oxides and particulates). Five years of air quality research have yielded a vast amount of knowledge on both the impact of several mitigation measures, as well as suitable air quality measuring methods. By the end of 2009 the IPL will provide recommendations for implemen-

tation and policy, including the potential benefits and drawbacks of different mitigation measures.

The Air Quality Programme was initiated by two Dutch ministries: Transport, Public Works & Water Management and Housing, Spatial Planning & the Environment.

The programme has been carried out by ECTRI member DVS (Directorate-General for Public Works and Water Management), The Netherlands.

In the good spirit of ECTRI, DVS wants to share the knowledge generated by IPL with their fellow

institutes. To this end, the closing conference of IPL will be staged as an international conference, with English as the working language. To facilitate the participation, the conference is free of charge. This invitation is opened to any expert working in air quality research.

To encourage a lively debate, participants have been invited to bring a poster or other information about their air quality related project to the conference.

More information on: <http://www.ipl-airquality.nl/>

## 9th Transport Engineering Congress (CIT 2010) Madrid, Spain - 7 to 9 July 2010



The University Institute for Automobile Research (INSIA), and the Vehicle and Transport Engineering Group (GIVET) of the Higher School of Industrial Engineering, part of Madrid Polytechnic University, is organising the 9th Transport Engineering Congress (CIT 2010) in Madrid, from the 7 to 9 July 2010 at its headquarters at 2 José Gutiérrez de Abascal Street, in the heart of Madrid, one of the main thoroughfares in the capital of Spain. The congress follows the brilliant tradition begun in 1993 in Seville, which continued with various editions held in Madrid (1996), Barcelona (1998), Valencia (2000), Santander (2002), Zaragoza (2004), Ciudad Real (2006) and Coruña (2008). With this long

tradition the Congress has become the point-of-reference technical and scientific forum in the Transport sector in Spain for the interchange of experiences and making known the most recent progress in this field. On this occasion, the organisers of CIT 2010, under the slogan of "Sustainable, Accessible Transport: technological, managerial and resource challenges", hope once again to make the Engineering and Transport Congress a meeting point for the most distinguished specialists in the sector, as well as promote an interchange of knowledge and experiences, placing a special emphasis on sustainable, accessible mobility. Another of the objectives set is to encourage professionals from Latin America and Europe to participate in order to

create a favourable atmosphere for the interchange of experiences as well as the exchange of young people with a young researcher award for the best quality paper in the view of the jury formed for that purpose. The Organising Committee invites all professionals working in the transport sector to visit the Congress web page which contains useful information, and to send in their contributions. More information on: <http://www.cit2010.org/>

Best regards,

Francisco Aparicio Izquierdo  
President CIT 2010 Organising  
Committee

### EVI – vehicle identity and authenticity



TNO was responsible for a project for the Dutch vehicle registration and licence centre (RDW) to investigate the technical feasibility of deploying an electronic vehicle identification (EVI) system. This involved developing and testing a future-proof architecture for EVI and implementing a proof of concept. The aim is to enable the remote and reliable communication of a vehicle's identifying parameters. The project for RDW involved two cases: rush-hour avoidance, where road users are rewarded for not using particular roads during the rush-hour period and MOT (APK) inspection whereby the identity of a vehicle is verified during the inspection process and so fraud detected. In brief, the functional architecture of the EVI system comprised multiple EVI radio-frequency identification tags containing the identity and authenticity data of the vehicle and a reader with a central unit to make the data available for applications. Compared to traditional vehicle identification systems (vehicle number and registration, licence plate number), the EVI system based on TNO's architecture

and proof of concept can enhance reliability, improve security and enable applications that require the identity of a vehicle at any place and any time.

Tagging the traffic: One of the major challenges in this project relates to attaching radio-frequency identification tags to the metal surfaces of vehicles. This is where the multidisciplinary organisation of TNO comes into its own. Working together with colleagues from materials science, a tag was developed whose properties allowed it to be affixed to the vehicle (the A pillar was selected as the most suitable location) and retain its physical and data integrity. Not only can these tags be read remotely from some considerable distance, they will also cease to function if they are removed from the vehicle. This complies with two of the key objectives of the project regarding monitoring identity and safeguarding security. By taking current ITS developments and trends into account, the design encapsulated a future-proof solution. The rush-hour avoidance tests revealed a 95% success rate in identifying those vehicles equipped with GPS loggers and

generated valuable information for further development.

Opportunities abound: The results of this project have revealed not only the limitations of EVI but also the tremendous potential across the mobility range, with stakeholders as diverse as the emergency services, insurance companies and the road users themselves standing to benefit from implementation. While the technology is capable of proceeding, it is essential that EVI is accepted by both the public and regulatory authorities. TNO has pointed the way in this project to large-scale implementation in the Netherlands. A further step could be to add a law-enforcement case since this could be expected to have a considerable positive impact on society. An impact assessment and business case would quantify the social and economic impact of large-scale implementation of EVI. With its cross-disciplinary expertise, TNO is exceptionally placed to play a leading role in such an initiative. More information: [www.tno.nl/mobility](http://www.tno.nl/mobility)

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**KTI website re-  
newed:** The Institute for Transport Sciences (KTI), Budapest, Hungary, maintains a website since 1995, with a changing form and content. KTI restructured the website. It offers easier access to the information, its internal engine and maintenance tools allow quicker actualisation of the content. The NEWS section is much better structured; the RESEARCH and SERVICES sections are separated and more informative. The main services and projects of the Institute are now stressed. One of the most searched items, the TRENDS

## News from KTI

graphical database gives an overall view about transport and its environment, and presents the most actual available data. Besides the research done at KTI, some results of our partners are presented too. There are more illustrations, mainly about transport safety, environmental pollution and noise load. The content of the TRENDS is regularly updated, taking into account the service needs of the specialists and those of the public.

**New research heads at KTI's divisions:** In spring, new leaders were appointed to three main research posts, following the expiration of the four-year

terms of the previous officeholders: Dr (PhD) Attila VÖRÖS became research director of KTI; he got a ministerial reward („For Transport“) in 2003 for his work done at KTI. Mr Gábor ALBERT, formerly deputy-head, became the head of division for Transport Organisation and Network Planning. He got a ministerial reward („For Transport“) in 2009. The Transport Safety and Traffic Engineering Division will be headed by Mr Tamás BERTA for the following four years; his achievement was acknowledged in 2008 by the prize “Researcher of the Year at KTI”.

KTI website: [www.kti.hu](http://www.kti.hu)

## ECTRI facts and figures

> ECTRI is looking for sponsors to support the European Transport Research Review (ETRR). The **sponsoring leaflet** is available on: <http://www.ectri.org/index.html>.

> ECTRI was present at the **Transport Infodays** organised on 28-29 September by EC to further explore the possibility to participate in some projects of the new transport FP7 call. Another Infoday took place on 1st October in Thessaloniki, Greece, and was organised by HIT. George Charalampous from HIT, made a presentation on behalf of ECTRI. His presentation is available on the ECTRI website.

> ECTRI President Guy Bourgeois was invited to speak at the **FEHRL General Assembly** on 8-9 October in Budapest for the 20th anniversary of FEHRL.

> The ECTRI Thematic Working Group ‘**Transport Economics and Policy**’ met in Stockholm 22-23 October. The group worked on the preparation of FP7 and COST action proposals. This TWG also developed its matrix of competences and Strategic Research Agenda.

> An ECTRI **Board meeting** took place in Brussels on 29 October. New memberships, relationships with other organisations, FP8 developments and the preparation of the next Assembly meeting were the main subjects of discussion.

> ECTRI’s involvement in the **NEARCTIS project** ([www.nearctis.org](http://www.nearctis.org)) has been more deepened. ECTRI is already associate partner of the project since April 2009 and contributes to the dissemination of information on the project.

In addition, Caroline Alméras was recently appointed to be member of the NEARCTIS Advisory Committee and invited to its meeting on Nov. 12 in London. During NEARCTIS Workshop on 13 Nov. she presented ‘**YEAR2010**’ project to encourage young researchers working in traffic management to submit some abstracts to the competition. Information on: <http://year2010.fehrl.org>

> A **workshop** on International Transportation Research Collaboration: ‘Success Stories’ will be co-chaired by George Gianopoulos from HIT, Greece, during the **TRB 2010 Annual meeting** in Washington DC, on January 10, 2010. The ECTRI-TRB report will be presented as an example of success.

## Publications

> The second and third issues of the European Transport Research Review (ETRR) have been published in July and October. They include new articles and a Preface from Commissioner for Research, Janez Potočnik. The fourth issue is under pre-

paration. Information on <http://www.springer.com/12544>.

> In September, ECTRI released its answer to the EC consultation on “**a sustainable Future of Transport**”.

> In October, ECTRI distributed hard copies of the **ECTRI-TRB**

**report** entitled «EU/US Transport Research Collaboration: Challenges and opportunities» to European and American bodies as well as to the major stakeholders active in transport research.

## Upcoming ECTRI meetings

> TWG Safety & Security meeting - 23 November 2009 - Amsterdam, The Netherlands

> General Assembly - 10 & 11 December 2009 - CNTK/ITS, Warsaw, Poland