Pre-Summit Research Day
Transport for Inclusive Societies

Held in conjunction with the 2022 ITF Annual Summit

Post-Event Call for Papers

The European Conference of Transport Research Institutes (ECTRI), the US Transportation Research Board (TRB), in association with the International Transport Forum (ITF), are pleased to invite authors to submit papers addressing the subject of "Transport for Inclusive Societies." Papers may be submitted to either ECTRI's European Transport Research Review or TRB's Transportation Research Record for consideration for publication.

The International Transport Forum (ITF), together with ECTRI, TRB, the European Commission (EC), and the World Conference on Transport Research Society (WCTRS) organized the Pre-Summit Research Day, which was held in-person in Leipzig, Germany, on Tuesday, 17 May 2022, as an ancillary event to the 2022 ITF Annual Summit. The event brought together top academics, researchers and practitioners to present and discuss topics relevant to the Summit's theme, "Transport for Inclusive Societies." It is important that research results are brought into practice, especially considering the pace with which our transport system is currently evolving. The Research Day provided a great opportunity to exchange ideas not only between researchers, but also with representatives from governments, cities, and other decision makers.

Submission of papers

The 2022 ITF Summit on "Transport for Inclusive Societies" explored the role of transport policies for fostering an environmentally-friendly, people-centric world that leaves no-one behind, notably as regards vulnerable and disadvantaged groups of persons. It highlighted linkages between transport and inclusion in all of its dimensions: how to design inclusive transport governance frameworks and decision-making processes; how to foster access for all to essential goods and services, and economic opportunities in a sustainable way; how to design transport systems that everyone can use; and how to ensure that the transport labour market is as open and inclusive as possible. To this end, the Summit discussions cut across passenger and freight transport activities while providing a multi-modal perspective. The 2022 Summit also discussed the role of the transport sector in generating a greener, safer, more secure, more equal and healthier world in the wider context of the Covid-19 pandemic.

The Pre-Summit Research Day limited its scope to four specific topics as listed below. In order to plan their actions for the coming years, policy makers need insights from researchers to provide knowledge and solutions on how to:

1) Mitigate and adapt to climate change with environmentally-friendly, inclusive and equitable transport solutions;
2) Involve everyone in transport policy decision-making and pro-actively reach out to vulnerable and disadvantaged groups;
3) Make digitally enabled transport innovations part of accessible and safe systems for all;
4) Fund public and active transport for all in the wake of the Covid-19 pandemic.

We would like to now invite the submission of **full-length papers** that address "Transport for Inclusive Societies" with regard to one of the above four topics for publication in either the **European Transport Research Review (ETRR)** or in the **Transportation Research Record (TRR)** - ETRR has a 6000 word limit (excluding references); TRR has no word count limit.

Further background on the four topics can be found in Annex 1 to this Call for Papers. Papers can refer to both quantitative or qualitative research and be a part of the academic fields linked to transport. Given the overall goal of fostering research-policy linkages, papers should clearly reflect how the research can be used to inform policy development and implementation.

Papers shall be submitted by **Friday 30 September 2022, 11:00 pm (GMT)** either on ETRR or on TRR submission platforms. Further guidance on the format for submitted papers is provided below.

Submission is open to presenters at the ITF Pre-Summit Research Day as well as to all researchers and practitioners working within one or more of the above four topics.

Accepted papers will be published in the journal for which the paper was submitted and processed. Papers can be published in only one journal and should not have been published elsewhere.

About Journals

[_European Transport Research Review_ (ETRR)](#) is a peer-reviewed open access journal publishing original high-quality scholarly research and developments in areas related to transportation science, technologies, policy and practice. Established in 2008 by the European Conference of Transport Research Institutes (ECTRI), the Journal provides researchers and practitioners around the world with an authoritative forum for the dissemination and critical discussion of new ideas and methodologies that originate in, or are of special interest to, the European transport research community. The journal is unique in its field, as it covers all modes of transport and addresses both the engineering and the social science perspective, offering a truly multidisciplinary platform for researchers, practitioners, engineers and policymakers. ETRR is aimed at a readership including researchers, practitioners in the design and operation of transportation systems, and policymakers at the international, national, regional and local levels. For submission guidelines, go to: https://etrr.springeropen.com/submission-guidelines

Transportation Research Record: Journal of the Transportation Research Board is one of the most cited and prolific transportation journals in the world, offering unparalleled depth and breadth in the coverage of transportation-related topics. TRR Journal publishes outstanding, peer-reviewed papers presenting research findings in policy, planning, administration, economics and financing, operations, construction, design, maintenance, safety, and more, for all modes of transportation. This journal is a member of the Committee on Publication Ethics (COPE). For submission guidelines, go to: https://trb.secure-platform.com/a/page/trrjournal/forauthors

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Annex 1: Topics background

Equitable transport services are at the backbone of inclusive societies. Passenger transport activities grant access to essential opportunities, such as workplaces, education and health centres. Freight transport activities are also required to feed global supply chains and deliver essential goods close to where people live. Yet, not all transport services are accessible, nor designed in a way that ensures that mobility activities benefit all user groups. How can governments make sure that transport services leave no-one behind, regardless of geographical location, socio-economic background, or physical or mental characteristics? Starting from this main question, four main issues will be at the heart of discussions at the Research Day:

1) **Mitigate and adapt to climate change with environmentally-friendly, inclusive and equitable transport solutions**: Transport activities are at the centre of the climate change challenge. With current policies, passenger and freight transport activities are set to more than double by 2050 compared to 2015, increasing CO_2 emissions by 15%. Transport activities are also responsible for increasing health hazards in cities around the world, through local pollutant emissions. Policy measures need to be taken to reflect the environmental and public space consumption costs of using vehicles and support the switch to clean and zero-emission ones. Policy measures are also needed for adapting transport infrastructure and services to potential disruptions from climate disasters and extreme weather events. Some of these measures will disproportionately and negatively impact historically underserved communities and lower income groups. How can policy makers implement more ambitious mitigation and adaptation measures without burdening vulnerable users? How could transport policies deliver co-benefits for underserved communities while mitigating and adapting to climate change?

2) **Involve everyone in transport policy decision-making and pro-actively reach out to vulnerable and disadvantaged groups**: engaging citizens in the proposal, development and

evaluation of transport policies improves the public acceptance of measures and delivery of projects. It can also be an effective way to design and implement transport services that address the needs and concerns of all users, particularly the most vulnerable or disadvantaged ones. Nonetheless, there are various challenges. How can authorities set up institutional arrangements and decision-making processes that include citizens' voices in a meaningful way? How can they make sure that all user groups are represented and have the financial and time resources to participate effectively? Which instruments, such as surveys, discussion roundtables or social media engagement are most effective for ensuring a fruitful citizen engagement? Another important role for research is documenting the value of meaningful participation processes in facilitating project delivery on time and on budget to administrations sceptical about their value.

3) **Make digitally enabled transport innovations part of accessible and safe systems for all**: Digital transport innovations have provided solutions that could help bridge access gaps and include previously excluded users into transport systems. Demand-responsive app-based services, for instance, could help reduce transport 'deserts' in geographically distant and lower-income communities. Yet, challenges remain. How to make sure that these services are affordable and can be used by all transport users, such as those without access to smartphones, internet connections or the unbanked, lower income population as well as those with low digital skills? How can these services be designed so that they can be used by all users, no matter their cognitive, sensory or physical conditions? And how can authorities regulate services such as forms of app-based shared mobility so that they are safe and accessible for all users, including those with physical, cognitive or sensory impairments?

4) **Fund public and active transport for all in the wake of the Covid-19 pandemic**: During the Covid-19 pandemic public transport services have been reduced in many cities around the world, either because of movement restriction measures or because of a financial hardship due to decrease in ridership. Emerging complementary shared mobility services (e.g. shared e-scooters, shared bikes, shared vans, etc) have also been put in jeopardy while at the same time the demand for active transport modes (walking and cycling) has increased during the pandemic and brought many cities to adapt temporarily their infrastructures to those needs. The situation has shown how essential public transport is for granting access to essential opportunities, particularly for lower income groups. It has also reflected how vulnerable many networks are to major shifts in public finances, in a context of major budget decline. It has further highlighted and enhanced investment needs for guaranteeing environmentally-friendly, suitable, accessible and healthy rides for all users. In many cities, the need to make emerging active mobility infrastructures permanent has also increased funding needs. How can public authorities guarantee funding for maintaining and eventually expanding zero-emission public transport services and new forms of active mobility? Which alternatives do public authorities have for increasing the resilience of sustainable transport public finances? And how can public and private stakeholders cooperate to keep emerging and complementary forms of shared mobility alive in the wake of the Covid-19 pandemic?