



RESEARCH IN TRANSPORTATION
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VOLUME 8

ECONOMIC IMPACTS
OF INTELLIGENT
TRANSPORTATION SYSTEMS:
INNOVATIONS AND CASE STUDIES

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Economic Impacts Of Intelligent Transportation Systems Innovations And Case Studies

Kathleen Armour



Economic Impacts Of Intelligent Transportation Systems Innovations And Case Studies:

Economic Impacts of Intelligent Transportation Systems E Bekiaris, Y J Nakanishi, 2004-07-24 There are unique complexities associated with the economic valuation of Intelligent Transportation Systems ITS and telematics Traditional methods of quantitative analysis may not be appropriate in accurately and reliably assessing the economic impacts of these technologies Although advanced transportation and related technologies are being planned and deployed at an increasingly rapid pace many of the technologies are still relatively new and their use may not be widespread Much of the initial information and statistics gathered have been anecdotal and have focused more on benefits rather than costs Therefore difficulties arise due to the lack of historical data and lessons learned from which to draw upon In addition compared with traditional transportation infrastructure ITS technologies have different life cycles cost structures and a number of interrelated elements This book addresses these concerns and proposes new economic assessment techniques as well as modifications to existing ones Included are case studies from a multitude of North American European and Asian nations and major metropolitan areas covering a wide range of ITS technologies including freeway management electronic toll collection advanced driver assistance systems and traveller information systems

Port Economics Kevin Cullinane, Wayne K Talley, 2006-06-22 A port or seaport is a place that provides for the vessel transfer of cargo and passengers to and from waterways and shores Port economics is concerned with the study of the economics of port services Users of port services are those that utilize the port as part of the transportation process of moving cargo and passengers to and from origin and destination locations Users include transportation carriers such as shipping lines railroads and trucking firms that perform these movements and shippers and individuals that provide the cargo and themselves as passengers to be transported Port users demand port services whereas port service providers such as the port terminal operator supply port services to port users Port economics and shipping economics comprise the branch of economics known as maritime economics This volume provides original contributions to the study of port economics 1 the evolution of port economics 2 economic theories of the port port cost functions and port investment and 3 empirical evidence on the relative efficiency of ports the impact of ports on international maritime transport costs the competitiveness of ports and the impact of deregulation on dockworker wages Provides original contributions to the study of port economics Examines the evolution of port economics economic theories of the port and empirical evidence on the relative efficiency of ports the impact of ports on transport costs and the competitiveness of ports

Infrastructure and Safety in a Collaborative World Evangelos Bekiaris, Marion Wiethoff, Evangelia Gaitanidou, 2011-07-02 The book investigates how and which forgiving road environments FOR and self explaining road measures SER will contribute to increasing road safety and also increase network efficiency on the road It presents both the general approach and the methodology for generating the possible FOR and SER measures The book further discusses the prioritization and the testing methodologies as well as the designing VMS methodology The next parts

of the book present a few important examples lane departure warning systems intelligent speed adaptation systems and perception enhancement studies designs of European pictorial signs e g for VMS but also examples of designs of European road wordings and finally how personalization can take place of VMS signs and wordings for the individual driver The last part shows the final evaluation of FOR and SER and detailed Multiple Criterion Analysis and Cost Benefit Analyses are performed on a number of FOR and SER measures This results in the development of a set of guidelines conclusions and recommendations for the future

Maritime Transport Athanasios A. Pallis, 2007-08-29 Research in Transportation Economics is now available online at ScienceDirect full text online of volumes 6 onwards Elsevier book series on ScienceDirect gives multiple users throughout an institution simultaneous online access to an important compliment to primary research Digital delivery ensures users reliable 24 hour access to the latest peer reviewed content The Elsevier book series are compiled and written by the most highly regarded authors in their fields and are selected from across the globe using Elsevier s extensive researcher network For more information about the Elsevier Book Series on ScienceDirect Program please visit <http://www.info.sciencedirect.com/bookseries>

Shipping Economics Kevin Cullinane, 2005-06-15 Shipping is by far the most significant mode of transportation for the carriage of freight In terms of volume alone no other mode comes close Its dominance is even more overwhelming when distances are accounted for This book is concerned with the economics of this pivotal mode of transportation It reveals that the influences on the development and current state of shipping economics research are extremely eclectic The various chapters in the book represent areas that are of central concern to ongoing research in the field As such the book is useful to students researchers industrialists policy makers and consultants The authors of the contributed chapters are some of the leading names in the world of shipping economics addressing a number of diverse areas The econometric modeling of shipping markets Shipping finance a critical issue in such a capital intensive industry Fiscal policy and its impact on an international industry with great asset mobility and Safety and security aspects that have risen to prominence with increasing concerns over the environment and international terrorism Ultimately while shipping as a business depends upon trade it is absolutely certain that the business of trade depends upon shipping The final two chapters therefore incorporate aspects of network economics welfare economics and international trade theory to analyze where and how shipping sits within the wider perspective of industrial supply chains Professor Kevin Cullinane BA BSc MSc PhD FCILT CNIProfessor Kevin Cullinane is Chair in Marine Transport and Management at the University of Newcastle in the U K He was previously Professor and Head of the Department of Shipping and Transport Logistics at the Hong Kong Polytechnic University Head of the Centre for International Shipping and Transport at Plymouth University Senior Partner in his own transport consultancy company and Research Fellow at the University of Oxford Transport Studies Unit He is a Fellow of the Chartered Institute of Logistics and Transport and has been a transport adviser to the governments of Hong Kong Egypt Chile and the U K He holds visiting Professorships at a number of institutions and an

Honorary Professorship at the University of Hong Kong

Investment and the use of Tax and Toll Revenues in the Transport Sector Andre de Palma, Robin Lindsey, Stef Proost, 2007-04-24 Transport infrastructure developments will depend increasingly on the level of user charges. One reason is the ongoing liberalization of the EU transport sector especially for air and rail. Another is the trend towards implementing tolls and other user charges on roads. It is expected that user charges will progressively replace government subsidies for infrastructure expansion and maintenance. Revenues from user charges may also be used to cross subsidize other transport modes. The surplus anticipated on urban roads could be used to fund infrastructure and operation of public transport and/or non-urban roads. This book brings together both the theory and the current practice of user charges, tolls and revenue use in European countries. It examines public finance aspects such as earmarking as well as public management aspects of different pricing and revenue use principles. A set of guidelines is developed for a better use of toll and tax revenues. The set of guidelines is tested with a new cost-benefit tool in case studies that cover France, Germany, Norway, Switzerland and the UK. Research in Transportation Economics is now available online at ScienceDirect full text online of volumes 6 onwards.

[The Universal Access Handbook](#) Constantine Stephanidis, 2009-06-11 In recent years the field of Universal Access has made significant progress in consolidating theoretical approaches, scientific methods and technologies as well as in exploring new application domains. Increasingly professionals in this rapidly maturing area require a comprehensive and multidisciplinary resource that addresses current principles.

Global Competition in Transportation Markets Adib Kanafani, Katsuhiko Kuroda, 2005-06-10 This book represents the proceedings of a conference held at Kobe University that brought together some of the world's leading researchers in the field of transportation planning and policy. It contains a compendium of papers representing state-of-the-art research on topics of competition and regulation and system structure in air and maritime transportation. This book is a valuable resource for researchers and others who can use it as a starting point for advancing the state of knowledge in important topics of transportation systems management. It can also serve as a textbook for an advanced graduate course in transportation economics or public policy as applied to maritime transportation and air transportation. As such it is the first text of its kind.

Transportation Labor Issues and Regulatory Reform James Peoples, Wayne K Talley, 2004-11-08 Regulatory reform in the late 1970s and early 1980s vastly transformed the labor market for transportation workers. Most research in this area focuses on the effect of deregulation on the earnings of non-management company workers in airline, trucking and rail. Deregulation of transportation industries though has had a broader effect on workers. For instance deregulation also influences workers' hours worked per week, working conditions, worker safety and a host of other labor issues. Deregulation might also influence the earnings of managers and self-employed workers in transportation industries. Examining these issues is valuable because such analysis provides a more complete assessment of labor market changes following the shift to a more market-oriented business environment. *Transportation Labor Issues and Regulatory Reform* adds to the debate on deregulation's influence on

transportation labor markets by presenting empirical evidence on an array of labor market outcomes in transportation industries Contributions to this volume are categorized by their analysis on worker safety working conditions and employment opportunities and by their analysis on managerial and self employed earnings

Measuring the Marginal Social Cost of Transport Christopher Nash, Bryan Matthews, 2005-10-20 Many transport economists have for some time proposed marginal social cost as the principle on which prices in the transport sector should be based and in recent years their prescription has come to be taken more and more seriously by policy makers However in order to properly test the possible implications of implementing pricing based on marginal social cost and ultimately to introduce such a system it is necessary to actually measure the marginal social costs concerned and how they vary according to mode time and context This book reviews the transport pricing policy debate and reports on the significant advances made in measuring the marginal social costs of transport particularly through UNITE and other European research projects We look in turn at infrastructure operating costs user costs both of congestion and of charges in frequency of scheduled transport services accidents and environmental costs and how these estimates have been used to examine the impact of marginal cost pricing in transport We finish by examining how the results of case studies might be generalised to obtain estimates of marginal social costs for all circumstances and finally presenting our conclusions

Railroad Economics Scott Dennis, Wayne K Talley, 2007-07-09 Research in Transportation Economics is now available online at ScienceDirect full text online of volumes 6 onwards Elsevier book series on ScienceDirect gives multiple users throughout an institution simultaneous online access to an important compliment to primary research Digital delivery ensures users reliable 24 hour access to the latest peer reviewed content The Elsevier book series are compiled and written by the most highly regarded authors in their fields and are selected from across the globe using Elsevier s extensive researcher network For more information about the Elsevier Book Series on ScienceDirect Program please visit <http://www.info.sciencedirect.com/bookseries>

Bus Transport David A. Hensher, 2007-01-30 The bus is the most patronised of all land based public passenger mode but is seen as a somewhat unglamorous means of supporting mobility and accessibility in contrast to rail heavy and light yet offers so much to the travelling public as well as offering attractive sustainability opportunities This book reflects the author s perspective on issues of importance to the preservation and health of the bus sector The twenty one chapters cover the themes of institutional reform performance measurement and monitoring service quality costing and pricing of services including commercial and non commercial contracts travel choice and demand integrated bus based systems and public transport policy especially challenges in growing patronage

Devolution, Port Governance and Port Performance Mary R Brooks, Kevin Cullinane, 2006-11-13 The relationship between ports and governments has changed profoundly over the past quarter of a century Many governments have sought to extract themselves from the business of port operations and in many cases the provision of port services has devolved to local governments communities or private management and

administration As such devolution implies a change in governance model this trend raises questions about consequent performance This issue examines the changed port management environment focusing particularly on government policies such as devolution regulatory reform and newly imposed governance models all of which have exerted a significant influence over the nature of that changed environment The issue is structured so as to first explore the devolution and port reform approaches for 14 countries or regions before examining how ports are governed and what the choice of governance might mean for their performance Part I introduces the issue and provides a framework for defining the basic concepts involved in devolution it paints a picture of the current port environment its likely future evolution and the expected impact this will have on the functioning of ports Part II examines the port industry in 14 countries or administrations and presents the thinking behind any devolution programs that have been implemented Part III focuses on port governance and devolution generally and examines governance from both strategic management and economics perspectives including topics such as governance models supranational governance and stakeholder conflict Part IV examines the measurement of port performance and closes by providing conclusions and a future research agenda This issue will be of interest to port managers government officials and academics alike Examines the relationship between ports and governments with a focus on devolution Divided into sections that provide an overview evaluate the port industry discuss port governance and suggest new measures of port performance 14 countries or regions are addressed

Procurement and Financing of Motorways in Europe Giorgio Ragazzi, Werner Rothengatter, 2005-12-02 This volume raises many challenging and controversial issues surrounding motorway procurement and finance in Europe A somewhat surprising outcome is that a general appraisal bias can be identified in the following sense Experts from countries which have introduced concession schemes for managing and financing of their motorways are very critical of these schemes stressing their shortcomings and caveats Some even conclude that public management under a regime of welfare maximisation would be desirable as a sustainable option Experts from countries which have been sticking to public procurement and tax finance of motorways strongly attack the inefficiency of public planning regimes and the general tendency to allocate the revenues from special transport related taxes to the public budget eventually spending them on other purposes rather than transport A typical feature of the latter regime seems to be the chronic lack of funds for infrastructure investment Although a single ideal country concept for motorway procurement and finance obviously cannot be identified every paper gives some insights into possible future improvements Therefore beyond the rich documentation of national solutions it is the perspective on workable future concepts which makes the book a valuable guide through the jungle of manifold options for public private partnerships This book is a selection of papers presented to the international conference Highways Costs and Regulation in Europe held in Bergamo on the 26th 27th of November 2004 The Conference was organised by the University of Bergamo and sponsored by the European Investment Bank

Interurban Road Charging for Trucks in Europe Jose Viegas, 2005-01-19 Charging for the use of transport

infrastructure has very different traditions in the various modes reflecting the different nature of their infrastructure nodal vs linear but also different historical traditions of open access system integration etc Since the early 90 s various European Commission initiatives took on this issue looking mainly at the road sector where many countries had no direct access charges Heavy goods vehicles were systematically identified as the primary targets for a renewed approach to this problem What seemed an easy catch has proved to be much harder with the various countries adopting almost exclusively national approaches and the European institutions unable to drive the process This book looks at the challenges posed by this objective recognising that there are multiple objectives for application of road tolls and charges and discussing the various possible solutions in the technical institutional and legal dimensions The multiplicity of national situations in Europe is put in perspective the impacts of various charging schemes on regional development and on the environment are estimated and the recent policy process is analysed allowing a global view of the remaining difficulties and to make recommendations about the next steps in the process

Crafting the Integrative Value Proposition for Large Scale Transport Infrastructure Hubs

Michaël Dooms,2010 Analyzing the way managers plan for the construction of large infrastructure hubs this study finds that failure to include all stakeholders at the start of a project hampers the timely completion of major projects and in worst case scenarios implementation fails and major projects are shelved Using new models of stakeholder theory the discussion compares four case studies the extension of DHL at Brussels National Airport the industrial cluster on the Left Bank of the port of Antwerp the plan for the port of Brussels to be completed in 2015 and the plan for the port of Antwerp to be completed in 2030

Dry Ports - A Global Perspective Rickard Bergqvist,2016-04-29 As centres for logistics activities seaports have traditionally been the focus of maritime logistics chains However changes in production patterns supported by the development of rapid transport of goods over long distances have altered the logistics landscape As a result the relevance of port hinterland transport has become more important with a consequent need for the high utilisation of transport resources and infrastructure through the consolidation of cargo flows and for seaports to extend their influence within their hinterlands to increase their competitiveness The development worldwide of inland ports terminals and dryports in their various forms together with associated new functions and strategies address these challenges in diverse ways to realise the potential benefits that come from the successful implementation of inland ports that connect seamlessly into transportation systems This book comprises case studies and state of the art examples of dryports in different parts of the world that have varying economic social institutional and environmental realities and which exhibit the complexity of and diverse approaches to this recent logistics phenomenon

Road Pricing Georgina Santos,2004-07-31 Traffic congestion affects towns and cities everywhere and in some places it is regarded as one of the most urgent and important problems in need of a solution Road pricing is undoubtedly recognised as an effective traffic demand management tool The recent London congestion charging scheme seems to be showing that public and political opposition is not insurmountable Thus the ghost that prevented the

introduction of a policy supported by transport economists for over 80 years seems to have disappeared or at least weakened. The book contains twelve papers useful to different types of audience such as researchers and postgraduate students, civil servants, policy makers and consultants. The first part is mainly theoretical and concentrates on second best congestion pricing, including pricing in urban contexts, the impact on the performance of the road network, optimal locations and charge levels, dynamic aspects such as time variation of tolls, potential impacts of road pricing on costs and service quality of public transport, buses and efficiency costs, and transport sector effects of different types of pricing when they guarantee a balanced budget per mode. The second part contains chapters that describe the schemes in place around the world such as Singapore, Norway, London and the US. The volume is an update of the state of the art on the subject and the first one to have been written and appear after the London scheme was implemented and to contain an assessment of its preliminary impacts.

Journal of Transportation and Statistics, **Technological Innovation and Public Policy** H. Miyoshi, M. Kii, 2011-10-03. Focusing on safety and environmental protection issues, this book provides incisive, cutting edge theoretical analysis that evaluates the impact of new automotive technologies and the associated public policies on social welfare.

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