



CALL FOR SUBMISSIONS

Tra2020 Rethinking Transport - 27-30 April 2020



towards clean and inclusive mobility

Hosted and organised by:



Co-organised by:



Together with:



WELCOME TO 8TH TRANSPORT RESEARCH ARENA 2020 IN HELSINKI

Transport Research Arena (TRA) is the foremost European transport event that covers all transport modes and all aspects of mobility. The next edition of this biennial event will be held in Helsinki on the 27-30 of April in 2020. TRA2020 is organised by the Finnish Ministry of Transport and Communications, Finnish Transport and Communications Agency, Finnish Transport Infrastructure Agency, the European Commission, Business Finland and VTT Technical Research Centre of Finland Ltd.

TRA offers a great venue for researchers, policy makers and industry representatives to get together and contribute to the discussion on how research and innovation can re-shape the mobility system. The conference provides a unique opportunity to hear about mobility trends in different parts of Europe, learn from achievements in industry as well as share best practices of policies and deployments. TRA attendees will also get to know about Finland's silo-breaking re-regulation of the entire transport sector that enables trials, pilots and innovation actions. This context facilitates an exciting TRA2020 in Helsinki.

Transport, as we know it now, is undergoing an imperative transformation. This transformation concerns every single aspect of the mobility of passengers and goods. It starts from the way we book our journeys and goes all the way to the value proposition of transport infrastructures. This transformation is enabled and fuelled by digital and automation technologies, helping us to forge measures to mitigate climate change and to safeguard European jobs and know-how.

TRA2020 offers an excellent opportunity to rethink, together, how to navigate amidst technological disruptions, making the best use of them, and respond to the increasingly diverse and challenging demands. Some of the prime questions specifically addressed are the following:

- *We all want to mitigate the climate change. The transport sector has a paramount role to play in ensuring the most effective responses both in the short and long term.*
- *We want to see physical infrastructure from a new angle; as an integrated digital and physical asset topped up with usable data and providing a platform for new services and applications. We must also redefine asset management to include full lifecycle sustainability.*
- *Users of mobility systems need to be put at the core. We also need to offer more flexible, inclusive and innovative mobility solutions.*

Helsinki is a pioneer in user-inspired design and open data. Bold experiments with digitalisation, forward-looking de- and re-regulation, combined with a world-class public transport system fertilise an exceptional platform for business, innovation and entrepreneurship. Helsinki is a smart city where modern urban life meets a beautiful diverse environment. Helsinki is about flat hierarchy, networks and collaboration between businesses, academia and the city creating a spontaneous but reliable testing environment for innovation. Ultimately, the strength of Helsinki lies in its people.



- *Last but not least, transport research contributes policy making at all levels. We need to grasp the moment to carry forward the results of research and innovation in order to strengthen the European competitiveness.*

WELCOMING WORDS FROM THE TRA COMMITTEES

It is our great pleasure to welcome you to Helsinki to attend and contribute to the Transport Research Arena 2020. This TRA will be a milestone for the entire TRA process. New ways of organising the conference with the support kindly provided by the European Commission through its Horizon 2020 programme, emphasising the triple helix model of innovation (academia, industry and the governments), and investing in the scientific quality - all these mark the TRA2020 in Helsinki.

The "Helsinki edition" will hopefully serve as a springboard to a new era of TRA conferences with significant industry engagement, high profile policy debate and in-depth research contributions. These are indeed needed in the midst of changing climate, societal challenges and technological disruptions.

The Helsinki TRA will therefore focus on rethinking transport and mobility. We need to reconsider the ways we travel and move goods, and how we consume natural resources when we design, build and use our mobility system. This is the time of change, the time of rethinking, the time of finding sustainable solutions and not least, the time of opportunity to make our environment, cities and societies better places to live and work.

We will need to incorporate technologies to facilitate our re-thought system, and we certainly need policies and practices that will open the new pathways to sustainable development while keeping Europe in the global lead in terms of technology, services and socio-economics. At the same time, the fundamental European values of equity, freedom and cultural diversity will be embraced: mobility needs to be fitted for different segments of users, it must serve all citizens, and we have to make it sustainable in all respects. This means putting the people- their needs and well-being - first, whilst respecting the economic and environmental boundaries, as well as securing jobs and competitiveness for an inclusive society.

We and our TRA partners, the European Commission, Finnish Ministry of Transport and Communications and the agencies under its jurisdiction as well as the European Technology Platforms, have identified 12 main topics that will address the opportunities and challenges ahead. We have deliberately tried to keep the modal division in the background - mobility and transport is about getting the people and goods to the right place at the right time as efficiently and economically as possible and using whatever modal combinations that work best.

We are looking forward to your contributions to this future-forging event! See you in Helsinki! And on behalf of the Finnish organisers and the TRA Committees: ***tervetuloa!***



Janne Huhtamäki

TRA Management Committee,
Chair



Dr. Pekka Leviäkangas

TRA Programme Committee,
Chair



Dr. Heidi Korhonen

TRA Organising Committee,
Chair

CONFERENCE TOPICS

The conference will cover the whole spectrum of challenges and opportunities faced by our mobility. The conference will address all modes and components of the mobility system; passenger and freight transport as well as cross-modality, intermodality and modal redistribution. The selected topical structure facilitates especially cross-disciplinary and innovative research works with systemic approaches. However, applied and practice-oriented works are also welcome. The conference theme "Rethinking Transport – towards clean and inclusive mobility" will frame, but not limit, the conference topical coverage. The TRA2020 priority topics are tagged as follows, highlighting the perspective of rethinking:

1. *Climate change, mitigation & resilience*
2. *Digitalisation, digital safety & cyber-security*
3. *Automation & robotisation*
4. *Electrification, energy & power alternatives*
5. *User-focused mobility services, servitisation*
6. *Social change & quality of life*
7. *Technology & engineering*
8. *Planning, modelling & system design*
9. *Policy & regulation, market efficiency, competitiveness*
10. *Transport safety & security*
11. *Investments, finance & public-private partnerships*
12. *Innovation & human capital*

Sub-topics are applied e.g. by discipline, business-lines, and mode. Please refer to the TRA submission system and guidelines: https://traconference.eu/files/TRA2020_PaperTemplate.docx.

TOPIC DESCRIPTIONS

1. CLIMATE CHANGE, MITIGATION & RESILIENCE – BUILDING THE SYSTEM FOR THE FUTURE GENERATIONS.



As one of the main polluters, the transport sector has an undeniable responsibility to mitigate climate change and build sustainability. This requires serious changes in the way we move and carry people and goods. Emissions have to be radically cut – one way or the other. Our view should include life-cycle impact assessments and recycling options to be able to wisely guide and regulate the system, and to build sound incentives. And it is not just about cutting but further, getting ready for the needed changes. Extreme weather, higher temperatures, climate-induced disasters such as forest and bush fires, are becoming more frequent. For these we have to build our system to be more resilient – in terms of technology, human capital and organisational capabilities.

New emerging challenges keep coming. Microplastics waste, methane emissions, particles, etc. require rethinking of the system. What comes out or is emitted should be captured and not be allowed to enter the environment in the first place.

Key words: climate change, mitigation, adaptation, global warming, sustainability, resilience, environment, waste, recycling, extreme weather, disaster resilience, emissions, critical infrastructure, disruption management, impact assessment.

2. DIGITALISATION, DIGITAL SAFETY & CYBER-SECURITY – MAKING THE DATA BIGGER, SAFER AND MORE VALUE ADDING.



Digitalisation shapes our world at a relentless pace. Mobility systems need to reap out all the available benefits, while at the same time ensure that interoperability, reliability and productivity are served. Users need to have the control of their own data. This can only take place with open-minded research, experimentation and market-testing.

The digital economy will re-define business models and revenue logics. It will equally challenge existing regulatory systems by introducing disruptive and silo-breaking innovations. Blockchains, Big Data, Industry 4.0., 5G/6G, MyData, and virtualisation are examples that embody some of the directions. Digitalisation, automation and mobile communications go hand-in-hand and feed each other. Automated driving, new mobility services, payment systems, intelligent transport systems, etc. are all fuelled by digitalisation. The public databases offer a source of plenty for innovation. The Bitt is The Booster.

All organisations need to have a Digitalisation Strategy, otherwise the competitive edge will be missed, business opportunities lost, and public services downgraded. When moving forward ever faster, the safeguards for data privacy need to be taken into account, as well as the human impacts of digitalisation.

The digital infrastructures are merging with the physical ones and they are playing an ever more important role in serving an inclusive mobility system.

Key words: digitalisation, digital economy, e-commerce, digital technologies, virtualisation, mobile technologies, big data, blockchains, 5G, 6G, IoT, digital infrastructure, OGD, MyData, GDPR, privacy, digital platforms, intelligent systems, ITS, ICT, information society, cyber-security.

3. AUTOMATION & ROBOTISATION – TAKING IT TO THE NEXT LEVEL.



Automation is the megatrend transforming and revolutionising mobility. Automation has the potential to take transport safety and efficiency to the next level. Data generated in real-time by sensor fusion of vehicles and vessels, connected and shared by digital infrastructures and Internet of Things, and processed by Artificial Intelligence can significantly reduce accidents caused by human error.

Understanding the potential and the limits of automated transport systems is the key to generating trust and public acceptance among transport users. In this regard, a special attention should be paid to the needs of users with cognitive or physical disabilities.

Testing the capabilities – roadworthiness, seaworthiness, automatic cargo handling, etc. – of automated systems with field operational tests and trials in real-environment traffic is needed to find balance and boundaries of automated transport and logistics. Mainstreaming of these technologies will require thorough public discussion on the ethical and legal aspects of automation including human-machine-user interaction, driver behaviour, liability questions and decision-making made by machines.

Automation will have a profound effect on regulative frameworks, insurance policies and skills including driver education/training in the near future. Supporting automation development will require multifaceted actions from private and public sector.

More research is needed to better understand the deployment scenarios, human-machine interface, ways of operating automated fleets (vehicles, drones, vessels), supporting infrastructure design, automated construction, etc. Learning from other modes and industries (e.g. mining) as well as learning by doing will pave the way towards safer and more efficient future of transport.

Key words: automation, sensors, artificial intelligence, robotisation, autonomous driving, autonomous vessels, platooning, driver-assisting systems, human-machine interface-, (HMI), human factors, liability and ethical issues, M2M models, robotised/automated terminals.

4. ELECTRIFICATION, ENERGY & POWER ALTERNATIVES – MORE WATTS, LESS CARBON!



New rules and regulations (Paris Agreement, Sulphur Directive, etc.) lead the way to cut the emissions (CO₂ and other greenhouse gases, SO_x, NO_x, as well as particles) in road, rail, air and waterborne transport. Reaching the emission reduction targets calls for a change from traditional to alternative fuels and energy sources. Whilst this will introduce high capital investment needs, it will also create new jobs and business opportunities. The regulators must keep up with the pace of technology and work with the policy and regulations, standardisation and taxation issues.

Growth is expected in electricity and hybrid solutions, fuel cells, hydrogen, methanol, solar and wind power etc. At the same time, we need to increase sustainable, bio-based components in traditional fuels to serve intermediate targets. Energy storing presents a significant technological challenge.

Electrification and other alternative power sources and fuels will force the development of charging infrastructures, distribution network, including shore power for ships in ports (cold ironing) as well as smart grids, e-mobility, electric road applications, and energy storing. Apart from technological challenges, whole new business ecosystems might have to be created.

Key words: electrification, batteries, alternative fuels, biofuels, hybrid technologies, emissions, fuel cells, hydrogen, solar energy, emission reduction, energy storing.

5. USER-FOCUSED MOBILITY SERVICES, SERVICISATION – THE NEW USER-DRIVEN MARKET PARADIGM.



New technology platforms and access to data have created unprecedented opportunities to exchange not just information but assets and activities as well. The “individual’s” market has become efficient and transparent, and this will provide individuals more market control and multiple channels to organise their mobility needs in ways that will break the conventional supplier-client models and create new ones. People become producers and consumers of services at the same time. New trust networks are built. Sharing becomes the new logic of the economy. Assets are made to serve, not necessarily to be bought and owned. This in turn raises new legal questions, e.g. regarding labour regulations and taxation.



Manufacturers need to offer more value in conjunction with the asset, and product-service combinations may be the new competitive edge. Mobility-as-a-Service (MaaS) and all its variants have already entered the market with great potentials. Servitisation and asset sharing in logistics are enabled by new technology, and pushed by the wider industrial servitisation trend and search for maximum efficiency.

Key words: user needs, servitisation, consumerisation, Mobility-as-a-Service, Car-as-a-Service, product-service combinations, sharing economy, shared assets, new services, prosumerism, user behaviour, user-centricity.

6. SOCIAL CHANGE & QUALITY OF LIFE



A. Urbanisation & societal sustainability – rethinking urban & rural mobility.

Most Europeans live in urban areas, in cities or their surroundings - in a few decades, almost all. Combined with environmental pressures, increasing cultural and ethnic diversity, fiscal challenges to finance urban investments, and growing traffic volumes, there is an urgent and radical need to change the whole urban set-up. Our cities need to be smarter, greener and liveable. Land use must start from logistical thinking, so that people and goods move seamlessly to, from and in the city. City networks call for more holistic regional planning.

People need more green spaces than parking spaces, not to understate the need of the latter. Different urban infrastructures need to be thought as system-of-systems. Transport poverty must not be an obstacle for people to improve their lives and make use of their opportunities. Public transport needs to rethink its major role in a transformed urban setting. Sustainable Urban Mobility Plans (SUMP) and rethought urban logistics are some prospective pathways for city and mobility planners.

Technologies enable remote working and digital interaction. These technologies have the potential to reduce travel and liberate citizens from daily commuting and thus reduce the kilometres of travel.

Urban logistics, urban planners, mobility planners, and sociologists have a demanding task ahead to facilitate urban (and rural) transformation that will embrace the citizens and make habitats enable a good life. The mobility system should also facilitate the build-up of social capital: trust, reliability, collaboration and respect. Mobility planning has to take into the equality issues – gender, age, income level – into account both in urban and rural areas. The groups requiring special attention are e.g. the elderly, children, underprivileged, or physically and cognitively



impaired. All these groups need either specialized mobility services or very flexible and secure on-demand public transport. The gender dimension of mobility should also be taken into account.

Key words: urban planning, urban mobility, urban environment, habitat, public transport, urban logistics, rural mobility, ageing, children, impaired, special groups, disabled, cultural diversity, societal impacts, equity, gender issues, transport poverty, affordability, externalities, social issues.

B. Habitat, living environment, health – transforming mobility from a health problem into an all-embracing societal benefit.

Transport has a substantial influence – both positive and negative – on the surrounding environment and peoples' lives. The quality of life, for example, consists of possibilities of being a fully-fledged member of the community and society, being able to make sustainable and rational mobility decisions, and not least, being able to live in a healthy environment.

Healthy mobility means getting people to use more active means of transport, e.g. cycling, walking and other non-motorised modes. Personal Light Electric Vehicles (PLEV) offer exciting possibilities. To reach this goal, we have to seek methods for making all transport modes as safe and accessible as possible for all groups, regardless of gender, age and social status. We must not forget the air quality and noise issues when targeting a sustainable transport system and liveable habitat.

Key words: environment, emissions, noise, air quality, conservation, habitat, green zones, walking, cycling, non-motorised mobility, active modes, quality of life, health, EIA.

7. TECHNOLOGY & ENGINEERING – KEEPING EUROPE’S INDUSTRY IN THE FRONT AND INFRASTRUCTURE SOLID.



A. Industrial engineering, manufacturing, logistics, engineering management.

Technology and engineering are vital to Europe. While facing a number of challenges to meet future sustainability demands, match global competition and acquire highly skilled employees, this industry – comprising design, manufacturing, services, construction and circulation of materials – will be one of the backbones of the European economy. We have to make sure that the industry stays attractive to the young.

It is not just the new technology that will generate the value added. Traditional engineering and technology plays now and in the future a major role in providing jobs and exporting. New materials, new products, new services are developed every day in European laboratories, offices, plants, construction sites and workshops. These are applied in logistics, supply chains, construction, manufacturing, transport services, and so on. The transport and logistics industry value chains are much more than can be seen with the naked eye. More traditional technologies for logistics and supply chains, such as cargo handling, modularisation, transshipment techniques, and modelling, are enhanced by digital tools, automation and simulation.

Key words: engineering, technology, product design, materials engineering, manufacturing, transport equipment and vehicle industry, ship building, logistics, recycling, circular economy.



B. Infrastructure, construction engineering and technology, asset management.

Infrastructure networks and nodes form the skeleton of the Single Market, enabling seamless flow of goods and people from one place to another. These networks and nodes must be designed for life-cycle resilience and cost efficiency. Materials, design concepts and construction technologies are partly unique to a specific mode but partly common and there are opportunities for knowledge and technology transfer.



Traditional infrastructure engineering structures have a life-cycle of one to three generations, from early design to replacement, so the implementation needs to rely on solid empirical knowledge and tried and tested solutions. Managing these assets so that they fully serve the people’s needs presents one of the most challenging problems for the infrastructure stewards and owners.

Key words: infrastructure, materials engineering, construction technology, terminals, hubs, nodes, ports, inland waterways, railway yards, airports, asset management, road engineering, railway engineering, waterways and ports engineering.

8. PLANNING, MODELLING & SYSTEM DESIGN - "A GOAL WITHOUT A PLAN IS JUST A WISH." (ANTOINE DE SAINT-EXUPÉRY)



Transport planning, modelling and the designing of the entire mobility system are the means to achieve many of the goals and aspirations set by policies and strategies. The need for innovative design concepts is urgent since the mobility system is shaped by both technology push and policy pull.

The streets and other infrastructures need to be ready for robot vehicles and other autonomous systems. Public transport and other mobility services must be facilitated in all reasonable ways to maximise the resource and economic efficiency of operations. Furthermore, citizens expect to be included in the planning processes, and different types of new media can be used in engaging them.

Integrating and connecting the modes is a challenging planning and design problem, where truly good, working solutions will be treasured. Meanwhile, micro-level solutions, such as parking designs, intersections, street designs, are equally important, as they can be explicitly up-scaled throughout the European member states and the world.

Modelling enables the most economical way to try out solutions before sunken costs take place. New tools for modelling require the highest possible technical skills and in-depth context awareness, to make correct interpretations.

Key words: transport planning, transport engineering, traffic modelling, transport modelling, 3-D modelling, simulation, algorithms, building information modelling (BIM), land use planning, regional planning, urban planning.

9. POLICY & REGULATION, MARKET EFFICIENCY, COMPETITIVENESS



To ensure sustainability, to enable new business, and to oversee consumer's benefits, the mobility sector needs regulation – not too much, but not too little either. Market efficiency can be facilitated with right regulation and policy, and market failures are easily created if these go wrong.

User benefits need to be reconsidered. Time savings and direct driving costs alone, as important as they are, will not suffice. Users demand sustainability, reliability, safety and security as well as travel chain comfort.

Regulatory frameworks must be considered as a whole, integrating pricing, market openness, and taxation on a fair and level playing basis, not to mention qualifications and regulations on industrial relations (health and safety requirements, working conditions, fair pays, etc.). We also need to boost competition, competitiveness and innovation through demand and procurement to have the best solutions from lab to market.

Key words: regulation, policy, market efficiency, consumer benefit, competition, externalities, taxation, pricing, transport economics, industrial relations, pre-commercial procurement.



10. TRANSPORT SAFETY & SECURITY – SAFETY FIRST. ALWAYS.



Safety and security of the mobility system need to be the number one priority at all stages of policy-making, strategies, planning, investments and operations. Fatalities and injuries reduce Europe's economic growth and present significant costs to the societies. Despite the declining accident trends, the work for safer and more secure mobility system must continue and new elements need to be included in safety management and engineering.

Technologies and automation bring unprecedented opportunities to reach a new safety and security level. Safety, however, can only be reached after user trust and adequate market penetration.



Supply-chains need to be secured, especially for sensitive and hazardous goods. Illegal transports and smuggling need to be rooted out. Public safety and security must be a part of the mobility system management. The basic human need for safety and security will never cease to be.

Key words: safety, security, accidents, incidents, injuries, fatalities, impact assessments, emergency management, risk management, illegal transports, policing, customs operations, trafficking.

11. INVESTMENTS, FINANCE & PUBLIC-PRIVATE PARTNERSHIPS – SERVING THE SINGLE MARKET AND THE TAXPAYER.



For research results to be materialised as benefits in large markets, it is vital to bridge the gap between testing, piloting and deployment. Besides getting the timing right, public support can help in crossing this bridge. On European level, the interaction with TEN-T corridors can play an important role.

Public-private collaboration is not limited to just physical infrastructures, but involves also intangible ones. And it is not just about financing capital projects. Sustainable financing of entire networks (e.g. transport infrastructures) and processes (e.g. innovation) must be re-considered. Relying on budget-based financing only may lead to generation debt and deterioration of both tangible and intangible assets.

Physical infrastructure networks are the skeleton of the economy, keeping regions, cities, and industrial and social functions connected. The Trans-European Networks for Transport (TEN-T) present a proof of connected Single Market. But these infrastructures are extremely capital intensive. The first question is about having the necessary capital budgets for required investments. The second is about keeping the assets in such a condition, that they provide good returns in terms of social and private benefits.

Introducing new financing mechanisms, innovations in capturing more value from investments, and making the revenue logic sustainable on a fair and transparent basis is not just a challenge, but a necessity if Europe wants to supply good quality, safe and sustainable infrastructures to its citizens and industry.

Key words: financing, funding, Public-Private Partnerships, procurement, asset management, value, infrastructure, investments, regional economics, employment, growth, contract management, Trans-European Networks.

12. INNOVATION & HUMAN CAPITAL – FORGING THE FUTURE.



To achieve sustainability through innovation and to ensure the competitiveness of Europe, new skills and competences must be built. This calls for continuous attention to the human capital through gender-neutral education and training. Old paradigms can be challenged and a new generation of mobility planners, engineers, economists, and social scientists is stepping forward. It is not only about building knowledge and human capital that is called for, but also meeting the expectations of the young generation that is taking over.

The need for enhanced and new skills extends to vocational training systems, too. Drivers, crews, workers, operators and technicians must be prepared to uptake new, advanced tools in their daily work.

Innovation may come through several channels: entrepreneurs may act on their own or innovation can emerge from innovation ecosystems that include many actors. Innovation procurement is a way for the public sector to boost new ideas, bring ecosystem actors together, and have their solutions tried out in the marketplace.

Key words: education, training, human capital, education policy, skills, capacity building, capacity building, workforce, innovation, innovation procurement, entrepreneurship, innovation ecosystems, workforce future skills.



SUBMISSION TRACKS, REVIEW AND PUBLICATION

The TRA2020 will include strategic and policy sessions, special and side events, scientific and technical sessions, as well as an exhibition and demonstration space. The scientific and technical sessions comprise research papers, which are selected via a peer review process. At TRA2020, we are offering authors a possibility to submit their papers in two optional review tracks:

- 1) *journal track* or
- 2) *conference track*.

Journal track papers will be considered for publication in special issues in the European Transport Research Review (ETRR). Papers not accepted for journal review, for their quality or scope, will be treated as conference papers. A journal track paper comprises 4000 – 6000 words, excluding tables, references, captions and acknowledgements, following the TRA2020 paper template https://traconference.eu/files/TRA2020_PaperTemplate.docx. In addition, please check <https://etr.springeropen.com/submission-guidelines/preparing-your-manuscript/original-article> for further guidelines. About 20 of 'best of the best' papers will be granted full open access waiver. The remaining papers accepted for publication in ETRR (about 20), will be granted a reduced open access publication fee (20% discount). Authors submitting to the journal track should therefore be prepared to pay the discounted fee, if their papers are not ranked as 'the best of the best'. Journal paper review and ranking will be subjected to ETRR editing and review process.

Conference track papers in their final form should not be longer than 10 pages, following the TRA2020 paper template https://traconference.eu/files/TRA2020_PaperTemplate.docx. In the first phase, only short papers of appr. 2-4 pages are submitted. Conference papers will be peer reviewed, accounting for research scope, significance of contribution, novelty, and readability. All papers accepted within the Conference Track will be included in the open access conference proceedings.

Authors will be notified after the review process about the method of presentation (poster, oral) and channel of publication (proceedings, journal). Note that both poster and oral presentations are of equal importance, and the selection of oral presentations depends on how well papers fit to the defined conference sessions.

The deadline for submissions is April 30, 2019. Submission of papers can be done through an online submissions system (<https://tra2020.exordo.com>).

	Journal track	Conference track
Considered for publication in journal special issues	•	
Considered for publication in conference proceedings	• (if rejected by ETRR)	•
Considered for poster or oral presentation at TRA2020	•	•
Considered for 20 'Best of the best' free-of-charge journal publication	•	

THE PARTNER JOURNAL: EUROPEAN TRANSPORT RESEARCH REVIEW

TRA2020 is partnering with the European Transport Research Review (ETRR), an open access journal published by Springer and created by ECTRI in 2008.

Journal information: • Impact Factor: 1.758 ©2017 Thomson Reuters • Editor-in-Chief: Prof. Karst Geurs (K.T.Geurs@utwente.nl) • Fully open access journal • Website: <https://etrr.springeropen.com>

TRA VISIONS 2020 COMPETITIONS

During Helsinki TRA2020, awards will be presented to the winners of the Young Researcher and Senior Researcher TRA VISIONS 2020 competitions. Please follow the conference website for more information and subscribe for conference newsletters. Authors considering participating in the Senior Researcher TRA VISIONS 2020 competition can record their interest when registering their paper. Further details are given at: www.travisions.eu.

GUIDELINES FOR SUBMISSIONS

Please follow the paper format guidelines for journal and conference track, using the TRA2020 template https://traconference.eu/files/TRA2020_PaperTemplate.docx.

For submission, follow the instructions on the online submission system <https://tra2020.exordo.com/>.

REGISTRATION

Registration for the conference will be open at www.traconference.eu in autumn 2019. Please check the website to keep track on conference updates and news. The acceptance of final papers to be presented in the conference requires that at least one author is registered and paid the registration fee of the conference.

FURTHER INFORMATION ABOUT TRA2020 PAPER SUBMISSION PROCESS

For more information and details, please contact: Dr. Pekka Leviäkangas, Chair of the Programme Committee, VTT Technical Research Centre of Finland Ltd., pekka.leviakangas@vtt.fi; Assistant Prof. Claudio Roncoli, Aalto University, claudio.roncoli@aalto.fi; Assistant Prof. Milos Mladenovic, Aalto University, milos.mladenovic@aalto.fi. Check also <https://traconference.eu/> to keep track on conference updates and news.

NOTICE

Some details of this Call may change as the planning of TRA2020 proceeds. Please regularly check the conference website and enlist for conference newsletters.

For more information and details about the conference, please contact: TRA2020 Project Manager Päivi Aaltonen, paivi.aaltonen@traficom.fi.

IMPORTANT DATES

Approximate date	Conference track	Journal track	Notes
Oct-31-2018	Pre-announcement for call for papers	Pre-announcement for call for papers	Pre-information to authors
Jan-11-2019	Call for submissions open	Call for submissions open	
Apr-30-2019	Deadline for submitting short papers	Deadline for submitting full papers	
Aug-16-2019	Notification to authors: accepted / minor revisions / major revisions / rejected	Notification to authors: accepted / minor revisions / major revisions / rejected	Papers rejected from the journal track return to conference track
Oct-1-2019	Deadline for submitting revised and complete papers	Deadline for submitting revised papers	
Dec-2-2019	Decisions on papers accepted for TRA Conference; poster and oral presentations		
Jan-3-2020		ETRR decision on revised papers: accepted / minor revisions / major revisions / rejected	Papers rejected from the journal track return to conference track
Feb-7-2020	Deadline for publication-ready papers	Deadline for final revised papers	Papers rejected from the journal track return to conference track
Mar-27-2020	Deadline for posters and presentations	Deadline for posters and presentations	
Apr-27-2020	Conference	Conference	Oral and poster presentations from both tracks
May-2020	Issuing of Conference Proceedings	Publication of ETRR Special Issue	

Exact dates may be subject to changes - please follow the TRA2020 website and newsletters