

ABOUT THE AUTHORS

Elisabete Arsenio is the coordinator of the ECTRI Transport Economics and Policies' Group of the European Conference of Transport Research Institutes (ECTRI) – an European organization based in Brussels that accounts for around 4,000 European scientific and research staff in the field of transport (she was co-coordinator from 2011 to 2014). She has also been selected as international transport expert by the European Commission. She holds a Doctor (Ph.D.) degree by the Institute for Transport Studies (ITS), University of Leeds in the United Kingdom. Her Ph.D. thesis in 2002 was on transport related environmental externalities with application of behavioral discrete choice models. She has also a Master degree on Urban and Regional Planning following a joint program at the Technical University of Lisbon and the University of Liverpool in the United Kingdom. Dr. Arsenio is since 2005 the LNEC scientific/research leader for the fields of transport economics and sustainable urban mobility policies. She has been Invited Professor and responsible for Urban and Transport Planning courses, including the scientific supervision and external examiner of Master and Ph.D. students in several universities. She is co-author of the “Manual on Best Practices for a Sustainable Mobility” (volumes I and II), edited by the Portuguese Environmental Agency in 2010. She is also the elected President of the Scientific Committee – Planning for Sustainable Land Use and Transport of the European Transport Conference. Dr. Arsenio is since 2002 the Ambassador Member for Portugal of the Association for European Transport (AET). In 2012, she received the AET prize.

Maria Attard is Associate Professor at the University of Malta, Msida, Malta. She is a resident academic within the Geography Department and is the Director of the Institute for Climate Change and Sustainable Development within the same university. She received her Ph.D. from University College London in the United Kingdom. Her specializations are transport geography and policy, and the application of Geographic Information Systems (GIS). She coordinated the GIS Laboratory of the University of Malta for a number of years before joining Geography.

She was consultant to subsequent transport ministers between 2002 and 2009, and implemented a number of land transport projects in the islands. She now heads the Transport Research Group within the University of Malta, and has published in the area of transport, transport policy, and transport geography. She currently co-chairs SIG G3 on Transport Planning and Policy of the WCTRS and the NECTAR Cluster 2 on Policy and Environment. She is also involved in the Association of European Transport (AET) and the Transport Geography Research Group within the Royal Geographical Society in the United Kingdom.

Thérèse Bajada is a transport geographer and is currently a Ph.D. researcher at University College London. She is enrolled with the Centre for Transport Studies within the Department of Civil Environmental and Geomatic Engineering. Her research is related to travel behavior and how people's attitudes influence bus use, during a period of change. She is using the public transport reform in Malta as a case study for her research. In 2010, she joined the University of Malta as an Assistant Lecturer with the Institute for Climate Change and Sustainable Development. Prior to joining the University of Malta, Thérèse has worked for six years with Transport Malta within the Integrated Transport Strategy Unit, where she worked on national projects such as the Valletta Transport Strategy (2004) and the Public Transport Reform (2008). She also participated in EU-related projects, such as CIT-U-M (URBACT 1) and PAGUS (INTERREG IIIC – South Zone).

Patrícia Baptista received the Chemistry degree in 2006 and the Ph.D. degree in Sustainable Energy Systems within the MIT Portugal Program in 2011 from Instituto Superior Técnico, University of Lisbon, Portugal. As a postdoctoral researcher, her main research topics have been on the quantification of energy and environmental impacts of alternative options for the transportation sector and on how information and communication technologies can help characterizing vehicle use and influencing driver behavior to promote energy efficiency and road safety. She has been part of projects involving fleet life-cycle impacts, urban logistics and electric mobility, namely, the European project FP7 DOROTHY related to last mile clustering and the use of cleaner technologies and is involved in the Lisbon monitoring team of the European project FP7 FR-EVUE. She has also managed and participated in R&D projects, published several journal papers, supervised M.Sc. students thesis and had teaching experiences as invited lecturer.

Annika Busch-Geertsema is a research fellow in the working group “Mobility Research” in the Department of Geography at the Goethe University in Frankfurt (Main), Germany. She is a recipient of a Ph.D. scholarship from the German Environmental Foundation and has a university diploma in geography with a minor in psychology. Currently, she is working on her interdisciplinary dissertation concerning mode choice and mobility-related attitudes of students transferring into work life. In her role as a speaker of the German-based Pegasus network (www.pegasus-netzwerk.de), she is involved in building up and coordinating a network for young scientists and recently, together with her colleagues, established a young researchers’ and practitioners’ forum at the European Transport Conference. Besides her Ph.D. project, her current research and publications focus on cycling and German transport policy.

Wafa Elias is currently the Head of Civil Engineering Department at the SCE – Shamoon College of Engineering and lecturer/researcher at the Transportation Research Institute, Technion – the Israel Institute of Technology. She obtained her Ph.D. in Urban and Regional Planning from Technion in 2008. She also obtained an M.Sc. in Transportation Engineering in 2004 and a M.A. in Urban and Regional Planning in 2002, both from Technion. She graduated originally in Civil Engineering in Mapping and Geo-Information in 1987. Between 2008 and 2009 she was a Post-Doctoral Research Fellow at the Institute of Transportation Studies at the University of California, Berkeley, USA. She has worked in the fields of travel behavior and road safety. Her research includes studies on factors that impact travel behavior and road safety among Israeli Arab minorities. In most of her studies, women issues play an important role in changes of behavior in children and drivers. She has published in major journals in the field of transport and health.

Andreas Graff graduated from the Technical University Berlin (TUB) with a degree in Sociology and Technology Studies. He has worked as a research assistant at the chair of sociology at TUB where he taught methodology of scientific research and was involved in several projects concerning this topic. His work at the Innovation Centre for Mobility and Societal Change in Berlin focuses on method development and standardization for mobility research and consumers acceptance.

Matthias Heinrichs, born 1979 in Berlin, studied computer engineering at the Berlin University of Technology. His specialties were computer vision,

parallel computing and computer networks. After his study, he was employed by his university and finished his doctor thesis in 2010, titled “Automatic 3D Model Generation from Sequences of High-Resolution Image Triplets.” He switched his field of work and became part of the scientific staff at the German Aerospace Center in the Institute of Transport Research. There he developed the microscopic travel demand models further and implemented Smartphone-apps for tracking travel behavior for long term studies.

Daniel Hinkeldein studied mechanical engineering at the Technische Universität Dresden and specialized on transportation engineering at the Technische Universität Berlin. He earned his Ph.D. while working at the German Aerospace Center (DLR e.V.) in traffic and crisis management projects. Since 2010 Dr. Daniel Hinkeldein works at the Innovation Centre for Mobility and Societal Change (InnoZ). At the department Greenmobility he coordinates research and consulting projects on electric mobility and mobility-related information and communication technologies; i.e. VW Golf blue-e-motion in Germany and Europe.

Christian Hoffmann, Dipl. Psych., in 1997 he was a Research Assistant at the Technical University Dresden, Department of Industrial and Organisational Psychology and Public Relations for Renewable Energies. From 2000–2003 he worked at the Daimler Chrysler’s Society and Technology Research Group (STRG). Between 2004 and 2006 he was member of staff of the Hans-Sauer-Foundation’s Chair in Metropolitan Studies and Innovation Research at the Humboldt University of Berlin. From 2006 to 2009 he was Head of the Transfer Office for Environmental Innovations and Networks. Since 2010 he works at the Innovation Centre for Mobility and Societal Change (InnoZ), focusing on Research on Electric Mobility and customer analysis for mobility services.

Arne Hörtl was born 1982 in Helsinki. He studied industrial engineering at the Karlsruhe Institute of Technology (formerly University of Karlsruhe) and joined the Institute of Transport Research/German Aerospace Center (DLR) as a research associate in 2010. At the institute he was involved in different European and national research projects with the topic of sustainable road transport. He studied the environmental and mobility impacts of innovative vehicle and communication technologies such as electric vehicles, driver assistance systems, and intelligent transport systems. In 2013, Arne started his Ph.D. at the Vrije Universiteit Brussel, supervised by Professor Cathy Macharis at the Faculty of Economic, Social and Political

Sciences. In his thesis, he analyzes influencing factors for the successful deployment of fuel-efficient vehicle technologies.

Helga Jonuschat has studied architecture and urban planning. She has written her Ph.D. thesis on Local Social Networks in Urban Sociology at the Humboldt University Berlin. From 2000 to 2012, she has worked at the Secretariat for Future Studies and at the Institute for Futures Studies in Berlin. Since 2012, she works at InnoZ on projects analyzing and realizing the idea of connected mobility in terms of intermodal travel behavior supported by mobile applications. Helga is teaching “Technology Development and Society” at the Free University Berlin (master degree “Futures Studies”) and is member of the Network Futures Studies. Helga is particularly working on interdisciplinary and prospective studies on future cities and mobility patterns such as electric or shared mobility, mobility service for intermodal traveling or connected homes and neighborhoods. Currently, she works on the idea of “digital spaces” and on the development of wearable devices for intermodal mobility.

Martin Lanzendorf is the professor for Mobility Research in the Department of Human Geography at Goethe-University in Frankfurt (Main), Germany, since 2008. His research focuses on various aspects of transport and mobility in metropolitan areas, particularly on individual’s changes in travel behavior, accessibility and urban form as well as travel demand management for ensuring sustainable mobility. Martin Lanzendorf received a Ph.D. from Trier University for a dissertation thesis he wrote at the Wuppertal Institute for Climate, Environment and Energy (funded by the German Environment Foundation). He was a Postdoc at the Urban Research Centre at Utrecht University (The Netherlands) before joining as Junior Professor the Helmholtz-Centre for Environmental Research UFZ Leipzig-Halle and, simultaneously, the Institute of Geography at Leipzig University, Germany.

Cathy Macharis is Professor at the Vrije Universiteit Brussel and visiting professor at the University of Gothenborg. She teaches courses in operations and logistics management, as well as in transport and sustainable mobility. Her research group MOBI – Mobility, Logistics and Automotive Technology – is an interdisciplinary group focusing on sustainable logistics, electric and hybrid vehicles and travel behavior. She has been involved in several regional, national, and European research projects dealing with topics such as the location of intermodal terminals, assessment of policy measures in the field of logistics and sustainable mobility, electric and

hybrid vehicles, etc. She published several books and wrote more than 100 papers. She is the chairwoman of Brussels Mobility Commission and vice-chair of NECTAR.

Sandra Melo is focused on urban freight transport and green logistics on the transports arena. She has done her PhD at FEUP, Portugal, investigating the influence of the power of the local context on the performance of urban goods distribution “best practices” toward a more sustainable mobility, considering public and private (freight and passenger) transport. Sandra has coordinated projects on transports planning and land use analysis, both for academic and industry partners on a wide range of topics such as city logistics, shared-mobility, strategic environmental assessment, airport performance, microscopic traffic and pedestrian modeling, transport and logistics infrastructures location and urban and regional planning. She has written publications for books, technical and scientific magazines, and online resources. Recently, she has redefined her professional area of interest, and has been investigating effects of integrating new modes, services and systems of transports in urban areas (e.g., car sharing, communication between vehicles, smart parking management, electric urban logistics). She has been a member of scientific international committees related to transportation, addressing transport and urban planning. She has also been active in several organizations, such as the Portuguese Transport Studies Group, a group devoted to gather academic contributions on transportation and related fields from Portuguese universities and research centers.

Richard D. Quodomine is a transportation analyst with the New York State Department of Transportation, specializing in public transportation. He analyzes demographics, economics, and transit-use patterns to help local and regional transit systems maximize delivery of services and procure buses to fit their size and demand. He is also responsible for data management, inventory analysis, and coordinating various public and private programs to assure maximum use and benefit of taxpayer dollars. In addition, as a member of many geographic research organizations, he has delivered trainings and guest lectures throughout North America and Europe on many topics related to Geography, both inside and outside of transportation. He is also doing research with his fiancée Rebekah Ingram on Indigenous Geographies and linguistics in the northeastern US and Canada. He also serves as a mentor to students reaching the first rungs of their career ladder, both at his alma mater, the University at Buffalo, and through the American Association of Geographers and the New York

State GIS Association. At home, he and his fiancée Rebekah, a linguist specializing in Indigenous languages, enjoy spending time with their three children, having social policy debates, and watching hockey. Richard Quodomine holds Bachelor's and Master's degrees in Geography from the State University of New York at Buffalo.

Paulo Ribeiro is since 2006 Assistant Professor of Urban and Regional Systems in the Department of Civil Engineering at the University of Minho, where he currently holds the position of vice-director of the Research Centre for Territory, Environment and Construction (CTAC). He holds a Ph.D. in Civil Engineering with the thesis "Healthy routes for active modes of transport" from the University of Minho and has completed a MSc program in Transport Infrastructures with the dissertation "Study of Urban Streets" at the University of Porto. Paulo Ribeiro has been working since 2002 as an expert and consultant in transports and sustainable mobility for several international and national projects, such as the European project ARTISTS and MOBI.E (Portuguese electric mobility program) and several local projects namely on active transportation, traffic engineering and management of public transportation systems. He owns 1 national patent and a PCT of a *System and method for the calculation of routes* and has published more than 30 scientific articles. Currently he is developing his main research in Sustainable Mobility, Urban Transport and Innovation in City Management areas at CTAC at the University of Minho.

Catarina Rolim received a Psychology degree, in the field of Educational Psychology, at the Institute of Applied Psychology in Lisbon (five-year course) in 2004. She is currently a Ph.D. student in Sustainable Energy Systems within the MIT Portugal Program from Instituto Superior Técnico, University of Lisbon, Portugal. As a Ph.D. student, her main research topics have been on the characterization of driver behavior, quantification of information and communication technologies, feedback and training impacts on driving behavior, energy and environmental performance, considering both private and business drivers (light-duty and heavy-duty vehicles). Catarina has also been involved in projects related with the quantification of impacts of adoption of alternative vehicle technologies and alternative transportation solutions on mobility patterns, driving behavior, energy efficiency, and environmental performance.

Marc Schelewsky is a social scientist and Head of the Department "Digital Mobility," which is dedicated to research on the connection between mobility, ICT and mobile devices. From 2001 to 2007, he worked in the

Mobility Project Group as well as in the Information and Communication Department at the Social Science Research Center Berlin (WZB). He is predominantly coordinating research projects on user integration and technology assessment with regards to intermodal routing applications for smartphones, integration of different mobility services in backend systems, mobile payment, and next generation services. Moreover, his team has developed a smartphone tracking tool using GNSS, inertial measurement units and additional data for an automatic collection and interpretation of mobility data, minimizing interaction on behalf of the test person. Providing an exact quantification of key indicators for traffic, this tool gives high-quality insights on the usage of intermodal services and mobility behavior in general. Combined with additional data like logfiles from information systems, this tracking data provides valuable information on the impact of information system on mobility behavior. Furthermore, Marc leads the German working group on “Indoor Navigation” as part of the “Door-to-Door” initiative of the German Federal Ministry of Economics. This working group is addressing the issues of interoperability, visualization, and new technologies for indoor navigation like Bluetooth Low Energy (BLE), is developing concepts and puts them into practice.

Robert Schoenduwe is working as a senior expert at the Innovation Centre for Mobility and Societal Change (InnoZ). He graduated from University of Leipzig with a degree in Geographie (Dipl. Geogr.) and is currently finalizing a thesis (Ph.D.) at Goethe-University Frankfurt/Main. A major focus of his research is the analysis of travel behavior changes during life course transitions (mobility biographies). Other areas of his research are data driven innovation in the transport sector, smart parking in smart cities and travel behavior of special population groups (adolescents; highly mobile people).

Yoram Shiftan is Associate Professor of Civil and Environmental Engineering and the previous Head of the Transportation and Geo-Information Department in Technion, the Israeli Institute of Technology. He teaches and conducts research on travel behavior with a focus on activity-based modeling and response to policies, the complex relationships between transport, the environment and land use, and transport economics. Yoram is the editor of *Transport Policy*, Secretary/Treasurer of the International Association of Travel Behaviour Research (IATBR), member of the Transportation Research Board (TRB) Committees of the Public Transportation Marketing and Fare Policy Committee (AP030), and the Committee on Metropolitan Policy, Planning, and Processes (ADA20), and

a past member of the Travel Behavior and Values Committee (ADB10), co-Chair of the Network on European Communications and Transport Activities Research Cluster on Environment and Policy, and member of the World Conference on Transport Research (WCTR) Scientific Committee and chair of its Transport Security Special Interest Group. received his Ph. D. from MIT and since then has published dozens of papers and co-edited the books *Transportation Planning* in the series of Classics in Planning, and *Transition towards Sustainable Mobility, The Role of Instruments, Individuals and Institutions*. In Israel, Prof. Shiftan was the president of the Israel Association of Transportation Research and chaired two of its annual conferences.

Korinna Stephan studied economics in Kassel and Manchester. From 1998 to 2004, she worked as project manager in different car sharing enterprises, and afterwards as a scientific employee at the chair of Transportation Design at the Brunswick University of Art. Since 2007, she also pursues her own Startup enterprise. Since 2011, she works at InnoZ dealing with user acceptance and possible commercial models of innovative mobility systems as well as with alternative forms of transport, multi and intermodal mobility. Moreover, she analyses the support of innovative mobility forms by information technologies and communication technologies. Currently, she is coordinating projects analyzing e-carsharing, intermodal and multimodal information systems and new mobility offers in rural areas at InnoZ.

Yusak O. Susilo is Associate Professor at the KTH Royal Institute of Technology, Stockholm, Sweden. His main research interest lies in the intersection between transport and urban planning, transport policy, decision-making processes and behavioral interactions modeling. He received his Ph.D. from the Department of Urban Management, Kyoto University, Japan. Before joining KTH, he was a postdoctoral fellow at Delft University of Technology, the Netherlands, and a senior lecturer in transport and spatial planning at the Centre for Transport and Society at the University of the West of England, UK.