

Book Review

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(eds.)**

*Transport Developments and Innovations in an Evolving
World*

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Over the last few decades there has been a growing attention for the role of innovation in society.. Innovation plays an important role in the transport sector as well: the transportation sector manifests itself as a sector of continuous technological innovation. We even observe a certain fascination when it comes to the role of technology. And it is indisputable that technology has contributed to a more efficient use of energy, materials and capital. As a result, the demand of transport has increased rapidly over the last few decades, as is reflected in an increased car ownership and the increased number of passenger and freight kms. But it is also clear that this development goes hand in hand with substantial negative side effects (such as emissions and congestion).

The title of the book suggests that it will address the above-described challenges in a structured way. Unfortunately, this is only partly the case. The content of the book is structured around four clusters, namely technological developments, new forms of travel behaviour, freight transport innovations and scenario perspectives. In spite of the fact that all contributions in the book have their merits, it is a pity that a coherent vision or a framework as basis for the structure of the book, is missing. For instance, although the scenarios do not focus on technological development, the contributions have a very wide scope. In addition, it is also not clear why passenger transport has not been addressed.

Nevertheless, it is an interesting book to read. In part A some fascinating developments are described. However, again the attention is too biased, namely only on ICT and the E-economy, whereas we know that the other technological revolutions in transport take place in the field of alternative fuels, new engines, and traffic management systems (for instance

related to charging) as well. The contribution of Feitelson and Salomon introduces the political economy in innovations. Dijst in his contribution, but also Van Ham & Kuipers and Van Geenhuizen & Nijkamp go into details on different implications of specific applications of ICT (varying from container shipping to urban functions). Part B deals with the understanding of travel behaviour. There are four chapters in this part that deal with the new forms of travel behaviour. Although it is indicated in the introductory chapter that it concerns “*the conflict between options provided by transport innovation and resistance to their adoption*”, it is very hard to find evidence of this analysis in the chapter. Nevertheless, it provides a thoughtful variety of methodologies from an interesting angle. Van Exel & Rietveld use Stated Preference (SP) analysis to analyse the Dutch commuting behaviour. Unlike other SP studies, this chapter found evidence of relationship between current commuting behaviour and elicited preferences. In other words, the current behaviour has been affected by the past action. Lanzendorf provides an analysis of a combination of quantitative and qualitative data to study in depth the decision making for leisure travel. It uses the subjective expected utility theory (SEU). This theory incorporates ideas of bounded rationality and satisfying characters of individual actors in the system. Kurri analyzes effects of pricing of parking places on shopping and working trips. The joint SP-RP data (RP: Revealed Preferences) is used for the model. Schade studies the acceptability of pricing strategies in urban transport of four cities in Europe. Part C contains three contributions on Freight Transport Innovations. The term innovations is too ambitious, however. Hanson is very descriptive in his approach when he presents a survey on network management and spatial clustering. Macharis is very methodology-oriented where he presents a decision support system on location choice of barge terminals and Bontekoning & Trip make a performance comparison on the basis of existing rail-hubterminals. Part D, finally, consists of four papers that deal with the assessment of transport projects in different contexts. It incorporates a variety of issues: acceptability, accessibility, sustainability, and transport demand. Each chapter presents an interesting approach in order to make an assessment of transport projects, usually with a scenario perspective. Priemus provides a thorough comparison study of light rail systems of many countries. The issue addressed in this chapter is that the introduction of light rail networks can improve the accessibility in the urban area. Shifan et al. construct an expert-based scenario using the Delphi method to study the sustainability issue in the Tel Aviv Metropolitan area. L’Hostis et al. also use a scenario method to assess the spatial planning policy. Nelthorp highlights important areas of development of multi-modal assessments for transport projects.

The story to be told here is that the publication offers interesting new insides in topics that are very relevant to the transport domain. This makes this book an interesting document, especially when one is interested in a specific topic. At the same time, however, this is also the weakness of the book. It is a pity that the papers are very selective in their scope and it is not clear which criteria were used for the selection. This leads to the conclusion that the title of the book is more ambitious than what it actually offers.

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