A framework for dynamic rescheduling problems

Academic scheduling problems usually assume deterministic and known in advance data. However, this situation is not often met in practice, since data may be subject to uncertainty and it may change over time. In this paper, we introduce a general rescheduling framework to address such dynamic scheduling problems. The framework consists mainly of a controller that makes use of a solver. The solver can assume deterministic and static data, whereas the controller deals with the uncertain and dynamic aspects of the problem and it is in charge of triggering the solver when needed and when possible. Extensive tests are carried out for the job shop problem, and we demonstrate that the framework can be used to ascertain the benefit of using rescheduling over static methods, decide between rescheduling policies, and finally we show that it can be applied in real-life applications due to a low time overhead. The framework is general enough to be applied to any scheduling environment where a fast enough deterministic solver exists.
Application of data clustering to railway delay pattern recognition

K-means clustering is employed to identify recurrent delay patterns on a high traffic railway line north of Copenhagen, Denmark. The clusters identify behavioral patterns in the very large ("big data") data sets generated automatically and continuously by the railway signal system. The results reveal where corrective actions are necessary, showing where recurrent delay patterns take place. Delay profiles and delay-change profiles are generated from timestamps to compare different train runs, and to partition the set of observations into groups of similar elements. K-means clustering can identify and discriminate different patterns affecting the same stations, which is otherwise difficult in previous approaches based on visual inspection. Classical methods of univariate analysis do not reveal these patterns. The demonstrated
methodology is scalable and can be applied to any system of transport.
Commuters' attitudes and norms related to travel time and punctuality: A psychographic segmentation to reduce congestion

Congestion remains one of the most prevalent transport problems in big cities. As a starting point for more targeted interventions to reduce congestion, this paper suggests a segmentation of commuters. Based on psychographic factors derived from an expanded Theory of Planned Behaviour, we identify three distinct commuter segments: (1) Unhurried timely commuters, who find it very important to arrive on time but less important to have a short travel time; (2) Self-determined commuters, who find it less important to arrive on time and depend less on others for their transport choices; and (3) Busy commuters, who find it both important to arrive on time and to have a short travel time. Comparing the segments based on background variables shows that Self-determined commuters are younger and work more often on flextime, while Unhurried timely commuters have longer distances to work and commute more often by public transport. Results of a discrete departure time choice model, estimated based on data from a stated preference experiment, confirm the criterion validity of the segmentation. A scenario simulating a toll ring illustrates that mainly Self-determined commuters would change their departure time as a response to this economic intervention, while we suggest alternative interventions for the two other segments. The results stress the need for more targeted efforts to change departure time choice and point to ways to improve the suggested segmentation approach.

Considering built environment and spatial correlation in modelling pedestrian injury severity

This study looks at mitigating and aggravating factors that are associated with the injury severity of pedestrians when they have crashes with another road user and overcomes existing limitations in the literature by posing attention on the built environment and considering spatial correlation across crashes. Reports for 6539 pedestrian crashes occurred in Denmark between 2006 and 2015 were merged with geographic information system resources containing detailed information about built environment and exposure at the crash locations. A linearised spatial logit model estimated the probability of pedestrians to sustain a severe or fatal injury conditional on the occurrence of a crash with another road user. This study confirms previous findings about older pedestrians and intoxicated pedestrians being the most vulnerable road users, and crashes with heavy vehicles and in roads with higher speed limits being related to the most severe outcomes. This study provides also novel perspectives by showing positive spatial correlation of crashes with the same severity outcome and emphasising the role of the built environment in the proximity of the crash. This study emphasises the need for thinking about traffic calming measures, illumination solutions, road maintenance programs and speed limit reductions. Moreover, this study emphasises the role of the built environment, as shopping areas, residential areas, and walking traffic density are positively related to a reduction in pedestrian injury severity. Often, these areas have in common a larger pedestrian mass that is more likely to make other road users more aware and attentive, while the same does not seem to apply to areas with lower pedestrian density.
Deep Learning from Crowds

Over the last few years, deep learning has revolutionized the field of machine learning by dramatically improving the state-of-the-art in various domains. However, as the size of supervised artificial neural networks grows, typically so does the need for larger labeled datasets. Recently, crowdsourcing has established itself as an efficient and cost-effective solution for labeling large sets of data in a scalable manner, but it often requires aggregating labels from multiple noisy contributors.
with different levels of expertise. In this paper, we address the problem of learning deep neural networks from crowds. We begin by describing an EM algorithm for jointly learning the parameters of the network and the reliabilities of the annotators. Then, a novel general-purpose crowd layer is proposed, which allows us to train deep neural networks end-to-end, directly from the noisy labels of multiple annotators, using only backpropagation. We empirically show that the proposed approach is able to internally capture the reliability and biases of different annotators and achieve new state-of-the-art results for various crowdsourced datasets across different settings, namely classification, regression and sequence labeling.

**General information**

State: Published  
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling  
Authors: Rodrigues, F. (Intern), Pereira, F. C. (Intern)  
Number of pages: 8  
Publication date: 2018  
Main Research Area: Technical/natural sciences  
Source: PublicationPreSubmission  
Source-ID: 145122896  
Publication: Research - peer-review › Paper – Annual report year: 2018

**Effects of new bus and rail rapid transit systems – an international review**

Cities worldwide are implementing modern transit systems to improve mobility in the increasingly congested metropolitan areas. Despite much research on the effects of such systems, a comparison of effects across transit modes and countries has not been studied comprehensively. This paper fills this gap in the literature by reviewing and comparing the effects obtained by 86 transit systems around the world, including Bus Rapid Transit (BRT), Light Rail Transit (LRT), metro and heavy rail transit systems. The analysis is twofold by analysing (i) the direct operational effects related to travel time, ridership and modal shifts, and (ii) the indirect strategic effects in terms of effects on property values and urban development. The review confirms the existing literature suggesting that BRT can attract many passengers if travel time reductions are significantly high. This leads to attractive areas surrounding the transit line with increasing property values. Such effects are traditionally associated with attractive rail-based public transport systems. However, a statistical comparison of 41 systems did not show significant deviations between effects on property values resulting from BRT, LRT and metro systems, respectively. Hence, this paper indicates that large strategic effects can be obtained by implementing BRT systems at a much lower cost.

**General information**

State: Published  
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling  
Authors: Ingvardson, J. B. (Intern), Nielsen, O. A. (Intern)  
Pages: 96-116  
Publication date: 2018  
Main Research Area: Technical/natural sciences  
Publication information  
Journal: Transport Reviews  
Volume: 38  
Issue number: 1  
ISSN (Print): 0144-1647  
Ratings:  
BFI (2018): BFI-level 2  
Web of Science (2018): Indexed yes  
BFI (2017): BFI-level 2  
Scopus rating (2017): SNIP 2.434 SJR 1.675  
Web of Science (2017): Indexed yes  
BFI (2016): BFI-level 2  
Scopus rating (2016): CiteScore 3.79 SJR 2.28 SNIP 2.338  
Web of Science (2016): Indexed yes  
BFI (2015): BFI-level 2  
Scopus rating (2015): SJR 1.894 SNIP 2.037 CiteScore 3.02  
Web of Science (2015): Indexed yes  
BFI (2014): BFI-level 2  
Scopus rating (2014): SJR 1.894 SNIP 2.388 CiteScore 3.18  
Web of Science (2014): Indexed yes
Environmental sustainable decision making – The need and obstacles for integration of LCA into decision analysis

Decision analysis is often used to help decision makers choose among alternatives, based on the expected utility associated to each alternative as function of its consequences and potential impacts. Environmental impacts are not always among the prioritized concerns of traditional decision making. This has fostered the development of several environmental problems and is nowadays a reason of concern. Life Cycle Assessment (LCA) can assess an extensive range of environmental impacts associated with a product or service system and support a life cycle perspective on the alternative products or service systems, revealing potential problem shifting between life cycle stages. Through the integration with traditional risk based decision analysis, LCA may thus facilitate a better informed decision process. In this study we explore how environmental impacts are taken into account in different fields of interest for decision makers to identify the need, potential and obstacles for integrating LCA into conventional approaches to decision problems. Three application areas are used as examples: transportation planning, flood management, and food production and consumption. The analysis of these cases shows that environmental impacts are considered only to a limited extent in traditional evaluation of transport and food projects. They are rarely, if at all, addressed in flood risk management. Hence, in each of the three cases studied, there is a clear need for the inclusion of a better and systematic assessment of environmental impacts. Some LCA studies have been conducted in all three research areas, mainly on infrastructures and production systems. The three cases show the potential of integrating LCA into existing decision analysis by providing the environmental profiles of the alternatives. However, due to different goals and scopes of LCA and other decision analysis approaches, there is a general lack of consistency in study system scoping in terms of considered elements and boundaries, in uncertainty treatment, and in applied metrics. In the present paper, we discuss the obstacles arising when trying to integrate LCA with conventional evaluation tools and we propose a research agenda to eventually make such integration feasible and consistent.

General information
State: Published
Organisations: Department of Management Engineering, Quantitative Sustainability Assessment, Department of Civil Engineering, Transport DTU, Transport Modelling, National Food Institute, Research Group for Risk-Benefit, Department
of Applied Mathematics and Computer Science, Department of Environmental Engineering, Urban Water Systems, Research Group for Genomic Epidemiology, Section for Structural Engineering

Authors: Dong, Y. (Intern), Miraglia, S. (Intern), Manzo, S. (Intern), Georgiadis, S. (Intern), Sørup, H. J. D. (Intern), Boriani, E. (Intern), Hald, T. (Intern), Thöns, S. (Intern), Hauschild, M. Z. (Intern)

Pages: 33-44
Publication date: 2018
Main Research Area: Technical/natural sciences

Publication information
Journal: Environmental Science and Policy
Volume: 87
ISSN (Print): 1462-9011
Ratings:
BFI (2018): BFI-level 2
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 2
Scopus rating (2017): SJR 1.661 SNIP 1.711
Web of Science (2017): Indexed Yes
BFI (2016): BFI-level 2
Scopus rating (2016): CiteScore 3.9 SJR 1.677 SNIP 1.581
Web of Science (2016): Indexed yes
BFI (2015): BFI-level 2
Scopus rating (2015): SJR 1.613 SNIP 1.467 CiteScore 3.83
BFI (2014): BFI-level 2
Scopus rating (2014): SJR 1.812 SNIP 1.814 CiteScore 4.02
BFI (2013): BFI-level 2
Scopus rating (2013): SJR 1.687 SNIP 1.957 CiteScore 4.08
ISI indexed (2013): ISI indexed yes
BFI (2012): BFI-level 2
Scopus rating (2012): SJR 1.505 SNIP 1.647 CiteScore 3.35
ISI indexed (2012): ISI indexed yes
BFI (2011): BFI-level 2
Scopus rating (2011): SJR 1.3 SNIP 1.632 CiteScore 3.06
ISI indexed (2011): ISI indexed yes
BFI (2010): BFI-level 2
Scopus rating (2010): SJR 1.283 SNIP 1.34
BFI (2009): BFI-level 2
Scopus rating (2009): SJR 1.165 SNIP 1.538
BFI (2008): BFI-level 2
Scopus rating (2008): SJR 0.998 SNIP 1.093
Scopus rating (2007): SJR 0.951 SNIP 1.567
Web of Science (2007): Indexed yes
Scopus rating (2006): SJR 0.692 SNIP 1.457
Scopus rating (2005): SJR 0.606 SNIP 1.108
Web of Science (2005): Indexed yes
Scopus rating (2004): SJR 0.599 SNIP 1.195
Scopus rating (2003): SJR 0.392 SNIP 0.693
Scopus rating (2002): SJR 0.459 SNIP 0.582
Scopus rating (2001): SJR 0.327 SNIP 0.302
Web of Science (2001): Indexed yes
Scopus rating (2000): SJR 0.087 SNIP 0.851
Scopus rating (1999): SJR 0.199 SNIP 0.634

Original language: English
Decision analysis, Life Cycle Assessment, Cost benefit analysis, Risk assessment, Decision support

DOI: 10.1016/j.envsci.2018.05.018
Evaluation of land-use and transport network effects on cyclists' route choices in the Copenhagen Region in value-of-distance space

Growing interest in sustainable transportation systems has driven decision-makers toward policies and investments aimed at promoting cycling, but little to no effort has been made toward incorporating bicycle transport in transport planning models. This study contributes toward this direction by estimating a bicycle route choice model in value-of-distance space from a large sample of 3384 cycling trips that were traced with GPS devices in the Copenhagen Region. The novelty of this study lies in (i) observing cyclists' behavior in a cycling-oriented country, (ii) exploiting rich data about the cycling environment, (iii) estimating the model in value-of-distance rather than preference space, and (iv) not focusing only on preferences for traditional variables (e.g., distance, turns, hilliness, intersections, motorized road characteristics), but also on perceptions and preferences for bicycle facilities (e.g., bicycle lanes, bicycle paths, bicycle traces) and land-use designations (e.g., residential, industrial, sports, scenic areas). The findings from the model show that: (i) cyclists exhibit heterogeneous preferences for avoiding right and left turns, cycling the wrong way, using roundabouts and bridges, and cycling alongside residential and scenic areas; (ii) cyclists dislike cycling on unpaved and hilly surfaces and alongside larger roads; (iii) cyclists have clear perceptions about different types of bicycle facilities, with a preference for bicycle lanes and segregated paths; (iv) cyclists have clear perceptions about land-use designations, with a preference for cycling alongside sports and scenic areas; (v) time-of-day and air temperature contribute to the perceptions of cyclists and their preferences for bicycle facilities and land-use designations.

General information
State: Accepted/In press
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, University of Queensland
Authors: Prato, C. G. (Ekstern), Halldórsdóttir, K. (Intern), Nielsen, O. A. (Intern)
Number of pages: 12
Publication date: 2018
Main Research Area: Technical/natural sciences

Publication information
Journal: International Journal of Sustainable Transportation
ISSN (Print): 1556-8318
Ratings:
BFI (2018): BFI-level 2
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 2
Scopus rating (2017): SNIP 1.127 SJR 1.058
Web of Science (2017): Indexed Yes
BFI (2016): BFI-level 2
Scopus rating (2016): CiteScore 1.91 SJR 1.032 SNIP 1.451
Web of Science (2016): Indexed yes
BFI (2015): BFI-level 1
Scopus rating (2015): SJR 2.359 SNIP 2.254 CiteScore 2.94
BFI (2014): BFI-level 1
Scopus rating (2014): SJR 2.195 SNIP 1.762 CiteScore 2.45
Web of Science (2014): Indexed yes
BFI (2013): BFI-level 1
Scopus rating (2013): SJR 1.494 SNIP 1.395 CiteScore 1.43
ISI indexed (2013): ISI indexed yes
BFI (2012): BFI-level 1
Scopus rating (2012): SJR 1.051 SNIP 1.382 CiteScore 1.49
ISI indexed (2012): ISI indexed yes
BFI (2011): BFI-level 1
Scopus rating (2011): SJR 0.691 SNIP 0.634 CiteScore 0.98
ISI indexed (2011): ISI indexed yes
BFI (2010): BFI-level 1
Scopus rating (2010): SJR 0.786 SNIP 1.278
BFI (2009): BFI-level 1
Factors of electric vehicle adoption: A comparison of conventional and electric car users based on an extended theory of planned behavior

Increasing the share of battery electric vehicles (BEV) in the total car fleet is regarded as a promising way to reduce local car emissions. Based on online surveys in Denmark and Sweden, this study compares BEV users’ (n = 673) and conventional vehicle (CV) users’ (n = 1794) socio-demographic profiles, attitudinal profiles, and mobility patterns. In line with previous research, BEV users are typically male, highly educated, have high incomes, and often more than one car in their household. Additionally, BEV users perceive less functional barriers toward BEV use and have more positive attitudes and norms than CV users. The different profiles of these user groups suggest a separate analysis of potential factors of BEV adoption in both groups. In regression analyses, CV and BEV users’ intention to use/purchase a BEV is modeled based on factors of the Theory of Planned Behavior extended by personal norm, perceived mobility necessities, and BEV experience. For CV users, symbolic attitudes related to BEVs are the most important factor of intention, while perceived functional barriers in terms of driving range are most relevant for BEV users’ intention. How BEV users cope with trips of longer distance seems of particular relevance. In multiple car households, we found the percentage of actual BEV usage related to the type of other cars in the household, perceived functional barriers of BEVs as well as (successful) behavioral adaption to longer trips by BEVs. Based on the results, we discuss ways to increase BEV adoption for current users and non-users.

General information
State: Accepted/In press
Organisations: Department of Management Engineering, Technology and Innovation Management, Transport DTU, Transport Modelling
Authors: Haustein, S. (Intern), Jensen, A. F. (Intern)
Number of pages: 13
Publication date: 2018
Main Research Area: Technical/natural sciences

Publication information
Journal: International Journal of Sustainable Transportation
ISSN (Print): 1556-8318
Ratings:
BFI (2018): BFI-level 2
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 2
Scopus rating (2017): SNIP 1.127 SJR 1.058
Web of Science (2017): Indexed Yes
BFI (2016): BFI-level 2
Scopus rating (2016): CiteScore 1.91 SJR 1.032 SNIP 1.451
Web of Science (2016): Indexed yes
BFI (2015): BFI-level 1
Scopus rating (2015): SJR 2.359 SNIP 2.254 CiteScore 2.94
BFI (2014): BFI-level 1
Scopus rating (2014): SJR 2.195 SNIP 1.762 CiteScore 2.45
Web of Science (2014): Indexed yes
BFI (2013): BFI-level 1
Scopus rating (2013): SJR 1.494 SNIP 1.395 CiteScore 1.43
ISI indexed (2013): ISI indexed yes
BFI (2012): BFI-level 1
Scopus rating (2012): SJR 1.051 SNIP 1.382 CiteScore 1.49
Output variability caused by random seeds in a multi-agent transport simulation model

Dynamic transport simulators are intended to support decision makers in transport-related issues, and as such it is valuable that the random variability of their outputs is as small as possible. In this study we analyse the output variability caused by random seeds of a multi-agent transport simulator (MATSim) when applied to a case study of Santiago de Chile. Results based on 100 different random seeds shows that the relative accuracies of estimated link loads tend to increase with link load, but that relative errors of up to 10% do occur even for links with large volumes. Although the proportion of links having large relative errors is roughly the same for all of the investigated seeds, it is shown the variations of individual link loads between seeds largely dominate variations between the two last iterations within a seed.

**General information**

State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling
Authors: Paulsen, M. (Intern), Rasmussen, T. K. (Intern), Nielsen, O. A. (Intern)
Pages: 850-857
Publication date: 2018
Conference: The 9th International Conference on Ambient Systems, Networks and Technologies, Porto, Portugal, 08/05/2018 - 08/05/2018
Main Research Area: Technical/natural sciences

**Publication information**

Journal: Procedia Computer Science
Volume: 130
ISSN (Print): 1877-0509
Ratings:
BFI (2018): BFI-level 1
BFI (2017): BFI-level 1
Scopus rating (2017): SNIP 0.732 SJR 0.258
BFI (2016): BFI-level 1
Scopus rating (2016): CiteScore 0.88 SJR 0.259 SNIP 0.692
BFI (2015): BFI-level 1
Scopus rating (2015): SJR 0.266 SNIP 0.772 CiteScore 0.85
Web of Science (2015): Indexed yes
BFI (2014): BFI-level 1
Scopus rating (2014): SJR 0.249 SNIP 0.725 CiteScore 0.67
Web of Science (2014): Indexed yes
BFI (2013): BFI-level 1
Scopus rating (2013): SJR 0.236 SNIP 0.594 CiteScore 0.64
ISI indexed (2013): ISI indexed yes
BFI (2012): BFI-level 1
Scopus rating (2012): SJR 0.505 SNIP 1.031 CiteScore 0.63
ISI indexed (2012): ISI indexed yes
Passenger arrival and waiting time distributions dependent on train service frequency and station characteristics: A smart card data analysis

Waiting time at public transport stops is perceived by passengers to be more onerous than in-vehicle time, hence it strongly influences the attractiveness and use of public transport. Transport models traditionally assume that average waiting times are half the service headway by assuming random passenger arrivals. However, research agree that two distinct passenger behaviour types exist: one group arrives randomly, whereas another group actively tries to minimise their waiting time by arriving in a timely manner at the scheduled departure time. This study proposes a general framework for estimating passenger waiting times which incorporates the arrival patterns of these two groups explicitly, namely by using a mixture distribution consisting of a uniform and a beta distribution. The framework is empirically validated using a large-scale automatic fare collection system from the Greater Copenhagen Area covering metro, suburban, and regional rail stations thereby giving a range of service headways from 2 to 60 min. It was shown that the proposed mixture distribution is superior to other distributions proposed in the literature. This can improve waiting time estimations in public transport models. The results show that even at 5-min headways 43% of passengers arrive in a timely manner to stations when timetables are available. The results bear important policy implications in terms of providing actual timetables, even at high service frequencies, in order for passengers to be able to minimise their waiting times.

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, Department of Applied Mathematics and Computer Science, Statistics and Data Analysis, Pontificia Universidad Catolica de Chile, Technical University of Denmark
Authors: Ingvardson, J. B. (Intern), Nielsen, O. A. (Intern), Raveau, S. (Ekstern), Nielsen, B. F. (Intern)
Pages: 292-306
Publication date: 2018
Main Research Area: Technical/natural sciences

Publication information
Journal: Transportation Research. Part C: Emerging Technologies
Volume: 90
ISSN (Print): 0968-090X
Ratings:
BFI (2018): BFI-level 2
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 2
Scopus rating (2017): SJR 2.293 SNIP 2.907
Web of Science (2017): Indexed yes
BFI (2016): BFI-level 2
Scopus rating (2016): CiteScore 4.43 SJR 1.998 SNIP 2.638
Web of Science (2016): Indexed yes
BFI (2015): BFI-level 2
Scopus rating (2015): SJR 2.026 SNIP 2.714 CiteScore 4.23
Web of Science (2015): Indexed yes
BFI (2014): BFI-level 2
Scopus rating (2014): SJR 2.045 SNIP 3.169 CiteScore 3.84
Web of Science (2014): Indexed yes
BFI (2013): BFI-level 2
Scopus rating (2013): SJR 1.851 SNIP 3.648 CiteScore 4.01
ISI indexed (2013): ISI indexed yes
Web of Science (2013): Indexed yes
Reducing passengers’ travel time by optimising stopping patterns in a large-scale network: A case-study in the Copenhagen Region

Optimising stopping patterns in railway schedules is a cost-effective way to reduce passengers’ generalised travel costs without increasing train operators’ costs. The challenge consists in striking a balance between an increase in waiting time for passengers at skipped stations and a decrease in travel time for through-going passengers, with possible consequent changes in the passenger demand and route choices. This study presents the formulation of the skip-stop problem as a bi-level optimisation problem where the lower level is a schedule-based transit assignment model that delivers passengers’ route choices to the skip-stop optimisation model at the upper level, and where the upper level in return provides an improved timetable to the lower level. A heuristic method for large-scale urban networks is presented to solve this extremely complex bi-level problem, where the skip-stop optimisation is a mixed-integer problem, whereas the route choice model is a non-linear non-continuous mapping of the timetable. The method was tested on the suburban railway network in the Greater Copenhagen Region (Denmark): the reduction in railway passengers’ in-vehicle travel time was 5.5%, the reduction in passengers’ generalised travel cost was 3.2% and, at the system level, the yearly consumer surplus amounted at 76.7 million DKK (about 10.3 million EUR or 12.7 million USD) when compared to the existing stopping patterns.
Ratings:

BFI (2018): BFI-level 2
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 2
Scopus rating (2017): SJR 1.939 SNIP 2.141
Web of Science (2017): Indexed yes
BFI (2016): BFI-level 2
Scopus rating (2016): CiteScore 3.26 SJR 1.737 SNIP 1.971
Web of Science (2016): Indexed yes
BFI (2015): BFI-level 2
Scopus rating (2015): SJR 1.815 SNIP 1.9 CiteScore 3.02
Web of Science (2015): Indexed yes
BFI (2014): BFI-level 2
Scopus rating (2014): SJR 2.301 SNIP 2.586 CiteScore 3.49
Web of Science (2014): Indexed yes
BFI (2013): BFI-level 2
Scopus rating (2013): SJR 2.393 SNIP 2.822 CiteScore 3.46
ISI indexed (2013): ISI indexed yes
BFI (2012): BFI-level 2
Scopus rating (2012): SJR 2.514 SNIP 2.651 CiteScore 3
ISI indexed (2012): ISI indexed yes
Web of Science (2012): Indexed yes
BFI (2011): BFI-level 2
Scopus rating (2011): SJR 1.899 SNIP 2.528 CiteScore 2.61
ISI indexed (2011): ISI indexed yes
BFI (2010): BFI-level 2
Scopus rating (2010): SJR 1.76 SNIP 2.255
BFI (2009): BFI-level 2
Scopus rating (2009): SJR 2.325 SNIP 2.192
Web of Science (2009): Indexed yes
BFI (2008): BFI-level 2
Scopus rating (2008): SJR 2.335 SNIP 2.451
Scopus rating (2007): SJR 1.554 SNIP 2.229
Web of Science (2007): Indexed yes
Scopus rating (2006): SJR 2.406 SNIP 2.89
Web of Science (2006): Indexed yes
Scopus rating (2005): SJR 0.881 SNIP 1.697
Scopus rating (2004): SJR 1.797 SNIP 2.679
Scopus rating (2003): SJR 1.44 SNIP 2.198
Web of Science (2003): Indexed yes
Scopus rating (2002): SJR 1.401 SNIP 1.962
Scopus rating (2001): SJR 1.263 SNIP 1.978
Scopus rating (2000): SJR 0.781 SNIP 1.254
Scopus rating (1999): SJR 0.829 SNIP 1.372

Original language: English

Large-scale networks, Public transport optimisation, Public transport passengers' behaviour, Railway timetabling, Stopping patterns

DOIs:
10.1016/j.tra.2018.04.012
Source: FindIt
Source-ID: 2434593919
Publication: Research - peer-review › Journal article – Annual report year: 2018
D-efficient or deficient? A robustness analysis of stated choice experimental designs

This paper is motivated by the increasing popularity of efficient designs for stated choice experiments. The objective in efficient designs is to create a stated choice experiment that minimizes the standard errors of the estimated parameters. In order to do so, such designs require specifying prior values for the parameters to be estimated. While there is significant literature demonstrating the efficiency improvements (and cost savings) of employing efficient designs, the bulk of the literature tests conditions where the priors used to generate the efficient design are assumed to be accurate. However, there is substantially less literature that compares how different design types perform under varying degree of error of the prior. The literature that does exist assumes small fractions are used (e.g., under 20 unique choice tasks generated), which is in contrast to computer-aided surveys that readily allow for large fractions. Further, the results in the literature are abstract in that there is no reference point (i.e., meaningful units) to provide clear insight on the magnitude of any issue.

Our objective is to analyze the robustness of different designs within a typical stated choice experiment context of a trade-off between price and quality. We use as an example transportation mode choice, where the key parameter to estimate is the value of time (VOT). Within this context, we test many designs to examine how robust efficient designs are against a misspecification of the prior parameters. The simple mode choice setting allows for insightful visualizations of the designs themselves and also an interpretable reference point (VOT) for the range in which each design is robust. Not surprisingly, the D-efficient design is most efficient in the region where the true population VOT is near the prior used to generate the design: the prior is $20/h and the efficient range is $10–$30/h. However, the D-efficient design quickly becomes the most inefficient outside of this range (under $5/h and above $40/h), and the estimation significantly degrades above $50/h. The orthogonal and random designs are robust for a much larger range of VOT. The robustness of Bayesian efficient designs varies depending on the variance that the prior assumes. Implementing two-stage designs that first use a small sample to estimate priors are also not robust relative to uninformative designs. Arguably, the random design (which is the easiest to generate) performs as well as any design, and it (as well as any design) will perform even better if data cleaning is done to remove choice tasks where one alternative dominates the other.

General information
State: Accepted/In press
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, University of California at Berkeley, Massachusetts Institute of Technology
Authors: Walker, J. L. (Ekstern), Wang, Y. (Ekstern), Thorhauge, M. (Intern), Ben-Akiva, M. (Ekstern)
Number of pages: 24
Publication date: 12 Dec 2017
Main Research Area: Technical/natural sciences

Publication information
Journal: Theory and Decision
ISSN (Print): 0040-5833
Ratings:
BFI (2018): BFI-level 1
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 1
Scopus rating (2017): SNIP 0.769 SJR 0.583
BFI (2016): BFI-level 1
Scopus rating (2016): CiteScore 0.66 SNIP 0.762 SJR 0.558
BFI (2015): BFI-level 1
Scopus rating (2015): CiteScore 0.7 SNIP 0.577 SJR 0.785
BFI (2014): BFI-level 1
Scopus rating (2014): CiteScore 0.81 SNIP 0.798 SJR 1.23
BFI (2013): BFI-level 1
Scopus rating (2013): CiteScore 0.82 SNIP 0.944 SJR 1.013
BFI (2012): BFI-level 1
Scopus rating (2012): CiteScore 0.8 SNIP 1.007 SJR 0.785
BFI (2011): BFI-level 1
The role of intention as mediator between latent effects and behavior: application of a hybrid choice model to study departure time choices

An increasing number of papers are focusing on integrating psychological aspects into the typical discrete choice models. The majority of these studies account for several latent effects, but they mainly focused on the direct effect of attitudes, perception, and norms in the discrete choice. None of them consider the effect of intention and its role as mediator between those psychological effects and the choice, as implied in the Theory of Planned Behavior. In this paper we contribute to the literature in this field by specifically studying the direct effect of the intention on the actual behavior, while attitude, social norms, and perceived behavioral control affect the intention to behave in a given way. We apply a hybrid choice model to study the departure time choice. For this, we use data from Danish commuters in the morning rush hours in the Greater Copenhagen area. We find a significant effect of the intention to arrive at work on time on the departing time choice, and also a significant effect of the lower level mediators on intention. Furthermore, the attitude toward short travel time is also significant in explaining the departure time choice. Finally, in terms of forecasting, we find that individuals who have a strong intention to be at work on time will be less likely to reschedule their departure time. This suggests that campaigns targeting the working culture could affect the subject norms among colleagues, which in turn influence individuals' intention to be on time or to reschedule to a less congested time slot.

General information
State: Accepted/In press
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, Newcastle University, University of California at Berkeley
Authors: Thorhauge, M. (Intern), Cherchi, E. (Ekstern), Walker, J. L. (Ekstern), Rich, J. (Intern)
Number of pages: 25
Publication date: 1 Dec 2017
Main Research Area: Technical/natural sciences

Publication information
Journal: Transportation
ISSN (Print): 0049-4488
Ratings:
BFI (2018): BFI-level 2
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 2
Scopus rating (2017): SNIP 1.614 SJR 1.911
Web of Science (2017): Indexed Yes
BFI (2016): BFI-level 2
A Bayesian Additive Model for Understanding Public Transport Usage in Special Events

Public special events, like sports games, concerts and festivals are well known to create disruptions in transportation systems, often catching the operators by surprise. Although these are usually planned well in advance, their impact is difficult to predict, even when organisers and transportation operators coordinate. The problem highly increases when several events happen concurrently. To solve these problems, costly processes, heavily reliant on manual search and personal experience, are usual practice in large cities like Singapore, London or Tokyo. This paper presents a Bayesian additive model with Gaussian process components that combines smart card records from public transport with context information about events that is continuously mined from the Web. We develop an efficient approximate inference algorithm using expectation propagation, which allows us to predict the total number of public transportation trips to the special event areas, thereby contributing to a more adaptive transportation system. Furthermore, for multiple concurrent event scenarios, the proposed algorithm is able to disaggregate gross trip counts into their most likely components related to specific events and routine behavior. Using real data from Singapore, we show that the presented model outperforms
the best baseline model by up to 26 percent in R-2 and also has explanatory power for its individual components.

**General information**

**State:** Published  
**Organisations:** Department of Management Engineering, Transport DTU, Transport Modelling, Singapore-MIT Alliance for Research and Technology, University of Coimbra  
**Authors:** Rodrigues, F. (Intern), Borysov, S. S. (Ekstern), Ribeiro, B. (Ekstern), Pereira, F. C. (Intern)  
**Pages:** 2113-2126  
**Publication date:** 2017  
**Main Research Area:** Technical/natural sciences

**Publication information**

**Journal:** IEEE Transactions on Pattern Analysis and Machine Intelligence  
**Volume:** 39  
**Issue number:** 11  
**ISSN (Print):** 0162-8828  
**Ratings:**  
- BFI (2018): BFI-level 2  
- Web of Science (2018): Indexed yes  
- BFI (2017): BFI-level 2  
- Scopus rating (2017): SJR 2.367 SNIP 6.357  
- Web of Science (2017): Indexed Yes  
- BFI (2016): BFI-level 2  
- Scopus rating (2016): CiteScore 13.29 SJR 5.388 SNIP 6.403  
- Web of Science (2016): Indexed yes  
- BFI (2015): BFI-level 2  
- Web of Science (2015): Indexed yes  
- BFI (2014): BFI-level 2  
- Scopus rating (2014): SJR 3.475 SNIP 7.634 CiteScore 11.05  
- BFI (2013): BFI-level 2  
- Scopus rating (2013): SJR 4.301 SNIP 8.052 CiteScore 11.8  
- ISI indexed (2013): ISI indexed yes  
- BFI (2012): BFI-level 2  
- Scopus rating (2012): SJR 2.874 SNIP 8.948 CiteScore 10.09  
- ISI indexed (2012): ISI indexed yes  
- BFI (2011): BFI-level 2  
- Scopus rating (2011): SJR 2.508 SNIP 7.15 CiteScore 8.89  
- ISI indexed (2011): ISI indexed yes  
- BFI (2010): BFI-level 2  
- Scopus rating (2010): SJR 2.634 SNIP 7.144  
- BFI (2009): BFI-level 2  
- Scopus rating (2009): SJR 2.536 SNIP 6.521  
- BFI (2008): BFI-level 2  
- Scopus rating (2008): SJR 2.979 SNIP 7.128  
- Web of Science (2007): Indexed yes  
- Scopus rating (2005): SJR 3.039 SNIP 7.643  
- Scopus rating (2004): SJR 2.21 SNIP 6.556  
- Scopus rating (2003): SJR 4.208 SNIP 7.434  
- Web of Science (2003): Indexed yes  
- Scopus rating (2002): SJR 2.306 SNIP 5.478  
- Web of Science (2002): Indexed yes  
- Scopus rating (2001): SJR 3.464 SNIP 5.365  
- Scopus rating (2000): SJR 1.593 SNIP 3.488
Actual preferences for EV households in Denmark and Sweden

Battery electric vehicles (EVs) have received vast attention in the recent decade, especially due to their potential environmental benefits. The car industry has invested huge amounts in the battery electric vehicle technology, leading to a much larger selection of car models with better comfort, driving range and options for recharging the batteries. Several studies have indicated that a great share of car households would now be able to maintain their current mobility patterns with only a minor level of adaption (Christensen 2011; Pearre et al. 2011; Greaves et al. 2014). Still, the driving range of a fully recharged EV is of great importance to the potential users (Jensen et al. 2013; Dimitropoulos et al. 2013; Mabit & Fosgerau 2011; Franke & Krems 2013), but as the battery capacity of the EVs continue to increase, the mobility constraints related to former EV models will most probably be reduced. Thus, the EV alternative has changed from being a product for a very small group of enthusiasts to being an actual car alternative for a common household and knowledge about which type of households would be interested in EVs is extremely valuable for both industry and policy makers. However, as the EV market is still quite immature in most countries, lack of data on EV users is a common problem for researchers. Data on EV purchase and use have thus often been collected by means of data from intentional statements (see e.g. Bühler et al. 2014), stated preferences (see e.g. Bunch et al. 1993; Hidrue et al. 2011; Jensen et al. 2014) and EV vehicle trials (Golob & Gould 1998; Franke & Krems 2013; Jensen et al. 2014). While such studies have provided important insight into various areas of the EV market, the fact that the results are not based on actual behaviour means that they are subject to a high degree of uncertainty. Being the global EV market forerunner, Norway has a better foundation for studying the EV market based on actual EV owners. On these grounds, Klöckner et al. (2013), studied differences in car use between EV and conventional vehicle (CV) users. Also in Norway, Mersky et al. (2016) and Bjerk et al. (2016) both studied the effect of policy incentives on EV purchase. Compared to these existing studies, we contribute to the literature with a more advanced model to study the EV market and we focus on the market in Denmark and Sweden. In particular, we use revealed preference information to investigate how household characteristics, attitudes, norms, perceived barriers and perceived functional attributes of the EVs affect the probability of being an EV household. The data utilized in this study was collected in connection with the EU project GREAT, which aims to reduce fossil emissions by improving supply for alternative-fuelled vehicles in northern Europe. Besides detailed individual and household characteristics from a sample of both EV and CV household users, the data contains detailed information on individual determinants of EV adaption based on the Theory of Planned Behaviour (Ajzen 1991). Data were collected through an online survey in Sweden and Denmark. The Swedish study was distributed through different channels including the intranet of regions Skåne and Västra Götaland, different newletters and EV related facebook groups. In Denmark, EV users were contacted via the infrastructure provider E.ON, while the CV users were contacted through the online panel of the market research institute EPINION. In total 1364 observations are available for Denmark and 1288 for Sweden. Descriptive statistics of the sample show that EV respondents were to a much higher extend male, had a higher household income and higher education level and were more often self-employed, lived less often alone and more often had children compared to CV users. Comparing Tesla users to other EV users, we found that Tesla users perceived less functional barriers in terms of EV usage, had more positive affective attitudes related to driving an EV and felt to a higher degree supported by relevant others to use/buy an EV (subjective norm). Interestingly, they did not report more positive symbolic attitudes in relation to their EV ownership. We modelled the probability of being an EV household with an advanced discrete choice model, taking both household characteristic and the latent determinants of EV adoption into account. A preliminary hybrid choice model with a latent variable for perceived barriers and most relevant household characteristics is presented below for the Danish sample.

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, Technology and Innovation Management, Newcastle University
Authors: Jensen, A. F. (Intern), Haustein, S. (Intern), Cherchi, E. (Ekstern), Thorhauge, M. (Intern)
Number of pages: 4
Publication date: 2017
Event: Abstract from The VI European Association for Research in Transportation (hEART) Symposium, Haifa, Israel.
Main Research Area: Technical/natural sciences
Electronic versions:

A Joint Route Choice Model for Electric and Conventional Car Users

Introduction
Worldwide, governments have committed to reducing air pollution and carbon emissions. With a higher share of renewable sources in the electricity production, battery electric cars (EVs) could play a significant role in maintaining these commitments. Growing literature shows an increasing interest in EVs and their market, but current EV travel demand studies are usually based on data collected from users of conventional gasoline or diesel engine cars (CVs) (see e.g. (Golob and Gould 1998; Pearre et al. 2011; Greaves et al. 2014). EVs are however different from CVs in a number of ways, in particular when it comes to the driving range and the refuelling/recharging which can lead to behavioural changes (Jensen and Mabit 2015). EV users might avoid longer and less-planned trips and, when deciding on a route, they might select roads where the general speed is lower, the trip length is shorter, or the charging facilities are better. On the other hand, over a longer period of time, many users do not need charging other than overnight charging at home in order to keep up with their current behaviour (Christensen et al. 2010). Thus, the impact on traffic of a large scale EV adoption is not obvious, as it cannot be assumed that CVs currently on the road are simply replaced by EVs and individual behaviour otherwise stays constant.

Understanding the behaviour of EV users is important in a number of ways. Beside potential environmental effects, there is a need to understand other related effects, such as effects on the electricity network and the transport network. The objective of this study is to use revealed preferences (RP) data to investigate differences in route choice behaviour between CV and EV users. To our knowledge, this is the first time that a state-of-the-art route choice model has been estimated on RP EV data. In addition, the level of detail in the data allows for accounting for congestion, reliability, topology, weather and socioeconomic background.

Method

This study exploits a unique and vast dataset consisting of GPS records from a large demonstration project about EVs conducted in Denmark during the period 2011-2013. Households participating in the trial had an EV available for a period of three months during which all trips were GPS logged. Additionally, some of the households GPS logged trips by their CV in the month before and the month after the EV was received. The GPS traces were matched to the very detailed NAVTEQ street network (NAVTEQ 2010). The high level of detail of the network is crucial, as EV users might use smaller roads with lower speeds in order to save energy due to current technological restrictions on driving distances. Following the procedure in Prato et al. (2014), route choice behaviour is modelled with a two-stage approach consisting of choice set generation and model estimation. The first stage used a doubly stochastic generation process to generate a choice set consisting of a maximum of 100 unique alternatives for each observed route. Subsequently, the observations were filtered to exclude observations for which the choice set contained only one alternative route or did not contain any alternative reasonably similar to the observed route. In the second stage, a mixed path size correction logit model was estimated for modelling route choice behaviour. (Bovy et al. 2008). Comparison of EV and CV preferences is made possible by estimating jointly across data from each technology using a logit scaling approach with at least one generic parameter across data (Bradley and Daly 1997).

Data

After the map matching and filtering processes, GPS records were available for about 90,000 EV trips from 379 households. About 6,500 CV trips were logged for about 100 households in the month before and after the EV was used. The sample of households was based on voluntary participation under the condition that the household already owned at least one car and had a dedicated parking space where the EV could be home charged. In the trial period, the household had access to both their CV and EV, but they were encouraged to use the EV as the primary option. The participating households resided in 27 of the 98 municipalities in Denmark and were distributed across the entire country (see Figure 1). For trial participation purposes, one household member filled an online application form with information about the household and its composition. Each trip has been merged with weather information from local weather stations, inducing that information about precipitation, wind speed, temperature and visibility at the time of departure is available. The NAVTEQ network consists of 636,243 links covering the entire country and all road classes from large highways to minor local roads.

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, University of Queensland
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Publication date: 2017
Event: Abstract from V International Choice Modeling Conference (ICMC), Cape Town, South Africa.
Main Research Area: Technical/natural sciences
Links:
Publication: Research - peer-review > Conference abstract for conference – Annual report year: 2017

Analysing improvements to on-street public transport systems: a mesoscopic model approach
Light rail transit and bus rapid transit have shown to be efficient and cost-effective in improving public transport systems in cities around the world. As these systems comprise various elements, which can be tailored to any given setting, e.g. pre-board fare-collection, holding strategies and other advanced public transport systems (APTS), the attractiveness of such
systems depends heavily on their implementation. In the early planning stage it is advantageous to deploy simple and transparent models to evaluate possible ways of implementation. For this purpose, the present study develops a mesoscopic model which makes it possible to evaluate public transport operations in details, including dwell times, intelligent traffic signal timings and holding strategies while modelling impacts from other traffic using statistical distributional data thereby ensuring simplicity in use and fast computational times. This makes it appropriate for analysing the impacts of improvements to public transport operations, individually or in combination, in early planning stages. The paper presents a joint measure of reliability for such evaluations based on passengers’ perceived travel time by considering headway time regularity and running time variability, i.e. taking into account waiting time and in-vehicle time. The approach was applied on a case study by assessing the effects of implementing segregated infrastructure and APTS elements, individually and in combination. The results showed that the reliability of on-street public transport operations mainly depends on APTS elements, and especially holding strategies, whereas pure infrastructure improvements induced travel time reductions. The results further suggested that synergy effects can be obtained by planning on-street public transport coherently in terms of reduced travel times and increased reliability.

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, COWI A/S
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Pages: 385-409
Publication date: 2017
Main Research Area: Technical/natural sciences

Publication Information
Journal: Public Transport
Volume: 9
Issue number: 1-2
ISSN (Print): 1866-749X
Ratings:
BFI (2018): BFI-level 2
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 1
Scopus rating (2017): SNIP 0.66 SJR 0.529
Web of Science (2017): Indexed yes
Scopus rating (2016): CiteScore 1.8 SJR 0.893 SNIP 1.662
Scopus rating (2015): SJR 1.324 SNIP 1.599 CiteScore 1.98
Scopus rating (2014): SJR 0.88 SNIP 0.969 CiteScore 1.26
Scopus rating (2013): SJR 0.743 SNIP 0.859 CiteScore 1.03
Scopus rating (2012): SJR 0.971 SNIP 0.981 CiteScore 0.96
Scopus rating (2011): SJR 1.225 SNIP 1.867 CiteScore 1.26
Scopus rating (2010): SJR 0.517 SNIP 0.756
Original language: English
Electronic versions:
Manuscript_Mesoscopic_modelling_of_on_street_public_transport_Revision2_v5.pdf. Embargo ended: 14/02/2018
DOIs:
10.1007/s12469-016-0151-x
Publication: Research - peer-review › Journal article – Annual report year: 2017

A Polynomial Estimate of Railway Line Delay
Railway service may be measured by the aggregate delay over a time horizon or due to an event. Timetables for railway service may dampen aggregate delay by addition of additional process time, either supplement time or buffer time. The evaluation of these variables has previously been performed by numerical analysis with simulation. This paper proposes an analytical estimate of aggregate delay with a polynomial form. The function returns the aggregate delay of a railway line resulting from an initial, primary, delay. Analysis of the function demonstrates that there should be a balance between the two remedial measures, supplement and buffer. Numerical analysis of a Copenhagen Sbane line shows that the polynomial function is valid even when theoretical assumptions are violated.

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, Management Science, Operations Management
Authors: Cerreto, F. (Intern), Harrod, S. (Intern), Nielsen, O. A. (Intern)
Number of pages: 5
Applying LCA in decision making- the need and the future perspective

General Information
State: Published
Organisations: Department of Management Engineering, Quantitative Sustainability Assessment, Department of Civil Engineering, Centre for oil and gas – DTU, Transport DTU, Transport Modelling, Department of Applied Mathematics and Computer Science, Statistics and Data Analysis, Department of Environmental Engineering, Urban Water Systems, National Food Institute, Research Group for Genomic Epidemiology, Section for Structural Engineering
Authors: Dong, Y. (Intern), Miraglia, S. (Intern), Manzo, S. (Intern), Georgiadis, S. (Intern), Sørup, H. J. D. (Intern), Boriani, E. (Intern), Hald, T. (Intern), Thøns, S. (Intern), Hauschild, M. Z. (Intern)
Number of pages: 1
Publication date: 2017
Main Research Area: Technical/natural sciences
Electronic versions:
40_Steven_20Harrod_1_.pdf
Links:
http://www.trafikdage.dk/tl/papers/papers17/UdvidetResume/40_StevenHarrod.pdf
Publication: Research - peer-review › Conference abstract for conference – Annual report year: 2017

Relations
Activities:
Applying LCA in decision making- the need and the future perspective
Publication: Research - peer-review › Conference abstract for conference – Annual report year: 2017

Bedre trafikuheldsdata: danske erfaringer med brug af forskellige typer trafikuheldsdata
Viden om trafikuheld er en vigtig forudsætning for effektivt at kunne forbedre trafiksikkerheden, dels for at forstå de mekanismer, der ligger til grund for uhelendet oprørstæn, dels for at kunne tilrettelægge målrettede uheldsforebyggende tiltag og dels for at kunne foretage en kvalificeret prioritering mellem forskellige tiltag, når det er påkrævet. Det er velkendt, at en stor andel af de trafikuheld, der finder sted, at forskellige grunde ikke registreres i den officielle, nationale trafikuheldsstatistik. Dette gælder i særlig grad eneuheld og cyklistuheld. Blandt fagpersoner med behov for faktuel viden om trafikuheld i Danmark har der derfor gennem snart mange år været et ønske om at forbedre datagrundlaget fx gennem
Inddragelse af andre datakilder som supplement til de politiregistrerede trafikuheldsdata. Trods en række forskellige lokale og regionale initiativer gennem årene er det imidlertid endnu ikke lykkedes at finde en national model for inddragelse af sådanne supplerende datakilder. Som led i processen mod et bedre datagrunlag for trafikuheld har Transport DTU/DTU Management Engineering, med støtte fra TrygFonden, gennemført nærværende projekt. Formålet har været at tilvejebringe et nationalt overblik over eksisterende datakilder vedr. trafikuheld, nuværende erfaringer med supplerende datakilder samt behov og forventninger blandt udvalgte interessenter vedrørende nuværende og fremtidig anvendelse af supplerende datakilder.


General information
State: Published
Organisations: Department of Management Engineering, Technology and Innovation Management, Transport DTU, Transport Modelling
Authors: Møller, M. (Intern), Clemmensen, M. B. (Intern), Janstrup, K. H. (Intern)
Number of pages: 71
Publication date: 2017

Publication information
Publisher: DTU Management
Original language: English
Main Research Area: Technical/natural sciences
Electronic versions:
Rapport_Bedre_trafikuheldsdata.pdf
Source: PublicationPreSubmission
Source-ID: 143567349
Publication: Research › Report – Annual report year: 2018

Considering built environment and spatial correlation in modelling pedestrian injury severity
This study looks at mitigating and aggravating factors that are associated with the injury severity of pedestrians when they have crashes with another road user and overcomes existing limitations in the literature by posing attention on the built environment and considering spatial correlation across crashes. Reports for 6539 pedestrian crashes occurred in Denmark between 2006 and 2015 were merged with geographic information system resources containing detailed information about built environment and exposure at the crash locations. A linearised spatial logit model estimated the probability of pedestrians to sustain a severe or fatal injury conditional on the occurrence of a crash with another road user. This study confirms previous findings about older pedestrians and intoxicated pedestrians being the most vulnerable road users, and crashes with heavy vehicles and in roads with higher speed limits being related to the most severe outcomes. This study provides also novel perspectives by showing positive spatial correlation of crashes with the same severity outcome and emphasising the role of the built environment in the proximity of the crash. This study emphasises the need for thinking about traffic calming measures, illumination solutions, road maintenance programs and speed limit reductions. Moreover, this study emphasises the role of the built environment, as shopping areas, residential areas, and walking traffic density are positively related to a reduction in pedestrian injury severity. Often, these areas have in common a larger pedestrian mass that is more likely to make other road users more aware and attentive, while the same does not seem to apply to areas with lower pedestrian density.

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, University of Queensland, Technical University of Denmark
Authors: Prato, C. G. (Ekstern), Kaplan, S. (Intern), Patrier, A. (Ekstern), Rasmussen, T. K. (Intern)
Publication date: 2017
Event: Abstract from Annual Meeting of the Transportation Research Board, Washington, United States.
Main Research Area: Technical/natural sciences
Publication: Research - peer-review › Conference abstract for conference – Annual report year: 2017

Cyklistuheld – hvilken betydning har vejen, køretøjet og trafikanten
Formålet med denne undersøgelse er at opnå en bedre forståelse af cyklistuheld herunder, i hvilken udstrækning og på hvilken måde vejens omgivelser og tilstand, cyklenes stand samt cyklistens egen adfærd er relateret til cyklister

**General information**

State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, Technology and Innovation Management, Systems Analysis
Authors: Janstrup, K. H. (Intern), Møller, M. (Intern), Pilegaard, N. (Intern)
Number of pages: 13
Publication date: 2017
Conference: Trafikdage 2017, Aalborg, Denmark, 28/08/2017 - 28/08/2017
Main Research Area: Technical/natural sciences

**Publication information**

Journal: Selected Proceedings from the Annual Transport Conference at Aalborg University
ISSN (Print): 1603-9696
Ratings:
- BFI (2018): BFI-level 1
- BFI (2017): BFI-level 1
- BFI (2016): BFI-level 1
- BFI (2015): BFI-level 1
- BFI (2014): BFI-level 1
- BFI (2013): BFI-level 1
- ISI indexed (2013): ISI indexed no
- BFI (2012): BFI-level 1
- ISI indexed (2012): ISI indexed no
- Web of Science (2012): Indexed yes
- BFI (2011): BFI-level 1
- ISI indexed (2011): ISI indexed no
- Web of Science (2011): Indexed yes
- BFI (2010): BFI-level 1
- BFI (2009): BFI-level 1
- BFI (2008): BFI-level 1
Original language: English
Electronic versions:
- Cyklistuheld_hvilken_betydning_har_vejen_k_ret_jet_og_trafikanten_Trafikdage_2017.pdf
Source: PublicationPreSubmission
Source-ID: 141910372
Publication: Research › Conference article – Annual report year: 2017

**Delay estimation on a railway-line with smart use of micro-simulation**

This paper formulates a delay propagation model that estimates total railway line delay as a polynomial function of a single primary delay. The estimate is derived from a finite series of delays over a horizon that spans two dimensions: the length of the railway line and the number of trains in the service plan. The paper shows that the total delay estimate is a cubic relation for small primary delays.

A probabilistic approach is presented to combine the total delay functions of primary delays given to different trains. The final estimate is the total delay on railway lines, after a random incident has occurred. The model can be integrated in railway timetable analysis to reduce the number of necessary simulations, and can be used when the computation speed is an issue, such as on-line rescheduling algorithms. The model is demonstrated with an analysis of a Danish suburban railway.

**General information**

State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, Management Science, Operations Management
Authors: Cerreto, F. (Intern), Harrod, S. (Intern), Nielsen, O. A. (Intern)
Demand pattern analysis of taxi trip data for anomalies detection and explanation

Due to environmental and economic stress, strong investment exists now towards adaptive transport systems that can efficiently utilize capacity, minimizing costs and environmental impacts. The common vision is a system that dynamically changes itself (the supply) to anticipate traveler needs (the demand). In some occasions, unexpected and unwanted demand patterns are noticed in the traffic network that lead to system failures and cost implications. Significantly low speeds or excessively low flows at an unforeseeable time are only some of the phenomena that are often noticed and need to be explained for transport system’s better future response. The objective of this research is the formulation of a proper methodology that identifies anomalies on traffic networks and correlates them with special events using internet data. Our main subject of interest is the investigation of why traffic congestion is happening as well as why there are demand fluctuations in days were there are no apparent reasons for the occurrence of such phenomena. We evaluated our system using Google’s NYC taxi trips public dataset. We defined initially the "normality" baseline and thereunder we studied individual days’ demand patterns for outliers’ detection. Our approach enabled us to detect demand fluctuations, analyze and correlate them with disruptive events scenarios like extreme weather conditions, public holidays, religious festivities and parades. Using kernel density analysis, the affected areas as well as the significance of the observed differences compared to the average day are depicted.
Effekten af autonome og selvkørende biler på kortere og lang sigt


Der er i Danmark og USA enighed om, at helt autonome køretøjer vil være på markedet fra 2030-35, hvorved de vil de være slæet igennem i stort set hele bilparken om ca. 50 år. Men inden for 10 år vil et del nye biler være selvkørende på niveau 4, og dermed vil de teknisk set kunne det samme som autonome køretøjer. Muligvis vil der endda være godkendte autonome minibusser på vejene inden for 10 år. Det bør derfor allerede inden for 5 år overvejes, hvordan udviklingen i bilparken kan udnyttes til fordel for samfundet, og hvilke krav det politisk vil være relevant at stille til godkendelse af autonome køretøjer. Allerede i dag ved vi stort set, hvad autonome og selvkørende biler basalt set må forventes at kunne. Det interessante er derfor, hvilken effekt disse egenskaber vil have på trafikken, trængslen, vores byer, behov for infrastruktur osv.

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling
Authors: Christensen, L. (Intern)
Number of pages: 4
Publication date: 2017
Main Research Area: Technical/natural sciences

Publication Information
Journal: Trafik & Veje
ISSN (Print): 1903-7384
Ratings:
BFI (2018): BFI-level 1
BFI (2017): BFI-level 1
BFI (2016): BFI-level 1
BFI (2015): BFI-level 1
BFI (2014): BFI-level 1
BFI (2013): BFI-level 1
ISI indexed (2013): ISI indexed no
BFI (2012): BFI-level 1
ISI indexed (2012): ISI indexed no
Empirical analyses of a choice model that captures ordering among attribute values

In most choice models, the evaluation of attributes depends on differences of attribute values. Some research, mainly in marketing and psychology, suggests that the differences do not give the full picture of how decision makers evaluate choice alternatives, e.g. some decision makers may penalise an alternative additionally because it has the highest price.

In this paper, we specify a discrete choice model that takes into account the ordering of attribute values across alternatives. This model is used to investigate the effect of attribute value ordering in three case studies related to alternative-fuel vehicles, mode choice, and route choice. In our application to choices among alternative-fuel vehicles, we see that especially the price coefficient is sensitive to changes in ordering. The ordering effect is also found in the applications to mode and route choice data where both travel time and cost sensitivities are affected by the ordering. Overall, the ordering effects have implications for both parameter estimates and the evaluation of willingness-to-pay measures.

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling
Authors: Mabit, S. L. (Intern)
Pages: 3-10
Publication date: 2017
Main Research Area: Technical/natural sciences

Publication information
Journal: Journal of Choice Modelling
Volume: 25
ISSN (Print): 1755-5345
Ratings:
BFI (2018): BFI-level 2
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 1
Scopus rating (2017): SNIP 0.528 SJR 0.424
Web of Science (2017): Indexed Yes
BFI (2016): BFI-level 1
Scopus rating (2016): CiteScore 1.34 SJR 0.608 SNIP 0.806
BFI (2015): BFI-level 1
Scopus rating (2015): SJR 0.635 SNIP 0.665 CiteScore 0.98
Web of Science (2015): Indexed yes
BFI (2014): BFI-level 1
Scopus rating (2014): SJR 0.679 SNIP 0.681 CiteScore 1.13
BFI (2013): BFI-level 1
Scopus rating (2013): SJR 0.623 SNIP 1.327 CiteScore 1.35
ISI indexed (2013): ISI indexed no
BFI (2012): BFI-level 1
Scopus rating (2012): SJR 0.635 SNIP 0.995
ISI indexed (2012): ISI indexed no
BFI (2011): BFI-level 1
Scopus rating (2011): SJR 0.492 SNIP 0.758
ISI indexed (2011): ISI indexed no
BFI (2010): BFI-level 1
Scopus rating (2010): SJR 0.525 SNIP 0.571
Enabling Bus Transit Service Quality Co-Monitoring Through Smartphone-Based Platform

The growing ubiquity of smartphones offers public transit agencies an opportunity to transform ways to measure, monitor, and manage service performance. The potential of a new tool is demonstrated for engaging customers in measuring satisfaction and co-monitoring [Editor’s note: This is the authors’ word, meaning “agencies using public feedback to supplement official monitoring and regulation.”] bus service quality. The pilot project adapted a smartphone-based travel survey system, Future Mobility Sensing, to collect real-time customer feedback and objective operational measurements on specific bus trips. The system used a combination of GPS, Wi-Fi, Bluetooth, and accelerometer data to track transit trips while soliciting users’ feedback on trip experience. Though not necessarily intended to replace traditional monitoring channels and processes, these data can complement official performance monitoring through a more real-time, customer-centric perspective. The pilot project operated publicly for 3 months on the Silver Line bus rapid transit in Boston, Massachusetts. Seventy-six participants completed the entrance survey; half of them actively participated and completed more than 500 questionnaires while on board either at the end of a trip, at the end of a day, or both. Participation was biased toward frequent Silver Line users, the majority of whom were white and of higher income. Indicative models of user-reported satisfaction reveal some interesting relationships, but the models can be improved by fusing the app-collected data with actual performance characteristics. Broader and more sustained user engagement remains a critical future challenge.
Enhancing Resilience to Disasters using Social Media

During the last decade, Social Media (SM) have emerged as a prominent trend in social communication, with online platforms such as Facebook and Twitter to conquer the internet space with millions of visitors per day. SM usage generates an astonishing amount of information, which could be used for scarcely experienced situations, such as mass convergence and emergency events. This study presents a preliminary exploratory analysis on examining the capacity of Social Media to extract information on individuals choices during evacuation. We collect tweets from the evacuation in Oroville, California USA due to danger of flood and the evacuation. The data is used for the creation of a user sample which allows the collection of historical data. The historical data is compared with the data collected during and after the evacuation. The goal of this comparison is the extraction of potential information related to the evacuation.

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, Technical University of Munich
Authors: Chaniotakis, E. (Ekstern), Antoniou, C. (Ekstern), Pereira, F. C. (Intern)
Pages: 699-703
Publication date: 2017

Host publication information
Europæernes rejsevaner belyst igennem Ferie- og Forretningsrejseundersøgelserne


Paperet præsenterer først en oversigt over rejsefrekvensen i de enkelte lande og en sammenstilling af, hvor stor en del af de enkelte landes befolkning, der foretager private udlands og indenlands rejser med overnatning af forskellig varighed. Derefter gennemføres en analyse af udviklingen i rejsefrekvenser på private udlandsrejser med mindst 4 overnatninger. Analyserne viser, at de 30 lande kan inddeles i 3 grupper, 1) de gamle mellem- og nordeuropæiske medlemslande med den højeste rejsefrekvens på private udlandsrejser og den største andel af befolkningen, der er rejseaktiv, 2) 5 Middelhavslande med en meget lav rejsefrekvens på private udlandsrejser, men med en væsentlig større andel der holder ferie m.v. indenlands samt 3) de nye medlemslande, der har en lavere rejsefrekvens end førstnævnte gruppe, men væsentlig højere end middelhavslandene.

Analyser af udviklingen i rejseaktivitet viser en samlet indkomstelasticitet på 1,8 for alle land under ét, og væsentlig over 1 for de 3 grupper hver for sig. Et muligt mætningspunkt i udviklingen diskuteres. Dette foreslås at ligge ved at ca. 90% af befolkningen rejser udenlands årligt og har ca 2 rejser i gennemsnit. Men hertil kommer de kortere rejser, typisk weekendrejser, som ikke er analyseret i detaljer i dette paper.

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling
Authors: Christensen, L. (Intern), Nielsen, O. A. (Intern)
Number of pages: 15
Publication date: 2017
Conference: Trafikdage 2017, Aalborg, Denmark, 28/08/2017 - 28/08/2017
Main Research Area: Technical/natural sciences

Publication information
Journal: Selected Proceedings from the Annual Transport Conference at Aalborg University
ISSN (Print): 1603-9696
Ratings:
BFI (2018): BFI-level 1
BFI (2017): BFI-level 1
BFI (2016): BFI-level 1
BFI (2015): BFI-level 1
BFI (2014): BFI-level 1
BFI (2013): BFI-level 1
ISI indexed (2013): ISI indexed no
BFI (2012): BFI-level 1
ISI indexed (2012): ISI indexed no
Web of Science (2012): Indexed yes
BFI (2011): BFI-level 1
Evaluating the police service quality for handling traffic crash reporting: A combined MCDA and LCA approach
Purpose The phenomenon of traffic crash under-reporting has been extensively documented in terms of its extent, but not equally analysed in terms of its reasons. As police distrust has been recently identified as a major reason for crash under-reporting, the purpose of this paper is to look at the police service quality for handling the reporting of traffic crashes.
Design/methodology/approach This study introduces a novel approach to evaluate service quality that combines multi-criteria decision analysis (MCDA) with latent class analysis (LCA). Moreover, this study presents the design of a web-based survey on the basis of the SERVQUAL approach to detecting strengths, opportunities and threats with crash reporting to the police at a strategic level. Transportation stakeholders (e.g. researchers, authorities, consultants, NGO representatives, suppliers) with an interest in traffic safety in Denmark participated in the survey that yielded 86 complete responses. Findings The novel approach was successfully applied and its implementation demonstrated the usefulness of the tool even in countries with a high police service. Results showed that the participating stakeholders perceived human factors as more important than physical factors in order to increase the crash reporting, with responsiveness as the most important and tangibles as the least important dimensions. Nevertheless, most stakeholders viewed a mixture of human and physical factors as crucial to increase crash reporting rates. Originality/value This study advances the knowledge about police service quality with a novel expert-based decision support tool based on SERVQUAL, MCDA and LCA, demonstrates its applicability in countries with a high-police service, and opportunities and barriers for increasing the crash reporting rate.

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, Management Science, Operations Management, University of Queensland, Hebrew University of Jerusalem
Authors: Janstrup, K. H. (Intern), Kaplan, S. (Intern), Barfod, M. B. (Intern), Prato, C. G. (Intern)
Pages: 410-425
Publication date: 2017
Main Research Area: Technical/natural sciences

Publication information
Journal: Policing: An International Journal
Volume: 40
Issue number: 2
ISSN (Print): 1363-951X
Ratings:
BFI (2018): BFI-level 1
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 1
Scopus rating (2017): SNIP 0.758 SJR 0.738
Web of Science (2017): Indexed Yes
BFI (2016): BFI-level 1
Scopus rating (2016): CiteScore 0.8 SJR 0.49 SNIP 1.013
BFI (2015): BFI-level 1
Scopus rating (2015): SJR 0.613 SNIP 0.948 CiteScore 1.01
BFI (2014): BFI-level 1
Scopus rating (2014): SJR 0.416 SNIP 0.855 CiteScore 0.79
BFI (2013): BFI-level 1
Scopus rating (2013): SJR 0.367 SNIP 0.894 CiteScore 0.68
BFI (2012): BFI-level 1
Scopus rating (2012): SJR 0.461 SNIP 0.701 CiteScore 0.67
The life of the city is often reflected in traffic patterns: popular sporting events draw crowds, holidays create disruptions, protests may result in road closures, etc. Decades of research on travel demand and network modelling already provide satisfying predictive tools. However, the main research focus has been on regular behaviour, such as peak/off-peak cycles, regular functioning of the infrastructure, and normal weather conditions. Consequently, non-recurrent events severely challenge such models. Under non-recurrent circumstances, the typically expected correlation structures (e.g. between demand flows in neighbor areas; between current and recent values of traffic speeds or travel times) are drastically affected, severely affecting predictions. It is therefore necessary to take into consideration data from different sources. The objective of this research is the development of a methodology that correlates high taxi demand observations with popular events retrieved from Social Media platforms. Using NYC taxi trips public dataset, the average demand of the day was determined using kernel density analysis. Days that showed significant outliers compared to the average day were further studied using a dataset of around 116000 events. The second dataset was retrieved from the Web for the same 6 months period through the direct use of APIs. The correlation step includes the comparison of spatial and temporal kernel density depiction of taxi pick-up locations and events retrieved details. Through the correlation evaluation of traffic data and semantic information, conclusions were made on how the demand of taxi pick-ups changes based on certain event characteristics.
Harnessing big data for estimating the energy consumption and driving range of electric vehicles

Analyzing the factors that affect the energy efficiency of vehicles is crucial to the overall improvement of the environmental efficiency of the transport sector, one of the top polluting sectors at the global level. This study analyses the energy consumption rate (ECR) and driving range of battery electric vehicles (BEVs) and provides insight into the factors that affect their energy consumption by harnessing big data from real-world driving. The analysis relied on four data sources: (i) driving patterns collected from 741 drivers over a two-year period; (ii) drivers’ characteristics; (iii) road type; (iv) weather conditions. The results of the analysis measure the mean ECR of BEVs at 0.183 kW h/km, underline a 34% increase in ECR and a 25% decrease in driving range in the winter with respect to the summer, and suggest the electricity tariff for BEVs to be cost efficient with respect to conventional ones. Moreover, the results of the analysis show that driving speed, acceleration and temperature have non-linear effects on the ECR, while season and precipitation level have a strong linear effect. The econometric model of the ECR of BEVs suggests that the optimal driving speed is between 45 and 56 km/h and the ideal temperature from an energy efficiency perspective is 14 °C. Clearly, the performance of BEVs highly depends on the driving environment, the driving patterns, and the weather conditions, and the findings from this study enlighten the consumers to be more informed and manufacturers to be more aware about the actual utilization of BEVs.

General information
State: Published
Organisations: Department of Management Engineering, Transport Modelling, Transport DTU, University of Queensland
Authors: Fetene, G. M. (Intern), Kaplan, S. (Intern), Mabit, S. L. (Intern), Jensen, A. F. (Intern), Prato, C. G. (Ekstern)
Pages: 1-11
Publication date: 2017
Main Research Area: Technical/natural sciences

Publication information
Journal: Transportation Research. Part D: Transport & Environment
Volume: 54
ISSN (Print): 1361-9209
Ratings:
BFI (2018): BFI-level 2
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 2
Scopus rating (2017): SNIP 1.803 SJR 1.359
Web of Science (2017): Indexed yes
BFI (2016): BFI-level 2
Scopus rating (2016): CiteScore 3.08 SJR 1.243 SNIP 1.672
Web of Science (2016): Indexed yes
BFI (2015): BFI-level 2
Scopus rating (2015): SJR 1.157 SNIP 1.366 CiteScore 2.65
Web of Science (2015): Indexed yes
BFI (2014): BFI-level 2
Scopus rating (2014): SJR 1.428 SNIP 1.969 CiteScore 2.49
Web of Science (2014): Indexed yes
BFI (2013): BFI-level 2
Scopus rating (2013): SJR 1.196 SNIP 1.743 CiteScore 2.08
ISI indexed (2013): ISI indexed yes
Web of Science (2013): Indexed yes
BFI (2012): BFI-level 2
Scopus rating (2012): SJR 1.139 SNIP 1.663 CiteScore 2
ISI indexed (2012): ISI indexed yes
BFI (2011): BFI-level 2
Scopus rating (2011): SJR 0.992 SNIP 1.765 CiteScore 1.86
ISI indexed (2011): ISI indexed yes
Web of Science (2011): Indexed yes
BFI (2010): BFI-level 2
Scopus rating (2010): SJR 0.788 SNIP 1.368
Web of Science (2010): Indexed yes
How indicative is a self-reported driving behaviour profile of police registered traffic law offences?

Although most motorised countries have experienced massive improvements in road safety over the last decades, human behaviour and differences in accident risk across sub-groups of drivers remains a key issue in the area of road safety. The identification of risk groups requires the identification of reliable predictors of safe or unsafe driving behaviour. Given this background, the aim of this study was to test whether driver sub-groups identified based on self-reported driving behaviour and skill differed in registered traffic law offences and accidents, and whether group membership was predictive of having traffic law offences. Sub-groups of drivers were identified based on the Driver Behaviour Questionnaire (DBQ) and the Driver Skill Inventory (DSI), while traffic offences and accidents were register-based (Statistics Denmark). The participants (N = 3683) were aged 18–84 years and randomly selected from the Danish Driving License Register. Results show that the driver sub-groups differed significantly in registered traffic offences but not in registered accidents. In a logistic regression analysis, the sub-group “Violating unsafe drivers” was found predictive of having a traffic offence, even when socio-demographic variables and exposure were controlled for. The most important predictive factor, however, was having a criminal record for non-traffic offences, while gender, living without a partner, and being self-employed also had a significant effect. The study confirms the use of the DBQ and DSI as suitable instruments for predicting traffic offences while also confirming previous results on accumulation of problematic behaviours across life contexts. The finding that driver sub-groups did not differ in registered accidents supports the recent research activities in finding and modelling surrogate safety measures.
Integrated Optimisation for Public Transport System with Joint Schedule- and Frequency-Based Services

General information
State: Published
Integrating environmental impacts into cost-benefit analysis: The value of environmental pollutants

**General information**
State: Published
Organisations: Department of Management Engineering, Quantitative Sustainability Assessment, Transport DTU, Transport Modelling
Authors: Dong, Y. (Intern), Manzo, S. (Intern), Hauschild, M. Z. (Intern)
Number of pages: 1
Publication date: 2017
Event: Abstract from 9th biennial conference of the International Society for Industrial Ecology (ISIE) and the 25th annual conference of the International Symposium on Sustainable Systems and Technology (ISSST), Chicago, United States.
Main Research Area: Technical/natural sciences
Electronic versions: Abstract_Final_version.pdf

Integrating police reports with geographic information system resources for uncovering multidimensional patterns of pedestrian crashes in Denmark

**General information**
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, University of Queensland, Technical University of Denmark
Authors: Prato, C. G. (Ekstern), Kaplan, S. (Intern), Patrier, A. (Ekstern), Rasmussen, T. K. (Intern)
Publication date: 2017
Event: Abstract from Annual Meeting of the Transportation Research Board, Washington, United States.
Main Research Area: Technical/natural sciences
Publication information: Transportation Research. Part F: Traffic Psychology and Behaviour Volume: 44

Investigating the reasons behind the intention to report cycling crashes to the police and hospitals in Denmark

This study explores the factors underlying the reporting intentions of cycling crashes by looking at barriers to reporting from other contexts and eliciting them via a survey and a structural equation model (SEM). The barriers consist of the attitude that crash reporting is useless, the preference to allocate time to other activities, the concerns about family distress and social image, the distrust in the police, and the medical consultation aversion. The survey elicited the reasons as well as socio-economic characteristics, cycling habits and last crash experience of cyclists, and yielded 1512 complete responses that were used for SEM estimation. The empirical analysis revealed that: (i) distrust in the police and medical consultation aversion are related to the reporting intentions both directly and indirectly through the attitude that crash reporting is useless and the preferences to allocate time to other activities; (ii) medical consultation aversion has a higher weight than the distrust in the police in demotivating cycling crash reporting intentions; (iii) the reasons are all strongly related to cyclists' characteristics and last cycling crash characteristics; and (iv) information provision regarding the societal benefits of crash reporting is important for increasing the reporting rate. (C) 2016 Elsevier Ltd. All rights reserved.
Joint modeling of schedule- and frequency-based services in public transport assignment models

General information
Learning Supervised Topic Models for Classification and Regression from Crowds
The growing need to analyze large collections of documents has led to great developments in topic modeling. Since documents are frequently associated with other related variables, such as labels or ratings, much interest has been placed on supervised topic models. However, the nature of most annotation tasks, prone to ambiguity and noise, often with high volumes of documents, deem learning under a single-annotator assumption unrealistic or unpractical for most real-world applications. In this article, we propose two supervised topic models, one for classification and another for regression problems, which account for the heterogeneity and biases among different annotators that are encountered in practice when learning from crowds. We develop an efficient stochastic variational inference algorithm that is able to scale to very large datasets, and we empirically demonstrate the advantages of the proposed model over state-of-the-art approaches.
Logical Entity Level Sentiment Analysis

We present a formal logical approach using a combinatory categorial grammar for entity level sentiment analysis that utilizes machine learning techniques for efficient syntactical tagging and performs a deep structural analysis of the syntactical properties of texts in order to yield precise results. The method should be seen as an alternative to pure machine learning methods for sentiment analysis, which are argued to have high difficulties in capturing long distance dependencies, and can be dependent on significant amount of domain specific training data. The results show that the method yields high correctness, but further investment is needed in order to improve its robustness.

General information

State: Published
Organisations: Department of Applied Mathematics and Computer Science, Department of Management Engineering, Transport Modelling, Algorithms and Logic, Technical University of Denmark
Authors: Petersen, N. C. (Intern), Villadsen, J. (Intern)
Pages: 54-71
Publication date: 2017

Host publication information

Title of host publication: International Conference on Formal Grammar
Publisher: Springer
Editors: Foret, A., Muskens, R., Pogodalla, S.
Series: Lecture Notes in Computer Science
Volume: 10686
ISSN: 0302-9743
Main Research Area: Technical/natural sciences

Electronic versions:
Final.pdf
DOIs:
10.1007/978-3-662-56343-4_4
Source: Findit
Source-ID: 2395092146
Publication: Research - peer-review › Article in proceedings – Annual report year: 2017
Modelling production-consumption flows of goods in Europe: the trade model within Transtools3

The paper presents a new model for trade flows in Europe that is integrated with a logistics model for transport chain choice through Logsum variables. Logsums measures accessibility across an entire multi-modal logistical chain, and are calculated from a logistics model that has been estimated on disaggregated micro data and then used as an input variable in the trade model. Using Logsums in a trade model is new in applied large-scale freight models, where previous models have simply relied on the distance (e.g. crow-fly) between zones. This linkage of accessibility to the trade model makes it possible to evaluate how changes in policies on transport costs and changes in multi-modal networks will influence trade patterns. As an example the paper presents outcomes for a European-wide truck tolling scenario, which showcases to which extent trade is influenced by such a policy. The paper discusses how such a complex model can be estimated and considers the choice of mathematical formulation and the link between the trade model and logistics model. In the outcomes for the tolling scenario we decompose the total effects into effects from the trade model and effects from the logistics model.

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, University of Leeds, John Bates Services
Authors: de Jong, G. (Ekstern), Tanner, R. (Ekstern), Rich, J. (Intern), Thorhauge, M. (Intern), Nielsen, O. A. (Intern), Bates, J. (Ekstern)
Pages: 1-23
Publication date: 2017
Main Research Area: Technical/natural sciences

Publication information
Journal: Journal of Shipping and Trade
Volume: 2
Issue number: 1
ISSN (Print): 2364-4575
Original language: English
Electronic versions: filestore_46_.pdf
DOIs: 10.1186/s41072-017-0023-9
Source: FindIt
Source-ID: 2392492949
Publication: Research - peer-review › Journal article – Annual report year: 2017

Predicting the Potential Market for Electric Vehicles
Forecasting the potential demand for electric vehicles is a challenging task. Because most studies for new technologies rely on stated preference (SP) data, market share predictions will reflect shares in the SP data and not in the real market. Moreover, typical disaggregate demand models are suitable to forecast demand in relatively stable markets, but show limitations in the case of innovations. When predicting the market for new products it is crucial to account for the role played by innovation and how it penetrates the new market over time through a diffusion process. However, typical diffusion models in marketing research use fairly simple demand models. In this paper we discuss the problem of predicting market shares for new products and suggest a method that combines advanced choice models with a diffusion model to take into account that new products often need time to gain a significant market share. We have the advantage of a relatively unique databank where respondents were submitted to the same stated choice experiment before and after experiencing an electric vehicle. Results show that typical choice models forecast a demand that is too restrictive in the long period. Accounting for the diffusion effect, instead allows predicting the usual slow penetration of a new product in the initial years after product launch and a faster market share increase after diffusion takes place.

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, Traffic Modelling, Pontificia Universidad Catolica de Chile
Authors: Jensen, A. F. (Intern), Cherchi, E. (Intern), Mabit, S. L. (Intern), Ortúzar, J. D. D. (Ekstern)
Pages: 427-440
Publication date: 2017
Main Research Area: Technical/natural sciences

Publication information
Journal: Transportation Science
Volume: 51
Probabilistic Modeling and Visualization for Bankruptcy Prediction
In accounting and finance domains, bankruptcy prediction is of great utility for all of the economic stakeholders. The challenge of accurate assessment of business failure prediction, specially under scenarios of financial crisis, is known to be complicated. Although there have been many successful studies on bankruptcy detection, seldom probabilistic approaches were carried out. In this paper we assume a probabilistic point-of-view by applying Gaussian Processes (GP) in the context of bankruptcy prediction, comparing it against the Support Vector Machines (SVM) and the Logistic Regression (LR). Using real-world bankruptcy data, an in-depth analysis is conducted showing that, in addition to a probabilistic interpretation, the GP can effectively improve the bankruptcy prediction performance with high accuracy when compared to the other approaches. We additionally generate a complete graphical visualization to improve our understanding of the different attained performances, effectively compiling all the conducted experiments in a meaningful way. We complete our study with an entropy-based analysis that highlights the uncertainty handling properties provided by the GP, crucial for prediction tasks under extremely competitive and volatile business environments.

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, University of Coimbra
Authors: Antunes, F. (Ekstern), Ribeiro, B. (Ekstern), Pereira, F. C. (Intern)
Pages: 831-843
Publication date: 2017
Main Research Area: Technical/natural sciences

Publication information
Volume: 60
ISSN (Print): 1568-4946
Ratings:
BFI (2018): BFI-level 1
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 1
Scopus rating (2017): SNIP 2.006 SJR 1.199
Web of Science (2017): Indexed Yes
BFI (2016): BFI-level 1
Scopus rating (2016): CiteScore 4.29 SJR 1.262 SNIP 2.119
Web of Science (2016): Indexed yes
BFI (2015): BFI-level 1
Scopus rating (2015): SJR 1.44 SNIP 2.275 CiteScore 4
BFI (2014): BFI-level 1
Scopus rating (2014): SJR 1.592 SNIP 2.809 CiteScore 4.29
Web of Science (2014): Indexed yes
BFI (2013): BFI-level 1
Scopus rating (2013): SJR 1.503 SNIP 2.671 CiteScore 4.06
ISI indexed (2013): ISI indexed yes
Web of Science (2013): Indexed yes
BFI (2012): BFI-level 1
Scopus rating (2012): SJR 1.129 SNIP 2.371 CiteScore 3.48
ISI indexed (2012): ISI indexed yes
Web of Science (2012): Indexed yes
BFI (2011): BFI-level 1
Scopus rating (2011): SJR 1.251 SNIP 3.528 CiteScore 4.65
ISI indexed (2011): ISI indexed yes
BFI (2010): BFI-level 1
Scopus rating (2010): SJR 0.918 SNIP 2.242
BFI (2009): BFI-level 1
Scopus rating (2009): SJR 0.987 SNIP 1.995
BFI (2008): BFI-level 1
Scopus rating (2008): SJR 0.762 SNIP 1.798
Web of Science (2008): Indexed yes
Road sign comprehension and overload: The role of driving style and need for closure

This study looks at the provision of information via traffic signs and its relation with driving styles, need for closure and socio-economic characteristics of road users. A web-based questionnaire allowed collecting information about traffic signs and road surface markings in 12 traffic locations that were presented in two variations: (i) in the first 6 cases, a first configuration contained information that led to ambiguity about the manoeuvres that were legal and a second configuration added traffic signs to eliminate the ambiguity; (ii) in the second 6 cases, a first configuration presented the road environment without signs and a second configuration added traffic signs to verify information redundancy. Respondents indicated for each location which manoeuvres they deemed legal and how many conflicts they estimated without traffic signs, and safety perception and comfort level improved with the traffic signs. Moreover, respondents reported their socio-economic characteristics and filled two questionnaires about need for closure and driving styles. Completed questionnaires from 753 participants from Hungary with expertise in transport and traffic were analysed via statistical and factor analysis, and results reveal that: (i) road users are heterogeneous in their perception and processing of information, as the number of manoeuvres correctly identified as legal relates to their socio-economic characteristics; (ii) the perception of improvements after the provision of information relates also to the road uses' socio-economic characteristics and their driving style and need for closure; (iii) different amounts of information are sufficient for different road users not to feel uncertain regarding manoeuvres being legal at a certain traffic location.
In this paper, we develop a new framework for strategic planning purposes to calculate railway infrastructure occupation and capacity consumption in networks, independent of a timetable. Furthermore, a model implementing the framework is presented. In this model different train sequences are generated and assessed to obtain timetable independence. A stochastic simulation of delays is used to obtain the capacity consumption. The model is tested on a case network where four different infrastructure scenarios are considered. Both infrastructure occupation and capacity consumption results are obtained efficiently with little input. The case illustrates the model's ability to quantify the capacity gain from infrastructure scenario to infrastructure scenario which can be used to increase the number of trains or improve the robustness of the system.

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, Rambøll Danmark A/S, Erasmus University Rotterdam
Authors: Jensen, L. W. (Intern), Landex, A. (Intern), Nielsen, O. A. (Intern), Kroon, L. G. (Ekstern), Schmidt, M. (Ekstern)
Pages: 126-149
Publication date: 2017
Main Research Area: Technical/natural sciences

Publication information
Journal: Transportation Research. Part C: Emerging Technologies
Volume: 74
ISSN (Print): 0968-090X
Ratings:
BFI (2018): BFI-level 2
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 2
Scopus rating (2017): SJR 2.293 SNIP 2.907
Web of Science (2017): Indexed yes
BFI (2016): BFI-level 2
Scopus rating (2016): CiteScore 4.43 SJR 1.998 SNIP 2.638
Web of Science (2016): Indexed yes
BFI (2015): BFI-level 2
Scopus rating (2015): SJR 2.026 SNIP 2.714 CiteScore 4.23
Web of Science (2015): Indexed yes
BFI (2014): BFI-level 2
Scopus rating (2014): SJR 2.045 SNIP 3.169 CiteScore 3.84
Web of Science (2014): Indexed yes
BFI (2013): BFI-level 2
Scopus rating (2013): SJR 1.851 SNIP 3.648 CiteScore 4.01
ISI indexed (2013): ISI indexed yes
Web of Science (2013): Indexed yes
BFI (2012): BFI-level 2
Scopus rating (2012): SJR 1.542 SNIP 2.823 CiteScore 2.76
ISI indexed (2012): ISI indexed yes
Web of Science (2012): Indexed yes
Suitability of commercial transport for a shift to electric mobility with Denmark and Germany as use cases

This paper identifies commercial sectors suitable for a shift to electric mobility in Denmark and Germany by analysing daily driving distance. The paper concludes that construction, human health and other service sectors are the most suitable sectors for electric mobility because many vehicles are registered in these sectors and daily mileage is reasonably low. They should be primary target groups of specific policy measures to promote the use of electric vehicles. Both Denmark and Germany have incentives to promote the use of electric vehicles. Nevertheless, electric vehicles do generally not show economic benefits unless travel distance is high. However, today the travel range of large vans is an important barrier for electrification due to battery weight and the limitation of 3.5 tonnes gross vehicle weight for driving with a normal driving licence. The rule needs amendments for electric vehicles, as has been done in Germany. The paper recommends EU countries follow the German rule allowing EVs up to 4.25 tonnes to be driven with a class B licence, thereby potentially creating a market for big vans with long travel range.
Testing the slope model of scheduling preferences on stated preference data

The valuation of travel time variability is derived either from a structural model, given information on departure time, or directly from a reduced-form model where departure time is assumed to be optimally chosen. The two models are theoretically equivalent under certain assumptions, hence are expected to yield similar results. We use stated preference data to compare the valuation of travel time variability under a structural model where trip-timing preferences are defined in terms of time-dependent utility rates, the "slope model", against its reduced-form model. Two choice experiments are used that are identical except one has a fixed departure time while the other allows respondents to choose departure time freely. The empirical results in this paper do not support the theoretical equivalence of the two models as the implied value of travel time variability under the reduced-form model is an order of magnitude larger. This finding, which is robust to various specification tests, is in line with a recent Swedish study by Börjesson, Eliasson and Franklin [Transportation Research Part B: Methodological, 46(7), 855–873 (2012)]. Since our data allows a direct comparison of the two approaches, we are able to rule out some potential explanations lined up by past research for the observed discrepancy between the two models.

General information

State: Published
Organisations: Department of Management Engineering, Systems Analysis, Transport DTU, Transport Modelling
Authors: Abegaz, D. F. (Intern), Hjorth, K. (Intern), Rich, J. (Intern)
The forming of truck platoons: How to make it work

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling
Authors: Rasmussen, T. K. (Intern), Rich, J. (Ekstern), Nielsen, O. A. (Intern), Pedersen, T. R. (Intern)
Publication date: 2017

Host publication information
Title of host publication: Proceedings of the 6th Symposium of the European Association for Research in Transportation
Main Research Area: Technical/natural sciences
Conference: The VI European Association for Research in Transportation (hEART) Symposium, Haifa, Israel, 12/09/2017 - 12/09/2017
Publication: Research - peer-review › Article in proceedings – Annual report year: 2017

The Recharging Infrastructure Needs for Long Distance Travel by Electric Vehicles: A Comparison of Battery-Switching and Quick-Charging Stations

On-road electric vehicle recharging infrastructure is essential in the transformation of electric vehicles into a practical transportation option. This study focuses upon assessing the need for recharging infrastructure for long distance travel for a large market share of electric vehicles, finding the optimal infrastructure deployment, and understanding the economic, social and environmental costs and benefits associated with the optimal infrastructure deployment. The analysis considers quick-charging and battery-switching as plausible recharging technologies. Results show: (i) the promotion of electric vehicles is beneficial when considering economic costs and benefits for operators and users, tax redistribution, and environmental externalities, even with a relatively modest market share; (ii) the number of required recharging stations for satisfaction of the travel demand is at the magnitude of 1–2% of the current gasoline infrastructure, under the assumption of wide availability of off-road recharging at home and the workplace; (iii) the optimal deployment of the recharging stations is along the main national highways outside of urban conurbations, under the assumption of wide availability of home recharging; (iv) the battery-switching technology is far more attractive to the consumer than the quick-charging technology for long-distance travel requiring more than one recharging visit.

General information
State: Published
Organisations: Office for Finance and Accounting, Transport Modelling, Department of Management Engineering, Transport DTU, Management Science, Operations Research, Systems Analysis
Authors: Christensen, L. (Intern), Jensen, T. C. (Intern), Kaplan, S. (Intern), Røpke, S. (Intern), Olsen, A. (Intern)
Number of pages: 21
Pages: 341-361
Publication date: 2017

Host publication information
Title of host publication: Spatial Analysis and Location Modeling in Urban and Regional Systems
Editor: Thill, J.
ISBN (Print): 978-3-642-37895-9
ISBN (Electronic): 978-3-642-37896-6
Series: Advances in Geographic Information Science
Main Research Area: Technical/natural sciences
Geography, Geographical Information Systems/Cartography, Electric vehicles, Recharging stations, Location optimization, Socio-economic analysis, Battery-switching, Quick-charging, Spatial-optimization, EVs
DOI: 10.1007/978-3-642-37896-6_15
Source: FindIt
Source-ID: 2393858771
Publication: Research - peer-review › Book chapter – Annual report year: 2017

The restricted stochastic user equilibrium with threshold model: Large-scale application and parameter testing

This paper presents the application and calibration of the recently proposed Restricted Stochastic User Equilibrium with Threshold model (RSUET) to a large-scale case-study. The RSUET model avoids the limitations of the well-known Stochastic User Equilibrium model (SUE) and the Deterministic User Equilibrium model (DUE), by combining the strengths
of the Boundedly Rational User Equilibrium model and the Restricted Stochastic User Equilibrium model (RSUE). Thereby, the RSUET model reaches an equilibrated solution in which the flow is distributed according to Random Utility Theory among a consistently equilibrated set of paths which all are within a threshold relative to the cost on the cheapest path and which do not leave any attractive paths unused. Several variants of a generic RSUET solution algorithm are tested and calibrated on a large-scale case network with 18,708 arcs and about 20 million OD-pairs, and comparisons are performed with respect to a previously proposed RSUE model as well as an existing link-based mixed Multinomial Probit (MNP) SUE model. The results show that the RSUET has very attractive computation times for large-scale applications and demonstrate that the threshold addition to the RSUE model improves the behavioural realism, especially for high congestion cases. Also, fast and well-behaved convergence to equilibrated solutions among non-universal choice sets is observed across different congestion levels, choice model scale parameters, and algorithm step sizes. Clearly, the results highlight that the RSUET outperforms the MNP SUE in terms of convergence, calculation time and behavioural realism. The choice set composition is validated by using 16,618 observed route choices collected by GPS devices in the same network and observing their reproduction within the equilibrated choice sets generated by the RSUET model. Relevantly, the RSUET model is very successful in reproducing observed link.

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, University of Leeds, University of Queensland
Authors: Rasmussen, T. K. (Intern), Nielsen, O. A. (Intern), Watling, D. P. (Ekstern), Prato, C. G. (Ekstern)
Pages: 1-24
Publication date: 2017
Main Research Area: Technical/natural sciences

Publication information
Journal: European Journal of Transport and Infrastructure Research
Volume: 17
Issue number: 1
ISSN (Print): 1567-7141
Ratings:
BFI (2018): BFI-level 2
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 1
Scopus rating (2017): SNIP 0.686 SJR 0.532
Web of Science (2017): Indexed Yes
BFI (2016): BFI-level 1
Scopus rating (2016): CiteScore 1.13 SJR 0.619 SNIP 0.633
BFI (2015): BFI-level 1
Scopus rating (2015): SJR 0.507 SNIP 0.817 CiteScore 1.17
Web of Science (2015): Indexed yes
BFI (2014): BFI-level 1
Scopus rating (2014): SJR 0.614 SNIP 0.744 CiteScore 1.06
BFI (2013): BFI-level 1
Scopus rating (2013): SJR 0.895 SNIP 1.059 CiteScore 1.36
ISI indexed (2013): ISI indexed no
BFI (2012): BFI-level 1
Scopus rating (2012): SJR 0.703 SNIP 0.936 CiteScore 0.97
ISI indexed (2012): ISI indexed no
Web of Science (2012): Indexed yes
BFI (2011): BFI-level 1
Scopus rating (2011): SJR 0.319 SNIP 0.621 CiteScore 0.75
ISI indexed (2011): ISI indexed no
BFI (2010): BFI-level 1
Scopus rating (2010): SJR 0.163 SNIP 0.511
Web of Science (2010): Indexed yes
BFI (2009): BFI-level 1
Scopus rating (2009): SJR 0.107 SNIP 0.103
Original language: English
Electronic versions: 2017_01_00.pdf
The role of information systems in non-routine transit use of university students: Evidence from Brazil and Denmark

In this study we seek to understand the relation between travel information, transit use intentions and night travel. We hypothesize that transit use is related to the perceived usefulness and the ease-of-use of the system, which are related to information quality and real-time information availability. The hypothesized relations are anchored theoretically in the Technology Acceptance Model and validated empirically in two case-studies: (i) Copenhagen (Denmark), characterized by a highly integrated transit system with an advanced web-based information system; (ii) Recife and Natal (Brazil), characterized by a lower perceived level-of-service and non-integrated information sources. Data from a tailor-made survey of 1123 university students were collected. Structural equation models were employed for explaining the use of transit as a function of the observed respondent characteristics and the latent constructs. The results show that: (i) information search quality and source explain transit use; (ii) information quality underlies level-of-service and familiarity; (iii) the use of real-time information links to information quality and familiarity; (iv) general transit use and non-routine use during night and to unfamiliar places are correlated; and (v) the behavioral framework is confirmed with the two case-studies. (C) 2016 Elsevier Ltd. All rights reserved.

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, Universidade Federal de Pernambuco, Universidade Federal do Rio Grande do Norte
Authors: Kaplan, S. (Intern), Monteiro, M. M. (Ekstern), Anderson, M. K. (Intern), Nielsen, O. A. (Intern), Dos Santos, E. M. (Ekstern)
Pages: 34-48
Publication date: 2017
Main Research Area: Technical/natural sciences

Publication information
Journal: Transportation Research. Part A: Policy & Practice
Volume: 95
ISSN (Print): 0965-8564
Ratings:
BFI (2018): BFI-level 2
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 2
Scopus rating (2017): SJR 1.939 SNIP 2.141
Web of Science (2017): Indexed yes
BFI (2016): BFI-level 2
Scopus rating (2016): CiteScore 3.26 SJR 1.737 SNIP 1.971
Web of Science (2016): Indexed yes
BFI (2015): BFI-level 2
Scopus rating (2015): SJR 1.815 SNIP 1.9 CiteScore 3.02
Web of Science (2015): Indexed yes
BFI (2014): BFI-level 2
Scopus rating (2014): SJR 2.301 SNIP 2.586 CiteScore 3.49
Web of Science (2014): Indexed yes
BFI (2013): BFI-level 2
Scopus rating (2013): SJR 2.393 SNIP 2.822 CiteScore 3.46
ISI indexed (2013): ISI indexed yes
BFI (2012): BFI-level 2
Scopus rating (2012): SJR 2.514 SNIP 2.651 CiteScore 3
ISI indexed (2012): ISI indexed yes
Web of Science (2012): Indexed yes
BFI (2011): BFI-level 2
Scopus rating (2011): SJR 1.899 SNIP 2.528 CiteScore 2.61
ISI indexed (2011): ISI indexed yes
BFI (2010): BFI-level 2
Scopus rating (2010): SJR 1.76 SNIP 2.255
The use of electric vehicles: A case study on adding an electric car to a household

The market share of battery electric vehicles (EVs) is expected to increase in the near future, but so far little is known about the actual usage of this emergent technology. Consumer preference studies have indicated that the current limitation on driving distance is important. At the same time studies on the actual use of household vehicles indicate modest requirements for daily travel. An unresolved issue is to what extent these range limitations affect daily travel in EVs. In this study, we use real electric vehicle trip data to study the distribution of daily use and types of home-based journeys where a household decides to use an electric vehicle instead of their conventional vehicle. The results show how several factors related to distance and number of necessary charging events have plausible effects on electric vehicle travel behaviour. Further, the modelling indicates that the EV alternative is mostly used for well-planned transport and that EV use will not be the same as use of the conventional vehicle in two-vehicle households.

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, Technical University of Denmark
Authors: Jensen, A. F. (Intern), Mabit, S. L. (Ekstern)
Number of pages: 11
Pages: 89-99
Publication date: 2017
Main Research Area: Technical/natural sciences

Publication information
Journal: Transportation Research. Part A: Policy & Practice
Volume: 106
ISSN (Print): 0965-8564
Ratings:
BFI (2018): BFI-level 2
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 2
Scopus rating (2017): SJR 1.939 SNIP 2.141
Web of Science (2017): Indexed yes
BFI (2016): BFI-level 2
Scopus rating (2016): CiteScore 3.26 SJR 1.737 SNIP 1.971
Web of Science (2016): Indexed yes
BFI (2015): BFI-level 2
Threshold-based Stochastic User Equilibrium models

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, University of Leeds
Authors: Watling, D. P. (Ekstern), Rasmussen, T. K. (Intern), Nielsen, O. A. (Intern), Prato, C. G. (Ekstern)
Publication date: 2017
Event: Abstract from INFORMS Transportation and Logistics Society 2017, Chicago, United States.
Main Research Area: Technical/natural sciences
Publication: Research - peer-review › Journal article – Annual report year: 2017

Use of Taxi-Trip Data in Analysis of Demand Patterns for Detection and Explanation of Anomalies
Because of environmental and economic stress, current strong investment in adaptive transport systems can efficiently use capacity, minimizing costs and environmental impacts. The common vision is of a system that dynamically changes itself (the supply) to anticipate the needs of travelers (the demand). In some occasions, unexpected and unwanted demand patterns are noticed in the traffic network; these patterns lead to system failures and cost implications.
Significantly, low speeds or excessively low flows at an unforeseeable time are only some of the phenomena that are often noticed and need to be explained for a transport system to develop a better future response. The objective of this research was the formulation of a methodology that could identify anomalies on traffic networks and correlate them with special events by using Internet data. The main subject of interest in this study was the investigation of why traffic congestion was occurring as well as why demand fluctuated on days when there were no apparent reasons for such phenomena. The system was evaluated by using Google’s public data set for taxi trips in New York City. A “normality” baseline was defined at the outset and then used in the subsequent study of the demand patterns of individual days to detect outliers. With the use of this approach it was possible to detect fluctuations in demand and to analyze and correlate them with disruptive event scenarios such as extreme weather conditions, public holidays, religious festivities, and parades. Kernel density analysis was used so that the affected areas, as well as the significance of the observed differences compared with the average day, could be depicted.

**General information**

State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling
Authors: Markou, I. (Intern), Rodrigues, F. (Intern), Pereira, F. C. (Intern)
Pages: 129-138
Publication date: 2017
Main Research Area: Technical/natural sciences

**Publication information**

Journal: Transportation Research Record
Volume: 2643
ISSN (Print): 0361-1981
Ratings:
- BFI (2018): BFI-level 1
- Web of Science (2018): Indexed yes
- BFI (2017): BFI-level 1
- Scopus rating (2017): SNIP 0.708 SJR 0.589
- Web of Science (2017): Indexed Yes
- BFI (2016): BFI-level 1
- Scopus rating (2016): CiteScore 0.75 SJR 0.557 SNIP 0.81
- Web of Science (2016): Indexed yes
- BFI (2015): BFI-level 1
- Scopus rating (2015): SJR 0.612 SNIP 0.821 CiteScore 0.6
- Web of Science (2015): Indexed yes
- BFI (2014): BFI-level 1
- Scopus rating (2014): SJR 0.562 SNIP 0.876 CiteScore 0.58
- Web of Science (2014): Indexed yes
- BFI (2013): BFI-level 1
- Scopus rating (2013): SJR 0.635 SNIP 0.958 CiteScore 0.76
- ISI indexed (2013): ISI indexed yes
- Web of Science (2013): Indexed yes
- BFI (2012): BFI-level 1
- Scopus rating (2012): SJR 0.573 SNIP 1.062 CiteScore 0.6
- ISI indexed (2012): ISI indexed yes
- Web of Science (2012): Indexed yes
- BFI (2011): BFI-level 1
- Scopus rating (2011): SJR 0.483 SNIP 1.118 CiteScore 0.72
- ISI indexed (2011): ISI indexed yes
- Web of Science (2011): Indexed yes
- BFI (2010): BFI-level 1
- Scopus rating (2010): SJR 0.424 SNIP 1.041
- Web of Science (2010): Indexed yes
- BFI (2009): BFI-level 1
- Scopus rating (2009): SJR 0.414 SNIP 0.818
- Web of Science (2009): Indexed yes
- BFI (2008): BFI-level 1
Motivating people to change their departure time could play a key role in reducing peakhour congestion, which remains one of the most prevalent transport problems in large urban areas. To achieve this behavioural change, it is necessary to better understand the factors that influence departure time choice. So far departure time choice modelling focussed mainly on objective factors, such as time and costs as main behavioural determinants. In this study, we derived psychological factors based on the Theory of Planned Behaviour, estimated them based on structural equation modelling, and included them into a discrete choice model. The psychological factors were measured based on an online questionnaire addressed to car commuters to the city centre of Copenhagen (N = 286). The questionnaire additionally included a travel diary and a stated preference experiment with nine departure time choice scenarios. All psychological factors had a significant effect on departure time choice and could improve the model as compared to a basic discrete choice model without latent constructs. As expected, the effects of the psychological factors were different depending on framework conditions: for people with fixed starting times at work, the intention to arrive at work on time (as estimated by subjective norm, attitude, perceived behavioural control) had the strongest effect; for people with flexible working hours, the attitude towards short travel time was most relevant. Limitations, the inclusion of additional psychological factors and their possible interactions are discussed.
Bounded rational choice behaviour: applications in transport

Even though the theory of rational behaviour has been challenged for almost 100 years, the dominant approach within the field of transport has been based upon the assumptions of neoclassical economics that we live in a world of rational decision makers who always have perfect knowledge and aim to maximise some subjective measure. Where other fields, for example within the social sciences and psychology, have made serious efforts to explore alternative models derived from principles of bounded rationality, this direction has begun to take speed within transport applications only recently. Bounded rational choice behaviour focuses on how the latter approach can be seriously taken into account within transport applications. As the editors discuss in the introduction, a true optimal choice can only be made if an individual has full and perfect information of all relevant attributes in his/her choice set. An individual is said to demonstrate bounded rational behaviour if he/she does not systematically consider all attributes deemed relevant for the decision problem at hand, does not consider all choice options and/or does not choose the best choice alternative. Such simplified representation and limited processing may occur due to time constraints, low involvement in the decision at hand, relying
on habits or the task requiring too high a mental effort.

**General information**
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling
Authors: Jensen, A. F. (Intern)
Pages: 680-681
Publication date: 2016
Main Research Area: Technical/natural sciences

**Publication information**
Journal: Transport Reviews
Volume: 36
Issue number: 5
ISSN (Print): 0144-1647
Ratings:
BFI (2018): BFI-level 2
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 2
Scopus rating (2017): SNIP 2.434 SJR 1.675
Web of Science (2017): Indexed yes
BFI (2016): BFI-level 2
Scopus rating (2016): CiteScore 3.79 SJR 2.28 SNIP 2.338
Web of Science (2016): Indexed yes
BFI (2015): BFI-level 2
Scopus rating (2015): SJR 1.894 SNIP 2.037 CiteScore 3.02
Web of Science (2015): Indexed yes
BFI (2014): BFI-level 2
Scopus rating (2014): SJR 1.894 SNIP 2.388 CiteScore 3.18
Web of Science (2014): Indexed yes
BFI (2013): BFI-level 2
Scopus rating (2013): SJR 1.613 SNIP 1.902 CiteScore 2.58
ISI indexed (2013): ISI indexed yes
BFI (2012): BFI-level 2
Scopus rating (2012): SJR 1.541 SNIP 1.81 CiteScore 2.29
ISI indexed (2012): ISI indexed yes
Web of Science (2012): Indexed yes
BFI (2011): BFI-level 2
Scopus rating (2011): SJR 1.404 SNIP 1.955 CiteScore 2
ISI indexed (2011): ISI indexed yes
Web of Science (2011): Indexed yes
BFI (2010): BFI-level 2
Scopus rating (2010): SJR 1.054 SNIP 1.84
BFI (2009): BFI-level 2
Scopus rating (2009): SJR 0.882 SNIP 1.477
Web of Science (2009): Indexed yes
BFI (2008): BFI-level 2
Scopus rating (2008): SJR 0.769 SNIP 1.107
Scopus rating (2007): SJR 1.291 SNIP 1.84
Scopus rating (2006): SJR 0.584 SNIP 1.184
Scopus rating (2005): SJR 0.694 SNIP 1.178
Scopus rating (2004): SJR 0.408 SNIP 1.209
Scopus rating (2003): SJR 0.633 SNIP 0.539
Scopus rating (2002): SJR 0.32 SNIP 0.966
Scopus rating (2001): SJR 0.362 SNIP 0.854
Scopus rating (2000): SJR 0.425 SNIP 1.991
Mapping Social Media for Transportation Studies

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, Technical University of Munich
Authors: Chaniotakis, E. (Ekstern), Antoniou, C. (Ekstern), Pereira, F. C. (Intern)
Number of pages: 7
Pages: 64-70
Publication date: 2016
Main Research Area: Technical/natural sciences

Publication information
Journal: IEEE Intelligent Systems
Volume: 31
Issue number: 6
ISSN (Print): 1541-1672
Ratings:
BFI (2018): BFI-level 2
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 2
Scopus rating (2017): SNIP 1.385 SJR 0.558
Web of Science (2017): Indexed Yes
BFI (2016): BFI-level 2
Scopus rating (2016): CiteScore 3.7 SJR 0.826 SNIP 2.104
Web of Science (2016): Indexed yes
BFI (2015): BFI-level 2
Scopus rating (2015): SJR 0.906 SNIP 2.226 CiteScore 3.36
BFI (2014): BFI-level 2
Scopus rating (2014): SJR 1.065 SNIP 2.134 CiteScore 2.64
BFI (2013): BFI-level 2
Scopus rating (2013): SJR 0.762 SNIP 2.18 CiteScore 2.3
ISI indexed (2013): ISI indexed yes
Web of Science (2013): Indexed yes
BFI (2012): BFI-level 2
Scopus rating (2012): SJR 0.891 SNIP 1.935 CiteScore 2.26
ISI indexed (2012): ISI indexed yes
BFI (2011): BFI-level 2
Scopus rating (2011): SJR 1.14 SNIP 2.415 CiteScore 2.2
ISI indexed (2011): ISI indexed yes
BFI (2010): BFI-level 2
Scopus rating (2010): SJR 1.02 SNIP 2.516
BFI (2009): BFI-level 2
Scopus rating (2009): SJR 0.656 SNIP 1.953
BFI (2008): BFI-level 2
Scopus rating (2008): SJR 0.783 SNIP 1.559
Scopus rating (2007): SJR 0.665 SNIP 1.836
Scopus rating (2006): SJR 0.751 SNIP 2.815
Scopus rating (2005): SJR 0.871 SNIP 3.177
**Mest trafiksikkerhed for pengene**
Ny forskning fra DTU peger på, at det er muligt at forbedre prioriteringen af infrastrukturforbedringer på baggrund af viden om vejenes tilstand, de skønnete udbedringsomkostninger samt uheldsforekomst og alvorlighedsgrad.

**General information**
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, Technology and Innovation Management, Systems Analysis
Authors: Janstrup, K. H. (Intern), Møller, M. (Intern), Pilegaard, N. (Intern)
Pages: 10-11
Publication date: 2016
Main Research Area: Technical/natural sciences

**Publication information**
Journal: Asfalt
Volume: 4
ISSN (Print): 0004-4318
Original language: English
Electronic versions:
asfalt201604.pdf
Publication: Communication › Journal article – Annual report year: 2016

**On the need for integrating LCA into decision making**
The need for sustainable solutions has gained attention both in academia and industry research due to increasing demands of human beings, which are incompatible with limitations in resources availability. Several methods, such as Life Cycle Assessment (LCA), were developed in the past decades to assess the environmental profile of products and services. However, when decision makers have several alternatives at hand to solve a problem, environmental performance is not the only criterion for choosing the best alternative. Other criteria such as risks and economical costs and benefits that are associated with the alternatives will also influence the final choice. Sometimes the most environmentally sustainable alternative may not be the safest or cheapest one. How to make a balanced decision considering environmental performance together with other criteria is not straight forward.

Decision analysis is broadly used to help decision makers identify the best solution among alternatives. The decision is based on expected utility generation, which incorporates consequences (or impacts) associated with each alternative. Depending on the research field and goal of the study, the included consequences can be e.g. environmental impacts, property damages from natural hazards and/or human health impacts. We examined the current decision analysis practice as it is applied in different research fields. The review shows that generally environmental impacts are considered less often than the other consequences. Meanwhile, LCA has been applied in many research fields to assess a wide range of environmental impacts associated with products or services. There is a huge potential for integrating LCA into other decisions analysis tools to include assessments of the environmental profile of alternatives. This will provide the possibility of systematical inclusion of environmental considerations in the decision making process, thus facilitating a more holistic decision. However, due to different scopes and purposes of LCA and other decision analysis tools, the integration is not straightforward. The lack of consistency in e.g. system boundaries and handling of uncertainty needs to be carefully managed.

**General information**
State: Published
Organisations: Department of Management Engineering, Quantitative Sustainability Assessment, Department of Civil Engineering, Section for Structural Engineering, Transport DTU, Transport Modelling, Department of Applied Mathematics and Computer Science , Statistics and Data Analysis, Department of Environmental Engineering, Urban Water Systems, National Food Institute, Research Group for Genomic Epidemiology
Suitability of commercial transport for a shift to electric mobility

This paper identifies commercial sectors suitable for a shift to electric mobility. The paper concludes that the construction and the health care service sectors are the most suitable for electric mobility because many vehicles are registered in these sectors and daily mileage is reasonably low. They should be primary target groups of specific policy measures to promote the use of electric vehicles. Denmark has only had a few incentives to promote the use of commercial electric vehicles. Until now electric vehicles do generally not show economic benefits unless travel distance is high. However, today the travel range of large vans is an important barrier for electrification due to the battery weight and the limitation of 3.5 tonnes gross vehicle weight for driving with a normal driving licence. The rule needs amendments for electric vehicles, as has been done in Germany. The paper recommends EU countries to follow the German rule allowing EVs up to 4.25 tonnes to be driven with a class B licence, thereby potentially creating a market for big electric vans.
The Danish national passenger model – Model specification and results

The paper describes the structure of the new Danish National Passenger model and provides on this basis a general discussion of large-scale model design, cost-damping and model validation. The paper aims at providing three main contributions to the existing literature. Firstly, at the general level, the paper provides a description of a large-scale forecast model with a discussion of the linkage between population synthesis, demand and assignment. Secondly, the paper gives specific attention to model specification and in particular choice of functional form and cost-damping. Specifically, we suggest a family of logarithmic spline functions and illustrate how it is applied in the model. Thirdly and finally, we evaluate model sensitivity and performance by evaluating the distance distribution and elasticities. In the paper we present results where the spline-function is compared with more traditional function types and it is indicated that the spline-function provides a better description of the data. Results are also provided in the form of a back-casting exercise where the model is tested in a back-casting scenario to 2002.

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, COH ApS
Authors: Rich, J. (Intern), Hansen, C. O. (Ekstern)
Pages: 573-599
Publication date: 2016
Main Research Area: Technical/natural sciences

Publication information
Journal: European Journal of Transport and Infrastructure Research
Volume: 16
Issue number: 4
ISSN (Print): 1567-7141
Ratings:
BFI (2018): BFI-level 2
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 1
Scopus rating (2017): SNIP 0.686 SJR 0.532
Web of Science (2017): Indexed Yes
BFI (2016): BFI-level 1
Scopus rating (2016): CiteScore 1.13 SJR 0.619 SNIP 0.633
BFI (2015): BFI-level 1
Scopus rating (2015): SJR 0.507 SNIP 0.817 CiteScore 1.17
Web of Science (2015): Indexed yes
BFI (2014): BFI-level 1
Scopus rating (2014): SJR 0.614 SNIP 0.744 CiteScore 1.06
BFI (2013): BFI-level 1
Scopus rating (2013): SJR 0.895 SNIP 1.059 CiteScore 1.36
ISI indexed (2013): ISI indexed no
BFI (2012): BFI-level 1
Scopus rating (2012): SJR 0.703 SNIP 0.936 CiteScore 0.97
ISI indexed (2012): ISI indexed no
Web of Science (2012): Indexed yes
BFI (2011): BFI-level 1
Scopus rating (2011): SJR 0.319 SNIP 0.621 CiteScore 0.75
ISI indexed (2011): ISI indexed no
BFI (2010): BFI-level 1
Scopus rating (2010): SJR 0.163 SNIP 0.511
Web of Science (2010): Indexed yes
BFI (2009): BFI-level 1
Scopus rating (2009): SJR 0.107 SNIP 0.103

Original language: English

Electronic versions:
2016_04_02.pdf
Uncertainty in Bus Arrival Time Predictions: Treating Heteroscedasticity With a Metamodel Approach

Arrival time predictions for the next available bus or train are a key component of modern traveler information systems (TISs). A great deal of research has been conducted within the intelligent transportation system community in developing an assortment of different algorithms that seek to increase the accuracy of these predictions. However, the inherent stochastic and nonlinear nature of these systems, particularly in the case of bus transport, means that these predictions suffer from variable sources of error, stemming from variations in weather conditions, bus bunching, and numerous other sources. In this paper, we tackle the issue of uncertainty in bus arrival time predictions using an alternative approach. Rather than endeavor to develop a superior method for prediction, we take existing predictions from a TIS and treat the algorithm generating them as a black box. The presence of heteroscedasticity in the predictions is demonstrated and then a metamodel approach is deployed, which augments existing predictive systems using quantile regression to place bounds on the associated error. As a case study, this approach is applied to data from a real-world TIS in Boston. This method allows bounds on the predicted arrival time to be estimated, which give a measure of the uncertainty associated with the individual predictions. This represents to the best of our knowledge the first application of methods to handle the uncertainty in bus arrival times that explicitly takes into account the inherent heteroscedasticity. The metamodel approach is agnostic to the process generating the predictions, which ensures the methodology is implementable in any system.

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling, Singapore-MIT Alliance, Massachusetts Institute of Technology, Northeastern University
Authors: O'Sullivan, A. (Ekstern), Pereira, F. C. (Intern), Zhao, J. (Ekstern), Koutsopoulos, H. N. (Ekstern)
Number of pages: 11
Pages: 3286-3296
Publication date: 2016
Main Research Area: Technical/natural sciences

Publication information
Journal: IEEE Transactions on Intelligent Transportation Systems
Volume: 17
Issue number: 11
ISSN (Print): 1524-9050
Ratings:
BFI (2018): BFI-level 2
Web of Science (2018): Indexed yes
BFI (2017): BFI-level 2
Web of Science (2017): Indexed Yes
BFI (2016): BFI-level 2
Scopus rating (2016): CiteScore 4.44
Web of Science (2016): Indexed yes
BFI (2015): BFI-level 2
Scopus rating (2015): CiteScore 4.64
BFI (2014): BFI-level 2
Scopus rating (2014): CiteScore 4.16
BFI (2013): BFI-level 2
Scopus rating (2013): CiteScore 4.99
BFI (2012): BFI-level 2
Scopus rating (2012): CiteScore 4.4
BFI (2011): BFI-level 2
Scopus rating (2011): CiteScore 5.11
BFI (2010): BFI-level 2
BFI (2009): BFI-level 2
BFI (2008): BFI-level 1
Original language: English
Electronic versions:
QRbus.pdf
DOIs:
Objective: This study aligns to the body of research dedicated to estimating the underreporting of road crash injuries and adds the perspective of understanding individual and crash factors contributing to the decision to report a crash to the police, the hospital, or both. Method: This study focuses on road crash injuries that occurred in the province of Funen, Denmark, between 2003 and 2007 and were registered in the police, the hospital, or both authorities. Underreporting rates are computed with the capture-recapture method, and the probability for road crash injuries in police records to appear in hospital records (and vice versa) is estimated with joint binary logit models. Results: The capture-recapture analysis shows high underreporting rates of road crash injuries in Denmark and the growth of underreporting not only with the decrease in injury severity but also with the involvement of cyclists (reporting rates of about 14% for serious injuries and 7% for slight injuries) and motorcyclists (reporting rates of about 35% for serious injuries and 10% for slight injuries). Model estimates show that the likelihood of appearing in both data sets is positively related to helmet and seat belt use, number of motor vehicles involved, alcohol involvement, higher speed limit, and females being injured. Conclusions: This study adds significantly to the literature about underreporting by recognizing that understanding the heterogeneity in the reporting rate of road crashes may lead to devising policy measures aimed at increasing the reporting rate by targeting specific road user groups (e.g., males, young road users) or specific situational factors (e.g., slight injuries, arm injuries, leg injuries, weekend).
Using internet search queries to predict human mobility in social events

While our transport systems are generally designed for habitual behavior, the dynamics of large and mega cities systematically push it to its limits. Particularly, transport planning and operations in large events are well known to be a challenge. Not only they imply stress to the system on an irregular basis, their associated mobility behavior is also difficult to predict. Previous studies have shown a strong correlation between number of public transport arrivals with the semi-structured data mined from online announcement websites. However, these models tend to be complex in form and demand substantial information retrieval, extraction and data cleaning work, and so they are difficult to generalize from city to city. In contrast, this paper focuses on enriching previously mined information about special events using automated web search queries. Since this context data comes in unstructured natural language form, we employ supervised topic model to correlate it with real measurements of transport usage. In this way, the proposed approach is more generic and a transit agency can start planning ahead as early as the event is announced on the web. The results show that using information mined from the web search not only shows high prediction accuracy of public transport demand, but also potentially provides interesting insights about popular event categories based on extracted topics.

General information

State: Published
Organisations: Department of Management Engineering, Transport Modelling, Transport DTU, KTH - Royal Institute of Technology, Singapore–Massachusetts Institute of Technology (MIT), Los Alamos National Laboratory
Authors: Borysov, S. (Ekstern), Lourenco, M. (Ekstern), Rodrigues, F. (Intern), Balatsky, A. (Ekstern), Pereira, F. C. (Intern)
Number of pages: 6
Pages: 1342-1347
Publication date: 2016
What does the Tourism Demand Survey tell about long distance travel

Long distance travel is one of the fastest increasing travel activities with a very high impact on the climate. Nevertheless the demand is scarcely documented from a transport perspective, nationally as well as internationally and policies to reduce the increase in demand are seldom addressed. This is in sharp contrast to the substantial public and private investments in infrastructure and transport modes for long distance travel by air as well as rail. Furthermore, it is a problem related to the serious environmental impact from air travel (Alonso et al., 2014; Christensen, 2016; Aamaas et al., 2013) The need for more research is therefore obvious. The aim of our paper is to get more knowledge of the development in European travel activity to better understand if there are any possible limits to the increase in long distance travel.

General information
State: Published
Organisations: Transport DTU, Transport Modelling, Department of Management Engineering
Authors: Christensen, L. (Intern), Nielsen, O. A. (Intern)
Number of pages: 28
Publication date: 2016
Main Research Area: Technical/natural sciences
Electronic versions:
From_ETC_website_5167_57e97ff25d1b7.pdf

Bibliographical note
Bemærk 2016
Source: PublicationPreSubmission
Source-ID: 141917532
Publication: Research - peer-review › Paper – Annual report year: 2017

Demand for long distance travel - a fast increasing but scarcely documented travel activity. Illustrated by Danish travel behaviour and compared with the other European analyses

General information
State: Published
Organisations: Department of Management Engineering, Transport DTU, Transport Modelling
Authors: Christensen, L. (Intern)
Publication date: 2015
Main Research Area: Technical/natural sciences
Electronic versions:
From_ETC_website_4626_55e2da88f3df.pdf
Source: PublicationPreSubmission
Source-ID: 141917670
Publication: Research › Paper – Annual report year: 2015

Robustness indicators and capacity models for railway networks

In a world continuous striving for higher mobility and the use of more sustainable modes of transport, there is a constant pressure on utilising railway capacity better and, at the same time, obtaining a high robustness against delays. During the planning of railway operations and infrastructure this can be assisted by improving decision support systems to enable planners to use their time more efficiently. In the context of strategic (long-term) planning, efficient decision-support tools translate into being able to evaluate infrastructure and timetable scenarios fast with little data input. This has motivated the research conducted and described in this thesis, where the objective has been to develop and improve existing methods to achieve timetable and infrastructure plans with robust capacity utilisation aimed at the strategic and early tactical planning phases.

General information
State: Published
Organisations: Department of Transport, Traffic modelling and planning, Department of Management Engineering, Transport DTU, Transport Modelling, Rambøll Danmark A/S
Authors: Jensen, L. W. (Intern), Nielsen, O. A. (Intern), Landex, A. (Intern)
Number of pages: 226
Publication date: 2015

Publication information
Publisher: DTU Management
Projects:

**Bedre Uheldsdata**

Department of Management Engineering  
Transport DTU  
Transport Modelling

Technology and Innovation Management  
Period: 01/01/2016 → 01/11/2017  
Number of participants: 3  
Project participant:  
Janstrup, Kira Hyldekær (Intern)  
Clemmensen, Mikkel Bøg (Intern)  
Project Manager, academic:  
Møller, Mette (Intern)

**Relations**

Activities:  
Bedre uheldsdata  
Erfaringer med supplerende uheldsdata i Danmark

Documents:  
Bedre trafikuheldsdata  
Project

**Model til vurdering af infrastrukturrejsetær på trafikuheld**

Department of Management Engineering  
Transport DTU  
Transport Modelling

Technology and Innovation Management  
Systems Analysis  
Period: 01/01/2016 → 31/12/2018  
Number of participants: 3  
Project participant:  
Janstrup, Kira Hyldekær (Intern)  
Pilegaard, Ninette (Intern)  
Project Manager, organisational:  
Møller, Mette (Intern)

**Relations**

Activities:  
Vejens skadespunkt og trafiksikkerhed - Er der behov for et nyt skadespunkt, som kan benyttes som trafiksikkerhedsindikator?  
Influence of different crash characteristics on level of injury among cyclists  
The road and its influence on bicycle accidents in Denmark  
Bicycle accidents in Denmark – the contribution of cyclist behavior, the vehicle and the road  
Asfaltindustriens valgmøde i Køge  
Asfaltindustriens valgmøde i Odense  
Cyklistuheld – hvilken betydning har vejen, køretøjet og trafikanten
Vejen og omgivelsernes betydning for trafiksikkerheden

Asfaltindustriens valgmøde i Guldborgsund

Workshop - Resultater fra spørgeskema

Asfaltindustriens valgmøde i Aarhus

Sammenhængen mellem vejenes tilstand, ulykker og samfundsøkonomi

Erfaringer med supplerende uhelddata i Danmark

Trafiksikkerhed som grundlag for bedre prioritering af vejvedligehold

Samfundsekonominiske konsekvenser af trafiksikkerhed

Project

Activities:

**α-reliable mean-excess regret model for emergency location routing problem under demand uncertainty**

Period: 12 Oct 2018 → 14 Oct 2018

Yu Jiang (Other)

Department of Management Engineering

Transport DTU

Transport Modelling

Degree of recognition: International

Related event

**International Conference on Transportation and Space-time Economics**

12/10/2018 → …

Activity: Talks and presentations › Conference presentations

**Assessing the Impact of Future Personalised Public Transport**

Period: 23 Jul 2018 → 25 Jul 2018

Yu Jiang (Speaker)

Department of Management Engineering

Transport DTU

Transport Modelling

Degree of recognition: International

Related event

**Conference on Advanced Systems in Public Transport**

23/07/2018 → 25/07/2018

Activity: Talks and presentations › Conference presentations

**Equitable Transit Network Design Under Uncertainty**

Period: 23 Jul 2018 → 25 Jul 2018

Yu Jiang (Speaker)

Department of Management Engineering

Transport DTU

Transport Modelling

Degree of recognition: International

Related event

**Conference on Advanced Systems in Public Transport**

23/07/2018 → 25/07/2018

Activity: Talks and presentations › Conference presentations
6th AAAI Conference on Human Computation and Crowdsourcing (HCOMP 2018) (Event)
Period: 5 Jul 2018 → 8 Jul 2018
Filipe Rodrigues (Member)
Department of Management Engineering
Transport DTU
Transport Modelling

Description
Program committee member
Degree of recognition: International

Related event
6th AAAI Conference on Human Computation and Crowdsourcing (HCOMP 2018)
05/07/2018 → 08/07/2018
Activity: Membership › Membership of committees, commissions, boards, councils, associations, organisations, or similar

A Fuzzy Set-Based Approach to Estimate the Dynamic Demands in Urban Road Networks with Imprecise Data
Period: 7 Jun 2018
Yu Jiang (Other)
Department of Management Engineering
Transport DTU
Transport Modelling
Degree of recognition: International

Related event
INTERNATIONAL SYMPOSIUM ON DYNAMIC TRAFFIC ASSIGNMENT : Smart Transportation
06/06/2018 → 08/06/2018
Hong Kong, China
Activity: Talks and presentations › Conference presentations

Scheduling Synchronization with Time-Dependent Data
Period: 7 Jun 2018
Yu Jiang (Speaker)
Department of Management Engineering
Transport DTU
Transport Modelling
Degree of recognition: International

Related event
INTERNATIONAL SYMPOSIUM ON DYNAMIC TRAFFIC ASSIGNMENT : Smart Transportation
06/06/2018 → 08/06/2018
Hong Kong, China
Activity: Talks and presentations › Conference presentations

Bicycle accidents in Denmark – the contribution of cyclist behavior, the vehicle and the road
Period: 17 Apr 2018
Mette Møller (Speaker)
Kira Hyldekaer Janstrup (Other)
Ninette Pilegaard (Other)
Department of Management Engineering
The road and its influence on bicycle accidents in Denmark
Period: 17 Apr 2018
Kira Hyldekær Janstrup (Speaker)
Mette Møller (Other)
Ninette Pilegaard (Other)
Department of Management Engineering
Transport DTU
Transport Modelling
Technology and Innovation Management
Systems Analysis
Degree of recognition: International

Related event
Transport Research Arena 2018
16/04/2018 → 19/04/2018
Vienna, Austria
Activity: Talks and presentations › Conference presentations

Influence of different crash characteristics on level of injury among cyclists
Period: 8 Mar 2018
Kira Hyldekær Janstrup (Speaker)
Mette Møller (Other)
Department of Management Engineering
Transport DTU
Transport Modelling
Technology and Innovation Management
Systems Analysis
Degree of recognition: International

Related event
XI ICTCT Workshop "Improving the saety of vulnerable road users"
08/03/2018 → 09/03/2018
Vancouver, Canada
Activity: Talks and presentations › Conference presentations

Deep Learning from Crowds
Period: 2 Feb 2018 → 7 Feb 2018
Filipe Rodrigues (Speaker)
Department of Management Engineering
Transport DTU
Transport Modelling
Degree of recognition: International

Related event

The Thirty-Second AAAI Conference on Artificial Intelligence (AAAI), 2018
02/03/2017 → 07/03/2018
Activity: Talks and presentations › Conference presentations

Erfaringer med supplerende uheldsdata i Danmark
Period: 31 Jan 2018
Mette Møller (Speaker)
Kira Hyldekær Janstrup (Other)
Mikkel Bøg Clemmensen (Other)
Department of Management Engineering
Technology and Innovation Management
Transport DTU
Transport Modelling
Degree of recognition: National

Related event

Er grundlaget for prioritering af vejvedligeholdelse i orden?
31/01/2018 → …
Nyborg, Denmark
Activity: Talks and presentations › Talks and presentations in private or public companies and organisations

Vejen og omgivelsernes betydning for trafiksikkerheden
Period: 31 Jan 2018
Kira Hyldekær Janstrup (Speaker)
Department of Management Engineering
Transport DTU
Transport Modelling
Degree of recognition: National

Related event

Er grundlaget for prioritering af vejvedligeholdelse i orden?
31/01/2018 → …
Nyborg, Denmark
Activity: Talks and presentations › Talks and presentations in private or public companies and organisations

Workshop - Resultater fra spørgeskema
Period: 31 Jan 2018
Kira Hyldekær Janstrup (Speaker)
Mette Møller (Other)
Ninette Pilegaard (Other)
Department of Management Engineering
Transport DTU
Transport Modelling
Technology and Innovation Management
Factors contributing to Bicycle accidents in Denmark - a study based on medical records
Period: 10 Jan 2018
Mette Møller (Speaker)
Kira Hyldekaer Janstrup (Other)
Department of Management Engineering
Technology and Innovation Management
Transport DTU
Transport Modelling

Description
Presentation at IRTAD/NHTSA Session at TRB conference in Washington DC

Related event
TRB 97th Annual Meeting: Analysis of International Road Safety Data
07/01/2018 → 11/01/2018
United States
Activity: Talks and presentations › Conference presentations

Predicting for the adaptive transport system and other necessary ingredients for resilient urban mobility
Period: 15 Dec 2017
Filipe Rodrigues (Invited speaker)
Department of Management Engineering
Transport DTU
Transport Modelling

Related event
Leveraging Big Data for Future Mobility Workshop
15/12/2017 → 15/12/2017
Munich, Germany
Activity: Talks and presentations › Guest lectures, external teaching and course activities at other universities

Integrated Optimisation for Public Transport System with Joint Schedule- and Frequency-based Services
Period: 11 Dec 2017
Yu Jiang (Speaker)
Department of Management Engineering
Transport DTU
Transport Modelling

Description
22nd HKSTS Conference
Degree of recognition: International

Related external organisation
Bedre uheldsdata
Period: 6 Dec 2017 → 7 Dec 2017
Kira Hyldekaer Janstrup (Other)
Mette Møller (Speaker)
Mikkel Bøg Clemmensen (Other)
Department of Management Engineering
Transport DTU
Transport Modelling
Technology and Innovation Management
Documents:
Bedre trafikuheldsdata

Related event

Vejforum 2005
01/01/2005 → …
Nyborg Strand, Danmark
Activity: Talks and presentations › Conference presentations

Vejens skadespoint og trafiksikkerhed - Er der behov for et nyt skadespoint, som kan benyttes som trafiksikkerhedsindikator?
Period: 6 Dec 2017 → 7 Dec 2017
Kira Hyldekaer Janstrup (Speaker)
Mette Møller (Other)
Ninette Pilegaard (Other)
Department of Management Engineering
Transport DTU
Transport Modelling
Technology and Innovation Management
Systems Analysis

Related event

Vejforum 2005
01/01/2005 → …
Nyborg Strand, Danmark
Activity: Talks and presentations › Conference presentations

31st Conference on Neural Information Processing Systems
Period: 4 Dec 2017 → 9 Dec 2017
Filipe Rodrigues (Participant)
Department of Management Engineering
Transport DTU
Transport Modelling
Degree of recognition: International

Related event

31st Conference on Neural Information Processing Systems
04/12/2017 → 09/12/2017
Long Beach, United States
Activity: Attending an event › Participating in or organising a conference

**Accident Analysis & Prevention (Journal)**
Period: 15 Nov 2017 → …
Kira Hyldekær Janstrup (Reviewer)
Department of Management Engineering
Transport DTU
Transport Modelling

**Description**
Reviewer
Degree of recognition: International

**Related journal**
**Accident Analysis & Prevention**
0001-4575
Central database
Activity: Research › Peer review of manuscripts

**Asfaltindustriens valgmøde i Aarhus**
Period: 7 Nov 2017
Kira Hyldekær Janstrup (Invited speaker)
Department of Management Engineering
Transport DTU
Transport Modelling

**Related event**
**Asfaltindustriens valgmøder**
25/10/2017 → 07/11/2017
Denmark
Activity: Talks and presentations › Talks and presentations in private or public companies and organisations

**Asfaltindustriens valgmøde i Guldborgsund**
Period: 1 Nov 2017
Kira Hyldekær Janstrup (Invited speaker)
Department of Management Engineering
Transport DTU
Transport Modelling

**Related event**
**Asfaltindustriens valgmøder**
25/10/2017 → 07/11/2017
Denmark
Activity: Talks and presentations › Talks and presentations in private or public companies and organisations

**Asfaltindustriens valgmøde i Køge**
Period: 26 Oct 2017
Kira Hyldekær Janstrup (Invited speaker)
Department of Management Engineering
Asfaltindustriens valgmøder
25/10/2017 → 07/11/2017
Denmark
Activity: Talks and presentations › Talks and presentations in private or public companies and organisations

Asfaltindustriens valgmøde i Odense
Period: 25 Oct 2017
Kira Hyldekær Janstrup (Invited speaker)
Department of Management Engineering
Transport DTU
Transport Modelling
Degree of recognition: National

Network performance of autonomous cars at low market shares
Period: 14 Sep 2017
Andrea Vanessa Papu Carrone (Speaker)
Jeppe Rich (Other)
Department of Management Engineering
Transport DTU
Transport Modelling

Description
In this paper we consider how network performance is affected by a mixture of two heterogeneous car classes, a class which is designed to mimic the behaviour of autonomous vehicles (AVs) and a class which is designed to mimic normal driver behaviour. This makes it possible to investigate network effects as a function of the market shares of AVs.
Degree of recognition: International

Related event

hEART 2017: 6th Symposium of the European Association for Research in Transportation
Period: 12 Sep 2017 → 14 Sep 2017
Haifa, Israel
Activity: Talks and presentations › Conference presentations

hEART 2017: 6th Symposium of the European Association for Research in Transportation
Period: 12 Sep 2017 → 14 Sep 2017
Mads Paulsen (Participant)
Department of Management Engineering
Transport DTU
Transport Modelling
Degree of recognition: International

Related event
Passenger arrival and waiting time distributions dependent on train service frequency and station characteristics: A smart card data analysis in Copenhagen
Period: 12 Sep 2017 → 14 Sep 2017
Jesper Bláfoss Ingvarsdson (Guest lecturer)
Department of Management Engineering
Transport DTU
Transport Modelling
Degree of recognition: International

Related event
hEART 2017: 6th Symposium of the European Association for Research in Transportation
12/09/2017 → 14/09/2017
Haifa, Israel
Activity: Talks and presentations › Conference presentations

Prediction Model Adaptation in Response to Traffic Disruptions
Period: 12 Sep 2017 → 14 Sep 2017
Inon Peled (Guest lecturer)
Department of Management Engineering
Transport DTU
Transport Modelling

Description
Presented my research about quick adaptation of traffic prediction model per incident parameters.
Degree of recognition: International
Documents:
heart_abstract

Related event
hEART 2017: 6th Symposium of the European Association for Research in Transportation
12/09/2017 → 14/09/2017
Haifa, Israel
Activity: Talks and presentations › Conference presentations

MATSim User Meeting: Special Session @ hEART 2017
Period: 11 Sep 2017
Mads Paulsen (Participant)
Department of Management Engineering
Transport DTU
Transport Modelling

Description
User meeting on the latest development of MATSim from users around the world.
Degree of recognition: International

Related event
MATSim User Meeting: Special Session @ hEART 2017
11/09/2017 → 11/09/2017
Haifa, Israel
Stowage planning: A benchmark and a novel heuristic
Period: 6 Sep 2017
Rune Larsen (Speaker)
Department of Management Engineering
Transport DTU
Transport Modelling

Related event
International Conference on Operations Research 2017
06/09/2017 → 08/11/2017
Berlin, Germany
Activity: Talks and presentations › Conference presentations

Urban Rail Transit (Journal)
Period: 1 Sep 2017 → …
Fabrizio Cerreto (Reviewer)
Department of Management Engineering
Transport DTU
Transport Modelling
Degree of recognition: International

Related journal
Urban Rail Transit
2199-6687
Scopus rating (2017): SJR 0.514 SNIP 0.497
Indexed in DOAJ
Central database
Activity: Research › Peer review of manuscripts

Joint Modelling of Schedule- and Frequency-based Services in Public Transport Assignment Models
Period: 29 Aug 2017
Morten Eltved (Guest lecturer)
Department of Management Engineering
Transport DTU
Transport Modelling
Documents:
Trafikdage_Presentation_Joint Modelling of Schedule- and Frequency-based Services in Public Transport Assignment Models

Related event
Trafikdage 2017
28/08/2017 → 29/08/2017
Aalborg, Denmark
Activity: Talks and presentations › Conference presentations

Cyklistuheld – hvilken betydning har vejen, køretøjet og trafikanten
Period: 28 Aug 2017 → 29 Aug 2017
Kira Hyldekær Janstrup (Speaker)
Mette Møller (Other)
Ninette Pilegaard (Other)
The influence of transit service frequency and station characteristics on passenger arrival time distributions: A smart card data analysis in the Greater Copenhagen Area
Period: 28 Aug 2017 → 29 Aug 2017
Jesper Bláfoss Ingvardson (Guest lecturer)
Department of Management Engineering
Transport DTU

Integrating environmental impacts into cost-benefit analysis- The value of environmental pollutants
Period: 26 Jun 2017
Yan Dong (Speaker)
Stefano Manzo (Other)
Michael Zwicky Hauschild (Other)
Department of Management Engineering
Quantitative Sustainability Assessment
Transport DTU

Related event
Trafikdage 2017
28/08/2017 → 29/08/2017
Aalborg, Denmark
Activity: Talks and presentations › Conference presentations

Related event
9th biennial conference of the International Society for Industrial Ecology (ISIE) and the 25th annual conference of the International Symposium on Sustainable Systems and Technology (ISSST)
25/06/2017 → 29/06/2017
Chicago, United States
Activity: Talks and presentations › Conference presentations

Integrating environmental impacts into cost-benefit analysis- The value of environmental pollutants
Period: 25 Jun 2017 → 29 Jun 2017
Sustainable Development Goals (SDGs) have raised the attention of the global society to apply environmental friendly solutions to solve problems. Cost Benefit Analysis (CBA) has been broadly used in different contexts and disciplines to facilitate decision makers in choosing among alternatives. CBA assumes that for each alternative there is a set of consequences, divided between costs and benefits that can be expressed in monetary terms. The preferred alternative is the one with the higher benefit cost ratio or Net Present Value (NPV). The considered consequences vary depending on the decision context. For example, the consequences that are covered in conventional transport projects include, among others, financial costs, travel time savings, variation in distance traveled, and the so called externalities, including number of accidents, noise impacts and some air pollutants (e.g. CO2, NOx, SOx, CO and HC from fuel consumption). With respect to the air pollutants, monetary values are provided by CBA guidelines for transport as well as for other disciplines. However, CBA overlooks the full life cycle of infrastructures and vehicles, and the full set of environmental impacts, due to the lack of methodology to quantify the comprehensive impacts and the lack of monetary values of those impacts.

Life Cycle Assessment (LCA) is a robust methodology that assesses environmental profiles of products and services through their whole life cycles. For a given solution to a decision problem, LCA can quantify environmental pollutants and resource consumptions that are associated with the physical elements in the solution (e.g. infrastructures and vehicles).

Note that LCA provides an inventory that covers a comprehensive list of pollutants and resource consumptions, which can also be translated into damages on the protected area, namely ecosystem health, human health and resources availability, via life cycle impact assessment (LCIA). This gives possibilities of monetizing environmental impacts either on the inventory level, or on the damage level. Nevertheless, the monetizing values of different pollutants and resources should be consistent with the damages (and thus the monetizing values of the damages) that they may cause on the protected area.

This research aims to:
1) investigate the monetary values of environmental pollutants in the chosen application disciplines;
2) understand if those values are consistent with the monetized damages calculated by LCA methods and;
3) compare CBA with and without LCA, considering the uncertainty, using a transport case study.

Our study shows that the monetized damages calculated by LCA methods lie within the range of values reviewed in transport and waste treatment studies. The variation of pollutant prices can vary up to 2-3 orders of magnitude depending on the chosen methodology. The results from the transport case study show that including the monetized LCA result in the traditional CBA doubles the NPV. This suggests that the price assigned to particularly CO2 can change the NPV dramatically, which can influence the decision when more options are available. In sum, integrating monetized LCA results into current CBA is a feasible way of including environmental impacts in decision making, increasing the environmental relevance of the decision support.
Trafiksikkerhed som grundlag for bedre prioritering af vejvædligehold
Period: 12 Jun 2017 → 13 Jun 2017
Kira Hyldekær Janstrup (Invited speaker)
Department of Management Engineering
Transport DTU
Transport Modelling

Related event
NVF - Vejteknologisk sommarmøde
12/06/2017 → 13/06/2017
Stockholm, Sweden
Activity: Talks and presentations › Conference presentations

Ambitiøse mål for trafiksikkerhed
Period: 31 May 2017
Kira Hyldekær Janstrup (Speaker)
Department of Management Engineering
Transport DTU
Transport Modelling

Related event
Transport Summer Summit DTU 2017: Challenges, research and new developments within transportation, mobility and sustainability
31/05/2017 → 31/05/2017
Lyngby, Denmark
Activity: Talks and presentations › Conference presentations

Creating Ideal Railway Traffic in a Multi-Modal Simulation Universe
Period: 31 May 2017
Mads Paulsen (Speaker)
Department of Management Engineering
Transport DTU
Transport Modelling

Description
Pecha Kucha presentation in the railway pitch session.
Degree of recognition: National
Documents:
CreatingIdealRailwayTrafficinaMultimodalSimulationUniverse

Related event
Transport Summer Summit DTU 2017: Challenges, research and new developments within transportation, mobility and sustainability
31/05/2017 → 31/05/2017
Lyngby, Denmark
Activity: Talks and presentations › Conference presentations

Understanding railway delays
Period: 31 May 2017
Fabrizio Cerreto (Speaker)
Description
Description of research results from the PhD project in IPTOP at DTU
Degree of recognition: Local
Links:
http://www.tilmeld.dk/summersummit2017/ (Conference homepage)

Related event
Transport Summer Summit DTU 2017: Challenges, research and new developments within transportation, mobility and sustainability
31/05/2017 → 31/05/2017
Lyngby, Denmark
Activity: Talks and presentations › Conference presentations

Big Data Analysis in Railway Delays
Period: 15 May 2017
Fabrizio Cerreto (Speaker)
Department of Management Engineering
Transport DTU
Transport Modelling

Description
Results from PhD research on railway delays using data analysis at DTU
Degree of recognition: National
Documents:
BIG DATA ANALYSIS IN RAILWAY DELAYS - Fabrizio Cerreto
Links:
http://www.banekonference.dk/en (Conference homepage)
http://www.banekonference.dk/sites/default/files/slides/12/1530_merged.pdf (Presentation slides on the conference homepage)
http://www.banekonference.dk/en/program/2017 (Conference program)

Related event
Danish Rail Conference 2017
15/05/2017 → …
Copenhagen, Denmark
Activity: Talks and presentations › Conference presentations

Applying LCA in decision making- the need and the future perspective
Period: 10 May 2017
Yan Dong (Speaker)
Simona Miraglia (Other)
Stefano Manzo (Other)
Stylianos Georgiadis (Other)
Hjalte Jomo Danielsen Sørup (Other)
Elena Boriani (Other)
Tine Hald (Other)
Sebastian Thøns (Other)
Michael Zwicky Hauschild (Other)
Department of Management Engineering
Related event

SETAC Europe: 27th Annual Meeting – Environmental Quality Through Transdisciplinary Collaboration
07/05/2017 → 13/07/2017
Brussels, Belgium
Activity: Talks and presentations › Conference presentations

Applying LCA in decision making- the need and the future perspective
Period: 7 May 2017 → 11 May 2017
Yan Dong (Guest lecturer)
Simona Miraglia (Guest lecturer)
Stefano Manzo (Guest lecturer)
Stylianos Georgiadis (Guest lecturer)
Hjalte Jomo Danielsen Sarup (Guest lecturer)
Elena Boriani (Guest lecturer)
Tine Hald (Guest lecturer)
Sebastian Thöns (Guest lecturer)
Michael Zwicky Hauschild (Guest lecturer)
Department of Management Engineering
Quantitative Sustainability Assessment
Department of Civil Engineering
Transport DTU
Transport Modelling
Department of Applied Mathematics and Computer Science
Statistics and Data Analysis
Department of Environmental Engineering
Urban Water Systems
National Food Institute
Research Group for Genomic Epidemiology
Section for Structural Engineering

Description
There is nowadays a need of including sustainable considerations in the policy and decision making. Sound decision making requires evidence-based support, i.e. decision analysis to help decision makers in identifying the best alternative based on the associated impacts. Decision analysis includes four steps: 1) structure decision problem; 2) assess possible impacts associated with alternatives; 3) determine stakeholder preferences and 4) evaluate alternatives. Decision analysis can be performed applying different tools, such as cost-benefit analysis (CBA), risk assessment, and life cycle assessment (LCA).

LCA is a decision analysis tool that focuses on environmental impacts. One limit is that LCA is based on defined impact categories and therefore does not provide information for those impacts and consequences out of the LCA scope. However, the LCA framework closely follows the decision analysis scheme and has the potential to be integrated with other decision analysis tools to enhance their assessment of environmental impacts.

To understand why LCA is needed in the policy decision context, we looked into the decision support for policy in several disciplines. Taking sustainable transport policy as an example, the traditional decision analysis tool for choosing the best alternative is CBA. CBA mainly analyses socio-economic impacts, such as travel time savings and costs, while only some environmental impacts are considered; i.e. the damage costs of greenhouse gas emissions, particulate matters, SOx, NOx and noise. Therefore, current transport policy making rarely reflect a full environmental profile of the suggested alternatives. Making decisions based on incomplete information may lead to sub-optimal solutions, especially where the environment is a major concern. There is a growing attention of conducting LCA in transport. Some identified environmental hotspots, such as consumer and household behavior, which may be the focus for future policies. Others assess the environmental impacts associated with building infrastructures and vehicle use. These studies verify that LCA can successfully quantify the environmental profile of alternatives in transport policy, if the relevant physical changes, e.g. vehicle travel distance and new infrastructures, are well-defined. However, before integrating LCA with other decision analysis methods for decision support, the study system, objectives, scopes, evaluation metrics and uncertainty handling need to be aligned.

Degree of recognition: International

Links:
https://brussels.setac.org/

Related event

SETAC Europe: 27th Annual Meeting – Environmental Quality Through Transdisciplinary Collaboration
07/05/2017 → 13/07/2017
Brussels, Belgium
Activity: Talks and presentations › Conference presentations

Exposure group meeting - Walk21
Period: 18 Apr 2017
Kira Hyldekaer Janstrup (Speaker)
Department of Management Engineering
Transport DTU
Transport Modelling

Related event

OECD - International Transport Forum: IRTAD - Meeting
18/04/2017 → 20/04/2017
Paris, France
Activity: Talks and presentations › Talks and presentations in private or public companies and organisations

Integrating Life-cycle Assessment into Transport Cost-benefit Analysis
Period: 18 Apr 2017 → 21 Apr 2017
Stefano Manzo (Guest lecturer)
Department of Management Engineering
Transport DTU
Transport Modelling
Degree of recognition: International

Related external organisation
Mining historical delay data in railways
Period: 22 Feb 2017
Fabrizio Cerreto (Guest lecturer)
Department of Management Engineering
Transport DTU
Transport Modelling

Description
Operating delays and network propagation are inherent characteristics of railway operations. Train detection systems collect large amounts of data in operation every day and recurring delay patterns can be spotted to improve the timetable design against delay propagation.

We propose multivariate statistic and computational data analysis tools to analyze railway delays from historical records. The trains paths are partitioned through different clustering methods to spot typical delay patterns, following the spatial profiles of absolute delays and changes in delay. The relations between the delay of the clusters and impacting factors, such as rolling stock compositions, time of the day, and of the year, are investigated and reported.

Data from Danish Railway is analyzed, and criticalities in data collection are highlighted. The tools presented can easily be transferred to other countries and other means of transport with sufficient data granularity.

Understanding the delay development and propagation on railway lines allows an improved allocation of time supplements, and results in smaller overall aggregate timetable supplement, reduced transport travel times, and higher productive utilization of train rolling stock. The study results will lead eventually to both better allocation of time supplements in timetable structures, and identification of areas that should be a high priority for correction.

Degree of recognition: International

Documents:
Mining historical delay data in railways - Presentation
Links:
https://for2083.math.uni-goettingen.de/en/project (FOR 2083 Project Description)
https://for2083.math.uni-goettingen.de/en/events/iptop (Event webpage)

Related event
FOR 2083 meets IPTOP
20/02/2017 → 22/02/2017
Stuttgart, Germany
Activity: Talks and presentations › Conference presentations

The commuting habit loop: The role of satisfying existence, relatedness, and growth needs in modal choice
Period: 10 Jan 2017
Jesper Bláfoss Ingvardson (Guest lecturer)
Department of Management Engineering
Transport DTU
Transport Modelling
Degree of recognition: International

Related event

TRB 2017: 96th Annual Meeting of the Transportation Research Board
08/01/2017 → 12/01/2017
Washington D.C., United States
Activity: Talks and presentations › Conference presentations

Subcommity of ABJ10 Long Distance and intercity Travel Joint Subcommity
Period: 9 Jan 2017
Linda Christensen (Guest lecturer)
Transport DTU
Transport Modelling
Degree of recognition: International
Documents:
Long distance travel TRB subcommity - supplemented

Related external organisation

Transportation Research Board, TRB
United States
Activity: Talks and presentations › Conference presentations

30th Annual Conference on Neural Information Processing Systems
Period: 5 Dec 2016 → 10 Dec 2016
Filipe Rodrigues (Participant)
Department of Management Engineering
Transport DTU
Transport Modelling
Degree of recognition: International

Related event

30th Annual Conference on Neural Information Processing Systems
05/12/2016 → 10/12/2016
Barcelona, Spain
Activity: Attending an event › Participating in or organising a conference

Modelling production-consumption flows of goods in Europe: the trade model within Transtools 3
Period: 5 Oct 2016
Gerard de Jong (Speaker)
Reto Tanner (Other)
Jeppe Rich (Other)
Mikkel Thorhauge (Other)
Otto Anker Nielsen (Other)
John Bates (Other)
Department of Management Engineering
Transport DTU
Transport Modelling

Description
Estimation results and elasticities are presented for the trade model within the European transport model Transtools3. We also explain how the outcomes of this model are used in the overall freight model.
Degree of recognition: International
**Bus and Passenger Simulation within a Combined Agent-Based Multi-Modal Assignment Model**

**Period:** 16 Sep 2016

Mads Paulsen (Speaker)
Thomas Kjær Rasmussen (Other)
Otto Anker Nielsen (Guest lecturer)

Department of Management Engineering
Transport DTU
Transport Modelling

**Degree of recognition:** International

**Description**
This paper describes the structure of the Transtools3 freight transport chain choice model for Europe and the data at the shipment level that were used in estimation, and presents the estimation results and resulting elasticities. It also discusses the structure of the overall freight model and how production-consumption matrices from a trade model are combined with the transport chain choice model in model application. In the estimation of the transport chain choice model on the available disaggregate data sources (the Swedish Commodity Flow Survey 2009 and the French ECHO survey) we tested several options for the specification of transport costs in the model and various nesting structures.

**Related event**

**hEART 2016: 5th Symposium of the European Association for Research in Transportation**

14/09/2016 → 16/09/2016
Delft, Netherlands

Activity: Talks and presentations › Conference presentations

**A model for freight transport chain choice in Europe**

**Period:** 14 Sep 2016 → 16 Sep 2016

Anders Fjendbo Jensen (Speaker)
Mikkel Thorhauge (Other)
Gerard de Jong (Speaker)
Jeppe Rich (Other)
Thijs Dekker (Other)
Daniel Johnson (Other)
Manuel Ojeda Cabral (Other)
John Bates (Other)
Otto Anker Nielsen (Other)

Department of Management Engineering
Transport DTU
Transport Modelling

**Description**
This paper describes the structure of the Transtools3 freight transport chain choice model for Europe and the data at the shipment level that were used in estimation, and presents the estimation results and resulting elasticities. It also discusses the structure of the overall freight model and how production-consumption matrices from a trade model are combined with the transport chain choice model in model application. In the estimation of the transport chain choice model on the available disaggregate data sources (the Swedish Commodity Flow Survey 2009 and the French ECHO survey) we tested several options for the specification of transport costs in the model and various nesting structures.

**Degree of recognition:** International

**Related event**

**heart 2016**

14/09/2016 → 16/09/2016
Delft, Netherlands
**Evaluation of satisfaction and knowledge propagation in public transport**

**Period:** 14 Sep 2016  
Jesper Bláfoss Ingvardson (Guest lecturer)  
Department of Management Engineering  
Transport DTU  
Transport Modelling  
Degree of recognition: International

**Related event**

**hEART 2016: 5th Symposium of the European Association for Research in Transportation**  
14/09/2016 → 16/09/2016  
Delft, Netherlands

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**Synthesis of household based trip diaries**

**Period:** 14 Sep 2016  
Mikkel Thorhauge (Speaker)  
Jeppe Rich (Other)  
Department of Management Engineering  
Transport DTU  
Transport Modelling  
Documents:  
Thorhauge - Trafikdage 2016 - Synthetic HH

**Related event**

**heart 2016**  
14/09/2016 → 16/09/2016  
Delft, Netherlands

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**The commuting habit loop: The role of satisfying existence, relatedness and growth needs in modal choice**

**Period:** 14 Sep 2016  
Jesper Bláfoss Ingvardson (Guest lecturer)  
Department of Management Engineering  
Transport DTU  
Transport Modelling  
Degree of recognition: International

**Related event**

**hEART 2016: 5th Symposium of the European Association for Research in Transportation**  
14/09/2016 → 16/09/2016  
Delft, Netherlands

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**Workshop on Public Transport Modelling and Analytics**

**Period:** 13 Sep 2016  
Mads Paulsen (Participant)  
Department of Management Engineering  
Transport DTU
Transport Modelling

Related event

Workshop on Public Transport Modelling and Analytics
13/09/2016 → 13/09/2016
Delft, Netherlands
Activity: Attending an event › Participating in or organising a conference

Udvikling af transportvanedata for husholdninger
Period: 23 Aug 2016
Mikkel Thorhauge (Speaker)
Jeppe Rich (Other)
Department of Management Engineering
Transport DTU
Transport Modelling
Degree of recognition: National
Documents:
Thorhauge - Trafikdage 2016 - Synthetic HH

Related event

Trafikdage 2016
22/08/2016 → 23/08/2016
Ålborg, Denmark
Activity: Talks and presentations › Conference presentations

Litteraturstudie af effekterne af BRT, letbaner og metro
Period: 22 Aug 2016
Jesper Bláfoss Ingvardson (Guest lecturer)
Department of Management Engineering
Transport DTU
Transport Modelling
Degree of recognition: National

Related event

Trafikdage 2016
22/08/2016 → 23/08/2016
Ålborg, Denmark
Activity: Talks and presentations › Conference presentations

Effekter af højklasset kollektiv trafik og nærhed til standsningssteder
Period: 9 Jun 2016
Jesper Bláfoss Ingvardson (Guest lecturer)
Department of Management Engineering
Transport DTU
Transport Modelling
Degree of recognition: Local

Related event

Movia Trafikbestillerkonference 2016
09/06/2016 → 09/06/2016
Hvidovre, Denmark
Activity: Talks and presentations › Conference presentations
Fast robust solutions to stochastic VRPs using SIMD instructions
Period: 8 Jun 2016
Rune Larsen (Speaker)
Department of Management Engineering
Transport DTU
Transport Modelling

Related event
Verolog 2016: Annual workshop of the EURO working group on Vehicle Routing and Logistics optimization
06/06/2016 → 08/06/2016
Nantes, France
Activity: Talks and presentations › Conference presentations

Kick Off for Transport DTU
Period: 1 Jun 2016
Mads Paulsen (Participant)
Department of Management Engineering
Transport DTU
Transport Modelling
Degree of recognition: National

Related event
Kick Off for Transport DTU
01/06/2016 → 01/06/2016
Kgs. Lyngby, Denmark
Activity: Attending an event › Participating in or organising a conference

Machine Learning for Transportation
Period: 1 Jun 2016 → 3 Jun 2016
Filipe Rodrigues (Guest lecturer)
Department of Management Engineering
Transport DTU
Transport Modelling
Degree of recognition: International

Related event
2016 Summer School on Big Data, Mobility Patterns and Transport Analytics
01/06/2016 → 03/06/2016
Activity: Talks and presentations › Guest lectures, external teaching and course activities at other universities

4th symposium arranged by European Association for Research in Transportation
Period: 9 Sep 2015 → 11 Sep 2015
Mads Paulsen (Participant)
Department of Management Engineering
Transport DTU
Transport Modelling
Degree of recognition: International

Related event
**4th symposium arranged by European Association for Research in Transportation**
09/09/2015 → 11/09/2015
Lyngby, Denmark
Activity: Attending an event › Participating in or organising a conference

**A meta-study on the significance of rail networks on public transport ridership**
Period: 9 Sep 2015
Jesper Bláfoss Ingvardson (Guest lecturer)
Department of Management Engineering
Transport DTU
Transport Modelling
Degree of recognition: International

**Related event**

**4th symposium arranged by European Association for Research in Transportation**
09/09/2015 → 11/09/2015
Lyngby, Denmark
Activity: Talks and presentations › Conference presentations

**Mesoscopic modelling of on-street public transport**
Period: 22 Jul 2015
Jesper Bláfoss Ingvardson (Guest lecturer)
Department of Management Engineering
Transport DTU
Transport Modelling
Degree of recognition: International

**Related event**

**13th Conference on Advanced Systems in Public Transport**
19/07/2015 → 23/07/2015
Rotterdam, Netherlands
Activity: Talks and presentations › Conference presentations

**Stochastic and dynamic city logistics**
Period: 8 Jun 2015
Rune Larsen (Speaker)
Department of Management Engineering
Transport DTU
Transport Modelling

**Related event**

**VeRoLog 2015: The fourth meeting of the EURO Working Group on Vehicle Routing and Logistics Optimization**
08/06/2015 → 10/06/2015
Vienna, Austria
Activity: Talks and presentations › Conference presentations

**A framework for solving stochastic vehicle routing problems in a dynamic setting using a deterministic solver**
Period: 23 Jun 2014
Rune Larsen (Speaker)
Department of Management Engineering
Transport DTU
Transport Modelling

Related event

VeRoLog 2014: The third meeting of the EURO Working Group on Vehicle Routing and Logistics Optimization
22/06/2014 → 25/06/2014
Oslo, Norway
Activity: Talks and presentations › Conference presentations

SafeTREC-UCTC Seminar: Departure time choice modeling
Period: 7 Feb 2014
Mikkel Thorhauge (Speaker)
Department of Management Engineering
Transport DTU
Transport Modelling

Description
The focus of this study is departure time choice modeling of car commuters in the morning rush hours. To model this we use the approach first formulated by Small (1982), i.e. the Scheduling Model. This study will contribute to the research of departure time choice modeling in three distinct ways. Firstly, by designing an efficient stated choice design specifically built to capture the trade-offs being made in the choice of departure times. Secondly, to account for detailed level of flexibility not only in relation to the specific trip under question, but for trips and activities throughout a 24 hour time period. This is important because a crucial problem when studying departure time is that the choice of when to realize a given trip is (often) related to the full daily activity pattern, such as a restriction or a preference in one activity may form restrictions in the flexibility of other activities and thereby affects the preference for the related departure time. And thirdly, to incorporate latent variables to measure underlying preferences that potentially affect departure time following the Theory of Planned Behavior, as these preferences are believed to be an important factor in explaining behavior.

Degree of recognition: International
Documents:
Thorhauge_Feb2014
Links:
https://safetrec.berkeley.edu/news/safetrec-uctc-seminar-departure-time-choice-modeling

Related event

SafeTREC-UCTC Seminar: Departure time choice modeling
07/02/2014 → 07/02/2014
Berkeley, United States
Activity: Talks and presentations › Conference presentations

hEART2013 2nd Symposium of the European Association for Research in Transportation
Period: 4 Sep 2013 → 6 Sep 2013
Mads Paulsen (Participant)
Department of Management Engineering
Transport DTU
Transport Modelling

Degree of recognition: International

Related event

hEART2013 2nd Symposium of the European Association for Research in Transportation
04/09/2013 → 06/09/2013
Stockholm, Sweden
Activity: Attending an event › Participating in or organising a conference

Samfundsøkonomiske fordele i køreplaner ved hjælp af passagerforsinkelsesmodeller
Period: 9 May 2012
Mikkel Thorhauge (Speaker)
Department of Management Engineering
Transport DTU
Transport Modelling
Degree of recognition: National
Documents:
Mikkel_Thorhauge_Banekonferencen_2012

Related event
Danish Railway Conference 2012
09/05/2012 → …
Copenhagen, Denmark
Activity: Talks and presentations › Conference presentations

Prizes:

DTU’s Young Researcher Award
Kira Hyldekær Janstrup (Recipient)
Department of Management Engineering, Transport DTU, Transport Modelling

Details
Awarded date: 30 Sep 2016
Granting Organisations: Technical University of Denmark
event: PhD graduation ceremony
Prize: Prizes, scholarships, distinctions

INFORMS Railway Application Section 2016 Student Paper Award - Second Place
Fabrizio Cerreto (Recipient), Otto Anker Nielsen (Recipient) & Steven Harrod (Recipient)
Department of Management Engineering, Transport DTU, Transport Modelling, Management Science

Description
RAS (Railway Applications Section), a subdivision of INFORMS (Institute for Operations Research and Management Sciences), is sponsoring a student research paper contest on analytics and fact-based decision making in railway applications.

Operations Research (OR) and the Management Sciences (MS) are professional disciplines that deal with the application of information technology for informed decision making. OR/MS professionals aim to provide rational bases for decision making by seeking to understand and structure complex situations and to use this understanding to predict system behavior and improve system performance. Much of this work is done using analytical and numerical techniques to develop and manipulate mathematical and computer models of organizational systems composed of people, machines, and procedures. RAS provides a forum for bringing together practitioners, consultants, and academics interested in applying OR/MS techniques to the railroad industry. RAS activities include roundtables, paper sessions at INFORMS national meetings, workshops, and focus groups. Roundtables provide attendees with a unique opportunity to explore, in-depth, topics ranging from eBusiness to simulation to network modeling together with a panel of experts. Paper sessions feature the latest in OR/MS research pertaining to the rail industry.

Details
Awarded date: 13 Nov 2016
Degree of recognition: International
Granting Organisations: INFORMS
event: INFORMS Nashville 2016 Annual Meeting
Prize: Prizes, scholarships, distinctions

Prof. P.H. Bendtsens Transport Research Award
Mikkel Thorhauge (Recipient)
Department of Management Engineering, Transport DTU, Transport Modelling

Details
Awarded date: 22 Aug 2016
Degree of recognition: National
event: Trafikdage 2016
Third best paper and presentation at ECTRI-FERSI Young Researchers Seminar
Kira Hyldekær Janstrup (Recipient)
Department of Management Engineering, Transport DTU, Transport Modelling

Details
Awarded date: 7 Jun 2013
Granting Organisations: Forum of European Road Safety Institutes ( FERSI)
event: FERSI Young Researchers' Seminar
Prize: Prizes, scholarships, distinctions

Press clippings:

Dårlige veje i Odense kommune kan betyde flere uheld
Kira Hyldekær Janstrup
25/10/2017
Department of Management Engineering, Transport Modelling, Transport DTU

Media contribution (1)

Dårlige veje i Odense Kommune kan betyde flere uheld
25/10/2017
DR, Denmark, Web
https://www.dr.dk/nyheder/regionale/fyn/daarlige-veje-i-odense-kommune-kan-betyde-flere-uheld
Kira Hyldekær Janstrup
Department of Management Engineering, Transport DTU, Transport Modelling
Press / Media