

Call for Papers

Research in Transportation Economics, Elsevier

Special Issue on:

“Economics of Sustainable Transport in India”

Guest Editor:

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Introduction

Ever since the onset of economic reforms in early 1990s, India has experienced rapid economic growth along with increase in prosperity and income levels of citizens. However, this economic growth has also resulted in exponential growth of private vehicle ownership and use (similar to what US and Europe have experienced in early 1950s and late 1960s, respectively), which coupled with increase in population and other related factors, has resulted in transportation problems, namely accident, congestion, and pollution, at a severe level. Considering these problems and also with the realization that multi-modal transportation infrastructure forms the important backbone of the country's economy, the Indian government, in its 11th five-year plan, has earmarked 34% of the total investment in infrastructure, which is 9% of the GDP by 2011-12, exclusively for transportation infrastructure. Also, this current and planned investment is spread across all sectors of transport (road, rail, air, water) as well as at all levels (urban, regional, inter-city, and rural) for both passenger as well as freight movement.

However, within all these efforts, there is a growing concern to streamline the investments in the direction of achieving sustainability in transport within all sectors and levels and therefore, the word 'sustainability' has attained a prominent place in all transportation planning, policy and other documents. It can be broadly defined as "development that meets the needs of the present without compromising the ability of future generations to meet their needs". In the context of transportation, sustainability would mean developing better transportation systems, options, and expectations consistent with the objective of securing future social and economic development within a sustainable environment that ensures community well-being. So far in India, the impact of sustainable options has been understood well in terms of social and environmental benefits; however the understanding of economic impacts is still very meager, which often results in incomplete understanding and/or appreciation of sustainable planning and policies.

This volume of *Research in Transportation Economics* is devoted to publishing original research work as well as review articles in the context of sustainable transport in India at all levels (urban, regional, inter-city, and rural) and for both passenger and freight movement but with a clear and added focus on economic benefits of the same. The papers can be based on work carried out on India by researchers in India or elsewhere. Potential topics include, but are not limited to: transportation system management, public transport, non-motorized transport, accessibility for disabled, travel demand modeling for effective policy analysis, travel behaviour, policies to discourage ownership and use of private vehicles, sustainable planning and mode choice for regional and intercity travel, sustainable options for rural transport.

Manuscript Preparation and Submission

To prepare their manuscript, authors are requested to closely follow the “Guide to Authors” of *Research in Transportation Economics*, available at http://www.elsevier.com/wps/find/journaldescription.cws_home/714194/authorinstructions. Manuscripts will be refereed according to the standards of the Journal. The manuscripts can be submitted, as a MS Word attachment, directly to the Special Issue Guest Editor (ashishv@civil.iisc.ernet.in, rsashu@yahoo.com), by 31st March 2011.

Publication Schedule

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Reviewer reports	30 th September 2011
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