

ERSA 50th conference
Jönköping (Sweden), August 19-23, 2010
Territorial cohesion of Europe and integrative planning

ERSA-NECTAR Special Session on
High-Speed Rail as a new transport network

Call for papers

The inauguration of High-Speed Rail (HSR) in Japan, over 40 years ago, created a new transport network, which since became the main mode of transport for most long-distance journeys in that country. In Europe, the HSR services which were launched about 20 years later were capable of running also on the conventional rail network, but nevertheless also created a new transport network. The new transport network is unique in many respects and has important and specific spatial effects, on the territories where it traverses, as well as those it bypass or haven't yet reached.

There is a relative dearth of evidence on the spatial effects of HSR development and operation and on its transport effects across the whole transport system (rail, road and air) – the network effects. Especially of interest is how the HSR can, or cannot, affect and changes the social and economic landscape (at the urban, regional, national and also continental levels), and especially in those areas it does not serve directly. Now that HSR development, and its expansion to new countries (notably the US and UK) is high on the political and planning agendas in many places, very much due to its perceived economic and environmental benefits, it is crucial to provide evidence on these wider impacts.

Papers addressing the above issues in countries with HSR experience and in countries which only now starting to consider it are invited for this special session.

Relevant topics include:

- Does HSR contribute to (local or regional) economic development or only to redistribution of it
- Who get access and use HSR services (and for what purposes) and who do not
- Mode substitution and traffic generation effects of HSR operation across the transport network (surface and air networks)
- Changes in accessibility across the transport network as a result of HSR development
- (HSR) station location, its integration with the urban transport network and its impact on local urban development

Session organizers:

Moshe Givoni (Transport Studies Unit, Oxford University, UK)

Piet Rietveld (Department of Spatial Economics, Free University Amsterdam, The Netherlands)

Please submit your abstract and direct any enquiries to the session organizers at the following emails: moshe.givoni@ouce.ox.ac.uk and prietveld@feweb.vu.nl by 15 January 2010.

We look forward to your submission and to seeing you in Jönköping.

Moshe Givoni and Piet Rietveld

NECTAR is a European-based scientific association. Its primary objective is to foster research collaboration and exchange of information between experts in the field of transport, communication and mobility from all European countries and the rest of the world. It is a multidisciplinary social science network. It brings together a wide variety of perspectives on transport and communication problems and their impacts on society in an international perspective.

For further information on NECTAR please visit www.nectar-eu.org

ERSA is the supranational grouping of national regional science associations across Europe. Members of the Regional Science Association are academics, policy professionals and researchers interested in spatial economics and planning, regional and local development and related issues including the disciplines of economics, geography and planning.

For further information on ERSA please visit www.ersa.org/ersa-congress/