

ANNOUNCEMENT

Call for Submissions to

the IATSS Research Special Feature on

"The Public and Private in Relation to Transportation Infrastructure"

The role of transportation infrastructure differs between advanced countries and developing countries, while forms of infrastructure ownership and financing methods are closely related to economic development and capital accumulation. Furthermore, new transportation infrastructure improvements may be made in high-demand areas and areas of traffic congestion, and transportation infrastructure improvements may attract corporations and stimulate productive activity.

Making improvements to transportation infrastructure takes time and because such improvements are often unprofitable government plays a large role in terms of operation and maintenance. This is particularly true in developing countries with poor capital accumulation. In developing countries, therefore, one often sees development that adopts a BOT (Build-Operate-Transfer) approach.

On the other hand, in many advanced nations the central government is subject to financial constraints such that there has been notable private sector involvement in transportation infrastructure in recent years, particularly in Europe and Australia. This involvement, however, takes a wide range of forms, from private corporations undertaking the construction of facilities from the very beginning to their serving as concessionaires contracted only to manage existing facilities.

In addition, concerns about the impact of low growth are fast becoming real: increased social welfare cost due to the aging of society will noticeably constrain the funds available for public works while, critically, a declining savings rate will lead to a capital shortage that makes it impossible to maintain service quality. Financing infrastructure improvements, operation, and maintenance in an aging society is a major issue not only for advanced nations but for developing nations as well. With economic growth, greater value is placed on human life and traffic safety becomes more important; in this respect, too, there is much to consider regarding the roles of the public and private sectors and the nature of cooperation between them.

This special feature, therefore, will focus on the nature of the public and the private sectors with regard to transportation infrastructure. The Editorial Board looks forward to receiving submissions including not only case studies concerning infrastructure improvements, operation, and maintenance but also papers that take an economic approach in looking at financing and those that take an interdisciplinary approach, including proposals for the nature of infrastructure in the future. Also welcome by way of offering hints for future government policy are analyses of unsuccessful examples of privatization or private financing.

Fumihiko Nakamura, Editor in Chief
Kazusei Kato, Editor
IATSS Research Editorial Board

Prospective authors should submit their papers through the IATSS Research page on the Elsevier web site (<http://ees.elsevier.com/iatss/>) by no later than **May 31, 2012**.

For manuscript style, please refer to the Guide for Authors. During the submission process, please select "Special Feature (Call for Submissions)" under "Article Type." Please also indicate the special feature theme in your cover letter.

CONTACT

Please address inquiries to:

IATSS Research International Editorial Board

International Association of Traffic and Safety Sciences

Postal Address: 6-20, Yaesu 2-chome, Chuo-ku, Tokyo 104-0028 JAPAN

Fax: +81-3-3272-7054 E-mail: mail@iatss.or.jp URL: <http://www.iatss.or.jp/>