North America Chinese Overseas Transportation Association

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12th Annual NACOTA/WCTA Technical Symposium on Sustainable Transportation Development in China

Time & Date: 8:00 AM – 5:00 PM, Sunday, January 11, 2009

Summary of Presentations

Modeling Characteristics of Dilemma Zones Using Vehicle Trajectory

This study, presented by Zhixia Li is a proof-of-concept development of the innovative methodology for characterizing the dynamics of dilemma zones using video-capture techniques. With availability of the ground-truth video and the extracted time-based vehicle trajectory data, various dilemma zone contributing factors. The concept of X-percentile observation-based dilemma zone were introduced, mathematically modeled and quantitatively calibrated from the yellow-onset trajectories. The study demonstrates a significant advancement in dilemma zone data analysis and modeling.

Cube Enterprise Database Solution

The presentation, made by Dr. Minhua Wang, Citilabs, Inc. introduces the Cube Enterprise Database Solution, which is a comprehensive computer software

Continued next page

中国物流与运输国际学术会议于2008年10月8-9日在成都国际会展中心举行

中国物流与运输国际学术会议会场

中国物流与运输国际学术会议于2008年10月8-9日在成都国际会展中心隆重举行。本次大会是经国家教育部批准，由西南交通大学与美国土木工程师协会、中华旅美交通协会共同举办的关于中国物流与运输领域的高水平国际学术会议。出席本次大会的嘉宾和专家主要有国家铁道部副总工程师郑健，日本国国土交通省政策统括官志村务，西南交通大学校长陈春阳教授，成都市政协副主席何绍华、成都市人民政府副秘

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NACOTA/WCTA Technical Symposium

Dr. Minghua Wang , Cube Enterprise Database Solution.

package for transportation planning and management. In his presentation, Dr. Wang introduced the logical architecture of the Cube Enterprise Database Solution, functional properties of the Enterprise Data Model, features of the Enterprise Data Management, and demonstrated how data is managed in the sever and how data editing can be performed in the Enterprise Environment.

Forecasting Transfer Demands at Transportation terminals: Modeling and Application

The presentation, made by Dr. Lishan Sun from Beijing University of Technology, introduces an entropy based modeling approach that estimates the transfer demands at urban transportation terminals, as well as its application to a transfer terminal in Beijing, China. The initial motive of this research was to use the spatial interaction approach to model transfer demands between given transportation modes in a multimodal transportation terminal. Both

Dr. Lishan Sun, Forecasting Transfer Demands at Public Transport Terminals.

gravity model and entropy model were developed and

Cheery Xiong, Planning of Vancouver's Transit Network with an Operations-Based Model.

examined against real field data.

Planning of Vancouver's Transit Network with an Operation-based Model

The presentation, made by Prof. Cherry Xiong from Tainan University of Technology, outlines an operation-based approach for the transportation planning of the greater Vancouver area. The multicultural and diverse population in the greater Vancouver area presents a challenge for the planning of a transit network. The modeling structure includes supply model, demand model, and a forecasting feature of future transit development. Application of the model in fleet management, volume and capacity analysis, and fleet requirements were also addressed.

Development of the Shanghai Transportation Planning Model

The presentation, made by Dr. Shuguang He from INRO outlines the development of Shanghai transportation planning models. In the first phase, the Urban Transport Planning Modeling was applied, which was replaced by EMME/3 in the second phase of the development. The models were used in many projects including forecasting the passenger demand for Shanghai subway system in 2008 and assessment of Shanghai 2020 transportation network planning. In the end, the latest development in EMME software was introduced.

Session on Highway Pavement Technology and Traffic Air Quality Problem in China

The technical session was started on time at 1:16 p.m. All of the four speakers were there to make the presentations. The original planned activities and scheduling were generally followed. The topics included highway pavement technologies (pavement materials, concrete pavement, and asphalt pavement) as well as traffic air pollution monitoring. However, due to the limited time constraint, the allocated 15-minute time slot for each speaker was usually insufficient for a full delivery of the lecture. Nevertheless, the whole session was adjourned at about 2:25 p.m. A brief description of the four presentations in this session is summarized as follows.

Professor Shuanfa Chen with Chang'An University in Xi'an was the first presenter. His topic of presentation was: 免碾压多孔混凝土排水基层的技术性能. The drainage properties of porous concrete were evaluated both in the laboratory and in the field. Videos of the concrete testing program were showed to demonstrate the technology. It was concluded that the porous concrete could be used as a strong layer of the pavement system for supporting heavy traffic loadings.

The second speaker was Dr. Bo Tian with the Research Institute of Highway Ministry of Transportation in Beijing. His presentation was entitled, "Current Development of Concrete Pavement Construction in China". A survey of various concrete pavement construction techniques currently being used in China was presented and evaluated. Case studies were also presented to demonstrate various improvements in concrete pavement

Mr. Yun Zeng, Asphalt Pavement Technology in Jiangsu Province.

Dr. Ming Cai, Prediction of Hourly Air Pollutant .

Dr. Bo Tian , Development of Concrete Pavement Construction in China.

Dr. Chunfu Shao, Integrated Development of Urban Transport System in China.

construction.

Mr. Yun Zeng, Deputy President of Jiangsu Transportation Science Institute, was the third speaker. His topic of presentation was entitled, "Asphalt Pavement Technology Applied in Jiangsu Province, China". Mr. Zeng started the presentation with a brief introduction to his research institute in Jiangsu Province. The transportation science institute provides research and development consulting services across the entire China. The asphalt pavement technology service is a major component of their business. World-class asphalt pavement technology was applied in many parts of China.

The last presentation was related to traffic air pollution concerns near urban arterials. Dr. Ming Cai, with Sun Yat-sen University in Guangdong, China, is currently a visiting lecturer at the University of Florida in Gainesville, Florida. The topic was entitled, "Prediction of Hourly Air Pollutant Concentrations near Urban Arterials using Artificial Neural Network (ANN) Approach". The air pollution monitoring sites were located in Guangzhou city, China. The collected field data were compared with the simulated data using ANN. It was concluded that the ANN approach could be used to predict air pollutant concentrations near an urban arterial.

In addition, Dr. Joel Zhengyi Shon, Director, Research Center for International Marketing and Global Logistic Studies, Professor Chunfu Shao of Beijing Jiaotong University on behalf Professor Baohua Mao, Dr. Xueming Chen of Virginia Commonwealth Unviersity, and Mr. Bingfeng Jing of Beijing University of Technology gave wonderful presentations on various interesting topics.

Panel Discussions on Critical Issues

Several very important persons were invited to participate in the morning panel discussion about critical issues in China transportation development and global cooperation: Dr. V. Setty Pendakur of TRB ABE90 Transportation in Developing Countries Committee, Mr. K. Mammen Daniel, President of DCI Daniel Consultants, Inc., Mr. Samuel L. Zimmerman, Senior Urban Transport Specialist of World Bank, Mr. Måns Lönnroth, Board Member of Volvo Research and Educational Foundations, Mr. Graham Smith, Transport Consultant and Former Lead Transport Specialist of the World Bank, and Mr. Jason Wang of Transportation Specialist, ARC. The discussion was well received and incurred active responses from the audiences. Many topics involved in the discussion were of very interest to attendees.

Afternoon panel discussion was about issues in career development and business opportunities, which were of interest to students. The panelists include: Dr. Quanxin Sun, Head, School of Traffic and Transportation Beijing Jiaotong University; Dr. Shengchuan Zhao, Director of Center for Transportation Research, Dalian University of Technology; Dr. Joel Zhengyi Shon of Tainan University of Technology; Yun Zeng of Jiangsu Transportation Science Institute Co., Ltd.; Dr. Zhongren Peng, Chair, Department of Urban and Regional Planning, University of Florida; Dr. Ruihua Tao, Sr. Research Transportation Engineer, Maryland State Highway Administration; and Dr. Qiang Li, Sr. Transportation Engineer, DCI Daniel Consultants, Inc.

(By Hongchao Liu, Virgil Ping, Heng Wei)

Morning (left) and Afternoon (right) Panel Discussions

Acknowledgement

The NACOTA/ACTA technical symposium, dinner, and reception that were held in DC during the 2009 TRB annual meeting were very successful. The successes of these activities were attributed to all the organization committee and other enthusiasm NACOTA members for their generous sacrifices of valuable times and contributions to the organization, administration, and sponsorship. Special thanks go to the local NACOTA members and WCTA members for their great efforts in arranging places of the symposium, dinner and reception. Dr. Mike Houh of WCTA and Dr. Fang Yingwu of NACOTA led the administration work with excellent assistances offered by other NACOTA/WCTA members, including Bing Huang, Jianwei Wang, Yongliang Yang, and Xin Wang. NACOTA Advisory members, Kangzhi Liang and Jun Wang actively involved in the organizations of all activities and offered lots of constructive suggestions and helps.

Dr. Ping Yi and Dr. Yinhai Wang have firmly supported the activity planning and organizations all the time. Cong Feng of University of Akron and Xin Wang of PSI put lots of efforts in photographing. In particular, graduate students of University of Cincinnati, Zhixia Li, Qingyi Ai and Zhuo Yao took more responsibilities of on-site registration and other administrative work for the symposium, dinner and reception than they were assigned. Fang Fang and Shi Qinyi carefully managed the registration materials, and Yin Yafeng has done very good job in organizing the election activity. Liu Hongchao and Sun Lishan (visiting post doctor at Texas Tech) took notes in turn for the whole day for documenting the progress of the symposium. Other NAACOTA advisory members, Lu Jian and Yu Lei provide valuable suggestions to the symposium and NACOTA's development.

Finally, special gratitude goes to Dr. Mike Houh of PSI, Dr. Mammen Daniel of DCI Daniel Consultants, Inc., Dr. Li Zhang of New Global Systems for Intelligent Transportation Management, and Dr. Connie Li of TranSmart for their strong sponsorship supports.

(by Heng Wei, Chair of Organizing and Executive Committee)

PSI PRECISION SYSTEMS, INC.

Yfran

TranSmart

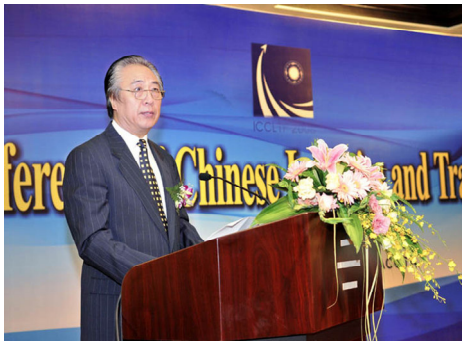
DCI DANIEL CONSULTANTS, INC.

From left to right: Mr. Mammen Daniel, Dr. Alice Kuo, Dr. Mike Houh, Mr. Wei Wu (Science & Technology Office of China Embassy), Dr. Heng Wei, and Mr. Jianwei Wang at the 12th NACOTA/WCTA Symposium.

（上接第一页）中国物流与运输国际学术会议

华、成都市人民政府副秘书长段成柱、西南交通大学副校长范平志教授、中国物流采购联合会副会长崔忠付、中国物流采购联合会副会长、中国教育部物流专业教学指导委员会副主任何明珂教授，美国俄亥俄州阿克伦大学、中华旅美交通协会主席易平教授，美国南佛罗里达大学教授、原中国“长江学者奖励计划”特聘教授陆键，西南交通大学校长助理蒲云教授，国际合作与交流处处长邱延峻教授以及来自美国、德国、日本和国内近300

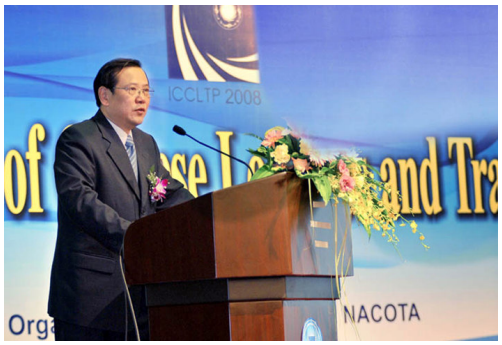
西南交通大学陈春阳校长致辞



成都市政协副主席何绍华致辞

美国南佛罗里达大学教授陆键作主题发言

铁道部副总工程师郑健作主题发言



物流采购联合会副会长崔忠付作主题发言

中国旅美交通协会主席易平教授主持主题发言

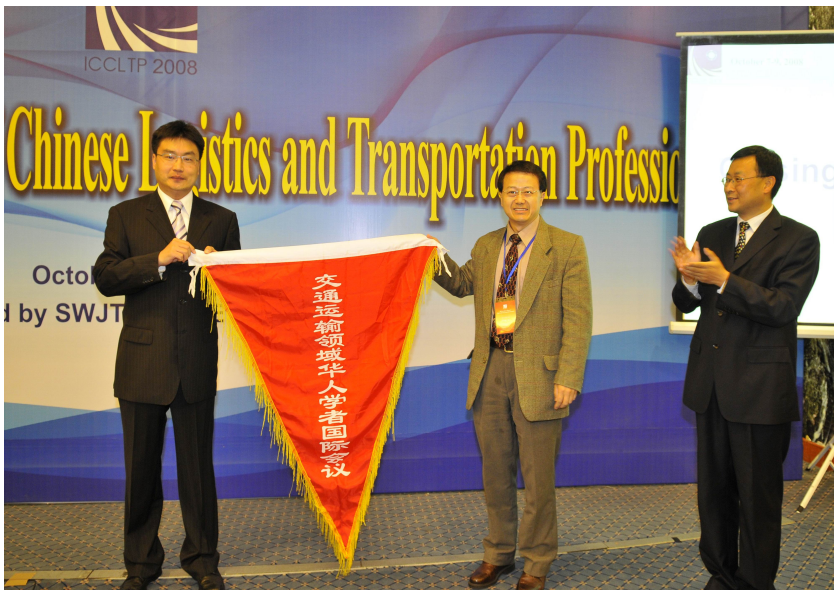
名专家学者。大会开幕式由大会组织委员会主席、物流学院院长张锦教授主持。

大会在陈春阳校长热情洋溢的致辞中拉开序幕，陈校长首先代表学校向到会的国内外专家学者表示热烈欢迎，他说，西南交通大学这所有112年历史的名校，正在努力建设有交通特色的多学科协调发展的研究教学型大学，学校致力于为人类文明与科学技术进步，为国家经济社会发展服务，学校一直重视物流学科的建设与发展，已形成了物流系统规划理论与方法、物流技术与装备、物流信息管理、物流经济与金融理论和逆向物流、应急物流等特色方向，学校积极应对国家对物流人才知识结构、物流人才的基本素质和能力提出的新要求，通过整合力量，提高研究能力，大力推进物流学科的发展。希望我们能以此次会议为契机，展开广泛的学术交流，共同探讨物流领域的新理论、新经验与新办法，并期盼本次会议能发展成为一个品牌，持续的运作和传播，加速中国物流发展，促使中国物流业走向世界。

接着，成都市政协副主席何绍华向大会致辞，他对与会的国内外物流与运输领域的专家学者来到成都表示热烈欢迎，何主席介绍了成都社会经济发展，特别是物流业与物流基础设施的建设情况，希望本次大会能进一步推动我国物流业的发展，推动成都物流迈上新台阶。北美海外华人运输协会主席易平教授也对大会的召开表示了祝贺，特别对大会精细的组织工作给予了高度赞扬。

本次大会共收到来自中国、美国、德国、荷兰、朝鲜、日本和中国香港、台湾等国家和地区各作者的论文1467，有699篇被大会录用，并由ASCE公开出版。

本次大会共有十个主题报告，其中中国物流采购联合会副会长崔忠付作题为“中国物流业发展现状及面临主要任务”的报告，中国铁道部副总工程师郑健作题为：“中国铁路中长期发展战略规划”的报告，日本国国土交通省政策统括官志村务作题为“日本物流业发展现状及面临主要任务”的报告，“长江学者”特聘教授、东南大学陆键教授作题为“改善道路交通安全的战略和战术思考-美国和中国的经验”的报告，中国国家发展改革委员会综合运输研究所汪鸣副所长作题为“城市物流发展规划问题”的报告，成都市交通运输委员会副主任、成都市物流领导小组办公室主任陈仲维作题为“改善成都物流环境 建设西部重要的现代物流中心”的报告，纽约城市规划研究员Jerry Cheng（郑向元）作题为“New York City's Experience in Public Transportation”的报告，美国威斯康星大学冉斌教



授作题为“State of Art and Practice: Probe Vehicle Technology Deployment in China”的报告，西南交通大学物流学院院长张锦教授作题为：“Reflections on Some Problems on the Construction and Planning of Logistics Park in China”的报告，德国慕尼黑工业大学的Dr.-Ing. Bernhard Lechner做题为“Development in Road Pavement Construction and Railway Track Technology for sustainable surface transportation infrastructure”的报告。在大会的分会场学术交流中，有48位论文作者作了演讲。

会旗交接仪式上，下届会议主办单位代表哈尔滨工业大学工学院安实院长从本届会议主办单位西南交通大学物流学院院长张锦教授手中接过会旗

交通7+1论坛

“交通7+1”形成背景

论坛发起人（7人）长期从事交通决策、规划、管理、建设、运营、理论与人才培养等实践工作， 是交通领域的资深专家。他们长期关注交通，研究交通，热爱交通，无私奉献。面临交通领域的规划、建设、管理和发展中存在的许多困惑问题，七位专家希望一起共同探讨，以此推动交通科学与实践有效结合，实现交通的可持续发展。为此，七人联合倡议建立交通7人行。

此外，为了“交通7人行”提供论坛的条件，须有企业和单位的支持（包括经费和论坛组织等工作），基于以上的要求经过研究，确定此组织为“交通7+1”，并经中国系统工程学会交通运输专业委员会批准。论坛已于2005年10月29日成立。

建立“交通7+1”论坛运行制度

每次论坛参加人员，七人专家中至少有三位以上。同时为了进行互动，每次论坛还邀请行业嘉宾15-20人。

“交通7+1”论坛原则

论坛采取方式：引进问题、打开话题、集成思想，形成真知灼见的理论与政策建议。立足交通整体看待交通；依托系统理论分析认识交通；淡化部门色彩讨论交通；实行多学科的结合与集成，推动交通科学的发展；更新交通发展理念，开拓交通发展的新思路；实现理论与实践的统一，实行交通行业内外专家并与社会的交流融合，贯彻交通的科学发展观，全面认识交通。

论坛可设计的主题

每次论坛活动主题将根据当时社会各界关注的交通运输热点问题及交通运输系统相关的理论问题而选定。

论坛达到的目标

- 贯彻落实科学发展观，推动中国交通的可持续发展；
- 融合多种方式，实现协调发展，建立一体化的综合交通运输系统；
- 完善与提高首都交通运输现代化水平，迎接2008年新北京新奥运；
- 通过网络化的模式，增进政府、学术界、企业及商业团体间的联系；
- 加强人材培养，提高交通队伍素质；
- 增强国际化的交通管理水平和科技创新能力；
- 建立交通7+1论坛基金。培养和资助交通运输事业的人才。

论坛的组织机构

论坛的组织：交通7+1论坛，是一个非政府、非营利的组织。由发起的七位交通专家组成，吸收国内外交通界内在学术界、政府管理部门等具有影响力的专家参加，建立高

级专家库，同时，论坛将吸引热衷于交通事业发展的个人、企业、组织等加入论坛。

1. 论坛的会员组成：
   - 发起专家：由发起的七名专家组成。
   - 高级专家人才库：十五位左右国内外交通专家组成。
   - 一般成员单位：由交通界内的个人、组织、企业等组成。
2. 论坛的组织机构：论坛下设理事会、秘书长、办公室
   - 理事会： 由七名发起人成立理事会。理事会是论坛的决策机构。推选理事长1名，副理事长2名，秘书长兼办公室主任1名。
   - 办公室：在秘书长领导下，进行论坛的日常经营管理。协助论坛的会议主题、召集成员和专家，以及会员单位的活动；负责网站的日常运营和技术支持；负责论坛的财务和基金管理。

论坛的制度

论坛的会期根据论坛第一次会议决定为每季度召开一次，具体时间为每季度末最后一周星期六上午8：30举行。

论坛的成果与推广

- 在《交通运输系统工程与信息》杂志上，设立“交通7+1”论坛栏目，刊登论坛的理论与研讨成果；
- 出版和发行论文集：定期将论坛的议题和专家意见组织出版和发行；
- 出版和发行电子版的论文集。

2005“交通7+1论坛”第一次会议

2005年10月29日“交通7+1论坛”成立

Transportation infrastructure: Obama begins to dole out stimulus funds for shovel-ready transportation infrastructure projects

Jeff Berman, Group News Editor — Logistics Management, 3/4/2009 (http://www.logisticsmgmt.com/article/CA6641619.html)

WASHINGTON—Less than three weeks after signing the American Recovery and Reinvestment Act of 2009 into law, President Barack Obama said yesterday that his administration has released $26.6 billion in funding dedicated towards infrastructure spending, which he said will help to spur job creation and help the United States economy get back on track.

At the Department of Transportation (DOT) yesterday, President Obama said that “transportation projects that were once on hold are now starting up again—as part of the new investment in America’s infrastructure since President Eisenhower built the Interstate Highway System” in the 1950’s. Obama added that of the 3.5 million jobs that will be created and saved over the next two years as part of the economic stimulus package, 400,000 of those jobs will be dedicated towards rebuilding the country’s crumbling roads, bridges, and schools, and repairing faulty levees and dams, among other areas.

And in the coming weeks, Obama said his administration will be announcing more details about the kinds of transportation projects that will be launched as part of the stimulus package, noting that investment into highways is a cornerstone of the transportation infrastructure investments allocated in the package.

DOT Secretary Ray LaHood said that the first contract for transportation infrastructure funding will be awarded to American Infrastructure, a family-owned business in Pennsylvania that will resurface a road in Maryland, Maryland State Highway 650. Obama said that more than 100 other people were to begin receiving funds yesterday, too, with more than 200 construction projects slated to launch throughout the U.S. over the next few weeks.

“Through the Recovery Act, we will be investing $28 billion in our highways, money that every one of our 50 states can start using immediately to put people back to work,” said Obama. The President cited Vice President Joe Biden as the point person in leading the effort to “get the money out the door quickly, coupled with Biden’s collaboration with governors, mayors, county and city officials helping to implement the plan that is instrumental in “seeing shovels hit the ground.”

A report in today's edition of *The New York Times* indicated that more than a dozen states have said they plan to spend at least some of their allotted transportation money, with some states "taking radically different approaches with their transportation money." As an example, the *Times* noted that Kansas plans to use its funds on a few big projects to expand capacity at several highways, whereas Maryland intends to repair dozens of existing roads and bridges instead of building new ones.

Along with the $28 billion dedicated to highway and bridge construction projects, other transportation infrastructure-related funds include: $8.4 billion for mass transit and public transportation projects, $8 billion for high-speed rail projects, $1.3 billion for aviation projects, $4.6 billion for water infrastructure projects undertaken by the U.S. Army Corps of Engineers and $100 million for the Maritime Administration, and $1.5 billion for a discretionary program for large, multimodal and intermodal projects in the form of competitive grants to state and local governments, including highway, rail, transit, or port infrastructure.

"Transportation infrastructure pays off in so many ways that the argument for budget busting deficit spending is probably stronger for transportation infrastructure than it is for most anything else," said Leslie Blakey, Executive Director, Coalition for America's Gateways and Trade Corridors, in a recent interview. "Construction puts people to work and the efficiency of the transportation network improves the ability for us as a country to improve and get more production out of our economy."

Despite the funding allocated towards transportation infrastructure in this bill, the difference between the final tally and what is needed is wide. In December 2008, the American Association of State Highway and Transportation Officials (AASHTO) said that—based on the results of a survey sent to the Departments of Transportation for the District of Columbia and all 50 states—there are 5,148 "ready-to-go" transportation projects worth more than $64 billion.

AASHTO said that these projects are considered "ready-to-go," because they could be under contract within 180 days and support an estimated 1.8 million jobs if sufficient funding were available. And the National Governors Association recently informed President Obama that there are currently approximately $150 billion in transportation projects ready to build, with each $1 billion in spending able to produce 40,000 jobs.

Even with the funding beginning to be distributed, it will be imperative that these funding-backed initiatives are backed by by strong decision-making at state levels, according to David K. Schneider, president of David K. Schneider, a Blue Bell, Pa.-based supply chain consultancy.

"A major piece of this is how well states manage the federal funding they receive," said Schneider. "As a nation we need to be able to fund these capital projects that benefit commerce and society in general. But the execution is left to the state level… and just throwing another $30 billion into infrastructure is fine. But what are you going to do to make sure that $30 billion is spent properly and who gets it and how is it managed? You can appropriate lots of money, but who is going to manage that process and where specifically is that money going to be spent? There will be plenty of people with their hands out [from various modes of transportation and locales]. There is a criteria judgment needed for who spends it the best and where the greatest need is."

对我国"国家道路交通安全科技行动计划"的一些建议

中国旅美交通协会 （North America China Oversea Transportation Association—NACOTA）

进入二十一世纪以来，世界发达国家在道路建设方面已将道路交通安全作为需要考虑的首要因素，并将安全作为道路运营管理的重点。这不仅是因为道路交通事故会给人民带来生命财产上的损失，更为重要的是道路交通事故可能会引发很多的社会问题。从另外一个层面来讲，对待道路安全的态度反映了一个政府对人的生命价值的保护和重视程度，从而反映了社会的发展进步。

我国在过去的二十年中，无论是城际公路还是城市道路的建设都有了飞速迅猛的发展。公路运输已成为交通运输中最主要的运输模式之一，在国民经济的发展中起着举足轻重的作用。然而伴随着交通运输的发展，道路交通安全问题日益突出，各类事故呈上升趋势，社会和各级地方政府为道路交通的安全问题付出了沉重的代价，提高道路交通安全性已成为迫在眉睫和急需解决的问题。

二零零八年二月由交通运输部和科技部联合启动了"国家道路交通安全科技行动计划"， 这是目前为止我国实施的最为全面、最为权威、最具有针对性的提高道路交通安全性的部委级行动计划，是一个对我国道路交通安全的改善非常重要和及时的举措。

中国旅美交通协会衷心希望利用其特有的海外专业技术与智力资源积极参与"国家道路交通安全科技行动计划"的

实施，为国家交通安全的建设做出贡献。

中国旅美交通协会主要由中国改革开放以来赴北美（包括美国和加拿大）交通运输领域工作和学习的大学教授，学者，工程师、研究人员、政府工作人员和留学生组成。协会的主要目标之一是联合海外华人建立为我国交通运输的发展作贡献的有效途径。近年来协会规模不断壮大，越来越多的北美和非北美地区交通运输领域的华人专家学者参与协会的活动。

中国旅美交通协会的绝大多数会员分布在大学和科研机构、美国联邦政府、州政府交通部门以及咨询公司，许多人参与过国家级交通运输领域的科研计划和交通项目。本协会每年在美国华盛顿特区美国交通运输研究委员会年会期间举办学术会议，讨论中国交通运输发展问题，吸引了来自国内和国际上许多国家的专家学者。协会还发起了“交通运输领域华人学者国际会议”，并自2001年起，在国内多个城市成功举办了八届年会，有效促进了国内学者和国际同行之间的交流，对国内交通运输研究的发展起到了促进作用。协会还与国际上具有广泛影响的交通运输组织和协会建立了密切的合作关系，包括美国交通运输研究委员会(TRB)， 美国土木工程师学会(ASCE)， 美国交通工程师学会(ITE)，美国智能交通协会(ITS-America)等。许多会员在这些组织中负责具体的工作，参加各种委员会的运作，对世界交通运输领域技术发展趋势具有全面和及时的掌握。

中国旅美交通协会希望借助我们在国内外的工作科研实践经验，针对“国家道路交通安全科技行动计划”的实施提出一些建议，借此表达在海外交通运输领域工作和学习的炎黄子孙的一片赤子之心。具体建议如下：

1. 为使我国道路交通安全工作得到显著和可持续的发展，应制定具有权威性的国家道路交通安全战略规划，明确具体的短期、中期及长期目标和各阶段的主攻方向，制定有效可行的各级相关职能部门协作的方案。
2. 我国道路交通安全的现状已明确地说明了目前影响我国道路交通安全的主要因素为：道路基础设施、道路使用者的安全意识和交通执法。因此，“国家道路交通安全科技行动计划”应集中有限的财力、人力、时间在此三个方面实现技术和应用上的突破。
3. “国家道路交通安全科技行动计划”的实施应为国家培养出一批道路交通安全方面的科技和应用人才，并使相关的研究具有可持续性。为达到此目的，应尽可能吸引更多有志于改善道路交通安全的相关的研究人员和应用人员的参与。
4. 为体现“国家道路交通安全科技行动计划”的公平性和竞争性，使之产生的科技项目更符合该计划实施的原则，应尽可能多地采用招投标的方式，以专家组评审的方式公平公开地选择科技项目实施单位和首席研究人员。
5. 道路交通安全性的提高需要经过几个关键的环节来实现：（1）科技项目的实施；（2）项目成果的试验、验证、评估和改善；（3）试点实施；（4）形成相关技术文件和应用指南；（5）推广应用。任何一个环节的疏漏都有可能使科技项目成果得不到有效的应用。为确保“国家道路交通安全科技行动计划”成果的有效应用，在真正意义上提高我国道路交通安全性，该计划应至少包括第（1）、（2）两个环节。其余的环节可由相关的各级职能部门分阶段实施。
6. 随着机动车数量史无前例的迅速增长，在未来的十年，中国的道路交通安全形势不容乐观。道路安全工作的研究涉及多个学科领域，仅依据公安执法部门下达固定指标来控制减少交通死亡人数既不科学也难以实现。希望以“国家道路交通安全科技行动计划”为里程碑，将道路安全作为道路建设和运营管理的重点加以重视，以各种方式降低由于交通事故造成的人民生命、财产和安全上的巨大损失，也以此彰显我国以人为本的宗旨。

中国旅美交通协会不但熟悉发达国家公路交通的前沿发展，对国内的交通运输现状和未来发展也有深刻并全面的理解。数年来不少会员在北美和中国从事交通安全研究，积累了宝贵的经验。本协会愿意以任何可行的方式，根据具体的需求，通过发挥其独特的交通运输专业技术知识资源的优势，在撰写纲要和项目论证方面以及与之配套的各类学术活动中为“国家道路交通安全科技行动计划”的实施做出贡献。

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第九届交通运输领域华人学者国际会议准备就绪

2009年8月5-8日，哈尔滨

The 9th International Conference of Chinese Transportation Professional (ICCTP) will be held in August 5-8, 2009 in Harbin, China. This is to continue the North American Chinese Overseas Transportation Association (NACOTA) tradition of organizing at least two major transportation conferences each year, one in Washington D.C. and the other in China. The 9th ICCTP in Harbin represents the NACOTA summer conference in 2009, which is jointly hosted with Harbin Institute of Technology (HIT) with the sponsorship of the Transportation and Development Institute (T&DI) of American Society of Civil Engineers (ASCE).

The 9th ICCTP is held in such a socioeconomic context. It aims at providing an excellent forum and platform for transportation professionals from all over the world to get together to discuss critical issues in transportation system planning, development, and management and share experience in transportation research and technology innovations. The discussions include research findings, project experiences, and lessons learned concerning the technical aspects and topics on socioeconomic and environmental impact. A large number of people have contributed to the discussions representing a variety of backgrounds, including universities, research institutes, public agencies, and private industries. The proceedings includes the 487 papers presented at the ICCTP 2009 held in Harbin, China, from August 5 through August 9, 2009 and can serve as a great information source and reference book on most recent research and applications in the following twelve technical areas of discussion: 1) Transportation Safety; 2) Transportation Planning and Operations; 3) Emergency Response Systems and Technologies; 4) Intelligent Transportation Systems; 5) Energy Saving and Alternative Energy; 6) Vehicle Exhaust Treatment and Environment Protection Technologies; 7) New Technology on Transportation Infrastructure (Pavement, Bridge); 8) Highway Maintenance and Management; 9) Transportation Management, Economics, and Policy; 10) Logistics; 11) Vehicle Operations; and 12) Rail and Transit Systems.

The executive committee of the 9th ICCTP would like to thank all the authors who submitted their papers to this conference. Those papers selected for publication were revised multiple times and the authors were very cooperative and supportive during the process. HIT will kindly host the 9th ICCTP and offer numerous supports to ensure a successful conference. The hard work from HIT faculty, staff, and students definitely deserve kudos. The T&DI of ASCE not only sponsored the conference, but also helped recruiting volunteers for English-editing the papers. These volunteers' helps were essential for the quality of this proceedings and their timely efforts are highly appreciated. In particular, special gratitude goes to Dr. Louis F. Cohn and Ms. Eva Lerner-Lam for their advice and to Ms. Donna Dickert and Mr. Jonathan C. Esslinger for their hard work to publish the proceedings.

The executive committee would like to thank all the conference organizers, staff, editors (including English editors), and all the conference participants for their contributions and hopes that everyone finds the proceedings both informative and enjoyable.

(by Yinhai Wang and Ping Yi)

中国旅美交通协会（NACOTA）是在美国注册的由中国旅美加交通运输专业的学者，工程师，教授，和留学生于1996年成立，立足于为中国和海外之间交通运输技术交流搭桥铺路的非营利组织。NACOTA享誉国内外， 每年在美国和中国举办多次学术活动。欢迎有兴趣的朋友踊跃参加，成为我们的会员。详情请看NACOTA的网站（www.nacota.org)。

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