
Editorial

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1 Introduction

Transport has an important impact on people everyday life but also it impacts the environment considerably. The management of the transport system in the cities and in particularly the road network determines how people and goods are transported. Transport in large cities is responsible for more than 25% of carbon dioxide emission worldwide (OECD, 2009). In order to change this situation, governments worldwide are investing in research and development towards a more sustainable transportation systems. Sustainability in transports means to fulfil the needs of mobility, urban and global, without jeopardise the future generations, regarding natural resources and pollution levels.

Nowadays, almost all major cities are facing serious traffic problems as congestion, road safety problems, and pollution with the derived rising emission of carbon dioxide. Also, most cities, worldwide, struggle against the car dependency phenomenon, trying to build walking- and cycling-friendly cities. Manifold initiatives are used to reach this target: improving public transport; improvement of pedestrian circuits; creating own routes for cyclists; the availability of bicycles and clean vehicles for hire; cost increase for car use in the cities. Also, car sharing, carpooling and various parts of the increasing sharing economy contribute to this. But these encompass the management and construction of new type of transportation infrastructure in order to promote a safe mobility. Without planning for the vulnerable road users and putting road safety as a priority any policy for promoting sustainable transport will fail (GTZ, 2010).

In other words, the mobility pattern focus on individual motorised transport proves unsustainable, both in terms of environmental and mobility of people and goods. The

traditional answer to the problems of congestion, by increasing the road capacity with the derived increased car use, which generates more bottlenecks, feeding a vicious cycle responsible for the degradation of air quality, global warming, and impaired quality of life in cities (significant increased noise levels, loss of time, deterioration of public space, accidents and stress).

2 A brief overview on the accepted works

Aligned with a growing interest in sustainable development and sustainable transport, this special issue – although the focus is Latin America – intended to explore different dimensions of the topic. This special issue, besides it was open for general public as well, is composed of the best papers presented at the 9th ICTCT Extra Workshop, held in Ribeirão Preto, Brazil in April 2014. They are published in their extended and improved version here. The ICTCT – International Cooperation on Theories and Concepts in Traffic Safety is an association developed out of an international working group of traffic safety experts with the aim to identify and analyses dangerous situations in road traffic on the basis of criteria other than past accidents, analogous to the methods of air and industrial safety (ICTCT, 2015).

With this special issue, we sought to address:

- Safe mobility and sustainable management of public transportation system with the articles:
 - 1 ‘Accident risk and factors regarding non-motorised road users – a central road safety challenge with deficient data’, which deal with traffic fatalities and injured of non-motorised road users, which are an important aspect in order to promote sustainable modes of transportation.
 - 2 ‘Main stumbling blocks for a good traffic accident database system – evidences from Brazil’, which argue about the struggles that Brazilian cities have in order to developed and maintain an accident database, mainly due to the lack of cooperation among agencies involved and coordination from the state and federal government.
- Public transportation policies and users, needs, and behaviour, with the articles:
 - 1 ‘A brief report on the road safety of urban roads of São Paulo City involving the elderly population’, where the accidents indicators involving elderly people in the city of Sao Paulo which can be used to draw public transportation policies for this particular group of road users, are presented.
 - 2 ‘Young drivers in ArRiyadh’, where the results of the causes behind traffic safety issues of young drivers in ArRiyadh, in order to provide the basis for development of counter-measures, are presented.
 - 3 ‘Rehabilitation of drivers who misapply or do not use child restraint systems in cars in Austria’. The article discuss that the risk behaviour of parents that do not use child restrains lie in lack of knowledge of physical principles, ignorance of existing traffic laws, or wrongly assuming that technical in-car systems like airbags are enough to protect the children inside the car.

- 4 ‘Graduated driver licensing: searching for the best composition of components’. The paper presents a meta-analysis of the most important components in a GDL and provides recommendations about combinations of components that contribute most to the effectiveness of GDL programs.
- New innovative technologies in transportation with the article:
 - 1 ‘Interaction with IVT-systems – results of driving behaviour observations from the EU-project INTERACTION’, which shows the main results of driving behaviour observations carried out with drivers using different in-vehicle technologies (IVT).

3 Final remarks

We would like to highlight that this special issue received submissions from authors of different countries: Brazil, Denmark, Austria, Norway and Estonia. Unfortunately, except for Brazil, we did not receive submissions from other countries in Latin America that directly covered all of the suggested subjects for this special issue.

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