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The volume offers new insights into the modeling and analysis of transportation and telecommunication networks, utilizing

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perspectives from North America, Europe and other areas of the world. It probes interesting questions that can help us to understand the dynamics of our modern networked society: Do properties found in one network fail to exist in other networks and are there geographic factors that can explain this? Are there social, economic or cultural factors that contribute to differences in network properties and dynamics across regions? Can planning models such as those used for traffic forecasting or freight demand modeling be universally applied to networks situated in different regions, and how should this problem be dealt with when a system spans multiple spatial locations? What are the implications for policy analysis and decision-making? These issues are related to the need for a transatlantic synthesis of current transport methods and their applications. The book attempts to offer a prospectus in this respect, together with the emerging reflections on the desirable future evolution of research.

The performance of current transport systems is inadequate when viewed in terms of economic efficiency, sustainability and safety. Drawing together key an impressive list of contributors from the vast field of transportation economics including Kenneth Button, David Banister and Juan Carlos Mart í n, this book investigates transport systems, and covers a wide range of topics such as: airline markets congestion charging speed control. This informative book, ideal for undergraduate and postgraduate students of economics, business and industrial studies examines the tools that are necessary to effectively measure transport systems and those that are required to improve them. Utilizing advanced tools of network analysis, the contributors challenge various pieces of conventional wisdom, in particular the view that intermodal transport is more environmentally benign than road transport.

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"Schedule-Based Modeling of Transportation Networks: Theory and Applications" follows the book Schedule-Based Dynamic Transit Modeling, published in this series in 2004, recognizing the critical role that schedules play in transportation systems. Conceived for the simulation of transit systems, in the last few years the schedule-based approach has been expanded and applied to operational planning of other transportation schedule services besides mass transit, e.g. freight transport. This innovative approach allows forecasting the evolution over time of the on-board loads on the services and their time-varying performance, using credible user behavioral hypotheses. It opens new frontiers in transportation modeling to support network design, timetable setting, and investigation of congestion effects, as well as the assessment of such new technologies, such as users system information (ITS technologies).

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