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Systemic Approach to Transport Schemes

3.1 Transport corridors; 3.2 Transport mode, effective velocity and distance traveled; 3.3 Articulating modes and scales; 3.4 Transport scenarios; 3.4.1 Scenario 1: private transport; 3.4.2 Scenario 2: organized public transport; 3.4.3 Comparison of the two scenarios; 3.5 The transport of goods; 3.6 The prospects for sustainable transport; Chapter 4 Can We Organize Sustainable Mobility?; 4.1 Understanding mobility; 4.2 Principles of sustainable mobility; 4.3 Massification; 4.4 Developing, pooling and using data to attain sustainable mobility; 4.5 Mobility and urban planning; 4.6 Urban mobility of people, example of multimodality; 4.7 Intercity mobility of people; 4.8 Logistics: the mobility vector of merchandise; 4.9 The re-appropriation of urban logistics; 4.10 Intercity logistics: squaring the circle?; 4.11 Paradoxes and mirrors of sustainable mobility; Chapter 5 Innovation Projects for Sustainable Transport Systems; 5.1 Dealing with the transport system through the multistakeholder approach; 5.1.1 LUTB Transport & Mobility Systems think tanks (see the appendix about LUTB); 5.2 Transport systems and energy; 5.2.1 Electric charging stations; 5.2.2 Other fast charging; 5.2.3 Toward electric motorways?; 5.2.4 Other energy solutions; 5.3 Transportation systems and architecture; 5.4 Intelligent transport systems (ITS); 5.4.1 Several European projects on intelligent transport; 5.4.2 Linking of systemic layers of intelligence; 5.4.3 Toward an interoperable continuous chain; 5.4.4 Man-master on board?; 5.5 The integration of transport systems, services and transport solutions; 5.5.1 Development of equipment; 5.5.2 Development of services; 5.5.3 Transport solutions; 5.5.4 Innovations in operation and supervision; 5.5.5 The linking of systems in a mobility solution

Sommario/riassunto

Transport systems have to meet the mobility needs of people and commodities on all scales, from the local to the global level. Concerns about the energy, fumes and sound emissions produced, and about the safety, service quality, intelligence and lifecycle of the systems, etc. can all be included in a systemic approach. This approach can contribute to the development of sustainable solutions, for individual vehicles as well as for transport systems. Derived from an approach combining the social and physical sciences, these solutions result from the integration of physical objects, services a
