



THE ATHENS INSTITUTE FOR EDUCATION AND RESEARCH

Abstract Book

**10th Annual International Conference on
Transportation
24-27 June 2024, Athens, Greece**

**Edited by
Virginia Sisiopiku & Olga Gkounta**

2024

Abstracts
10th Annual International
Conference on Transportation
24-27 June 2024, Athens, Greece

Edited by
Virginia Sisiopiku & Olga Gkounta

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10677 Athens, Greece

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TABLE OF CONTENTS

(In Alphabetical Order by Author's Family Name)

Preface		9
Editors' Note		11
Organizing & Scientific Committee		12
Conference Program		13
1.	Underground Thermal Energy Storage Systems <i>Yasameen Al-Ameen</i>	17
2.	Proposed Formulas for Lump-Sum Prestress Losses <i>Nabil Al-Omaishi</i>	19
3.	Impact of Supply Chain Disruptions and Inflation on the Construction Industry in the Arab States of the Gulf Cooperation Council <i>Alan Atalah</i>	20
4.	Urban Form and Sustainable Transportation <i>Joao Coutinho Rodrigues</i>	21
5.	Enhancing Smart Mobility Solutions for Urbanization Challenges in the Cities of the Global South <i>Dillip Das & Mohamed Mostafa</i>	23
6.	Modeling The Effects of Fuel Cost Shocks on Airline Competition: A Case Study from Brazil <i>Cicero Rodrigues De Melo Filho, Davi Prado Novais Moura, Raul Sandoval Cerqueira, Cristiano Della Giustina & Elaine Radel</i>	24
7.	Advanced Data Analytics and Visualization Platform for Freight Data <i>Praveen Edara, Yaw Adu-Gyamfi, Evangelos Kaisar, Carlos Sun & Luckson Kamisa</i>	25
8.	Effectiveness of the Intersection Center-mounted Overhead Flashing Beacons on Traffic Crashes <i>Srinivas Geedipally</i>	26
9.	Relating Pedestrian Slip and Vehicle Skid Resistance in Pavement Surfaces <i>Dimitrios Goulias</i>	28
10.	Experiential Learning in Engineering Courses is not just from Work Placements <i>Nicholas Haritos</i>	29
11.	New Pedestrian and Car Bridges over the Coruña Bay (Spain) <i>Santiago Hernandez</i>	31
12.	Network Design with Hybrid Platoons of Mixed Fleets of Electric and Combustion Engine Trucks <i>Evangelos Kaisar, Ioannis-Paraskevas Ioannou & Mihalis Golias</i>	32
13.	Stability-enhanced Distributed Signal Control in a Connected Vehicle Environment <i>Jiangchen Li</i>	33

14.	Success in Tandem? The Impact of the Introduction of e-Bike Sharing on the Usage of Bike Sharing <i>Qiumeng Li</i>	34
15.	A Flexible Mechanism for Lot Determination Based on Process Yield <i>Shih-Wen Liu</i>	35
16.	Combination of the Mobile Terrestrial Laser Scanning and UAV for the 3D Modelling of Bridges <i>Arli Llabani</i>	36
17.	Advancing Building Management: Digital Twins for Sustainable HVAC Efficiency <i>Issa Ramaji</i>	38
18.	High-Speed Railways and Firms Total Factor Productivity: Evidence from a Quasi Quasi-Natural Experiment <i>Simone Robbiano, Anna Bottasso, Maurizio Conti & Antonella Rita Ferrara</i>	39
19.	Segregation-Resistant Carbon Microfibre Reinforced Self-Consolidating Concrete <i>Md. Safiuddin, Rasha Al-Attar, Fraser Zenwirt, Moe Shammakh, Baryalai Sharifi & Peter Tumidajski</i>	40
20.	Predictive Modelling of Chemical Waste Generation in Healthcare Facilities: Enhancing Waste Management Strategies <i>Mohammad Shbool, Yara Altarawneh, Raghad Bani Hamad, Rand Alqa'aydeh, Ammar Al-Bazi, Mohammad Al-Tahat, Thahabia Abedeljawad & Mohammed Bashir</i>	42
21.	The Impact of Climate Change on the Built Environment: Built Environment Professionals' Perceptions and Practices <i>John Smallwood & Mauritz Van Rooyen</i>	44
22.	Construction within Urban Congestion <i>Patrick St. Louis</i>	46
23.	Integrating Entrepreneurial Mindset and Value Creation in Teaching Physics to Engineering Students for Innovation and Impact <i>Izabela Stroe</i>	47
24.	Effect of Air Content on the Properties of Hardened SFRC with High Steel Fibre Content <i>Jakob Sustersic, Ales Brodnik, Rok Ercegovic & Sandi Drolc</i>	48
25.	A Conceptual Framework for Inquiry Based Learning in Engineering Laboratories <i>Faris Tarlochan</i>	49
26.	Creating the 21st Century Engineer for Sustainable Development and Social Justice <i>John Paul Tharakan</i>	50
27.	Research on GNSS-PWV Retrieval and its Application in Rainfall Forecasting Based on Deep Learning <i>Weifang Yang & Xiangrong Yan</i>	52

28.	Research on Pedestrian-Friendly Interaction Decision Making of Intelligent Vehicle <i>Quan Yuan</i>	53
29.	Ranking the Operational Impact of Incoming Tropical Cyclones on Ports: A Recommendation Algorithm <i>Yunlong Zhang</i>	54
30.	Influence of Cement Amount and Rubber Threads on Fatigue of Cement Bound Base Course <i>Matija Zvonaric, Martina Zagvozda & Ivana Barisic</i>	56
References		57

Preface

This book includes the abstracts of all the papers presented at the 10th Annual International Conference on Transportation (24-27 June 2024), organized by the Athens Institute for Education and Research (ATINER).

A full conference program can be found before the relevant abstracts. In accordance with ATINER's Publication Policy, the papers presented during this conference will be considered for inclusion in one of ATINER's many publications only after a blind peer review process.

The purpose of this abstract book is to provide members of ATINER and other academics around the world with a resource through which they can discover colleagues and additional research relevant to their own work. This purpose is in congruence with the overall mission of the association. ATINER was established in 1995 as an independent academic organization with the mission to become a forum where academics and researchers from all over the world can meet to exchange ideas on their research and consider the future developments of their fields of study.

To facilitate the communication, a new references section includes all the abstract books published as part of this conference (Table 1). I invite the readers to access these abstract books –these are available for free– and compare how the themes of the conference have evolved over the years. According to ATINER's mission, the presenters in these conferences are coming from many different countries, presenting various topics.

Table 1. *Publication of Books of Abstracts of Proceedings, 2015-2024*

Year	Papers	Countries	References
2024	30	16	Sisiopiku and Gkounta (2024)
2023	47	19	Sisiopiku and Gkounta (2023)
2022	42	20	Sisiopiku and Gkounta (2022)
2021	26	13	Papanikos (2021)
2020	24	16	Papanikos (2020)
2019	27	18	Papanikos (2019)
2018	29	18	Papanikos (2018)
2017	36	17	Papanikos (2017)
2016	36	21	Papanikos (2016)
2015	26	15	Papanikos (2015)

It is our hope that through ATINER's conferences and publications, Athens will become a place where academics and researchers from all over the world can regularly meet to discuss the developments of their

disciplines and present their work. Since 1995, ATINER has organized more than 400 international conferences and has published over 200 books. Academically, the institute is organized into 6 divisions and 37 units. Each unit organizes at least one annual conference and undertakes various small and large research projects.

For each of these events, the involvement of multiple parties is crucial. I would like to thank all the participants, the members of the organizing and academic committees, and most importantly the administration staff of ATINER for putting this conference and its subsequent publications together.

Gregory T. Papanikos
President

Editors' Note

These abstracts provide a vital means to the dissemination of scholarly inquiry in the field of Transportation. The breadth and depth of research approaches and topics represented in this book underscores the diversity of the conference.

ATINER's mission is to bring together academics from all corners of the world in order to engage with each other, brainstorm, exchange ideas, be inspired by one another, and once they are back in their institutions and countries to implement what they have acquired. The 10th Annual International Conference on Transportation accomplished this goal by bringing together academics and scholars from 16 different countries (Albania, Australia, Brazil, Canada, China, Croatia, Italy, Jordan, Malaysia, Portugal, Qatar, Slovenia, South Africa, Spain, UK, USA), which brought in the conference the perspectives of many different country approaches and realities in the field.

Publishing this book can help that spirit of engaged scholarship continue into the future. With our joint efforts, the next editions of this conference will be even better. We hope that this abstract book as a whole will be both of interest and of value to the reading audience.

Virginia Sisiopiku & Olga Gkounta
Editors

**10th Annual International Conference on Transportation,
24-27 June 2024, Athens, Greece**

Organizing & Scientific Committee

All ATINER's conferences are organized by the Academic Council. This conference has been organized with the assistance of the following academic members of ATINER, who contributed by reviewing the submitted abstracts and papers.

1. Gregory T. Papanikos, President, ATINER & Honorary Professor, University of Stirling, U.K.
2. Nicholas N. Patricios, Vice President of Strategic Planning & Analysis, Athens Institute, Dean Emeritus & Professor, School of Architecture, University of Miami, USA.
3. Virginia Sisiopiku, Head, Transportation Engineering Unit, Athens Institute, & Professor, The University of Alabama at Birmingham, USA.
4. Dimitrios Goulias, Head, Civil Engineering Unit, ATINER and Associate Professor & Director of Undergraduate Studies Civil & Environmental Engineering Department, University of Maryland, USA.

FINAL CONFERENCE PROGRAM

10th Annual International Conference on Transportation, 24-27 June 2024,
Athens, Greece

PROGRAM

Monday 24 June 2024

08.45-09.30

Registration

09:30-09:45

Opening and Welcoming Remarks:

- o Gregory T. Papanikos, President, ATINER.

09:45-11:30 Session 1

Moderator: Evangelos Kaiser, Professor, Florida Atlantic University, USA.

1. **Dimitrios Goulias**, Associate Professor, University of Maryland, USA.
Title: Relating Pedestrian Slip and Vehicle Skid Resistance in Pavement Surfaces.
2. **Santiago Hernandez**, Emeritus Professor, University of A Coruña, Spain.
Title: New Pedestrian and Car Bridges over the Coruña Bay (Spain).
3. **Alan Atalah**, Professor, Bowling Green State University, USA.
Title: Impact of Supply Chain Disruptions and Inflation on the Construction Industry in the Arab States of the Gulf Cooperation Council.
4. **Patrick St. Louis**, Associate, Thornton Tomasetti, USA.
Title: Construction within Urban Congestion.
5. **Dillip Das**, Associate Professor, University of KwaZulu-Natal, South Africa.
Mohamed Mostafa, Professor, University of KwaZulu-Natal, South Africa.
Title: Enhancing Smart Mobility Solutions for Urbanization Challenges in the Cities of the Global South.

11:30-13:00 Session 2

Moderator: Dimitrios Goulias, Head, Civil Engineering Unit, Athens Institute & Associate Professor, University of Maryland, USA.

1. **Joao Coutinho Rodrigues**, Full Professor, University of Coimbra & INESC Coimbra, Portugal.
Title: Urban Form and Sustainable Transportation.
2. **Quan Yuan**, Professor, Tsinghua University, China.
Title: Research on Pedestrian-Friendly Interaction Decision Making of Intelligent Vehicle.
3. **Evangelos Kaiser**, Professor, Florida Atlantic University, USA.
Ioannis-Paraskevas Ioannou, Graduate Assistant, University of Memphis, USA.
Mihalis Golias, Professor, University of Memphis, USA.
Title: Network Design with Hybrid Platoons of Mixed Fleets of Electric and Combustion Engine Trucks.
4. **Qiumeng Li**, PhD Student, University of Cambridge, UK.
Title: Success in Tandem? The Impact of the Introduction of e-Bike Sharing on the Usage of Bike Sharing.

13:00-14:30 Session 3

Moderator: Alan Atalah, Professor, Bowling Green State University, USA.

1. **Md. Safiuddin**, Professor, George Brown College, Canada.
Rasha Al-Attar, Professor, George Brown College, Canada.
Fraser Zenwirt, Student Researcher, George Brown College, Canada.
Moe Shammakh, Student Researcher, George Brown College, Canada.
Baryalai Sharifi, Student Researcher, George Brown College, Canada.

Peter Tumidajski, Associate Dean, George Brown College, Canada.

Title: Segregation-Resistant Carbon Microfibre Reinforced Self-Consolidating Concrete.

2. **Matija Zvonaric**, Assistant Professor, Josip Juraj Strossmayer University of Osijek, Croatia.

Martina Zagvozda, Assistant Professor, Josip Juraj Strossmayer University of Osijek, Croatia.

Ivana Barisic, Associate Professor, Josip Juraj Strossmayer University of Osijek, Croatia.

Title: Influence of Cement Amount and Rubber Threads on Fatigue of Cement Bound Base Course.

3. **Jakob Sustersic**, Director, IRMA Institute for Research in Materials and Applications, Slovenia.

Title: Effect of Air Content on the Properties of Hardened SFRC with High Steel Fibre Content.

14:30-15:30 Lunch

16:00-17:30 Session 4

Moderator: Dillip Das, Associate Professor, University of KwaZulu-Natal, South Africa.

1. **John Smallwood**, Professor, Nelson Mandela University, South Africa.

Mauritz Van Rooyen, Graduate Student, Nelson Mandela University, South Africa.

Title: The Impact of Climate Change on the Built Environment: Built Environment Professionals' Perceptions and Practices.

2. **Yasameen Al-Ameen**, Senior Lecturer, Nottingham Trent University, UK.

Title: Underground Thermal Energy Storage Systems.

3. **Mohammad Shbool**, Associate Professor, The University of Jordan, Jordan.

Yara Altarawneh, Research Assistant, The University of Jordan, Jordan.

Raghad Bani Hamad, Industrial Engineering Graduate, The University of Jordan, Jordan.

Rand Alqa'aydeh, Industrial Engineering Graduate, The University of Jordan, Jordan.

Ammar Al-Bazi, Senior Lecturer in Operations and Supply Chain Simulation (Associate Professor equivalent), Aston Business School – Aston University, UK

Mohammad Al-Tahat, Professor, Industrial Engineering, The University of Jordan, Jordan

Thahabia Abedeljawad, Assistant Director of Quality Department, Jordan University Hospital, Jordan

Mohammed Bashir, Professor & Department Head of Environmental Engineering, Universiti Tunku Abdul Rahman, Malaysia.

Title: Predictive Modelling of Chemical Waste Generation in Healthcare Facilities: Enhancing Waste Management Strategies.

17:30-19:00 Session 5 – A Round-Table Discussion on The Future of Sciences and Engineering Education & Research

Moderator: Gregory T. Papanikos, President, Athens Institute

1. **Glen Bright**, Dean, Head of the School of Engineering, University of KwaZulu-Natal, South Africa.

Title: The Impact of Disruptive Technologies on Science and Engineering.

2. **Timothy Young**, Emeritus Professor, The University of Tennessee, USA & CEO and President, T.M. Young Institute, LLC, USA.

Title: The Future of Human Activity in Work as The Application of Innovation and Artificial Intelligence Research Accelerates.

3. **Theodore Trafalis**, Professor, The University of Oklahoma, USA.

Title: Artificial Intelligence in Sciences and Engineering Education & Research.

4. **Dimitrios Goulias**, Associate Professor, University of Maryland, USA.

Title: Integrating Sustainability and Resilience in Engineering & Sciences through Experiential Learning.

5. **George Zahariadis**, Associate Professor, Faculty of Medicine, Memorial University of Newfoundland, Canada.

Title: Why Are Educational Institutions Suing Social Media Providers?

6. **Evangelos Kaiser**, Professor, Florida Atlantic University, USA.

Title: Integrating Research and Teaching in the Classroom: Benefits for Instructors and Student.

20:30-22:30

Athenian Early Evening Symposium (includes in order of appearance: continuous academic discussions, dinner, wine/water, music)

Tuesday 25 June 2024

08:45-10:30 Session 6

Moderator: Quan Yuan, Professor, Tsinghua University, China.

1. **Praveen Edara**, Professor, University of Missouri, USA.
Title: Advanced Data Analytics and Visualization Platform for Freight Data.
2. **Xiaomin Lu**, Associate Professor, Lanzhou Jiaotong University, China.
Title: Pattern Recognition of Map Cluster Targets Based on Directional Entropy.
3. **Weifang Yang**, Professor, Lanzhou Jiaotong University, China.
Xiangrong Yan, Master Student, Lanzhou Jiaotong University, China.
Title: Research on GNSS-PWV Retrieval and Its Application in Rainfall Forecasting Based on Deep Learning.
4. **Yunlong Zhang**, Professor, Texas A&M University, USA.
Title: Ranking the Operational Impact of Incoming Tropical Cyclones on Ports: A Recommendation Algorithm.
5. **Cicero Rodrigues De Melo Filho**, Economist, Infra S.A., Brazil.
Raul Sandoval Cerqueira, Engineer, Infra S.A., Brazil.
Title: Modeling The Effects of Fuel Cost Shocks on Airline Competition: A Case Study from Brazil.

10:30-12:00 Session 7

Moderator: Md. Safiuddin, Professor, George Brown College, Canada.

1. **Jiangchen Li**, Associate Professor, Nanjing University of Aeronautics & Astronautics, China.
Title: Stability-enhanced Distributed Signal Control in a Connected Vehicle Environment.
2. **Srinivas Geedipally**, Research Engineer, Texas A&M Transportation Institute (TTI), USA.
Title: Effectiveness of the Intersection Center-mounted Overhead Flashing Beacons on Traffic Crashes.
3. **Simone Robbiano**, Research Fellow, University of Genoa, Italy.
Anna Bottasso, Full Professor, University of Genoa, Italy.
Maurizio Conti, Full Professor, University of Genoa, Italy.
Antonella Rita Ferrara, Assistant Professor, University of Calabria, Italy.
Title: High-Speed Railways and Firms Total Factor Productivity: Evidence from a Quasi Quasi-Natural Experiment.

12:00-13:30 Session 8

Moderator: Praveen Edara, Professor, University of Missouri, USA.

1. **Nabil Al-Omaishi**, Professor, The College of New Jersey, USA.
Title: Proposed Formulas for Lump-Sum Prestress Losses.
2. **Issa Ramaji**, Associate Professor, Roger Williams University, USA.
Title: Advancing Building Management: Digital Twins for Sustainable HVAC Efficiency.
3. **Arli Llabani**, Assistant Lecturer, Polytechnic University of Tirana, Albania.
Title: Combination of the Mobile Terrestrial Laser Scanning and UAV for the 3D Modelling of Bridges.

13:30-14:30 Lunch

14:30-16:00 Session 9

Moderator: John Smallwood, Professor, Nelson Mandela University, South Africa.

1. **Faris Tarlochan**, Professor, Qatar University, Qatar.

- Title: A Conceptual Framework for Inquiry Based Learning in Engineering Laboratories.*
2. **Izabela Stroe**, Associate Professor, Worcester Polytechnic Institute, USA.
Title: Integrating Entrepreneurial Mindset and Value Creation in Teaching Physics to Engineering Students for Innovation and Impact.
 3. **Nicholas Haritos**, Academic Associate/Director, Honorary Principal Fellow, The University of Melbourne & Adjunct Professor, Swinburne University of Technology, Australia.
Title: Experiential Learning in Engineering Courses is not just from Work Placements.
 4. **John Paul Tharakan**, Professor, Howard University, USA.
Title: Creating the 21st Century Engineer for Sustainable Development and Social Justice.

17:00-20:00 Session 10

Old and New-An Educational Urban Walk

The urban walk ticket is not included as part of your registration fee. It includes transportation costs and the cost to enter the Parthenon and the other monuments on the Acropolis Hill. The urban walk tour includes the broader area of Athens. Among other sites, it includes: Zappion, Syntagma Square, Temple of Olympian Zeus, Ancient Roman Agora and on Acropolis Hill: the Propylaea, the Temple of Athena Nike, the Erechtheion, and the Parthenon. The program of the tour may be adjusted, if there is a need beyond our control. This is a private event organized by ATINER exclusively for the conference participants.

20:30-22:00

Dinner

Wednesday 26 June 2024
An Educational Visit to Selected Islands
or Mycenae Visit

Thursday 27 June 2024
Visiting the Oracle of Delphi

Friday 28 June 2024
Visiting the Ancient Corinth and Cape Sounion

Yasameen Al-Ameen

Senior Lecturer, Nottingham Trent University, UK

Underground Thermal Energy Storage Systems

This presentation presents an experimental and numerical investigation into recycling building waste materials to use as alternative backfills to improve the thermal performance of underground horizontal ground heat exchanger (HGHE) systems. The examined categories of backfill material include various soils and recycled enhancers. Waste arising from CD&E (construction, demolition, and excavation) and C&I (commercial and industrial) wastes were studied. These waste materials are sent directly to landfills without finding other pathways for reuse and recycle. During this study, multiple tests were conducted on these waste materials to obtain their thermal and physical properties. Then, an experimental HGHE model was designed, constructed and tested with several backfill materials to assess the model charging (thermal energy storage) and model discharging (thermal energy extraction) trends. Charging and discharging trends using various backfill materials were compared to that of sand. The discharging process was quantified by the duration and quantity of hot fluid produced and the energy extracted from the model for space heating. Several circulating heat transfer fluid (HTF) flow rates were tested in the model ranging between 0.04 to 0.26m/s. Results show that the rate of thermal extraction from the model was dependent on the HTF flow rate, and thermal properties of backfill materials.

Additionally, two transient three-dimensional numerical models were developed using the ANSYS Fluent software to simulate (i) the experimental model for validation purposes and (ii) a larger full-scale working model of the HGHE. The numerical solution was developed to assess the temperature distributions and heat transfer inside the HGHE. The models were used to approximate the required time to heat the HGHE, the hot water output and energy extracted from the HGHE model. The initial and boundary conditions for the simulation were investigated for the inlet HTF flow rates and backfill material thermal and physical properties. When considering the quantity and duration of hot fluid produced from the experimental and numerical models, results show that utilizing selected alternative materials, improved the thermal performance of the HGHE, in terms of heating time and extracted energy, by up to 70%. In addition, mixtures composed of recycled waste blended with soil, improved the HGHE's thermal performance. Further results showed that placing backfill material in

mixes was better than putting the backfill material in layer form inside the HGHE. Overall, design guidance has been provided based on the thermal output results obtained in this study from both experimental and numerical testing.

Nabil Al-Omaishi

Professor, The College of New Jersey, USA

Proposed Formulas for Lump-Sum Prestress Losses

The current *AASHTO LRFD Approximate formula* for estimating long-term prestress losses is the outcome of the research work presented in the *NCHRP Report 496*. It is produced by simplifying the detailed method and taking into account the variability of concrete properties and the interaction between precast girder and cast-in-place deck. Two detailed parametric studies, presented in this paper that are based on the average conditions for the design and construction of commonly used bridge girders. The girders examined are *Bulb Tee BT-54*, *Bulb Tee BT-72*, *I-Girder NU1100*, *I-Girder NU1600*, *I-Girder NU2000*, *Box Beam BI-48*, *Box Beam BIII-48*, *Inverted Tee IT600*, and *Slab Beam SIV-48*. Three spans and consequently three levels of prestressing for each section have been considered. The first study establishes the creep multiplier, N_c , while the second study evaluates the shrinkage multiplier, N_s . Both multipliers are used in the lump-sum formulas for estimating long-term prestress losses for different bridge girders. The multipliers produced by these studies are compared with that of the current *AASHTO LRFD approximate method*, and new lump-sum formulas for long-term prestress losses are proposed.

The significance of these two parametric studies is to increase the accuracy and use of the current *AASHTO LRFD Approximate formula*¹ in estimating the long-term prestress losses for commonly used pretensioned sections. The author believes that the values produced by the two studies can be a tremendous help to designers during the preliminary design stage. The variables used for these two parametric studies include type of beam cross-section, span and spacing of beams, concrete strengths at release and final times, and levels of prestressing.

Alan Atalah

Professor, Bowling Green State University, USA

Impact of Supply Chain Disruptions and Inflation on the Construction Industry in the Arab States of the Gulf Cooperation Council

During the two years or 2022 and 2023, the world economy encountered significant challenge of supply chain disruptions due to COVID 19, Russia's invasion of Ukraine, and government subsidies during 2020 and 2021. In addition, COVID 19 disturbed the balance of the labor market; many workers retired, changed professions, moved, etc. creating a shortage of workforce. The supply chain disturbance and labor shortage lead to inflation rates that have not been seen for 40 years. The construction industry is a significant part of the any country's economy including the Gulf Cooperation Council (GCC) countries that are composed of: United Arab Emirates, Bahrain, Kingdom of Saudi Arabia, Sultanate of Oman, Qatar, and Kuwait. It is hypothesized that the Arab States of the Gulf Cooperation Council are immune of such supply chain and inflation drivers due to oversupply of imported work force and the economic prosperity that these countries enjoy. The construction sector is also hypothesized to be immune as well.

This paper attempts to examine this hypothesis through a designed survey of representative sample of the construction professional operating in these states to examine this hypothesis. This survey attempts to

- Examine the impact of supply chain disturbance, labor shortage, and inflation on the construction industry in the GCC countries.
- Figure out how the construction industry reacted to these challenges.

The findings of this research would give us a snapshot at the state of the construction industry and can help the industry deal with the above-cited challenges.

Joao Coutinho Rodrigues

Full Professor, University of Coimbra & INESC Coimbra, Portugal

Urban Form and Sustainable Transportation

Cities serve as the primary drivers of global economies, generating over 80% of the world's wealth while consuming between 60 and 80% of the planet's energy production. The urban form is a crucial aspect of urban planning that can either foster sustainability or contribute to unsustainable practices. Over recent decades, urban transformations influenced by technological advancements, economic shifts, reliance on individual car-based transportation, extensive road investments, and low land values in city outskirts have resulted in urban sprawl. This phenomenon has led to fragmented urban landscapes, with residential, industrial, commercial, and recreational areas dispersed and disconnected. Concerns surrounding traffic congestion, greenhouse gas emissions, and energy consumption in transportation have spurred increased research and interest in promoting active mobility.

City form is closely tied to urban accessibility, mobility, modes of transport, and their corresponding energy demands. Active modes, which are influenced by city layout, are pivotal in reducing energy consumption in transportation, highlighting the significance of integrating them into urban planning initiatives. Thus, it is essential to understand how city form may impact the adoption of active modes and, consequently, transportation energy consumption.

Computer models of cities implemented within a Geographic Information System (GIS) framework allows for the comparison of transportation energy needs across various urban configurations, offering valuable insights into the advantages of adopting active transportation modes. A quantitative comparison between a real city (Coimbra, Portugal) and its redraft as six formal models, including the Garden City (E. Howard), Ville Radieuse (Le Corbusier), Transit Oriented Development (TOD), Compact City Theory, Transect Planning, and an Infill redesign, represents a novel research endeavor to be presented.

In the research, origins are identified at the centroids of buildings, incorporating information about the number of inhabitants, thus representing demand for trips. Destinations encompass urban facilities as well as centroids of job zones. The road network connects origins to destinations. Four modes of transportation were taken into account: walking, cycling, private cars (ICE), and public transport (ICE). When

studying accessibility, destination attractiveness (weight) was factored in, with facility weights varying based on their type (19 types).

Geospatial data for both the real city and its six redesigned models, including road networks and calculation models, were integrated into a GIS environment. This setup enabled the derivation of numerical results and visual representations through color-coded maps. The layouts were analyzed for their spatial features, encompassing urban dimensions like area, perimeter, road metrics, and green spaces, as well for various aspects crucial for comparison, such as pleasantness, accessibility, active transportation usage, and energy needs.

The conclusions reveal that the more compact designs (Transect, Compact Theory, and TOD) excel in the quantitative analysis, followed by the two classic planned layouts (the Garden City and Ville Radieuse). The Infill design emerges as an overall enhancement over the existing layout, albeit still notably trailing behind planned layouts. The original layout ranks lowest, except when compared to its infill version in terms of pleasantness, highlighting evident inefficiencies.

Dillip Das

Associate Professor, University of KwaZulu-Natal, South Africa

&

Mohamed Mostafa

Professor, University of KwaZulu-Natal, South Africa

Enhancing Smart Mobility Solutions for Urbanization Challenges in the Cities of the Global South

The rapid urbanization in the Global South poses distinctive challenges to mobility infrastructure and transportation systems. Smart mobility solutions offer promising avenues to address these challenges and enhance urban mobility efficiency, accessibility, and sustainability. This study aims to explore the implementation and effectiveness of smart mobility solutions in cities in the Global South through a comprehensive review of literature and case study analyses. Focusing on cities in South Africa and India, the study seeks to identify successful strategies, evaluate barriers to adoption, and propose recommendations for optimizing smart mobility initiatives. The findings indicate that smart mobility holds the potential to improve urban mobility efficiency, accessibility, and environmental sustainability. However, significant barriers include financial constraints, the necessity for large-scale digital transformation, operational hurdles, and issues of inclusivity. Key mobility factors such as tailored policy frameworks, technological innovation, investment in smart mobility infrastructure and services, public engagement, and infrastructure development are essential for promoting inclusive and sustainable smart mobility in the Global South. These insights offer valuable guidance for policymakers, urban and transportation planners, and stakeholders, enabling them to leverage smart mobility's full potential and contribute to the development of smart sustainable urban environments.

Cicero Rodrigues De Melo Filho

Economist, Infra S.A., Brazil

Davi Prado Novais Moura

Student, Pontificia Universidade Católica de São Paulo, Brazil

Raul Sandoval Cerqueira

Engineer, Infra S.A., Brazil

Cristiano Della Giustina

Director, Infra S.A., Brazil

&

Elaine Radel

Specialist, Infra S.A., Brazil

**Modeling the Effects of Fuel Cost Shocks on Airline
Competition: A Case Study from Brazil**

This paper investigates the effects of exogenous cost shocks on the competition between Full Service Carriers (FSC) and Low Fare Carriers (LFC) in the airline industry. We develop an oligopoly model of airline competition with exogenous fuel costs and simulate increases in total costs. We apply the model to the case of the most important Brazilian domestic route, using airline/route-specific demand and costs data. The contribution of this paper relies on the empirical model of asymmetric economies of density for the competing business models applied to fuel cost shocks. Results show that LFC's Airlines suffer greater losses of markup and demand in comparison with their rival (FSC), however they also increase the price proportionally more than their rivals. We find that, on account of the airlines have similar sizes, less changes were observed which gives a more predictable environmental to consumers. The results are attenuated by higher economies of density, but amplified by higher price-elasticities of demand and lower economic growth.

Praveen Edara

Professor, University of Missouri, USA

Yaw Adu-Gyamfi

University of Missouri, USA

Evangelos Kaisar

Professor, Florida Atlantic University, USA

Carlos Sun

University of Missouri, USA

&

Luckson Kamisa

Florida Atlantic University, USA

Advanced Data Analytics and Visualization Platform for Freight Data

An exponential growth in freight data streams has brought new opportunities and challenges in the realm of data warehousing. Increased data enables improved planning, monitoring, prediction, and management of freight transportation systems, but only if the manipulation of such large datasets could be efficiently automated. With the increasing demand for modern data warehousing, there has been a significant growth in commercial and open-source tools. This research seeks to develop a user-friendly, interactive, web-based prototype platform that leverages recent advances in spatial data analysis, big data, and user-centered visualization to integrate freight data across different private and public databases for the purpose of improving freight planning and data driven decision making. The methodology includes a spatial-temporal conflation framework that enables seamless integration of three key freight data sources including: weigh-in-motion (WIM), freight facility, and traffic flow data. A massively parallel database is subsequently designed to store the integrated data on a cluster of servers enabled with Graphical Processing Units (GPUs). We leverage the immense computational power of the GPUs to carry out analytics and visual rendering on-the-fly via a Structured Query Language (SQL) which interacts with the underlying database. A web interface is designed for an unprecedented near-instant rendering of queries on simple charts and maps to enable decision makers to drill down insights quickly.

Srinivas Geedipally

Research Engineer, Texas A&M Transportation Institute (TTI), USA

Effectiveness of the Intersection Center-mounted Overhead Flashing Beacons on Traffic Crashes

Introduction

For two-way stop-controlled intersections, center-mounted overhead flashing beacons are often used in conjunction with stop signs at isolated intersections or intersections having sight distance obstructions. They have flashing yellow on the main street and red indication on the cross street. These flashing beacons are intended for use at intersections that experiences high crash rate and where traffic or physical conditions do not justify conventional traffic signals. Flashing beacons typically draw attention to the presence of the intersection and/or traffic control and are intended to encourage improved driver response. Figure 1 shows an example of intersection standard overhead flashing beacon.

Figure 1. *Intersection Standard Overhead Flashing Beacon*



There are concerns that these beacons give the false perception to the cross-street drivers that all the flashers are red. The objective of this study is to evaluate the safety effectiveness of intersection overhead flashing beacons in the state of Texas and identify the locations where these treatments are most effective in reducing the crashes.

Method

A before-after study with Empirical Bayes method is used to evaluate the safety effectiveness of overhead flashing beacons. This method minimizes the Regression-to-the-mean bias. This method allows the estimation of the safety benefits at treated sites using information from reference sites. The expected crash frequency at a treated site is a result of the combination of the predicted crash count based on the reference sites with similar traits and the crash history of that site.

Results and Discussion

The statistical analysis of crashes indicates that both total crashes and fatal and injury (FI) crashes tended to increase after the installation of overhead flashing beacons. This is particularly true for urban locations, where no positive impacts on safety were discovered. However, due to the limited number of sites and crashes, this result cannot be stated definitively. There is some evidence that these treatments are more effective in rural areas than in urban areas. The study results showed that the FI crashes decreased by 12-percent in rural areas, though the result is marginally significant. Previous research studies also indicated that angle crashes in rural areas tend to decrease. The study recommends installing the overhead flashing beacons in rural areas only and the agencies should consider alternative treatments in urban areas.

Dimitrios Goulias

Associate Professor & Director of Undergraduate Studies, University of
Maryland, USA

**Relating Pedestrian Slip and Vehicle Skid Resistance in
Pavement Surfaces**

The multifaceted interactions that influence pedestrian and vehicle friction is examined, with particular focus on pavement markings. An extensive assessment was undertaken to evaluate the slip and skid resistance properties across diverse pavement materials. The differential performance of various marking materials under assorted surface conditions was elucidated. Moreover, the research identifies pronounced impacts of traffic patterns on slip and skid resistance, thereby underscoring the indispensable role of both field and laboratory testing in comprehensive safety evaluations. Advanced statistical analyses have uncovered significant patterns, elucidating the intricate relationships among surface conditions, pavement markings, and friction parameters. Predictive modeling techniques were applied to validate these relationships, providing a robust foundation for the enhancement of road safety measures. This investigation contributes valuable insights into crosswalk safety, significantly advancing urban traffic management strategies.

Nicholas Haritos

Academic Associate/Director, Honorary Principal Fellow,
The University of Melbourne & Adjunct Professor, Swinburne
University of Technology, Australia

**Experiential Learning in Engineering Courses is not just
from Work Placements**

Experiential learning, widely acknowledged as the most effective method for knowledge and skill transfer, is particularly crucial in practical fields like Engineering. Ancient wisdom, such as Aristotle's "For the things we need to learn before we can do them, we learn by doing them," and Confucius' "I hear and I forget. I see and I remember. I do and I understand," remains relevant today. Experiential learning, often referred to as "Learning by Doing," serves as a vital tool for apprentices, proteges, and disciples to gain knowledge and skills. In modern times, the traditional one-to-one learning from a master to a learner has evolved into more structured educational systems, from Kindergarten to Post-Graduate levels, aiming to achieve structured recognition of proficiency levels or even professional qualifications.

In the context of professional engineering courses, traditional face-to-face teaching methods have given way to changes driven by budget constraints and the widespread availability of digital devices. Computer Labs and online platforms now dominate over physical labs and in-person lectures at many Engineering Schools, leading to a reduction in hands-on learning opportunities. Recognizing this shift, several engineering schools incorporate industry placements into their degree programs to provide some semblance of credible practical experience.

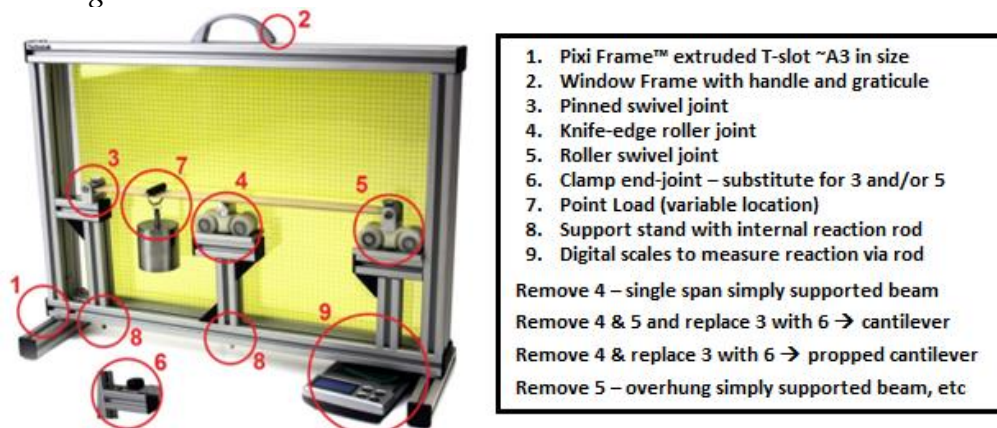
This paper proposes a proactive solution to this challenge: the development of a physical Experiential Learning Platform named TechnoLab™. Unlike traditional laboratories, TechnoLab™ does not require dedicated space and can be utilized in existing classroom settings or even in computer labs. It offers truly hands-on learning experiences for basic and complex engineering concepts at much more affordable pricing compared to demonstration units from other suppliers. The platform concentrates on experiment test rigs pertinent to material covered in Statics, Mechanics of Solids/Materials/Structures, subjects that underpin the knowledge and skill base of most Engineering disciplines and sub-disciplines such as Civil, Mechanical, Structural, Mechatronics, Robotics, Aeronautical, Aerospace, etc. (See example in Figure 1 of setups for Flexure).

TechnoLab™ incorporates thematic experiment test rigs fitted within replicates of (typically) 12 Pixi™ test frames in a classroom. Students work in pairs on experiment conditions specific to their Pixi frame, utilizing a patented photogrammetric mensuration approach for obtaining deflections/reactions. This deep learning experience eliminates the need for complex transducers and wiring, relying instead on a highly visual technique of analyzing digital photos from personal smartphones.

Another significant advantage of the platform lies in its diverse range of experiment test rigs and test conditions, inhibiting plagiarism between student groups. Additionally, the photographic nature of the raw and processed data, stored on the university's intranet, safeguards against artificially generated results by Artificial Intelligence engines.

In a world where AI can produce quality reports of substance, TechnoLab™ not only limits such opportunities through its design but also offers a genuine hands-on fundamental learning experience to students in most engineering disciplines.

Figure 1. Pixi Frame™ Setup Supporting a Variety of Basic Flexure Experiment Investigations



Santiago Hernandez

Emeritus Professor, University of A Coruña, Spain

New Pedestrian and Car Bridges over the Coruña Bay (Spain)

A Coruña city is located in the Spanish northwestern corner on the Atlantic Ocean shore. Its metropolitan area fosters a population of about 400.000 people that is separated by the Coruña bay, the estuary of a river with a configuration similar to the scandinavian fjords.

The commercial relationship between the municipality of Coruña and the surrounding smaller cities is very intense. Only a bridge that combines motorized traffic and pedestrian use connects the city with the Eastern part of the metropolitan area and an evaluation of the number of cars entering and leaving the city indicates that reaches almost 100.000 daily. When an accident occurs the traffic disruptions are very heavy and creates relevant problems in terms of labour and commercial losses.

Therefore, two new itineraries have been proposed that are composed by another bridge for motorized traffic that relieves the high level of traffic of the existing one and a pedestrian pass over the bay that creates a safer scheme for people travelling to or from the city.

The bridge for vehicles has been designed as a cable stayed bridge with steel towers and deck having a central span of about 650 m and two lateral spans of about 280m. The towers have a very aesthetic shape and the cable system with fan layout provides a nice overall view of the structure. Preliminary studies of the aeroelastic performance of the construction under wind flow are been studied using Computational Fluid Dynamic (CFD) simulations.

On the other hand, the pedestrian bridge is a stress ribbon bridge, a quite recent typology that allows very efficient and slender structures. It is a two span bridge with a very thin concrete deck, only 25 cm deep. Each span has a length of about 160 m that is very similar to the currently longest spans in the world of this class of bridges.

The objective of this abstract is to comment the current circumstances of the different types of traffic inside the metropolitan area of Coruna and the need of adding new element is the transportation system. The full paper will include more information about that, will describe the process of the conceptual of the two mentioned structures, will present technical and visual information and will justify them in the context of similar situations in other geographical locations.

Evangelos Kaisar

Professor, Florida Atlantic University, USA

Ioannis-Paraskevas Ioannou

Graduate Assistant, University of Memphis, USA

&

Mihalis Golias

Professor, University of Memphis, USA

Network Design with Hybrid Platoons of Mixed Fleets of Electric and Combustion Engine Trucks

Truck platooning is a concept that has drawn in recent years the attention of the transportation community (academia, industry, and the public sector). A platoon of trucks is a convoy of trucks traveling in the same direction with sufficient proximity to reduce aerodynamic drag. The leading truck in the convoy is responsible for platoon navigation, including steering, brake acceleration, and deceleration. Through vehicle-to-vehicle communication, vehicle-to-infrastructure communication, and other recent technological developments and the worldwide inclination towards electric vehicles (EVs) and their sustainability this paper proposes a truck platooning network design models where both electric and combustion engine trucks are available to form a platoon. The proposed model investigates the impact of operational conditions (i.e., travel time as a function of the platoon size, driver compensation ratios, platoon capacity, arrival time deadlines, and willingness of the EVs to wait at the coupling-decoupling points while recharging) on the possible monetary savings and the reliability of the supply chain network when compared to a typical Origin-Destination network. Multiple network instances are developed and used to evaluate the proposed model.

Jiangchen Li

Associate Professor, Nanjing University of Aeronautics & Astronautics,
China

Stability-enhanced Distributed Signal Control in a Connected Vehicle Environment

With the rapid increase in urban vehicles, traffic signal control has become increasingly complex. Current research primarily focuses on improving traffic signal control methods, with less attention to the stability control of queues. This study introduces the Lyapunov optimization method to model the traffic flow at intersections and achieve control over queue stability. The Maximum Pressure Algorithm is employed to maximize traffic queue pressure. In the intelligent connected environment, traffic signals can be adjusted in real-time. Finally, simulation experiments using SUMO are conducted, comparing the proposed method with the Maximum Pressure Algorithm without queue stability control and other methods, confirming the effectiveness of the approach. The experimental results indicate that, compared to other methods, this approach further reduces average queue length and delay while ensuring queue stability, effectively alleviating intersection congestion. This research makes significant contributions to the field of traffic signal control, enhancing intersection operational efficiency, and mitigating urban traffic congestion. Future studies could explore more effective traffic signal control methods by combining Lyapunov optimization with deep learning algorithms.

Qiumeng Li

PhD Student, University of Cambridge, UK

Success in Tandem? The Impact of the Introduction of e-Bike Sharing on the Usage of Bike Sharing

In recent years, shared electric bikes have experienced a significant increase in popularity. Yet, there is still limited evidence on whether the two forms of micro-mobility act as complements or substitutes. By exploring the effects of the entry of shared e-bikes on bike sharing, this paper aims to explore the role of e-bikes in sustainable transportation solutions. The paper combines propensity score matching and a difference-in-differences event study with bi-monthly panel data of conventional bike sharing and electric bike sharing trips from 2020-2021. Results suggest that the effect of e-bike-share on bike sharing at the grid level switched from an initial complementary effect to a substitution effect in more recent periods. The introduction of e-bikes simultaneously led to increased demand for shared conventional bikes as new user groups are attracted and existing barriers to using both conventional and electronic bikes are reduced. However, with growing market saturation, any further expansion is found to have come to the detriment of the incumbent technology, i.e. the conventional pedal bike.

Shih-Wen Liu

Associate Professor, National Chin-Yi University, Taiwan

A Flexible Mechanism for Lot Determination Based on Process Yield

Continuous Sampling Plans (CSP) were originally developed to evaluate production efficiency by sampling batches rather than inspecting each unit individually, a method known as "item-to-item" inspection. This approach was later adapted for the continuous receipt of lots from trusted suppliers, with only a fraction of the lots being inspected. This method can enhance the level of protection per sampled unit. In 1955, Dodge introduced the Skip-Lot Sampling Plan (SkSP-1) to assess the quality of raw materials from a common source. This plan was further developed by Dodge and Perry into SkSP-2, which included a "reference" plan for batch inspections. SkSP-2 is widely used in situations with a consistent history of high-quality products, mainly for cost reduction. To improve SkSP-2, Perry introduced a two-level SkSP, creating three scenarios (SkSP-2L.1, SkSP-2L.2, and SkSP-2L.3) with two fraction parameters. These versions offered greater discriminatory power in the Operating Characteristic (OC) curve. Murugeswari, Jeyadurga, and Balamurali later added resampling to improve SkSP-2L plans, but their focus was on attributes inspection, which often requires more samples. This paper proposes a variables SkSP-2Ls based on the process capability index, a common measure for evaluating processes or products. The goal is to provide a more reliable and cost-effective method for lot sentencing. We use the Markov chain approach to derive the operating characteristic function and the average sample number. Plan parameters are determined by solving a minimization problem that accounts for two acceptable sampling risks and corresponding quality levels. Our computational results indicate that our method outperforms existing variables SkSP-2 plans.

Arli Llabani

Assistant Lecturer, Polytechnic University of Tirana, Albania

Combination of the Mobile Terrestrial Laser Scanning and UAV for the 3D Modelling of Bridges

Bridges play a crucial role in modern infrastructure, serving as vital transportation links. The accurate assessment and maintenance of these structures are essential for public safety and cost-effective operation. This abstract explores the innovative fusion of Mobile Terrestrial Laser Scanning (MTLS) and Unmanned Aerial Vehicles (UAVs) to create comprehensive 3D models of bridges, providing valuable insights into their condition, safety, and structural health.

Mobile Terrestrial Laser Scanning (MTLS) is a ground-based technology that employs high-precision LiDAR (Light Detection and Ranging) sensors to capture precise 3D data points of the surrounding environment. However, traditional MTLS systems face challenges in capturing the entirety of a bridge structure, especially its hard-to-reach and elevated components. Unmanned Aerial Vehicles (UAVs), commonly known as drones, have emerged as an efficient and versatile platform for remote sensing and aerial surveying. UAVs equipped with LiDAR and photogrammetry systems can capture detailed data from elevated perspectives, making them well-suited for bridge inspections. The combination of MTLS and UAV technology offers a powerful solution to bridge modeling and inspection. By integrating data from these two sources, engineers and researchers can create holistic 3D representations of bridge structures, overcoming the limitations of each technology. MTLS provides precise ground-level data, while UAVs capture aerial views and hard-to-reach areas, resulting in a more complete bridge model. The benefits of this hybrid approach are manifold. First, it enhances safety by reducing the need for personnel to access hazardous areas, such as the underside of bridges or steep embankments. Second, it accelerates the inspection process, allowing for more frequent and cost-effective assessments. Third, the comprehensive 3D models generated can be used for structural analysis, deformation monitoring, and damage detection. Detailed 3D models offer an accurate baseline for assessing structural changes over time, helping bridge authorities make informed decisions about repairs and rehabilitation. Moreover, these models can be used for public awareness and education, showcasing the complexity and importance of these engineering marvels. This paper highlights the potential of combining Mobile Terrestrial Laser Scanning and UAV technology for

3D modeling of bridges. The synergy between these two methods addresses the limitations of each technology, offering a more complete, efficient, and safer approach to bridge inspection and maintenance.

Issa Ramaji

Associate Professor, Roger Williams University, USA

Advancing Building Management: Digital Twins for Sustainable HVAC Efficiency

The evolution of Industry 4.0 technologies has catalyzed the transformation of traditional buildings into intelligent infrastructures, integrating sophisticated control systems for enhanced data analytics, optimization, and fault detection in heating, ventilation, and air conditioning (HVAC) systems. Given the critical role of HVAC systems in the global energy footprint, this paper explores the adoption of Digital Twin (DT) technology as a forward-looking strategy for eco-efficient building management across their lifecycle and in predictive maintenance scenarios. Through a meticulously curated analysis of 200 scholarly articles from leading databases such as Scopus, Web of Science, and Google Scholar, this research delves into the spectrum of fault detection and diagnosis methodologies, highlighting the emerging preference for data-driven strategies. These strategies, particularly unsupervised and semi-supervised learning, are underscored for their robustness in managing vast datasets, enhancing diagnostic precision, and ensuring system adaptability without the need for labeled data. The paper advocates for the pursuit of interpretable models to demystify AI-driven decision processes and suggests that hybrid and deep learning models, capable of dissecting complex, voluminous data, represent fertile ground for future investigative endeavors. This study not only charts the current landscape of DT application in building efficiency but also sets the agenda for upcoming research pathways aimed at sustainable, intelligent building operations.

Simone Robbiano

Research Fellow, University of Genoa, Italy

Anna Bottasso

Full Professor, University of Genoa, Italy

Maurizio Conti

Full Professor, University of Genoa, Italy

&

Antonella Rita Ferrara

Assistant Professor, University of Calabria, Italy

High-Speed Railways and Firms Total Factor Productivity: Evidence from a Quasi Quasi-Natural Experiment

The focus of this study is to assess the causal impact of the connection of a local area to a high-speed rail network (HSR) on firms' total factor productivity (TFP). The quasi-random location of the HSR station in the Italian city of Reggio Emilia is exploited in a Difference-in-Differences (DiD) research design applied to a large sample of firms, observed over the period 2010-2018. The results suggest that the opening of the HSR station improved treated firms' TFP of about 5%; in particular, such effect is larger for firms closer to the HSR station and slightly increases over the sample period. We also find that the impact of the connection to the HSR station is heterogeneous across industries and depends on firms' size and past productivity. Overall results are robust to a large number of sensitivity checks and falsification tests.

Md. Safiuddin

Professor, George Brown College, Canada

Rasha Al-Attar

Professor, George Brown College, Canada

Fraser Zenwirt

Student Researcher, George Brown College, Canada

Moe Shammakh

Student Researcher, George Brown College, Canada

Baryalai Sharifi

Student Researcher, George Brown College, Canada

&

Peter Tumidajski

Associate Dean, George Brown College, Canada

Segregation-Resistant Carbon Microfibre Reinforced Self-Consolidating Concrete

Self-consolidating concrete (SCC) is a highly flowable material that spreads through congested reinforcing bars (rebars) and fills every corner of the formwork under self-weight without requiring any means of compaction, such as vibration. It is a better choice for many structural elements where the placing of ordinary concrete becomes difficult due to the complex shape of formwork and congested rebars. The key fresh properties of SCC are flowability and segregation resistance. Freshly mixed SCC must possess excellent flowability and adequate segregation resistance for satisfactory performance in hardened state. However, SCC may suffer from inadequate or excessive flowability and poor segregation resistance if not designed properly. SCC might exhibit segregation in the forms of bleeding, mortar halo, and non-uniform aggregate distribution, which affect the performance of hardened concrete. In the present study, carbon microfibre was used to improve the segregation resistance of SCC. Initially, six SCC mixtures were produced based on the water-to-binder (W/B) ratios of 0.40 and 0.50. These concretes had 0%, 0.25%, and 0.50% carbon microfibres by volume of concrete. Later two additional SCC mixtures were produced for further improvement of segregation resistance using a viscosity-modifying admixture (VMA) with 0% and 0.25% carbon microfibres. A polycarboxylate-based superplasticizer (SP) was used in all concretes to obtain the targeted flowability. The SCC mixtures were tested for their flowability in respect of slump flow and T₅₀ flow time. The segregation resistance of the SCC mixtures was determined by sieve segregation test. Sieve segregation index (SSI) obtained from this

test was used as a quantitative measure of concrete's segregation resistance. In addition, the appearance of fresh SCCs with respect to bleeding, mortar halo, and aggregate pile was observed after performing the slump flow test. The visual stability index (VSI) obtained from such observation was used as a qualitative measure of concrete's segregation resistance. Moreover, the distribution of coarse aggregates in hardened SCC was examined as another qualitative measure of segregation resistance by splitting $\text{Ø}100 \text{ mm} \times 200 \text{ mm}$ cylinder specimens. Test results exhibited that the incorporation of carbon microfibres significantly decreased the flowability of concrete. Hence, the SCC mixtures with carbon microfibres provided a lower slump flow and a higher T_{50} flow time. Also, relatively high SP dosages were needed for the concretes including carbon microfibres to achieve the required flowability of SCC. Exceptionally, SSI was substantially lower for the SCC mixtures with carbon microfibres. Moreover, VSI became lower with the inclusion of carbon microfibres in SCC. The use of a VMA further decreased the SSI and VSI of SCC by reducing its bleeding and mortar halo. The lower values of SSI and VSI indicated a greater segregation resistance of SCC. Furthermore, the distribution of coarse aggregates was more uniform in the SCC mixtures made with carbon microfibres and VMA. The improvement in segregation resistance brought by carbon microfibres was particularly more pronounced for the concretes prepared with the W/B ratio of 0.40. The overall findings of the present study revealed that segregation-resistant SCC can be produced using carbon microfibres with or without a VMA.

Mohammad Shbool

Associate Professor, The University of Jordan, Jordan

Yara Altarawneh

Research Assistant, The University of Jordan, Jordan

Raghad Bani Hamad

Graduate Student, The University of Jordan, Jordan

Rand Alqa'aydeh

Graduate Student, The University of Jordan, Jordan

Ammar Al-Bazi

Senior Lecturer, Aston University, UK

Mohammad Al-Tahat

Professor, The University of Jordan, Jordan

Thahabia Abedeljawad

Assistant Director, Quality Department, Jordan University Hospital,
Jordan

&

Mohammed Bashir

Professor & Head, Department of Environmental Engineering,
University Tunku Abdul Rahman, Malaysia

Predictive Modelling of Chemical Waste Generation in Healthcare Facilities: Enhancing Waste Management Strategies

The accumulation of chemical waste in healthcare facilities is a critical issue that necessitates effective management strategies. This manuscript presents a system dynamics modeling approach to forecast chemical waste generation rates within hospitals supply chain. The model incorporates diverse variables to mitigating environmental impact and enhancing public health outcomes. Various factors, including patient flow rates, are integrated into the model to create a holistic understanding of the waste generation process. A comprehensive case study at a healthcare facility validates and illustrates the proposed model's practical application. Through this methodology, the research identifies key departments, such as Main Operations, Obstetrics, Catheter, and Tissue, as significant contributors to healthcare chemical-waste generation. The study's findings underscore the pivotal role played by specific hospital departments in influencing chemical waste generation rates. Notably, the Main Operations, Obstetrics, Catheter, and Tissue departments emerge as substantial contributors. This insight into department-specific contributions provides a nuanced understanding of the dynamics of

waste generation within healthcare facilities, allowing for targeted interventions. The study further emphasizes the importance of capacity planning, scheduling, and resource allocation for waste management departments to effectively address the identified areas of concern. This research carries dual significance. Firstly, it unravels the intricate factors influencing chemical waste generation in healthcare facilities, pinpointing the departments contributing to the problem. This information is invaluable for hospitals seeking to optimize waste management practices. Secondly, the study equips waste management departments with actionable insights, facilitating better planning and resource allocation. Hospitals can bolster environmental sustainability and improve public health by enhancing waste management practices. The study's predictive capabilities and identification of key departments offer a foundation for developing comprehensive, long-term waste management programs.

John Smallwood

Professor, Nelson Mandela University, South Africa

&

Mauritz Van Rooyen

Graduate Student, Nelson Mandela University, South Africa

The Impact of Climate Change on the Built Environment: Built Environment Professionals' Perceptions and Practices

Literature indicates the built environment contributes to GHG emissions, the increase in the earth's surface temperature has resulted in forced climate change, and climate change has been linked to the increase, severity, and frequency of natural disasters.

The aim of the study reported on was to investigate the effects of climate change on the built environment, the objectives being to determine built environment professionals' (BEPs') knowledge, perceptions, and practices relative to climate change and the built environment.

The quantitative method was adopted, which entailed the distribution of a self-administered questionnaire to a sample stratum of BEPs in the form of architects, architectural technologists, electrical and mechanical engineers, and construction project managers.

The salient findings include: respondents' hardly attended three climate change courses / seminars; the internet predominates among respondents' source of climate change information; respondents rate themselves marginally above average in terms of knowledge relative to climate change; respondents rate themselves below average in terms of knowledge relative to climate change future predictions, current global processes to reduce greenhouse gas emissions, and current climate change related research, and respondents understand and appreciate the extent to which activities / processes contribute to GHG emissions, the extent to which manifestations are caused by climate change, the extent to which climate change impacts on the built environment, and the extent to which eight interventions seek to reduce GHG emissions.

Conclusions include: climate change has been linked to the increase, severity, and frequency of natural disasters; increasing urbanisation contributes to the built environment's contribution to GHG emissions; climate change has impacted on the built environment in several ways, and South African designers' climate change knowledge is inadequate.

Recommendations include: green transition strategies must be accelerated, and new investments must be focused on the

decarbonisation of all sectors of the economy; new construction projects should be designed to minimise artificial heating and cooling and promote passive heating and cooling; the use of renewable energy must be incorporated into new structures and existing buildings must adapt and be retrofitted to reduce energy usage; strategies are required to better communicate climate change strategies to BEPs; climate change information should be easily accessible, and tertiary education should educate BEPs in terms of sustainable design and construction processes.

Patrick St. Louis

Associate, Thornton Tomasetti, USA

Construction within Urban Congestion

Restoration repairs are a necessity to establish, maintain, and extend the life cycle of a building. However, those same repairs can be seen as a nuisance to others that leads to fractures of life long neighborly relationships. With the concentration of urban centers, a gladiatorial battle has formed within property lines, construction boundaries and self-interests amongst new / renewal construction. The following presentation will discuss how to best protect a building's self-interest adjacent to a construction site. The focus will be within the expanding South Florida market, at the shadow of the building collapse at Surfside, Miami and the deleterious conditions typically of the North American marine tropical environment. The intent is to highlight risk mitigating measures that can help differentiate nuisance claims from actual structural damage. Fixed income and charitable organizations can be overburden with unexpected repair costs from outside influences. Overwhelmed with limited resources brought upon by the poor choices and mismanagement of others, certain safeguards could assist those of modest means. Another outcome from the presentation is to develop precautionary measures as the urban landscape continues to improve and transform with as little minimal disruption, loss of revenue and loss of life.

Izabela Stroe

Associate Professor, Worcester Polytechnic Institute, USA

Integrating Entrepreneurial Mindset and Value Creation in Teaching Physics to Engineering Students for Innovation and Impact

Worcester Polytechnic Institute is committed to the education and training of engineers for the needs of the 21st century by connecting science content to issues of critical local, national, and global importance. Recent survey done by Kettering University of industry employers shows that a large gap exists between what employers consider the “most essential competencies” for workforce readiness and graduates’ proficiency. For example, engineering students were competent in some key scientific and technological areas and were strong at continued learning; however, they lacked key skills, knowledge, and mindset to be successful in innovation with impact. To close the gap, we redesign the physics curriculum to integrate Entrepreneurial Mindset (EM) and Value Creation Framework (VCF) as a tool that empowers each student to connect physics topics to real-world societal problems and to innovate with impact. The integration of EM and VCF as a tool in teaching Physics courses proved to be impactful not only in the upper-level courses, but also in the large introductory physics courses. This is particularly important, as it shows that undergraduate students can learn to innovate with impact from day one in college. Therefore, engineering students better understand the critical needs of society, they are more motivated to learn and innovate, and they are overall more ready to successfully contribute to global partnerships.

Jakob Sustersic

Director, IRMA Institute for Research in Materials and Applications,
Slovenia

Ales Brodnik

Project Designer for Repair, IRMA Institute for Research in Materials
and Applications, Slovenia

Rok Ercegovic

Head, Laboratory, IRMA Institute for Research in Materials and
Applications, Slovenia

&

Sandi Drolc

Assistant Head of Laboratory, IRMA Institute for Research in Materials
and Applications, Slovenia

**Effect of Air Content on the Properties of Hardened SFRC
with High Steel Fibre Content**

Steel Fiber Reinforced Concrete (SFRC) with 240 kg/m³ of hooked steel fibres with a length of 16 mm and a diameter of 0.5 mm was prepared in the laboratory as part of the preliminary investigations. Based on the results obtained, the optimal mix-proportion was determined according to the project requirements. The SFRC with this mix-proportion was then prepared at the concrete batching plant. In the laboratory, the SFRC was mixed in a 50 dm³ mixer, and at the concrete batching plant in a 1 m³ mixer. Even though SFRC of the same mix-proportion was mixed in both cases, the fresh SFRC prepared in the laboratory had an average air content of 16.1 vol. %, while the fresh SFRC prepared at the batching plant had an average air content of only 4.2 vol. %. This difference in the air content of the fresh SFRC affected the properties of the hardened SFRC. The compressive strength of the SFRC prepared at the concrete batching plant was significantly higher than that of the SFRC prepared in the laboratory. A similarly large difference was found in the behaviour of the SFRC when tested using the wedge split test method. However, a smaller difference in SFRC behaviour was found in the four-point bending test. On the other hand, in the freeze/thaw resistance test with de-icing salt, the SFRC prepared in the laboratory did not scale, while the SFRC prepared at the concrete batching plant showed a scaling greater than the maximum reported level.

Faris Tarlochan

Professor, Qatar University, Qatar

A Conceptual Framework for Inquiry Based Learning in Engineering Laboratories

A thorough conceptual framework for improving the efficacy of inquiry-based learning (IBL) in engineering labs is presented in this paper. Because inquiry-based learning encourages students to actively explore and analyze real-world situations, it is known to build critical thinking, problem-solving abilities, and a deeper comprehension of the subject matter. Laboratories are essential for converting theoretical ideas into real-world applications in engineering education. However, a clear framework is necessary for the best possible integration of IBL principles into engineering laboratory environments. Important elements including curriculum design, teaching methodologies, assessment techniques, and the application of cutting-edge technology are all included in the suggested conceptual framework. It places a strong emphasis on how laboratory exercises relate to actual engineering problems, supporting a student-centered approach that fosters curiosity and independent study. The framework also discusses the facilitator role that teachers have in helping students through the process of inquiry while fostering their independence and creativity. Additionally, the framework investigates the integration of contemporary technologies to enhance the educational process and provide students a more comprehensive understanding of engineering methods. These technologies include data analytics, virtual laboratories, and simulation tools. The framework's adaptation to different engineering disciplines is taken into account, guaranteeing its relevance in a range of educational settings. This conceptual framework provides an organized method for implementing and evaluating inquiry-based learning in engineering laboratories through a detailed analysis of the body of existing research, educational theories, and real-world experiences. The suggested framework is a useful tool for instructors, curriculum designers, and organizations looking to improve engineering education by encouraging a culture of creativity and inquiry in lab environments. In the end, using this framework could foster the development of a new generation of engineers who possess the essential abilities required to take on challenging, real-world engineering problems.

John Paul Tharakan
Professor, Howard University, USA

Creating the 21st Century Engineer for Sustainable Development and Social Justice

Engineering educators bear a profound ethical responsibility as the stewards of the next generation of critical and innovative thinkers. It is imperative that we equip our engineering graduates not only to confront the monumental challenges facing humanity but to be the architects of innovative technologies, products, and processes that directly contribute to achieving sustainable development goals. This entails more than the traditional role of problem solvers; it requires a fundamental shift in the paradigm of engineering education.

The conventional approach, often characterized by chalk-and-talk lectures and limited assessment methods like problem sets and exams, must evolve to meet the demands of the 21st century. In this presentation, we endeavor to showcase tangible strategies for implementing transformative changes within engineering programs. Our goal is to guide educators in updating and upgrading curricular and programmatic approaches, ensuring that their graduates emerge as transformative thinkers and adept problem solvers, well-equipped to navigate the complex landscape of contemporary engineering challenges.

Central to this transformation is a departure from traditional teaching methods. Project-Based Learning (PBL) stands out as a pedagogical approach that immerses students in real-world, open-ended projects, fostering the development of critical thinking, collaboration, and problem-solving skills. PBL not only bridges the gap between theory and practice but also instills a sense of purpose by directly addressing real-world challenges.

Service Learning (SL) is another pivotal element that can be seamlessly integrated into engineering curricula. By engaging students in community-based projects, SL not only enriches their educational experience but also underscores the social responsibility inherent in engineering practice. These projects, ranging from sustainable energy solutions in rural communities to water treatment initiatives, not only provide practical learning experiences but also contribute to the betterment of society.

Open-ended design (OED) thinking is an essential aspect that encourages students to approach problems with creativity and flexibility. OED projects allow students to explore multiple solutions,

fostering innovation and adaptability. By incorporating OED thinking, engineering programs can cultivate a mindset that is attuned to the dynamic and evolving nature of the engineering profession.

Moreover, an integral aspect of this presentation will be an exploration of the ethical dimensions of engineering. Recognizing the profound impact of engineering projects on society, we will emphasize the importance of ethics and social justice considerations. Engineers must be cognizant of the broader implications of their work, ensuring that their solutions are not only technically sound but also ethically and socially responsible.

In conclusion, this paper seeks to be a catalyst for change in engineering education, advocating for a paradigmatic shift that aligns with the needs of the 21st century. Through the integration of PBL, SL, OED thinking, and a heightened awareness of ethics and social justice, we aim to empower engineering educators to nurture a new generation of professionals who will not merely solve problems but transform the world for the better.

10th Annual International Conference on Transportation,
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Weifang Yang

Professor, Lanzhou Jiaotong University, China

&

Xiangrong Yan

Master Student, Lanzhou Jiaotong University, China

**Research on GNSS-PWV Retrieval and its Application in
Rainfall Forecasting Based on Deep Learning**

NOT AVAILABLE

Quan Yuan

Professor, Tsinghua University, China

Research on Pedestrian-Friendly Interaction Decision Making of Intelligent Vehicle

Intelligent vehicles are currently in operation on a global scale and are expected to dominate the future of transportation technology. Autonomous driving at the L2 level has already been introduced as a commercial product. However, ensuring the safety of intelligent vehicles is crucial, and efforts have been made to develop friendly interaction systems for vulnerable road users (VRUs) such as pedestrians and cyclists. This paper discusses the current state of accidents involving VRUs and establishes typical risk scenarios and factors for pedestrians and cyclists. In conclusion, this paper suggests collision avoidance decision-making for intelligent vehicles that prioritize the protection of pedestrians. The paper establishes the corresponding intelligent vehicle perception and decision-making technology routes based on the pedestrian safety field and psychological safety distance. It considers the regulations on yielding to pedestrians, making the interaction between humans and vehicles smoother, and finding a balance between safety, stability, and comfort. The findings of this study will serve as a crucial reference for enhancing research and development of safety measures and accident prevention strategies in the domain of intelligent vehicles.

Yunlong Zhang

Professor, Texas A&M University, USA

Ranking the Operational Impact of Incoming Tropical Cyclones on Ports: A Recommendation Algorithm

Maritime transportation is essential for the U.S. economy, handling over 69% of its trade and facilitating the movement of approximately \$11.4 trillion worth of goods annually through its ports. These ports, however, are vulnerable to disruptions caused by tropical cyclones, which can lead to significant economic losses. Predicting the impact of incoming tropical cyclones on ports, in terms of days underperforming, is crucial for the effective management of ports. However, existing methods often fall short due to limited data and the inherent uncertainties associated with forecasting the trajectory of cyclones. This study addresses these challenges by applying a recommendation algorithm that shifts the focus from predicting the precise duration of port impacts to ranking port impact.

Initially, we collected comprehensive data on port characteristics and historical tropical cyclone activity in the Gulf of Mexico. In total, data from 37 ports and 31 tropical cyclones between 2017 and 2022 (except for 2020) were collected. A modular time-series regression model was employed to estimate the duration of port impacts based on vessel count data from the Automatic Identification System (AIS). Drawing inspiration from recommendation systems, we redefined tropical cyclones and ports as “users” and “items,” respectively, with the duration of port impacts serving as their “interaction.” This approach allowed for an innovative way to model and analyze the effects of cyclones on ports.

The recommendation system encompasses two phases following data preparation: retrieval and ranking. In the retrieval phase, we identify ten ports likely affected, based on their proximity to each cyclone’s predicted landfall location. The ranking phase employs a Factorization Machine (FM) to analyze relationships between port infrastructure features, historical cyclone data, and their interactions, enabling precise impact rankings. Additionally, the model enhances resilience to forecast uncertainty of cyclone trajectory by incorporating ten forecasted trajectories for each incoming cyclone to augment the training dataset. We assessed the system’s performance using precision, recall, and Rank-Biased Overlap (RBO) metrics, testing on the 2022 tropical cyclones – Alex, Ian, and Nicole. Results indicate that the FM-based algorithm substantially outperforms traditional distance-based

methods, achieving higher precision and recall rates. The RBO metric confirmed its consistent ranking under varying conditions. The algorithm's superior performance, attributable to its capacity to integrate and analyze diverse data dimensions and adapt to different forecasting trajectories, significantly reduces ranking errors. These findings not only are statistically significant but also offer practical benefits, enhancing disaster preparedness and response strategies.

By providing a trustworthy and reliable ranking of port impacts for incoming cyclones, this study equips port authorities and other stakeholders with a powerful tool for informed disaster management and planning. The significance of this research lies in its potential to enhance port resilience by delivering more accurate, advanced information on cyclone impacts, thereby aiding in the strategic development of port infrastructures against increasing threats from natural disasters.

Matija Zvonaric

Assistant Professor, Josip Juraj Strossmayer University of Osijek,
Croatia

Martina Zagvozda

Assistant Professor, Josip Juraj Strossmayer University of Osijek,
Croatia

&

Ivana Barisic

Associate Professor, Josip Juraj Strossmayer University of Osijek,
Croatia

**Influence of Cement Amount and Rubber Threads on
Fatigue of Cement Bound Base Course**

Evaluation of cement-stabilized material for use as a pavement bearing course (CBC) is primarily conducted through testing its compressive strength. However, the pavement structure is exposed to cyclic loading induced by traffic, making it susceptible to material fatigue. CBC, as the stiffest course of the pavement structure, is particularly sensitive to the effects of fatigue. Fatigue testing for this material is unconventional and not standardized, and the testing of this property is challenging due to the brittle structure of CBC. Within this study, the fatigue sensitivity of CBC was examined using a test standard designed for the evaluation of asphalt materials, as both materials are subjected to the same type of loading. Three mixtures of CBC with varying cement content and two quantities of waste rubber threads were investigated. Generally, fibers are incorporated into cement composites to enhance strength and serve as micro-reinforcement, while the use of rubber threads aims to increase the mixture's resistance to traffic loading. In addition to fatigue sensitivity, the mechanical characteristics and interdependence of individual parameters of these mixtures were determined. Apart from utilizing rubber as recycled material to enhance mixture resistance, this study emphasizes the necessity of conducting additional tests to ensure the quality of cement-stabilized aggregate mixtures for use in pavement base layers.

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