



## **Geolocalized Data and Accessibility: Benefits and Threats**

### **Joint NECTAR Cluster 6 and *Regional Science Academy* Meeting**

Marne la Vallée, Paris (France), 2-4 June 2016

#### **Call for papers**

We are pleased to invite you for a joint NECTAR Cluster 6 and *Regional Science Academy* meeting in Marne-la-Vallée, Paris area, 2-4 June 2016.

We are seeking participants who are able to participate for the full three days of this important joint scientific event, which will be a combination of research papers presentation and brainstorm thinking on new roadmaps for future research in this field.

#### **Main topic**

Regional science is today stimulated and threatened by the multiplication of geolocalized data at the same time. Indeed the spatial dimension of many phenomena, such as urban settlement, mobility, communication, migration, etc. is made obvious by the proliferation of satellite images, geographical databases and services, geolocation services and mobile phone applications. It is possible to monitor almost in real time large portions of the globe, or large groups of individuals. Accessibility assessments are data intensive tasks, because they require a detailed knowledge of location of amenities as well as of the performance of transport networks.

In social sciences, models are designed to produce data where they are not available: in the future, or everywhere on the territory. Models act as interpolation tools, either spatially or temporally. Indeed, surveys are expensive, and give only a still picture of a phenomenon that becomes quickly obsolete. Moreover, the most interesting objects are moving ones: people, goods and information.

This meeting will question the benefits and threats of massive geolocalized data at two levels: the one of policy makers and infrastructure managers, and the one of regional scientists.



### *1/ For Policy Makers*

If massive geolocalized data are able to give information in real time and everywhere on the territory, they are indeed useful for infrastructure developers and managers: the best transport model is rapidly out-dated and cannot compete with realtime information on traffic and loads, provided that this information is accurate. The temporal dimension of the data enables longitudinal analysis, especially after any kind of change. However, the challenge is to distinguish between noise and signal, in a context where the data have not been designed for a specific use but are rather second-hand ones. Accessibility analysis tries to analyse the structure of the spatial repartition of population and various amenities, given the existing networks and barriers to mobility. The risk to focus on realtime data is to lose track of this structure by focusing only on epiphenomena emerging from the huge amount of data.

### *2/ For Researchers*

If the massive geolocalized data give a continuous image of the territory, they cannot completely replace models. As researchers, we need not only to observe accurately phenomena, but also to analyse and understand them. This is precisely the difference between accessibility that measures a potential or a capacity and lifestyle analysis that focuses on actual trips on a specific day for a subpopulation. To develop effective policy-oriented research in a world under severe constraints (economic crisis, global warming, scarcity of natural resources) requires analysing the causal mechanisms, that is to say producing knowledge and giving keys to policy makers to effectively use this knowledge. This program clearly benefits from the new data sources that appear everyday, but also questions the theoretical foundation of our approaches.

In social science as well as in natural science, theoretical frameworks need to be confronted experimental data. The renewal of regional theory must be concomitant to the constitution of an experimental apparatus from the new data sources that more and more replace regional ad hoc databases. Indeed, in a globalised world, structured and coherent database at a global scale are a requirement to perform all sorts of analyses. However, the transition from well-defined surveys produced by statistical institutes to the use of massive data of uncontrolled quality rises new methodological issues that are rarely tackled: there is a great hope that quantity will compensate for quality issues.

### **Topics of interest**

The meeting will comprise both research paper presentations and discussions as well as a full day structured brainstorm session on the implications of new emerging data on accessibility theory and methods, and open-access standardised data collection and sharing so as to stimulate collective research progress in regional science and transportation science.



**Deadline for submissions is: 31 March 2016**

Abstracts should be sent to [pierre.zembri@enpc.fr](mailto:pierre.zembri@enpc.fr) and [olivier.bonin@ifsttar.fr](mailto:olivier.bonin@ifsttar.fr).

**Important dates:**

Deadline for submission of abstracts: **31 March 2016**

Abstract acceptance notice: **18 April 2016**

**Fees**

NECTAR membership for the year 2016 is required in order to attend the meeting. Meals and accommodation for two nights will be offered 20 NECTAR-members, for only one author per paper. Non-members can find details on how to join the association on the 'Membership' page of NECTAR's website: <http://www.nectar-eu.eu/membership/>.

**Venue**

The workshop will take place in Champs-sur-Marne (16 km far from Paris, in the former new town of Marne-la-Vallée).

**Session Organizers**

Olivier Bonin, IFSTTAR, Marne-la-Vallée, France

Juan Carlos Martín, University of Las Palmas, Spain (NECTAR CL6 Coordinator)

Aura Reggiani, University of Bologna, Italy (NECTAR CL6 Coordinator)

Jean-Claude Thill, University of North Carolina at Charlotte, USA (NECTAR CL6 Coordinator)

Pierre Zembri, Université Paris-Est, Marne-la-Vallée, France (NECTAR CL6 Coordinator)

Karst Geurs, University of Twente, the Netherlands (NECTAR Chair)

**NECTAR** is a European-based scientific association. The primary objective is to foster research collaboration and exchange of information between experts in the field of transport, communication and mobility from all European countries and the rest of the world. It is a multidisciplinary social science network. It brings together a wide variety of perspectives on transport and communication problems and their impacts on society in an international perspective.

For further information see: <http://www.nectar-eu.eu>



**The *Regional Science Academy*** is new and independent network of recognised, dedicated and active scholars in the spatial sciences, who seek to promote a sustainable future for regional and urban development around the world through scholarly contributions to regional science in a broad multi-disciplinary sense. This ambitious vision is based on advanced regional science theory, research and education, and is envisioned to be achieved through innovative and forward-looking intellectual contributions and initiatives. This institution has a world-wide coverage and seeks to act as a think tank on new research challenges and conceptualisations of spatial phenomena, while it also aims to offer guidance to curricula and open access data use.

For further information, contact:

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