Preamble
It is proposed to conduct the 2009 triennial conference of the IATBR in India. Holding the conference in India offers a unique opportunity to bring state-of-the-art travel behavior research methodologies and concepts to one of the fastest growing, developing, and emerging economies in the world. A recent series of four major articles in the New York Times (December 4-7, 2005) speaks to the transport revolution that is taking place in India and the enormous impact that this revolution is having on the Indian landscape, economy, and lifestyle.

2009 IATBR Conference at India
There are many transport-related phenomena that make India a particularly interesting location for holding the IATBR conference in 2009. These include:

- India is investing heavily in the nation’s transport infrastructure. The construction and expansion of the nation’s intercity highway and toll-road system (e.g., the Golden Quadrilateral, East-West and North-South Corridors) rivals the investment of the United States in its interstate highway system in the 1950’s and 1960’s.

- The Indian Railways is one of the largest and busiest rail networks in the world, transporting just under five billion passengers and almost 350 million tons of freight annually.

- India is investing heavily in rail and air transport modes. New international airports are planned and approved for about half a dozen major cities in the country including Hyderabad, Bangalore, and Chennai. New and expanded metro and subway systems have recently opened or are in various stages of planning and construction in major metro areas.

- Car ownership and vehicular travel (both passenger and freight transport) are increasing at rates never seen in the history of the country. Urban sprawl and congestion, in association with the rapid increases in vehicular ownership and use, are proving to be major challenges.

- The IT revolution and the growth of the service economy in India has been phenomenal. This revolution has brought about lifestyle changes and generational differences that have important implications for travel demand forecasting and travel behavior research.

- In recognition of the challenges ahead, many metro areas in India have initiated comprehensive transportation planning and modeling studies. Transportation planners, engineers, and consultants in India are eager to learn about, contribute to, and apply travel behaviour research concepts, collect travel survey data, and develop models suitable for the Indian context.

- By taking IATBR to India in 2009, the truly international character of IATBR can be recognized. This would constitute the first time that the conference is being held in a truly developing country where a third of the people are illiterate and live at or below the poverty line.

- There are now several institutions, universities, and individuals who are working actively in the areas of travel behavior research, travel survey data collection, and travel demand modeling in India.

- India has excellent facilities and locations for holding international conferences. Attendees will be able to enjoy and appreciate the rich and varied culture and landscape of the country.
**Funding**

It is envisioned that significant amounts of funding can be obtained from various sources in India. Possible sources include the Ministry of Shipping, Road Transport, and Highways, Department of Science and Technology (DST), Council of Scientific and Industrial Research (CSIR), World Bank, Asian Development Bank, and numerous road transport corporations, municipal corporations, and urban development authorities. Recent discussions with individuals in India have indicated that it will indeed be possible to get substantial funding from these and other organizations.

It is anticipated that the registration fees charged to attendees from developed countries will cover all expenses for their attendance. Funding from sponsors will be used to offer reduced registration fees and travel scholarships to students, attendees from India and other developing countries, cover local organizational costs, and cover all expenses for invited resource paper authors, workshop chairs, keynote speakers, and Eric Pas Dissertation Prize winners. As with previous IATBR conferences, three year membership dues will be included in the registration fee for attendees from developed countries.

**Possible Locations**

There are many possible locations where the conference might be held. It is proposed that the conference be held within an urban area where attendees can see and experience the dynamic urban landscape and associated multimodal transportation challenges. Possible locations include Jaipur (Rajasthan), New Delhi, Mumbai, Hyderabad, Bangalore, and Chennai. All of the proposed locations have excellent hotel and conference facilities that are state-of-the-art, clean, accessible, and safe. However, the possibility of holding the conference at a nice and more secluded/scenic hill-station/resort is still open, if the Board would like to proceed in that direction.

**Conference Committee Structure**

The International Scientific Committee for the 2009 IATBR Conference will be the IATBR Executive Board. In addition, to maximize local participation and assistance, it is proposed to have a local committee structure that includes individuals from various organizations and institutions. A tentative list of such individuals has been compiled, which will be refined after more extensive discussions with counterparts in India.

**Schedule of Activities**

As planning and organizing a conference and all of the associated logistics may take time, it is envisioned that the organizational process will commence soon after the Kyoto conference. A tentative schedule may be as follows:

2. Decision on Location/Facility: March 2007
3. Applications for Funding/Sponsorship: May 2007
4. Issue Call for Abstracts and line up Speakers/Chairs: January 2008
5. Organization/logistics/funding/etc. lined up: March 2008
6. Abstracts Due and Invited Papers/Speakers Confirmed: June 2008
8. Papers Due: August 2009
9. Hold Conference: August or November 2009

**Conference Structure**

It is envisioned that the conference will start on a Sunday afternoon with an opening plenary and a Sunday evening reception. The conference will then proceed for two days, Monday and Tuesday, followed by a day-long break on Wednesday. The conference will reconvene for two more days on Thursday and Friday. The conference will end on Friday afternoon. Thus, the conference will be 4.5 days of meeting time plus 1 free day for a total of 5.5 days. The conference will include a mix of workshop sessions, interactive paper sessions, and plenary/keynote sessions.