

恭祝各位

猴年進步
身體健康
心想事成
生意興隆

國際華人交通運輸學會東北分會

全人敬賀

Message from the President

Dear members, friends and colleagues,

As the Year 2004 has just begun, it is important for us to revisit our past experiences and reset our goals for the coming year. In 2003, we accomplished some important goals and also missed a few opportunities but overall it was a very positive year largely due to the commitment and hard work from all chapter members and directors. While we will continue our best effort to maintain our past accomplishments, we also set our new priority and goals for 2004. First of all, it will be our top priority to strengthen our membership base, in particular the corporate membership and active membership because solid membership support will further enhance the financial stability of the chapter, and thus allow us to do more for our members. Second, when opportunities arise, we would like to contribute to the quality of life of the Chinese community by supporting them with the transportation expertise and knowledge among our chapter members. We believe the best way to demonstrate our appreciation is to give something back to the community which has been affected and has meant so much to the lives of many of our members.

Since our last Board meeting in October, two senior directors Mr. Jerry Cheng and Mr. James Chiao have completed their terms, their wisdom will surely be missed by the Board, but fortunately, both Jerry and James, who were also our past presidents, have agreed to become the elite members of our newly formed Past Presidents Advisory Council along with our first president Dr. Tang Man-Chung. I am very pleased and relieved that I will continue have the support from these gentlemen as my advisors. At the same time, joining our Board of Directors are Mr. Joe Tse, Mr. Rory Liu and Mr. Leo Tsang, all three gentlemen have made great contributions to our organization as members, and I am sure that they will now make even greater contributions as directors. With this opportunity, thank you very much Jerry and James; and welcome aboard Joe, Rory and Leo. I would also like to welcome Ms. Pan Wen-min and Dr. Steven Chien as vice presidents and Dr. Rachel Liu as a member of the Technical Advisory Committee as an advisor.

As a reminder, the 17th ICTPA Annual Meeting will be held in Taipei on February 11-13, there are over 20 technical papers submitted and accepted from USA alone. Please see if you can come and join us to meet new friends and colleagues, and learn of transportation experiences and issues from different parts of China and Asia. Locally, there will be a lot of activities planned for 2004 and I urge you to join us whenever you can. Last but not least, I would like to wish everyone and their families a very prosperous and healthy New Year in 2004.

Kind regards,

Peter Lai (President, ICTPA NE Chapter)

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NEW MEMBERS

We would like to express our warmest welcome to our new members.

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CHANGE OF PERSONAL PARTICULARS

To keep our member records up-to-date, please let us know if you have recently changed any of your personal particulars. You can simply return the form enclosed at the back of this newsletter to Leo.

Beginning from last year, we are delivering newsletters through email. Therefore, it is very important for us to keep your most updated email address in our database. Should you

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have changed your email address or you have come across members who did not receive our latest newsletters for a long time, kindly advice them to update us with their new address.

CONFERENCE

The 5th Asia-Pacific Transportation Development Conference, the Cross-Strait Urban Transportation Conference and the 17th ICTPA Annual Meeting: *Smarter Green Transportation--An Olympics Challenge*, will be held in Taipei, Taiwan on February 11-13, 2004. Latest information of the conference can be found at: http://www.ictpaweb.org/templates/hq_conference_index.dwt Please pay a visit and spread the words out to your friends and colleagues that our conference program is getting strong and attractive.

Due to increasing concerns of our living environment by the society, we, the transportation professionals are facing the ultimate challenge in addressing not only transportation problems, but also other quality of life issues that are closely related to transportation. Therefore, ICTPA will devote the 2004 Conference to meet such challenge with the theme "Smarter Green Transportation – An Urban Mission and Olympic Challenge". This year we will have a comprehensive program that supports our worldwide practicing professionals in building a more efficient, greener, and safer transportation systems

If you are planning to attend our conference in Taipei, please send your registration to Alice Kuo soon. A tentative programme , a registration form and other information are attached in Annex 1.

In addition, ICTPA is also working with Prof. Joel Shon from Kaohsiang, to facilitate a one-day seminar. If you plan to attend our Taipei conference, we encourage you to take this opportunity to present your ideas to Tainan and Kaohsiung's governmental officials and also sight-seeing of Southern Taiwan. Please see the following brief description regarding detailed information and also feel free to contact us if you have any further questions.

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Should you have any questions, please do not hesitate to contact us. Look forward to seeing you in Taipei, in February, 2004!

Announcement

MEMBERSHIP /BOD MEETINGS

To facilitate better communication within our chapter, you are cordially invited to attend our membership/BOD meetings in 2004. Meetings are usually scheduled on weekday night every two to three months in Chinatown, NY. We will have dinner at a local restaurant before discussion begins. All you have to pay is only \$ 5 for members.

We had planned the following dates for meetings:

- 1st meeting: Nov 12, 2003 (done)
- 2nd meeting: Jan 8, 2004
- 3rd meeting: Mar 10, 2004 (tentative, subject to change)
- 4th meeting: May 13, 2004 (tentative, subject to change)
- 5th meeting: Jul 10, 2004 (tentative, subject to change)
- 6th meeting: Sep 9, 2004 (tentative, subject to change)

You will be notified the exact date and location for the coming meeting through email prior to each meeting. For inquiry, please email to ictpa_ne@yahoo.com.

第三屆交通運輸領域華人學者國際會議在京召開

蔣忠國

由北京交通大學與中國旅美交通協會 (N A C O T A) 共同主辦，中國交通部、鐵道部、科技部高新司、公安部交通管理局、建設部中國城市規劃設計院交通工程研究中心、北京交通發展研究中心、北京四通智能交通系統集成有限公司共同協辦的第三屆交通運輸領域華人學者國際會議，已於二零零三年十二月十一日在北京隆重召開！

此次大型、高層次的交通運輸國際會議原定在七月間舉行，由於SARS的關係才延期至十二月。

Activities Updates

交通運輸通訊

出席是次盛會的海外華人學者及專家約四百餘人，他們來自全國各地、美國、德國、日本、希臘、新加坡及香港等地。他們一共發表了多達八十餘篇論文，每篇皆是內容精闢、學術水平非常之高的作品。

會議首天在北京交通大學科學會堂舉行。開幕儀式由交大交通運輸學院孫全欣院長主持。經過副校長楊肇夏的熱烈歡迎後，兩天密集的議程隨即展開。由於論文眾多，會議分成 A、B 兩組在紅果園賓館會議室及多功能廳同時舉行。每場都擠滿了與會者，還有不少博碩研究生站著聽講和勤做筆記呢。晚上大會在賓館餐廳舉行歡迎晚會，迎接各地來賓。第二天上午的議程也是排得滿滿的。待所有論文都發表過後，大會在當日下午特意安排了一個綜合討論區，讓所有與會者集中在一起面對面的交流意見及心得。其中許多研究生對於出國深造這個題目頗感興趣。同時，武漢理工大學亦在會議期間被推選負責主辦第四屆會議。晚上的惜別宴，除了有豐富的佳餚美食來慰勞各位兩天的辛勞，還有神奇的魔術表演、歌唱和笑話等餘慶節目，讓大家輕鬆一下。

臨別依依，希望明年在武漢再會更多交通同行、前輩及朋友。對於在幕後策劃、使會議能圓滿成功的交大交通工程系邵春福主任和所有師生，我在此表示對您們真誠的謝意！

Technical Corner

WORLD'S FIRST COMMERCIAL MAGLEV: THE SHANGHAI MAGLEV

Chung-Kuo Chiang, Ph.D., P.E.

NYS DOT, Planning, R-11

The magnetic levitation (Maglev) system in Shanghai, China is the first-ever Maglev high speed train built for commercial use in the world. The first test run took place on December 31st, 2002 and the train provided commercial service to the public in late 2003.

It connects the Pudong International Airport and the Long Yang Road Station, a downtown subway station. The total project

Shanghai Maglev, China (Dec 14, 2003)



cost is about 10 billion Chinese Yuan (1.2 billion US dollars). It only took two and a half years from the initial feasibility study to the completion of this 30 km (19.5 miles) elevated, double-track maglev system.

The Sino-German joint project involved the design, building, operation and maintenance of this

state-of-the-art electromagnetic levitation transport system developed by Germany. The maglev is an innovative technology and is now applied in high-speed trains. Although the Germans, the Japanese, and the Americans have been doing solid research on magnetic levitation trains since the 1970s and numerous test vehicles trails have been carried out, commercial maglev systems were not realized until the Shanghai Maglev. The

maglev trains were supplied by Transrapid International, a joint company established by Siemens and ThyssenKrupp. German maglev experts were invited to ensure the smooth running of tests, for testing safety and reliability of the train running operation before the launch of public train services. With a maximum operating speed of 430km/h (250mph), the 30km journey takes less than 8 minutes. The same journey takes at least 45 minutes for a bus or a taxi.

“Amazing, it’s wonderful. I’ll tell all my friends to ride.” as I had experienced the joyride like riding in a plane flying just above ground-level. The maglev train has no wings, no wheels and no engines, either. It is fast, really fast. Way faster than I expected. It felt like flying at zero altitude. It took about 2 minutes and 15 seconds for the train to reach 300 kilometers per hour, to its maximum 430km/h within 4 minutes from departure. A train which travels at 119 meters per second, incredible isn’t? But true.

The maglev system is characterized by fast speed, safety performance, low energy consumption, minimal environmental effects, comfort, and high capacity. It has wide prospects for development with a great potential to benefit Shanghai’s metropolitan owing to this unique new system, a combination of superconducting magnets and linear motor technology. In Germany and US, here we have been endless discussions and studies about the meglev, but there in China, they just do it.

Key facts of the Shanghai Meglev

Route length

30km

Stations

**Pudong International Airport and
Long Yang Road Station**

Number of Trains

3

Operation Speed

430km/h

Journey Time

8 minutes

Train Frequency

Every 10 minutes

Daily Operation

18 hours

Launch of Public Train Service

Late 2003

Price of a Single Ticket

75 Chinese Yuan (\$9 US dollars)

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Upon successful demonstration maglev line in Shanghai, the future possible projects in China include a 200-kilometer (125-mile) line from Shanghai to Hangzhou, and a 1250-kilometer (775-mile) link between Shanghai and the Chinese capital, Beijing. Meanwhile, in the United States, a \$1 billion-funded US pilot project has settled on two finalists: a 47-mile Pittsburgh system and a 40-mile track linking Baltimore and Washington, DC. Germany may soon commit to its own line, possible from Dortmund to Dusseldorf in time for the 2006 World Cup, or a Munich airport express.

THE UPCOMING TRB ANNUAL MEETING IN WASHINGTON D.C.

- A special report in the December 6, 2003, issue of the National Journal identifies TRB.org as one of the top web sites for information on transportation security. The National Journal calls TRB "home to some of the biggest brains in transportation" and directs readers on how to subscribe to TRB's Transportation Research E-Newsletter.
- Security continues as a dominant focus in all sectors and aspects of transportation. The TRB 83rd Annual Meeting will place a spotlight on security by addressing a broad range of transportation security and critical infrastructure protection issues through workshops, conference and paper sessions, and an international roundtable. The topics will range from data and information security education and training, to the costs and impacts of security requirements and security technologies. Summaries of selected sessions, along with a list of all security sessions are available on TRB's Web page.
- TRB's Transit Cooperative Research Program (TCRP) Report 98: Resource Requirement for Demand-Responsive Transportation Services documents a methodology for determining the resources required (i.e., vehicles and vehicle service hours) to provide demand-responsive transportation (DRT) for different levels of demand and different levels of service in a given service area. This report is accompanied by a software tool on CD-ROM (CRP-CD-40) that can provide a preliminary estimate of the number of vehicles required for a new or modified DRT service. An instruction manual for software use is also included on the referenced CD-ROM.
- TRB's Transportation Research Circular EC060: Using Simulation to Evaluate Impacts of Airport Security -- 2003 Simulation Workshop documents the proceedings of a January 12, 2003, workshop. The primary objective of this workshop was to present, demonstrate, and discuss the passenger and baggage screening simulation

techniques used to comply with the Transportation Security Administration's (TSA) congressional mandate to implement the new airport security measures stipulated by the Transportation Security Act of 2001 for all U.S. commercial airports.

- A study by the Federal Motor Carrier Safety Administration found that only 48 percent of all commercial vehicle drivers wear safety belts. In comparison, 79 percent of passenger vehicle drivers wear safety belts. In response to the study, the U.S. Department of Transportation has initiated a public-private partnership to combat low safety belt use among the nation's 11 million truck drivers.
- TRB is sponsoring a Conference for Research on Women's Transportation Issues on November 18-20, 2004, in Chicago, Illinois. The Conference is designed to identify research and data necessary to make informed policy choices on mobility, security, and safety as they relate to women.
- TRB is sponsoring a conference on Census Data for Transportation Planning: Preparing for the Future on May 11-13, 2005, in Irvine, California. This conference will assess current census data and data collection systems, and review options to improve census methodology and products.

DEVELOPMENT OF DYNAMIC TRAVEL TIME PREDICTION MODELS FOR ADVANCED TRAVELER INFORMATION SYSTEMS

Mr. Xiaobo Liu recently passed his Ph.D. dissertation proposal defense at the Interdisciplinary Program in Transportation at the New Jersey Institute of Technology on 12/17/03. The proposed dissertation titled "Development of Dynamic Travel Time Prediction Models for Advanced Traveler Information Systems" is advised by Dr. Steven Chien. The abstract of the dissertation proposal is summarized below:

Traffic congestion has been a major problem in metropolitan areas, which is caused by either insufficient roadway capacity or unforeseeable incidents. In order to promote the efficiency of the existing roadway networks to mitigate the impact of traffic congestion, the development of a sound model to predict travel times is desirable.

Considering various stochastic factors that might affect travel times and availability and quality of traffic data, dynamic short-term travel time prediction models are developed by employing historical and real-time data under various traffic conditions (e.g., free-flow and congested conditions).

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A comprehensive literature review about existing prediction models was conducted to investigate the advantage, disadvantage and limitations of each model. Based on their features and properties, the baseline prediction models including Exponential smoothing model (ESM), moving average model (MAM), and Kalman filtering model (KFM) are developed to capture partially deterministic and partially stochastic properties of traffic behavior for travel time prediction.

By incorporating KFM into ESM and MAM, the time-varying weight of each explanatory variable could be optimized based on the most recent observation and historic data. The proposed approach is expected to provide more accurate prediction than the weighting schemes (trial and error, clustering methods) applied in conventional ESM and MAM. In addition, the proposed approach has great potential to be employed within the ITS for dynamic travel time prediction under various traffic conditions. The developed models will be applied to predict travel times for a microscopic simulation network that mimic traffic operations of a transportation corridor in southern New Jersey.

INSIDE SECRETS TO MAKING YOUR VISUALS LOOK PROFESSIONAL

By Jim Endicott, Owner/Manager of Distinction (from www.presentersuniversity.com)

I'd like to think that the word "professional" still means something today. I want to believe that a professional carpenter would build a home with greater proficiency than a typical homeowner - a professional roofer would understand the tricks of laying down a 3-tab shingle better than most, and a professional auto mechanic has a better chance of fixing a nagging engine idle problem. The word professional still has meaning in many places today but we rarely equate professional and presentation design in the same sentence. Why?

I'm guessing that it has a lot to do with how we perceive the whole category of presentation graphics. In the 80's, expensive computer graphic service bureaus with custom computer workstations were one of the only sources of computer-generated artwork. There were few viable do-it-yourself options. Then later in the 80s, PowerPoint 1.0 hit the scene with the promise that every businessperson could now wrestle control over that expensive process and become a "professional" designer in their own right. A template here, a placeholder there, throw in a few pieces of canned clipart and you had arrived as a presentation designer. In many business circles today, the process has never returned to the hands of design professionals and has become ad hoc, at best, making most presentation graphics painfully pedestrian in appearance.

Thought for Share

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I'd like to share some inside secrets about how true presentation design professionals view this whole process and the tools that support it. You won't typically hear these things from your administrative assistant or overworked graphics department because presentation design specialists look at the process through a different set of eyes. Here's what they've understood for some time...

Look at PowerPoint as simply a delivery mechanism for message and graphics.

Instead of seeing PowerPoint (or your equivalent) as the one-stop tool for everything your presentation needs, consider the fact that it simply orchestrates text, graphic and media elements. For those who have experience with higher-end tools like Macromedia Director, they've learned a long time ago that the quality of the final deliverable was a careful orchestration of the sum of many custom elements. The easiest approaches facilitated by our presentation software rarely yield a look and feel that elevates the tool to unique levels. You need to go farther.

Use external design tools to enhance the professional appearance of every image.

Can you imagine an Internet where every web site only used the low-end clipart that came with FrontPage? It's hard to imagine, but in many circles that's what we've done with presentations. When we tap into the power of Adobe PhotoShop (or similar bitmap editing packages) for designing background templates and integrating custom, photo-realistic imagery, PowerPoint begins to transcend its customary look and feel. If the audience's first impression is "oh, another PowerPoint presentation", we know that there are telltale signs that we've taken the path of least creative resistance. If they are impressed with the visual communication tool and have momentary doubts about how it was created – you are starting to succeed as a designer. We don't define our end product by the tools we use and neither should they. Traditional rectangular photos airbrushed subtly into the background can create powerful impressions. Gone are the hard sharp edges that betray the fact that we've dropped in a quick and dirty photo.

Don't let the software tools dictate how you layout information.

Can't get the placeholder to do what you want? Copy/paste a number of text blocks and lay in custom text elements exactly where you want them to go. Use the alignment tool to create perfect pixel alignment from slide to slide. Don't like line spacing? Change it. Tired of bullets for every line of text? Then think more critically about what the bullets are saying. Perhaps the first line of text is describing the rest and should be subtitle or non-bulleted treatment.

Most professional presentation designers do not use PowerPoint's charting features because they can only produce extremely basic, predictable charts. Could you imagine a PowerPoint chart being used in USA Today or in an annual stockholders report? The answer is no. Just like a professional presentation designer, charts are custom created within the context of what the chart

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is trying to describe. It doesn't always take a lot longer to do, but it always conveys a more powerful impression. And remember, simpler is better when it comes to conveying quantitative information.

Raise your expectations for the use of animation, then make the tool emulate those ideas.

If you watch the network 6 o'clock newscasts, see the types of effects they use. Yea, I know they have animators on staff just to do those sorts of things but we can emulate those professional effects with the tools you have. Instead of seeing flying bullets as the ultimate in moving information, set your sights to a higher goal. Use animation to "blow out" additional detail from a complex document (that no one can read on screen anyway). Break down that complicated illustration that causes your audiences eyes to glaze over into palatable chunks of information. Watch, learn and get creative. Subdue that testimonial letter into the background and use PowerPoint text to convey that one compelling statement from the copy. Use your imagination.

Choose professional imagery to support a professional presentation.

Choose your supporting imagery carefully - those choices are a dead giveaway as to your professional skills. Jaggy artwork, gif files stretched to their limit or badly composed or lit photographs would not be tolerated in a professional visual communication tool but frequently accepted at the amateur level. Inexpensive stock libraries for photos and logos exist. Marketing departments will often provide you with a good logo on request but you have to take the initiative. Clipart is too informal for most external presentations. Select your images as if you or your presenter were going to be delivering the presentation in the national spotlight.

I'm not unsympathetic to the plight of those who are constantly creating presentations on impossibly short time frames. I don't overlook the fact that not everyone has a significant level of expertise with tools like PhotoShop to leverage its design capabilities in PowerPoint. Some internal presentations simply don't merit the extra time and energy it will take to step up that presentation to the next level. But for many presentations today, the stakes simply require more of us as presentation designers than simply the easiest and quickest approach we can find. It means taking back control of a process that has normally driven us. For many, it will begin to demand skills that they may not possess today but will be required of them tomorrow as our presentation graphics raise to the same level of importance as our other professional communication tools. Maybe the problem is that many presentation designers don't want to see themselves as professionals. There's certainly an expectation that goes with that label but over the years I've met plenty of graphics department pros who understand and have set themselves apart with their expertise. They are partners in the process with the presenter because they breathe life into flat content and make the presenters look good. Perhaps it's even time for some presenters to let go of the creative process and put it back into the hands of the "professionals" in their companies.

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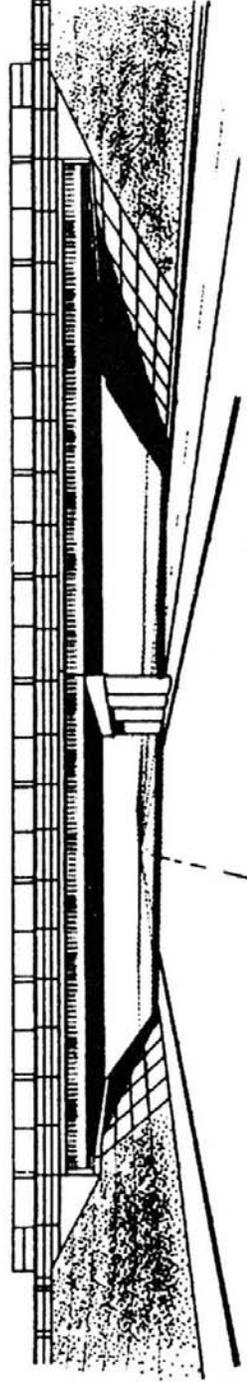
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* Required

¹ Check either one

(Please return to Leo TSANG, c/o Parsons Brinckerhoff, 506 Carnegie Center, Princeton NJ 08540)

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<p>ICTPA-USNE 506 Carnegie Center Princeton, NJ 08540 USA Attn: Mr. Peter LAI Parsons Brinckerhoff</p>
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Fax	()-		
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Position			
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Education 2			
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² Membership is calendar year based

Please send Membership Application with your check payable to **ICTPA-USNE** to:

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Leo TSANG

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(Updated on January 9, 2004 by Leo TSANG)



Mission

ICTPA/US Northeastern Chapter

- ❖ To keep Members informed about multi-modal transportation developments in the Northeast area of US as well as abroad at the National and International level.
- ❖ To provide the opportunity to enhance professional relationships among our Members
- ❖ To become a technical resource to our local communities in addressing their transportation issues and needs

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International Chinese Transportation Professionals Association
US Northeastern Chapter

The Association

Since the 1980's the number of Chinese transportation professionals has grown considerably in the United States and Canada. In order to promote the professional development of fellow Chinese who have an interest in transportation related work in North America, many Chinese transportation professionals have felt strongly that we should organize as a group. After years of preparation and efforts, the North America Chinese Transportation Professionals Association (NAICTPA) was formally founded on January 10, 1988. To promote a greater participation, it was changed to International Chinese Transportation Professionals Association (ICTPA) in 1995.

The ICTPA/US Northeastern Chapter

In an effort to promote regional activities, ICTPA divides its memberships into four geographical regions. With over 600 members, ICTPA has Chapters in Washington DC, Southern California, Northern California and US Northeastern area. The Northeastern Chapter was formed in 1994 as a non-profit organization.

Our Purpose

The purpose of ICTPA/US Northeastern Chapter is to promote the professional development of its members by fostering fellowship and cooperation among its members.

Our Activities

International Activities

In the past nine years, ICTPA has co-sponsored a series of technical seminars on transportation with transportation agencies in Taiwan and China, sent delegations to attend Annual Meetings of the Chinese Institute of Transportation, recommended our members to participate in the National Development Seminar in Taiwan, and trained transportation engineers and planners from several provinces in China. ICTPA/US Northeastern Chapter members have played a major role in these activities.

Annual Meeting

The most important event of ICTPA/US Northeastern Chapter activities is the annual convention, which provides an excellent opportunity for Chinese American academic and professional experts to discuss and exchange transportation knowledge and experiences.

Technical Seminars and Technical Tours

Technical seminars and technical tours are typically arranged annually for members of the ICTPA/US Northeastern Chapter. Discussion topics include emerging technologies, state-of-the-practice applications as well as professional development and career enhancement. Technical tours include multi-modal facilities such as ports, terminals and operation centers.

Membership

The membership of ICTPA/US Northeastern Chapter consists of "Members" and "Student Members". Any person engaged or interested in transportation is welcomed to become a member of ICTPA/US Northeastern Chapter. All student members of ICTPA/US Northeastern Chapter will be equally entitled to all privileges of the Chapter excluding the rights for becoming an officer and voting.

Who Could Join...

You do not have to be a transportation or traffic professional to become a member of ICTPA/US Northeastern Chapter. Any person engaged or interesting in transportation, or student enrolled in a graduated or undergraduate school of recognized standing, pursuing a course of study in transportation related field is welcomed.

Please Join Us

We need your support and we believe we can help you too! ICTPA/US Northeastern Chapter programs and activities can make a difference in your professional development. Please join us now and begin to experience the benefits of being a member.