

Transport Problems

Volume 12
Special Edition



Problemy Transportu



GLIWICE 2017

SCIENTIFIC
JOURNAL

TRANSPORT PROBLEMS
Volume 12 Special Edition

PROBLEMY TRANSPORTU
Tom 12 Wydanie Specjalne

QUARTERLY

WYDAWNICTWO POLITECHNIKI ŚLĄSKIEJ
GLIWICE 2017

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Keywords: international conference; scientific journal; "Transport Problems"; platform for information exchange and discussion

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CONFERENCE AND JOURNAL “TRANSPORT PROBLEMS”. WHAT’S NEW?

Summary. The interaction of the two kind activities of the Faculty of Transport of the Silesian University of Technology, namely the international conference and scientific journal, which have the same name "Transport Problems", is considered. It is proved that such interaction is very useful for transport scientists of different countries and serves a platform for information exchange and discussion of the most pressing problems of the transport industry. Changes that have occurred in this activity lately are being discussed.

1. CONFERENCE AND SYMPOSIUM “TRANSPORT PROBLEMS”

The special edition of the journal "Transport Problems" brought to the attention of readers the articles of a number of authors who took part in the conference of the same name, which was held at the end of June 2017 in Katowice and Sulejów. A feature of this conference is that it is organized at the Faculty of Transport of the Silesian University of Technology, which is both the owner and publisher of the journal. The interaction between the conference and the journal is mutually beneficial. This situation was partially described in the article [1]. However, due to the fact that the previous article was published long ago, and the situation has been changing very dynamically, the author, as the editor-in-chief of the journal and at the same time the chairman of the scientific committee of the conference, considers it his duty to clarify some aspects.

The conference "Transport Problems" in 2017 gathered representatives of 21 countries, geographically from China in the east to the USA in the west and from Finland in the north to Brazil in the south. The geography of participation in the conference is shown in Fig. 1, where the countries-participants of the conference are marked with a dark color. A total of 225 individuals participated in the conference, and they published 103 reports in the proceedings of the conference [2].

This conference has its own background. The Faculty of Transport of the Silesian University of Technology had a cyclic conference called «Telematics, Logistics and Transport Safety». In 2008, the eighth conference of this cycle brought together 110 participants from 10 countries. It could be said that this was a recognized regional conference. Despite the wide enough thematic area of this conference, it could not claim a full coverage of the topic of transport. To rectify this situation, a conference with a broader transport theme needed to be conducted. By that time, there already existed an international scientific journal "Transport Problems", whose name was used to organize a new cycle of conferences. The first conference of this cycle was held in 2009. It was attended by 136 participants, representing 15 countries. A total of 47 reports were published. The first results already showed that the initiative of the organizers was accepted positively by the international scientific community and the conference became interregional.

Since then, the conference has developed quite dynamically, constantly increasing the number of participants. It is annual and has established traditions. The conference traditionally gathers in the last week of June. Its plenary session is held in Katowice at the Faculty of Transport, and then sectional

meetings are held in various interesting places in Southern Poland. Thus, besides the exchange of scientific information, the participants of the conference can get acquainted with the rich history and culture of the Polish people. For example, the main part of the last ninth conference was held in the city of Sulejów in a hotel, which is located on the territory of the monastery of the 12th century (Fig. 2).

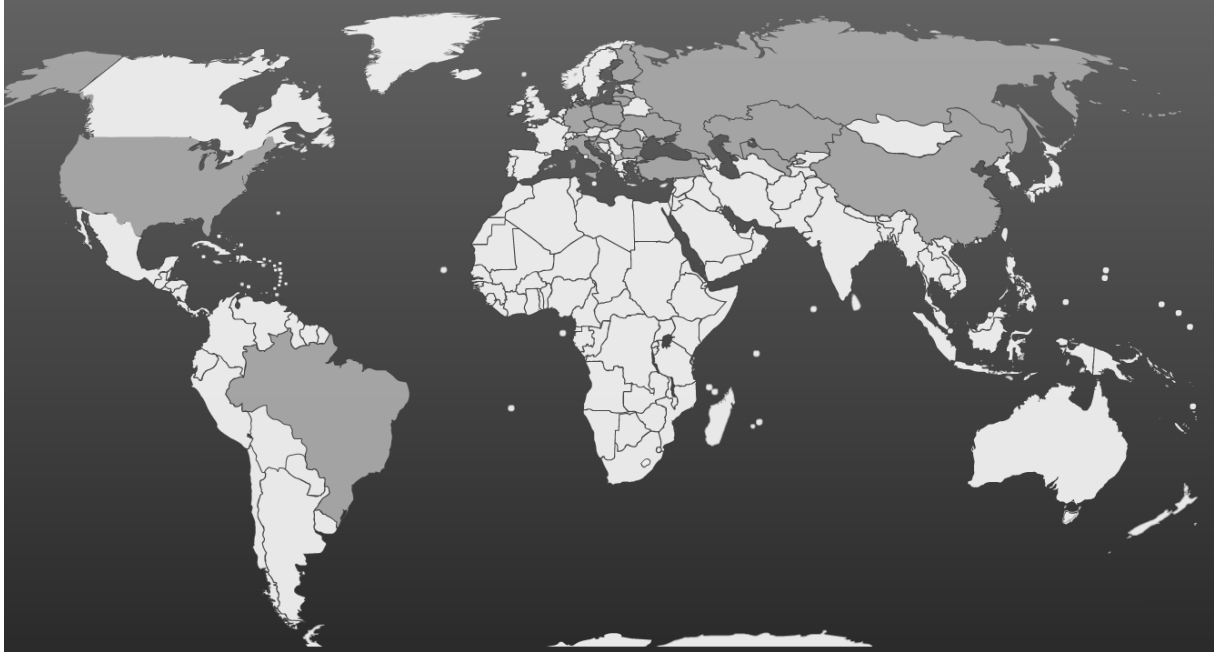


Fig. 1. Geography of the conference "Transport Problems" in 2017

Starting from 2012, a symposium of young scientists with the same title has been held within the framework of the conference. Strictly speaking, it is possible to call the conference an international forum of scientists and experts in the transport sector, which consists of two equal parts: a symposium and a conference. Equality exists in that the articles of participants in these events are published on an equal footing in the proceedings of the conference. The best works can pretend to be published in the same title journal in the future. In the following text, by the word "conference" we indicate that this is a joint event, which includes a symposium of young scientists and the conference itself.

Now we can already sum up certain results. Over the past years, 9 conferences of this cycle have been held, in which 1708 participants from 38 countries took part. A total of 820 reports were published in the proceedings of the conference from 2009 till 2017. Thus, we can assume that the conference has proved its high level of approval and enjoys sufficient popularity in the scientific community. Its importance is increasing every year, and the geography of the conference's participants is expanding. The next conference of this cycle will take place in the city of Vistula (Wisła) and will be the tenth anniversary conference.

2. JOURNAL "TRANSPORT PROBLEMS". INTERACTION OF THE CONFERENCE AND JOURNAL

The journal "Transport Problems" is being printed in the publishing house of the Silesian University of Technology since 2006. Its first number did not have an electronic version, but since the second volume (2007), there are parallel prints and electronic publications that have the status of Open Access, and each article is available in the PDF version. The journal is a quarterly edition, and successively at the end of each quarter, there is a regular number. It is also possible to publish special

issues in which articles of participants in research conferences, symposiums, etc. are published. Special editions are published irregularly. Requirements for articles in these publications are as high as for articles in regular issues. For example, in 2014, the issue of the journal (special edition) dedicated to the RailNewcastle Summer School was published [3].



Fig. 2. Participants of the 9th Conference "Transport Problems" near the 12th century monastery, in which meetings were held

If it is said about the high demands placed on articles in a special edition, it should be noted that, as already noted above, the requirements for articles in this edition correspond to those described in the journal's page [4]. The only difference is that for articles in a regular issue, usually two positive reviews are required, whereas for an article in a special edition, only one. As a second positive review, the recommendation of the scientific committee of the conference, which selects the reports recommended for publication in the journal, is included. Nevertheless, there is no such practice that the text of the report published earlier in the proceedings of the conference is repeated in the text of the article in the journal. The editorial staff conducts serious work with the authors, as a result of which, the article that is printed in the journal is a seriously changed work, significantly revised, and supplemented in accordance with the requirements of the scientific committee, the editorial staff, and reviewers.

Another positive factor that stimulates participation in the conference is the fact that for the participants of the conference, the editorial staff of the journal uses additional preferences. For example, the articles recommended by the scientific committee are sent to peer review without queue, which is rather lengthy. This also explains the need to publish an additional issue - a special edition. Thus, the interaction between the conference and the journal has its numerous advantages, primarily for authors.

All that has been mentioned previously contributes to the fact that the prestige of the journal and its position in the scientific community are being strengthened every year. The journal is part of more than 250 databases of various university libraries, research institutes, national libraries, or commercial

databases. Separately, it is necessary to note various scientometric databases where the journal is indexed. In particular, Table 1 shows the journal indicators in various databases for 2016.

It is known that the most prestigious databases are currently Web of Science (WoS) and Scopus. These databases are commercial and belong to Clarivate Analytics (the first) and Elsevier (second). The high prestige of these databases indicates that the rating of many scientific organizations is based on the journals in which their employees publish articles. Thus, for the journal itself, the inclusion in these databases is already a high estimate, especially if the index of a particular journal increases in these databases.

Table 1

Criteria estimates of the journal "Transport Problems" for 2016

Database	Criterion	Value
WoS.SCI-Expanded	IF	-
WoS.ESCI	absent	included
Scopus	CiteScore	0,39
Scopus	SJR	0,284
Scopus	SNIP	0,706
Google Scholar	h5-index	9
Google Scholar	h5-median	11
Index Copernicus*	ICV	121,05
RISC	Two-year impact factor RISC	0,209
RISC	Five-year impact factor RISC	0,122
Infobase	IBI Factor	2,26
JournalGuide	JournalGuide impact	0,151

The journal "Transport Problems" has been included in the Scopus database since 2012. All three main indicators of this database indicate significant progress in indexing of the journal, as shown in Fig. 3. The numerical values of these indicators for 2016 are presented in Table 1. Special mention should be made of the last indicator - the citation of the journal according to this database (Fig. 4). Some fall observed in the citation of the journal in the current 2017 year is conditional, since to date there are only 28 published articles in the Scopus database. In 2017, these articles are quoted 79 times, i.e. the average citation of the article is 2.8 times, which is a rather high indicator for technical articles and in particular for articles of the transport direction and the actual quoting of journals is constantly increasing.

We also note that since September 2017, the articles of the journal are also visible in the WoS database. In particular, all articles of the journal for 2016 were included in the WoS. ESCI database, and further all subsequent articles are included. This allows us to hope that for the journal the impact factor (IF) will be calculated starting from 2018 in accordance with the algorithm used in this database.

3. CONCLUSIONS

In offer to our readers, a special edition of the journal "Transport Problems" published articles by authors from Poland, Lithuania, Latvia, Russia, Ukraine, Italy, Slovakia, Bulgaria, and Slovenia. These articles were reported at the 9th Conference "Transport Problems" and approved by the Scientific Committee for publication in the journal. An example of this publication shows the effectiveness of interaction between the conference and the journal. A fairly large selection of reports presented by the conference participants allows its scientific committee to choose the best for subsequent publication in the journal, which is very useful for its publishers. On the other hand, the potential for a relatively quick publication of an article in a journal that is indexed in prestigious scientometric databases is also very valuable for many authors.

There is another very important aspect - commercial. Since mid-2016, the journal has switched to self-financing. This means that the authors must pay the costs associated with the publication of their articles. Unfortunately, these expenses are constantly increasing. In 2017, this fee was 160 euros for the article accepted for publication. At the same time, more than half of this amount was expenses related to the correction of English texts of the article from proof-readers who are native English speakers from the United States.

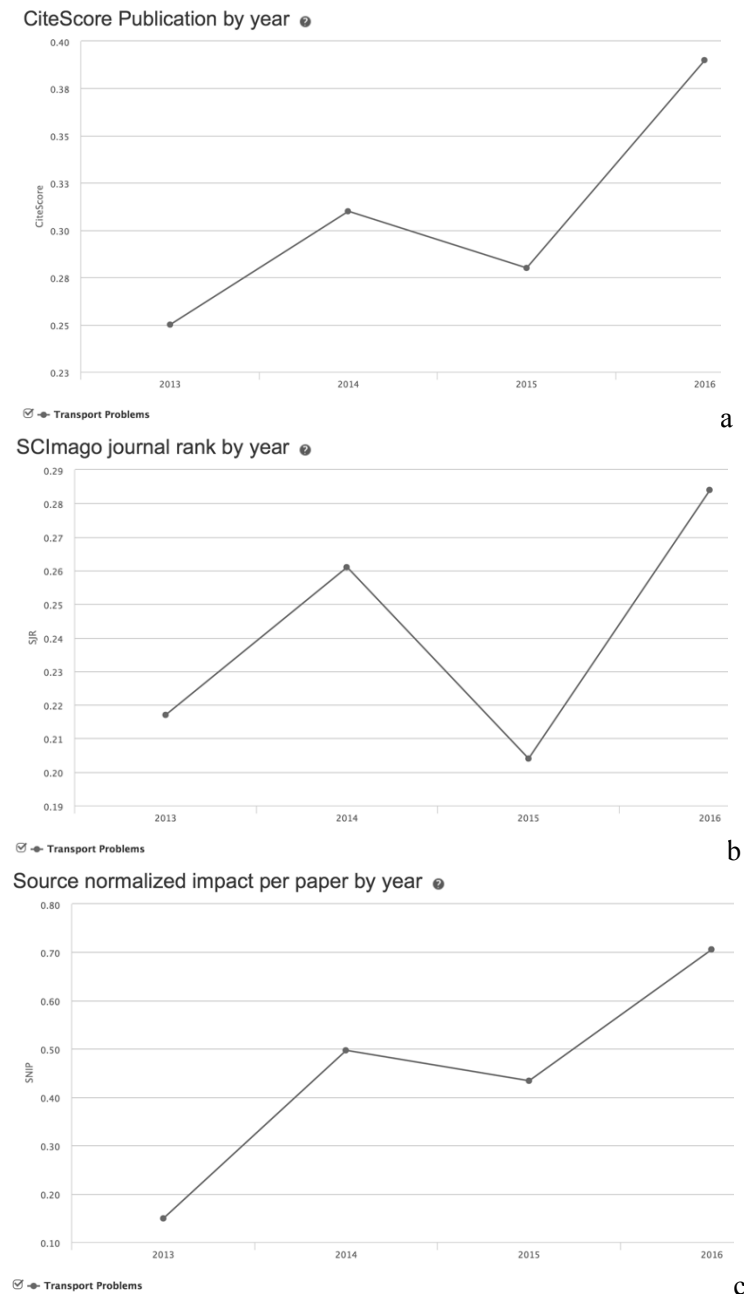


Fig. 3. The main indicators of the "Transport Problems" journal in the Scopus database as of 01.11.2017: a) CiteScore; b) SCI; c) SNIP [5]

The editorial staff tries to establish the specified amount based on the minimum necessary costs associated with the publication of journals. We also take into account the approach that establishes the specified contribution without taking into account the number of pages in the article, which allows authors not to limit the amount of the article based on limited financial resources.

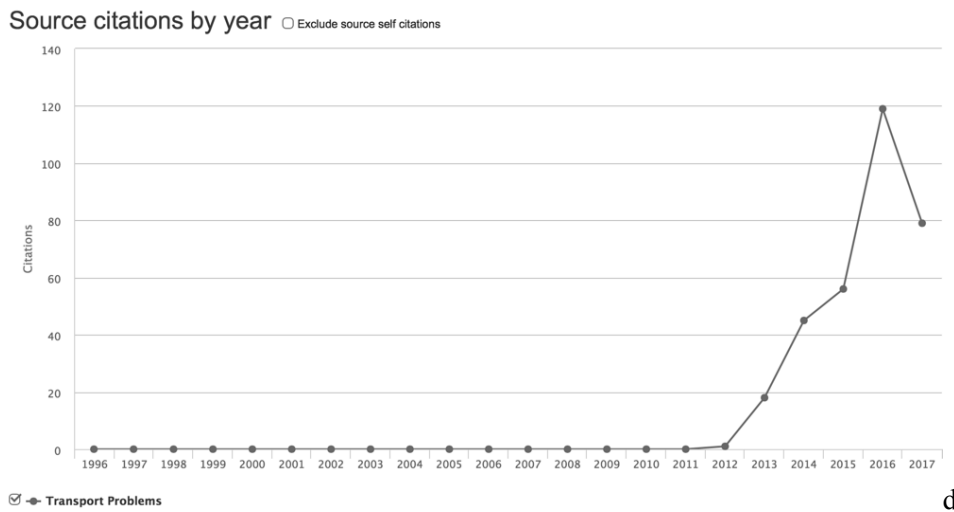


Fig. 4. The main indicators of the "Transport Problems" journal in the Scopus database as of 01.11.2017: Journal citation [5]

A similar approach is used by the organizers of the conference, who practically have not changed the amount of the conference fee throughout all the years of its existence. In this case, differentiation of payment is made for the participants of the seminar of young scientists, where the registration fee does not exceed 120 euros, and for participants of the conference, where the registration fee ranges from 360 to 410 euros including all expenses (all-inclusive) incurred during all conference days. Such a differentiated approach allows different scientists to participate in the conference, regardless of whether they are representatives of relatively rich or poor countries.

Thus, on behalf of the editorial board of the journal and the scientific committee of the conference, I have the honor to offer cooperation and hope for the participation of transport scientists from different countries.

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Received 10.07.2017; accepted in revised form 21.11.2017