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Modeling Station-to-Station Fares for a Non-additive Fare System

Title of the paper

Shuguang He	INRO Solutions Inc.
Main Author	Organization
5160 Decarie Boulevard	Suit 610
Address	Suite / floor
Montreal	Quebec, Canada, H3X 2H9
City	Province/State – Country – Postal/Zip Code
514-369-2023	514-369-2026
Telephone	Fax
shuguang@inro.ca	
e-Mail	
Michael Florian, INRO, mike@inro.ca	
Names & Organization of co-author(s)	

BIOGRAPHICAL SUMMARY FOR MAIN AUTHOR (100 words mini-CV)

Shuguang works as Senior Analyst at INRO. He has been working mainly for consulting projects around the world since he joined INRO in 1998.

AUDIOVISUAL SUPPORT NEEDED

(A PC with Office XP, a projector, and a microphone will be provided. Please mention any other needs.)

ABSTRACT (500 words)

The station-to-station fare of metro in many cities of the world is not a simple function of the distance or the number of stations travelled. Any network model that is based on link cost additions, such as a transit assignment algorithm, requires that segment costs are additive and increasing with distance. Yet, the exact fare is required for input to travel demand models, such as mode choice.

The method proposed in this presentation achieves the exact computation of station-to-station fares. It is based on computing cost approximations in a first step and then computing exact station to station fares in a second step. This development was motivated by the Hong Kong MTR system. The method is implemented by using the strategy analysis capabilities of the EMME transit assignment and the macro capabilities in EMME software.

This way of computing the exact station-to-station fare matrix may be used in other applications as well. This method is used in an update of CTS, the Hong Kong comprehensive transportation study.

Please send the completed form to the attention of:

Pierre Tremblay,

Fax: +1 (514) 864-1765

eMail: *pierre.tremblay@mtq.gouv.qc.ca*

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