Recovery does not mean the absence of damage, it means that the damage can no longer control our lives.

Native American Proverb

COVID-19 belongs to the coronavirus category, which is an extremely contagious respiratory pathogen. COVID-19 virus spreads mainly through close contact from person to person who are in the physically near each other within 2 meters. When people with COVID-19 cough, sneeze, sing, talk, or breathe they produce respiratory droplets, which can range in size from larger droplets to smaller droplets. When a healthy person is exposed to these droplets, there is a major risk of infection. The further you stay away from the person producing the droplets, the lower the risk of infection. (CDC, 2021).
The first case was seen in Wuhan, China in December 2019 and the world was not aware of what a disaster it was facing yet. Even when the virus was diagnosed with COVID-19 in January 2020, the extent of the global catastrophe was not understood. The epidemic that started in China spread all over the world suddenly with the effect of globalization. On March 11, 2020, the World Health Organization (WHO) reported that in the past two weeks the number of cases of COVID-19 outside China had increased 13-fold and the number of affected countries had tripled, the number of cases had reached to 118,000 in 114 countries and 4,291 people had lost their lives, therefore COVID-19 was declared as pandemic (WHO, 2020).

Global response to the pandemic was in the form of lockdowns at varying degrees. All activities related to work, education, shopping, and social life had to adapt themselves to this process. Quarantine, isolation, tightening, and loosening measures brought along with them the psychological, social, economic, environmental, and technical problems encountered in adapting to changing business-educational-social-economic-commercial conditions. While the system strained healthcare workers, some growing and shrinking ones emerged in the economy. Some workplaces have adopted a way of working entirely from home, while others have tried not to break away from the economy with more flexible working hours or measures taken at the workplace. With the help of technology, various kinds of online education have been tried. An important part of commerce, including grocery shopping, turned into e-commerce. Software technology and logistics became more prominent than ever before. These changes were observed at varying rates in all geographies globally. As the first year of the pandemic was about to end, the vaccines that were finally found were not as effective as expected against the already mutated virus.

Transport service is among the services that are global and traded (UN, 2002). How and to what extent the globally traded transport service is affected in an environment where it is recommended to prevent and / or restrict travel to almost every part of the world needs to be researched further.

In this period, the urban transportation sector was negatively affected to a greater extent. The necessity of providing transportation services in order to meet the essential needs even in the conditions of lockdown has led to re-questioning of public transportation service in the cities. The belief that public transportation provides an ideal environment for the virus to spread and transmit has led the users to other modes of transport regardless as the initial reaction. The dramatic decline in travel demand levels requires public transport services to be handled immediately. On one hand, the change in service capacity, on the other hand, the obligation to transport employees to perform compulsory services to their workplaces rendered it mandatory to make new regulations on public transportation (Gkiotsalitis & Cats, 2020). The International Public Transport Association (UITP, 2020) sees striving to achieve high service levels despite the decrease in travel demand as one of the main
challenges facing public transport businesses, while ensuring safe distances, especially for high-risk user groups. Both the production activities coming to almost a halt or the ways of production finding ways that do not require going to work every day, and the collective reaction to public transportation has led to a decrease in the revenues of public transportation from collecting wages up to 90% in some cities around the world. Additional disinfection and other costs to protect public health are also important problems that operators need to address.

After the panic of the first days passed and it was understood that the period of a pandemic would take longer than expected, researchers accelerated to turn this chaotic situation into an opportunity. The transportation sector has also become one of the most interesting research areas of international scientists. It is possible to evaluate the related literature, which was collected in a very short time, under these headings:

1. Response of global, regional, national, and urban transport systems to the pandemic,
2. Changes in transport supply and/or demand with the pandemic and their impacts,
3. Changing transportation habits with the pandemic, the travel modes that come to the fore and those that lose their importance,
4. The role of communication technology and technical developments in meeting the demand,
5. The processes of impacts on transportation sector stakeholders of the pandemic,
6. The possibilities of turning this chaotic situation into an opportunity, to regain the environmental quality and the sustainable reorganization of transportation systems while baring climate change in mind,
7. Post-pandemic urban life and transportation systems.

For the special issue on transportation during the pandemic, Idealkent Journal invites researchers submit their original articles that analyze all layers of transportation, including present and future trends as well as those articles that focus on the main topics in the literature listed above and other related problem areas.

Researchers should send the articles they will prepare within this framework via the DergiPark system by following the SEND ARTICLE menu on http://idealkentdergisi.com until 1 October 2021 at the latest.

If you want to contact the issue editor, you can send an e-mail to editorial@idealkentdergisi.com. You can refer to the website for notes and publication guidelines for authors.

Thank you in advance for your contribution.
References