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**THE SUMMARY OF THE 2023 ITF ANNUAL CONSULTATION WITH INTERNATIONAL ORGANISATIONS  
TUESDAY, 24 JANUARY 2022, 10.00 – 17.30 CET**

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**Context**

Since 2007, the ITF Annual Consultation has provided an opportunity for the ITF and its partner international organisations to engage in an open dialogue around the main themes of the forthcoming ITF Summits and related current priority topics.

The 2023 Consultation was divided into two parts. The first part focused on the 2023 Summit on *Transport Enabling Sustainable Economies* which will be held from 24 to 26 May in Leipzig, Germany. For this part, international organisations were invited to share their perspectives on the Summit theme and highlight how their current policy priorities relate to the Summit theme.

The second part of the meeting was dedicated to the ITF 2024 Summit on *Transport Greening Transport: Keeping focus in times of crisis* which will be held from 15 to 17 May in Leipzig, Germany, under the Presidency of Lithuania. Participants were invited to share perspectives on this theme as input to the development of the 2024 Summit programme.

**Summary of the discussion part 1: 2023 Summit on *Transport Enabling Sustainable Economies***

Transport provides access to economic opportunities for individuals and businesses. For the latter, it can open new markets and enable trade flows, and for the former, it can increase access to employment, education and other public amenities and services. However, in order to create sustainable economic growth, transport needs to enhance social welfare, provide benefits to society and promote inclusion, while minimising externalities such as traffic congestion, air pollution and road crashes.

In this broader context, the participants shared their perspectives on the 2023 Summit theme, highlighting the following points:

**The need to accelerate the transition to net zero emissions in transport**

- To achieve net zero goals, systemic transformations are needed. COP26 highlighted the transport sector's commitments to shifting towards zero-emission vehicles. A wider system transformation is required, beyond the transition to clean vehicles and it should include support for public transport and active travel modes.
- The upsurge in vehicle use is one of the fastest-growing contributors to climate emissions and energy use. Emissions from transport represent a major problem for cities around the world, particularly in developing countries that are witnessing rapid urbanisation. Vehicle emissions are a major cause of toxic air pollution which contributes to more than 7 million deaths a year and causes serious and long-term ill-health to millions of people.

- Low emission zones in urban areas have proved to make a positive impact and they are vital to enabling active travel. In this regard, some positive examples of initiatives include the C40 *Zero Emission Area Programme*<sup>1</sup> and the FIA Foundation *TRUE Initiative*<sup>2</sup>.
- Another initiative mentioned during the discussion was the *Partnership for Active Travel and Health*<sup>3</sup> (PATH) - the coalition funded by the FIA Foundation, Walk21, ECF and the United Nations Environment Programme (UNEP). This initiative calls on governments to make a concrete commitment to walking and cycling as a solution to the climate change, health and equity challenges.
- Sustainable and safe urban logistics is key for sustainable economies at the local level.
- With regard to a wider system change, a number of organisations also mentioned initiatives that aim at greening supply chains and logistics, as well as removing restrictive trade barriers for transport, especially for developing countries. In this context, green shipping corridors were highlighted, as they showcase zero-emission fuels and technologies along maritime trade routes. Green shipping corridors can help accelerate adoption of alternatives to petroleum-based fuels in the maritime industry.
- Biodiversity protection is in danger of being overlooked as an issue, as with the transition to carbon free transport, biodiversity protection must be taken into account and included in planning for a sustainable future.

#### **Innovation supporting the transition to sustainable transport systems**

- Innovative technologies and digitalisation can support the transition towards sustainable transport systems. It is important that policymakers provide more explanation with regard to what users can expect from transport systems.
- Innovation can also help improve mobility and make mass public transport more attractive for users.

#### **Health and safety of transport users and workers**

- The Covid-19 crisis has put a spotlight on health and highlighted the need for transport systems to be more resilient against health emergencies. The focus has shifted to physical, psychological and social health of passengers and transport workers. With regard to the latter, research by the International Labour Organization (ILO) and the World Health Organisation (WHO) show that 85% of work-related deaths are caused by health issues.
- Speed remains one of the barriers to health and safety, environmental sustainability and economic prosperity. Speed management is a key factor in reducing casualties and serious injuries. While speed is primarily a local and national issue, it requires a more strategic discussion and coordination of national agendas at the international level.
- Active travel and health are key intertwined issues. The health benefits of cycling and walking are the components that can be measured in economic terms.

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<sup>1</sup> Zero Emission Area Programme: <https://www.c40.org/what-we-do/scaling-up-climate-action/transportation/zero-emission-area-programme/>

<sup>2</sup> TRUE Initiative: <https://www.trueinitiative.org>

<sup>3</sup> Partnership for Active Travel and Health (PATH): <https://pathforwalkingcycling.com/>

## Just transition and resilient workforce

- In the context of the post-Covid-19 recovery, economic crisis and climate change related risks, as well as with a continued rapid technological innovation and digitalisation, the transport workforce is undergoing a profound transformation. It is essential that policymaking keeps pace of these shifts, encouraging and facilitating the adaptations required.
- Narratives are slowly beginning to change with regards to the Just Transition from defensive one - focusing on job losses - to a more positive, collaborative approach that all stakeholders should be working together to address common challenges such as safety, skills development, and impacts of climate change.
- Some examples of concrete actions include the *Maritime Just Transition Task Force*<sup>4</sup> set up by the International Chamber of Shipping (ICS), the International Transport Workers' Federation (ITF), the United Nations Global Compact (UNGC), the International Labour Organization (ILO) and the International Maritime Organization (IMO). The aim of this Task Force is to ensure that the shipping industry's response to the climate emergency puts seafarers at the heart of the solution, supported by globally established Just Transition principles.
- The International Social Security Association's (ISSA) *Vision Zero*<sup>5</sup> strategy is another example of an initiative that addresses the challenges of the rapid transformation in the workplace, while creating a safety culture to prevent workplace injuries and accidents.
- The EU-funded project *WE-TRANSFORM*<sup>6</sup> addresses the impacts of transport automation on the workforce. It aims to create a structured and collective approach to research, communication and implementation of changes in the labour market, ensuring the necessary skills are anticipated and developed.
- Policymakers should take into account the needs of different groups of workers in the transport sector, including young workers' perspectives. A people-centered approach that engages governments, employers, and worker representatives is much needed.
- Authorities and employers need to further efforts to continuously promote gender parity in the transport workforce. There are still barriers in ensuring that women and men participate in the workforce on an equal footing. This is particularly the case in changing perceptions on gender roles on the caring responsibilities. There are a number of initiatives to promote gender equality, such as legally binding *Women in Rail*<sup>7</sup> agreement, signed by the Community of European Railway and Infrastructure Companies (CER) and the European Transport Workers' Federation (ETF).

## Financing and investments

- Investment and financing are critical to scale up the transition to more sustainable and inclusive transport systems.
- A number of development banks highlighted their priorities with regard to investment in sustainable transport systems, with a focus on safety, accessibility, greenness and efficiency, including through digitalisation.

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<sup>4</sup> Maritime Just Transition Task Force: <https://www.ics-shipping.org/representing-shipping/maritime-just-transition-task-force/>

<sup>5</sup> Vision Zero, International Social Security Association: <https://visionzero.global/>

<sup>6</sup> European Commission, We-Transform: <https://wetransform-project.eu/about/>

<sup>7</sup> Community of European Railway and Infrastructure Companies and the European Transport Workers' Federation, Women in Rail: <https://www.cer.be/women-rail>

- The European Investment Bank (EIB) referred to their new *Transport Lending Policy*<sup>8</sup> which outlines their investment priorities with regard to, amongst others, public transport; shared and active transport; clean vehicles; alternative fuel infrastructure; intelligent transport systems; inter and multimodal transport; safe system approach to road safety; and resilience of transport infrastructure.
- The World Bank also highlighted priorities with regard to climate finance, as well as shrinking economic distances and exploring transport cost supply chains and food security nexus.
- The Inter-American Development Bank (IDB) also noted that challenges related to decarbonising transport need to be addressed in more creative ways, such as fostering the transition to electric vehicles without having the funds in place to acquire or produce electric vehicles. IDB highlighted that a high-level discussion on climate finance is critical to help developing countries decarbonise and enable sustainable growth of economies.
- The role of private investments, notably private pensions, was also mentioned. Investment in green energy and green transport infrastructure have to guarantee the correct incentives for investors. Private investors who focus on sustainable long-term projects will need to have assurance that they will get the return on their investment.
- It was also highlighted that road pricing can play an important part in meeting transport decarbonisation and, more broadly, Sustainable Development Goals (SDGs), while making transport systems more efficient and user-friendly.

#### **Governance frameworks to support sustainable transport systems**

- To achieve sustainable transport, the voices of all groups of society need to be included in the decision-making process at all levels of transport planning.
- A holistic policy approach is needed that implies providing policy frameworks for innovative solutions, clear and bold policies, and commitment from government to create conditions in order achieve the best return on investment.
- Coordination and developing interlinkages between transport and other policy portfolios (i.e. energy, trade, health) is crucial in this regard.
- Co-operation amongst international organisations could be further strengthened in order to achieve improved input into the negotiations at the international level (such as at COP28) and to generate the necessary support for political commitments. Concrete actions should then follow; accountability is key in this regard.
- The ITF could serve as a catalyst for international cooperation amongst all stakeholders, as well as support better input into negotiation plans (i.e. how transport stakeholders can collectively make an impact at COP28).

#### **More information about the ITF 2023 Summit *Transport Enabling Sustainable Economies*:**

<https://www.itf-oecd.org/itf-2023-summit>

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<sup>8</sup> European Investment Bank, Transport Lending Policy: The Way Forward: <https://www.eib.org/en/publications/eib-transport-lending-policy-2022>

## Annex 1

### 2023 ITF Annual Consultation on “Transport enabling sustainable economies” ACI EUROPE written contribution

The ITF Summit 2023 will focus on the role of transport as an enabler of economic growth that also drives environmental and social sustainability. European airports share their perspective below.

By its nature aviation relies on collaboration. The aviation industry is an **eco-system** of airports, airlines, air navigation service providers, ground handlers and manufacturers. They are working with a wide range of partners including, but not limited to, trade unions and the tourism sector – for the benefit of passengers and communities they serve.

Aviation supports **87.7 million jobs** worldwide, with a global economic impact of USD 3.5 trillion and supporting **4.1% of global GDP**.<sup>9</sup> The movement of people and goods is essential: 58% of tourists travel by air and 35% of world trade by value is carried by air.<sup>10</sup>

The COVID-19 pandemic and subsequent actions from governments (*i.e.* travel restrictions and closed borders), have affected aviation like no other industry; at the peak of the pandemic air traffic was reduced with 94% (compared to 2019).<sup>11</sup> This resulted in an estimated loss of 4.8 million direct aviation jobs (representing 43% of the workforce).

The World Health Organization (WHO) said bans on international travel were ineffective to prevent the spread of COVID-19. Given their devastating impact, governments must avoid similar travel restrictions in the future.

The traffic drop has reset the baseline for longer term growth forecasts of air traffic, up to 16% downwards in 2050.

Aviation stakeholders come out of the pandemic with depleted resources, but remain committed to climate action and are looking for ways to work with governments and other stakeholders to accelerate opportunities. The ‘Waypoint 2050’ report sets out the course of action for the global air transport industry.<sup>12</sup> In the European context, industry partners have published the Destination 2050 roadmap ‘A Route to Net Zero European Aviation’.<sup>13</sup> In October 2022, the International Civil Aviation Organization (ICAO) adopted Net Zero CO<sub>2</sub> emissions by 2050 as the worldwide goal for aviation – underpinning the industry commitment towards the Paris Agreement. The aviation sector needs the support of governments to be strong partners on the pathway to decarbonisation of the global aviation sector.

The recovery of the aviation sector is uneven across regions: it may be achieved by 2024 globally but only in 2025 in Europe due to economic uncertainty.

On top of the challenges of recovery and decarbonisation, new challenges are rising: high energy costs, inflation and staff shortages. In this context, airports and aviation stakeholders are strengthening resilience – looking at operational stability, sustainability and social conditions. Both employers and workers have a shared interest in improving the attractiveness of the sector as a place to work.

Regulators should support the economic sustainability of airports as social and economic engines of communities worldwide, which would ultimately benefit the travelling public.

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<sup>9</sup> Air Transport Grouping (ATAG), ‘Blueprint for a Green Recovery’ (September 2020), p. 3

<sup>10</sup> *Ibid* 4

<sup>11</sup> *Ibid* 4

<sup>12</sup> [www.aviationbenefits.org/W2050](http://www.aviationbenefits.org/W2050)

<sup>13</sup> [www.destination2050.eu](http://www.destination2050.eu)

**2023 ITF ANNUAL CONSULTATION WITH INTERNATIONAL ORGANISATIONS**

**Tuesday, 24 January 2023, 10.00-17.00 CET**

**OECD CONFERENCE CENTRE CC10, 2 rue André Pascal, Paris, and virtually via Zoom**

**LIST OF PARTICIPANTS**

<b>Organisation</b>	<b>Last name</b>	<b>First name</b>	<b>Job Title</b>	<b>Participation</b>
Airports Council International	Rossell	Michael	Senior Vice-President	Virtual
Amend	Bishop	Tom	Programme Director	Virtual
Black Sea Economic Cooperation PERMIS	Kravchenko	Sergii	Project Coordinator	Virtual
Black Sea Economic Cooperation PERMIS	Rallis	Dimitrios	Deputy Secretary General	Virtual
C40 Cities	Baster	Naomi	Senior Manager, Public Transport	In-Person
CALSTART/Drive to Zero	Holtslag	Sita	Europe Director	Virtual
Community of European Railway	Alberto	Mazzola	Executive Director	In-Person
Community of European Railway	Pekin	Ethem	Head of Economic Policy and Sustainability	In-Person
Concito	Gudmundsson	Henrik	Senior Consultant	Virtual

Conference of European Directors of Roads	Andreopoulos	Konstantinos	APCCO	In-Person
Development Bank of Latin America and the Caribbean (CAF)	Alcala	Andrés	Urban Mobility Specialist	Virtual
Development Bank of Latin America and the Caribbean (CAF)	Vanoli	Catalina	Ejecutiva de Conocimiento Sectorial	Virtual
Eastern Alliance for Safe and Sustainable Transport	Vibert	Corrine	Director of Communications, MEL, and Inclusion	Virtual
ERTICO-ITS Europe - Intelligent Transport Systems	Vantomme	Joost	CEO	Virtual
European Agency for Safety and Health at Work	Trogenza	Tim	Senior Network Manager	Virtual
European Association for Forwarding, Transport, Logistics and Customs Services (CLECAT)	Van der Jagt	Nicolette	Director General	In-Person
European Automobile Manufacturers Association	De Vries	Sigrid	Director General	In-Person
European Automobile Manufacturers Association	Martinez Sans	Fuensanta	Director of Transport Policy	In-Person
European Barge Union EBU/IWT	Hacksteiner	Theresia	Secretary General	Virtual
European Civil Aviation Conference	Reverdy	Patricia	Executive Secretary	Virtual
European Conference of Transport Research Institutes	Almeras	Caroline	Secretary General	Virtual
European Cyclists' Federation	Warren	Jill	CEO	In-Person

European Investment Bank	Weidner	Lise	Head of Strategic Roads Division	Virtual
European Shippers' Council	Alfano	Nina	Junior Policy Officer	Virtual
Europe's Rail Joint Undertaking	Carlo M	Borghini	Executive Director	In-Person
Europe's Rail Joint Undertaking	Cieczko	Catherine	Chief Stakeholder Relations and Dissemination	Virtual
Fédération Internationale de l'Automobile	Ito	Asuka	Sustainable Mobility Manager	In-Person
FIA Foundation	Watson	Sheila	Deputy Director	Virtual
Global Alliance of NGOs for Road Safety	Brondum	Lotte	Executive Director	In-Person
Institute for Transportation and Development Policy	Mason	Jacob	Director of Research and Impact	Virtual
Inter-American Development Bank	Calatayud	Agustina	Head of Transportation Research	Virtual
International Air Transport Association	Wiltshire	James	Assistant Director, External Affairs	In-Person
International Association of Public Transport	Haon	Sylvain	Senior Director Strategy	In-Person
International Chamber of Shipping	Spencer-Rowland	Georgia	Senior Adviser (Shipping Policy)	In-Person
International Council on Environmental Economics and Development	Dean	Jennifer	Project Intern	In-Person
International Council on Environmental Economics and Development	Troalen	Kaori	Project Manager	In-Person



International Motorcycle Manufacturers' Association	Bastiaensen	Edwin	Secretary General	Virtual
International Renewable Energy Agency	Vicente Garcia	Maria	Associate Programme Officer	Virtual
International Road Assessment Programme	Abouraad	Samar	Road Safety Specialist	Virtual
International Road Assessment Programme	Machado	Rafaela	Star Rating for Schools Global Coordinator	Virtual
International Road Assessment Programme	Smith	Greg	Global Programme Director	Virtual
International Road Assessment Programme	Zamora	Edgar	Safer Journeys Regional Leader	Virtual
International Road Federation	Zammataro	Susanna	Director General	Virtual
International Road Federation	Elter	Nina	Member of the Executive Committee	In-Person
International Road Transport Union	Hügel	Jens	Senior Adviser	In-Person
International Social Security Association, on the Prevention in Transportation	Jonkeren	Evelien	International Collaboration Specialist	In-Person
International Transport Forum	Craglia	Matteo	Analyst	Virtual
International Transport Forum	Mac Erlaine	Ronan	Digital Communications Manager	Virtual
International Transport Forum	Perkins	Stephen	Head of Research and Policy Analysis	Virtual
International Transport Forum	Wessendorff	Olivia	Advisor	Virtual

International Transport Workers Federation	Kubba	Juman	Strategic Researcher	Virtual
International Transport Workers' Federation	Anderson	Jeremy	Sustainable Transport	In-Person
International Transport Workers' Federation	Figuroa	Victor	Policy Adviser	Virtual
International Union of Railways	Anderton	Lucie	Head of Sustainability	In-Person
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ITF-OECD	Crass	Mary	Head of Institutional Relations and Summit	Virtual
ITF-OECD	Denez	Célie	Intern	Virtual
ITF-OECD	Feypell	Veronique	ITF	Virtual
ITF-OECD	Ireland	Matthew	Project Manager	Virtual
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Ministry of Transport and Communications	Janusaitiene	Gintare	Chief Advisor	Virtual
Permanent Delegation of Finland to the OECD	Laineenoja	Eija	Counsellor	Virtual
POLIS	Vancluysen	Karen	Secretary General	In-Person
SLOCAT Partnership	Dekki	Christopher	Director, Global Advocacy and Engagement	Virtual
UNECE	Dionori	Francesco	Chief of Section, Transport Networks and Logistics	Virtual
UNECE	Rondeau	Véronique	Programme and Partnerships Officer	Virtual
Union des Industries Ferroviaires Européennes	Nguyen	Jonathan	Head of Unit Public Affairs	Virtual
Union for the Mediterranean	Carbonell	Francesco	Senior Head of Sector for Transport	In-Person
United Nations Conference on Trade and Development	Youssef	Frida	Chief, Transport Section, Trade Logistics Branch/DTL	Virtual
Walk21 Foundation	Thornton	Bronwen	CEO	In-Person
World Bank	Minovi	Shokraneh	Partnerships & Strategy	Virtual
World Economic Forum	Asmussen	Mette	Lead, Maritime Sector initiatives	In-Person

World Economic Forum	Dziergwa	Natalia	Circular Cars Initiative Specialist	Virtual
World Economic Forum	Gibbs	Adrienne	Policy Lead, Clean Skies for Tomorrow	Virtual
World Economic Forum	Loane	Mary	Lead, Global New Mobility Coalition	Virtual
World Economic Forum	Souchon	Ralitsa	Automotive and New Mobility	In-Person
World Economic Forum	Wylie	James	Project Lead, Urban Mobility	In-Person
World Economic Forum Geneva	Farrag-Thibault	Angie	Industry Decarbonisation Manager – Sustainable Freight	Virtual
World Health Organisation	Belin	Matts-Ake	Global Lead, Decade of Action for Road Safety	In-Person
World Shipping Council	Corbett	James	Environmental Director for Europe	Virtual
World Trade Organization	Zhang	Ruosi	Counsellor	Virtual