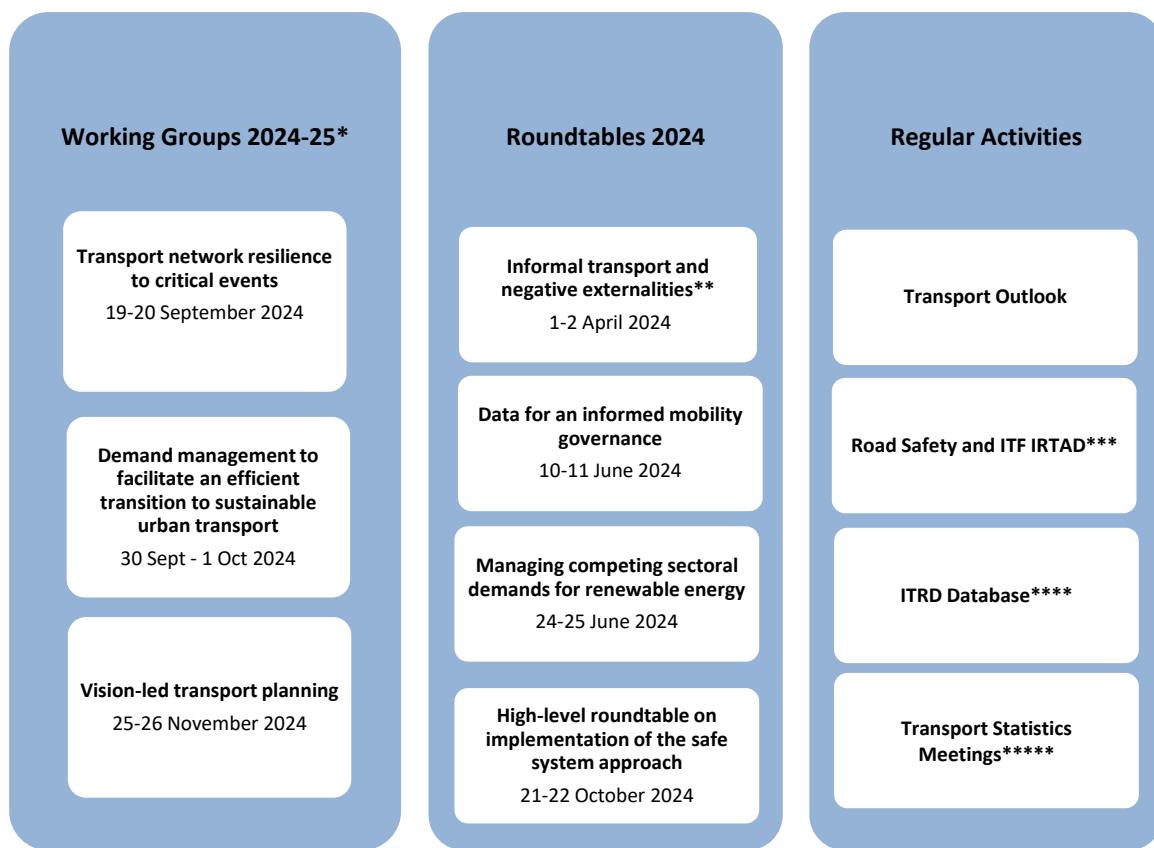


**ITF'S TRANSPORT RESEARCH PROGRAMME OF WORK
FOR 2024-2025**

**THE 2024 ITF ANNUAL CONSULTATION WITH INTERNATIONAL
ORGANISATIONS
30-31 JANUARY 2024
OECD CONFERENCE CENTRE, CC4/HYBRID**

Programme of Work 2024: Overview and provisional schedule

The chart below provides an overview of all elements of the PoW 2024. The provisional dates of project-related meetings during 2024 are also included.



We are asking participants to consider:

- What work you have underway / recently completed on the projects outlined in the following pages?
- Where you believe there may be alignment between current work in our organisations?
- If you would be in a position to contribute to any of the projects?

*Dates for Working Groups are for the first meetings to be held in a hybrid form (in person and via Zoom). These meetings may be preceded by online-only introductory meetings.

**This Roundtable is planned to be organised back-to-back with the High-Level Dialogue in Santiago de Chile, which is provisionally scheduled to take place that week.

***The next IRTAD meeting is planned to take place on 9-11 April 2024 in Helsinki (Finland).

****The International Transport Research Documentation (ITRD) work stream is currently under review, with further discussions on the future of the ITRD taking place within the ITRD and the ITF. The final recommendation on the future of this work stream will be presented at the March 2024 TRC meeting.

*****The next Transport Statistics meeting is planned to take place on 11-12 April 2024 at the OECD Headquarters in Paris (France).

Outlines of Working Groups planned for 2024

1. Vision-led transport planning (Working Group)
Motivation
We are entering a transformative era in transport world-wide driven principally by the urgent need to decarbonise mobility systems, while also managing digitalisation and addressing demographic changes. Governments and researchers face difficult questions including: What are the key macro-trends reshaping demand and supply of mobility? What do horizon scans tell us about where policy focus should lie? What linkages must be reinforced between transport and other sectors to support coherent, whole-of-government approaches? How could international collaboration between governments and researchers drive this transformative era forward in a way that optimises positive outcomes for the public?
Objectives
<p>The purpose of this project is to support member country governments in undertaking robust strategic foresight activities that can be translated into actionable transport strategies and plans. In doing so, this project would look at what countries and sub-national governments are doing, or could be doing, to drive a cultural shift in planning towards developing and implementing longer-term visions for the transportation system of the future, focusing on major step changes as opposed to incremental improvements and a shift in focus from 'predict and provide' to 'decide and provide'. It would investigate what challenges individual countries face in developing and implementing their visions at the national and local government level, seek to draw out methodologies and principles for international best-practice in vision-led transport planning (including what measures/targets could be used to track implementation progress), as well as assess how uncertainty is addressed and accounted-for in future-looking visions.</p> <p>This project will build off recent ITF work including:</p> <ul style="list-style-type: none">• Electric and Sustainable: Unlocking Broader Electric Vehicle Uptake in Cities – forthcoming• ITF Transport Outlook 2023 ITF (itf-oecd.org) – 2023• Shaping Post-Covid Mobility in Cities ITF (itf-oecd.org) – 2023• Travel Transitions: How Transport Planners and Policy Makers Can Respond to Shifting Mobility Trends ITF (itf-oecd.org) – 2021• Developing Strategic Approaches to Infrastructure Planning – 2021

2. Transport network resilience to critical events (Working Group)

Motivation

Extreme weather and climate-change-induced natural disasters, the Covid-19 pandemic, and the war in Ukraine have had tremendous impacts on transport networks locally, nationally, and internationally. While many countries have experienced similar challenges, approaches to managing critical events, and planning for both anticipated as well as unforeseen disruptions to transport networks, differ considerably across territories. An opportunity therefore exists for member countries to share knowledge and experience on how governments and other stakeholders responded to such crises in the transport sector to ensure continuity, and recovery of, both passenger and freight services and to identify both successful strategies and pitfalls to avoid in the future.

Objectives

The purpose of this project is to develop and disseminate international best practice in transport network resilience planning that is flexible and capable of responding to different types of critical events. Depending on the relevant expertise of Working Group participants, particular focus will be given to three sub-topics; adaptation to climate change, management of epidemics and pandemics, and resilience to physical and digital geopolitical threats. The project would address key questions including: What can we learn from how these challenges were addressed to ensure future-proofing of mobility services in the time of poly-crisis? How can existing transport modelling and planning tools be harnessed and further developed to proactively incorporate future risks, uncertainties, and impacts on different user groups? How can new ways of collecting and analysing data help improve passenger travel and supply chain resilience in cases of unforeseen disruptions? Do we have the right governance frameworks to address future challenges? What needs to be done to ensure that we are prepared?

This project will build off recent ITF work including:

- [Transport System Resilience Roundtable](#) – 2023
- [ITF Transport Outlook 2023 | ITF \(itf-oecd.org\)](#) – 2023
- [Shaping Post-Covid Mobility in Cities | ITF \(itf-oecd.org\)](#) – 2023
- [Transport and the War in Ukraine | ITF \(itf-oecd.org\)](#) – 2022
- [Covid-19 | ITF \(itf-oecd.org\)](#) – 2020/21
- [Adapting Transport to Climate Change and Extreme Weather | ITF \(itf-oecd.org\)](#) – 2016

3. Demand management to facilitate an efficient transition to sustainable urban transport (Working Group)

Motivation

Decarbonisation targets for the transport sector and ongoing trends of urban growth call for the active management of urban mobility demand. Travel demand management can help meet mobility needs; however, many authorities face challenges in identifying the most appropriate intervention for a given context, as well as in designing, implementing, and evaluating such tools in a robust manner while taking into account their consequences on different user groups. The Covid-19 pandemic, ongoing rapid digitalisation, and the increasing urgency to mitigate transport emissions present both opportunities and challenges for policymakers in better harnessing travel demand management to improve urban sustainability.

Objectives

The purpose of this project is to compile international research and experience on the impacts and effectiveness of different travel demand management policies from an economic, social, and environmental perspective to draw out best practice design principles for policymakers in an urban context. Due to resource constraints, this project will focus on a selection of demand-management interventions, which would reflect the expertise of the Working Group participants. Potential topics to be covered could include: incentivising mode shift away from private vehicle travel towards active, shared, and public transport, road pricing, adapting transport infrastructure and public space for non-motorised modes, integration of land-use and transport planning, the role of teleworking/digital connectivity, and enhancing the efficiency of urban freight and material flows. Furthermore, the project would seek to leverage lessons from different countries on the implementation and evaluation of demand management interventions, including distributional impacts on different user groups.

This project will build off recent ITF work including:

- [Working Group on Sustainable Accessibility for all](#) – forthcoming
- [Electric and Sustainable: Unlocking Broader Electric Vehicle Uptake in Cities](#) – forthcoming
- [ITF Transport Climate Action Directory](#) – ongoing
- [ITF Transport Outlook 2023 | ITF \(itf-oecd.org\)](#) – 2023
- [Increasing Walking and Cycling in Cities](#) – 2023
- [Logistics Hubs](#) – 2023

Outlines of Roundtables planned for 2024

4. Data for an informed mobility governance (Roundtable)

Motivation

With digitalisation, everyday life is increasingly dependent on different types of data that have the potential to generate significant welfare gains for the public, provided policymakers can establish adapted data governance frameworks for this new form of foundational 'soft' infrastructure. This is true in a number of sectors, including in transport. These frameworks must be developed to ensure public welfare outcomes are maximised and risks managed appropriately. Different sectoral approaches to data governance should be coherent and address common principles. These should inform the conditions under which data is created, collected, shared, processed, and destroyed. National and local governments around the world are currently developing and experimenting with such new data governance frameworks in response to concerns about privacy, competition, sustainability and innovation, including in the context of developments in post-Covid-19 mobility patterns.

Objectives

Improving the use of and access to data plays an important part in meeting governments' objectives, both at national and local levels. With digitalisation, the advent of new mobility services impacted local authorities' ability to deliver on their public mandates. To ensure these new mobility services ultimately serve the public good, policy makers must gain the best possible understanding of emerging trends in urban mobility. This, in turn, requires evidence based on accurate data. Data about these services can help public authorities capture and understand these phenomena and how they interact with their public policy objectives.

The ITF will organise a Roundtable exploring best practices with respect to the collection and use of data regarding emerging services and travel behaviours. The Roundtable will explore two dimensions: 1. How can public authorities collect data to capture emerging or existing but not well-understood phenomena, and 2. How can public authorities use this data to inform and deliver on their public policy objectives?

The Roundtable will convene national and local authorities as well as private sector actors and researchers to address these questions. It will explore aligning data collection to the regulatory tasks public authorities carry out in support of the mandates they have. It will also explore the role of public data governance frameworks in ensuring that data collection and use is technically feasible, legally permitted, and desirable, especially considering personal and commercially sensitive data.

This project will build off recent ITF work including:

- [Measuring New Mobility: Definitions, Indicators, Data Collection](#) – 2023
- [Mix and MaaS: Data Architecture for Mobility as a Service](#) – 2023
- [Shaping Post-Covid Mobility in Cities](#) – 2023
- [Reporting Mobility Data: Good Governance Principles and Practices](#) – 2022
- [Developing Innovative Mobility Solutions in the Brussels-Capital Region](#) – 2021
- [Governing Transport in the Algorithmic Age](#) – 2019

Managing competing sectoral demands for supply of renewable energy in the transition to sustainable transport (Roundtable)

5. Motivation

In the context of efforts to decarbonise economies, increasing demand for mobility coupled with increasing demand for alternatives to fossil fuels has the potential to place the transport sector in direct competition with other sectors for the supply of renewable energy sources, as well as increase competition for renewable energy sources between different transport modes. This could have widespread macroeconomic implications, affect the cost of mobility, and require difficult strategic trade-offs for policymakers.

Objectives

The purpose of this project is to assess the potential magnitude and timing of renewable energy supply constraints for the transport sector over the coming decades. In doing so, the project aims to support governments in long-term energy system planning for the transport sector and mitigate supply bottlenecks, as well as facilitate international cooperation where appropriate. The project will also investigate potential equity concerns given regional differences in the availability of low-carbon energy supply and demand. To achieve these aims the project would assess different scenarios of increased energy demand for alternative fuels (such as electricity, hydrogen, synthetic fuels ('e-fuels') and biofuels) and how they might impact decarbonising the transport sector. Outputs will support policymakers in developing strategies to face the growing gap between energy demand and supply in a sustainable and affordable way.

This project will build off recent ITF work including:

- [Transport Decarbonisation: Driving Implementation](#) – 2021/2022/2023
- [ITF Transport Outlook 2023 | ITF \(itf-oecd.org\)](#) – 2023
- [The Potential of E-fuels to Decarbonise Ships and Aircraft](#) – 2023
- [Sustainable Aviation Fuels: Policy Status Report](#) – 2023
- [A policy vision for promoting the scale-up of sustainable aviation fuels \(SAFs\)](#) – 2022
- [Decarbonising Europe's Trucks: How to Minimise Cost Uncertainty](#) – 2022
- [Carbon Pricing in Shipping](#) – 2022

6. Investigating the role of informal transport and how to manage the negative externalities and maximise societal benefits from this sector (Roundtable)

Motivation

In many emerging economies, informal transport (paratransit-type services using a range of vehicle types with various degrees of official sanction depending on context specific regulations) form an indispensable mobility service for millions of people. These services, sometimes also referred to as 'popular transportation', provide benefits including on-demand mobility, employment opportunities, and service coverage in areas devoid of formal public transport supply or for lower-income users. However, they can also generate negative externalities including traffic congestion, air and noise pollution, and crashes. Experienced transport quality by users can also be lower than adequate in some cases. Despite its importance, the role of informal transport has historically received less research attention than other transport domains.

Objectives

The purpose of this project is to provide analysis to member countries on how the societal benefits of informal transport can best be maximised while managing its negative externalities. Drawing on several case studies from different regions, the project will investigate the various forms, roles, and business models that informal transport takes at both the urban and non-urban level, the extent to which informal services complement or compete with traditional public transport, ways to quantify the travel demand and pattern for informal transport due to its decentralised and often unregulated nature, how digitalisation is affecting informal transport, changes brought about by the Covid-19 pandemic, social/economic effects including access and affordability for marginalised communities, and options to regulate informal transport which improve sustainability, safety, congestion, working conditions, and labour market outcomes.

This project will build off recent ITF work including:

- [Shaping Post-Covid Mobility in Cities](#) – 2023
- [ITF South and Southwest Asia Transport Outlook](#) – 2022
- [ITF Southeast Asia Transport Outlook](#) – 2022
- [Transport Innovations from the Global South](#) – 2019

7. International best practice in effective implementation of the safe system approach to improve road safety (High-level Roundtable)

Motivation

With over 1.3 million people killed on the world's roads every year, and tens of millions seriously injured, improving road safety continues to be a high priority for ITF member countries. The ITF has been working over a number of years on the development and implementation of the Safe System approach, having undertaken Working Groups on the topic during both the 2020-21 and 2022-23 PoWs.

Objectives

The purpose of this project is to bring together Ministers, Vice-Ministers, or other senior policymakers from a range of member countries in a 'High-level' Roundtable format to discuss the findings of recent ITF work on road safety with a focus on how to drive implementation forwards. In addition to focusing on the outputs of recent Working Groups on the implementation of the Safe System, the Roundtable will explore possible avenues for additional work by examining how road safety interacts with other areas of public policy, such as land-use and housing policy, commercial real estate, and non-transport uses of street space.

This project will build off recent ITF work including:

- [Advancing the Safe System Working Group](#) – 2022/23
- [The Safe System Approach in Action](#) – 2022
- [Monitoring Progress in Urban Road Safety: 2022 Update](#) – 2022
- [Road Safety in Cities: Street Design and Traffic Management Solutions](#) – 2022
- [Road Safety Annual Report 2022](#) – 2022
- [Road Safety Annual Report 2021: The Impact of Covid-19](#) – 2021
- [Artificial Intelligence in Road Traffic Crash Prevention Roundtable](#) – 2021
- [Safe Micromobility](#) – 2020
- [Safer Roads with Automated Vehicles?](#) – 2018