2024 Annual Consultation with International Organisations

Paris, France 30-31 January 2024
OECD Conference Centre, Room CC4
Block 1
8th ITF Annual Consultation on Gender and Transport

Tuesday 30 January 2024, 9:30-12:30
OECD Conference Centre, Room CC4
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<tr>
<th>Time</th>
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<tr>
<td>9:30 - 9:45</td>
<td>Welcome and Opening</td>
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<tr>
<td>9:45 - 10:45</td>
<td>Setting the Scene: ITF’s Initiatives on Gender and Transport: Discussion</td>
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<td>10:45 - 11:15</td>
<td>Navigating Gender, Transport and Climate Change: COP 28 and Beyond</td>
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<td>11:15 - 12:30</td>
<td>Mainstreaming Gender Perspective into the ITF Summit 2024: Discussion</td>
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<td>12:30 - 14:30</td>
<td>Next Steps and Closing</td>
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Lunch break
Agenda item 1

Setting the Scene: ITF’s Initiatives on Gender and Transport
ITF Work on Gender and Transport
ITF work on gender and transport

- Research and policy analysis
- Policy dialogue and outreach
- CPB workstream on gender

- Digitalisation
- Universal access, inclusion
  - Spatial accessibility
  - Universal access
  - Equity

- Decarbonisation
- Connectivity
- Safety, security, health
- Connectivity
Research, policy analysis and dialogue

- Emerging policy challenges
- Intersectionality
- Geographical perspective
Recent thematic focus
Integrating gender perspective in transport policies

- ITF Survey on Integrating Gender Perspective in Transport Policies of Member Countries (2021)
- 60% of countries consider gender aspects in transport policy-making
- Lack of gender-disaggregated data and policy tools to integrate a gender perspective

www.itf-oecd.org/gender-toolkit
Outreach: Highlights

Upcoming in 2024

• ITF/ CPB Workshop on Women in Transport, 8 March, OECD March on Gender, Paris/ hybrid

• ITF Annual Summit on Greening Transport: Keeping Focus in Time of Crisis, 22-24 May, Leipzig, Germany

• OECD Gender Forum, 10-11 June, Paris

• COP29: ITF/ stakeholders dialogue on gender, transport and climate change, Baku, Azerbaijan

• Women’s Forum Global Meeting, Paris
Corporate Partnership Board (CPB)

Workstream: Gender and Transport

The CPB is committed to diversity and inclusion.

At the request of our Corporate Partners, the CPB launched a workstream on gender in 2019 to commemorate International Women’s Day.
Corporate Partnership Board (CPB)

The CPB has looked at the following topics:

- Hiring and Retaining a diverse workforce
- Gender Bias in Career Advice
- Women and Road Safety
- Gender Bias in Transport Data, focus on Artificial Intelligence
- Optimising Women’s Networks and Mentoring Programmes

https://www.itf-oecd.org/gender-workstream-cpb
Corporate Partnership Board (CPB)

International Women’s Day
Corporate Partnership Board Event

8th March 2024
Currently defining programme with CPB members.
Keynote speaker
Panel Discussion
Setting the Scene: ITF’s Initiatives on Gender and Transport

GENDER WITHIN ITF RESEARCH

• The ITF Gender Analysis Toolkit
• How do we implement the Toolkit internally?

Discussion: How are you mainstreaming gender in your work?

• Discussion of our different implementation approaches: from “light touch” to “in-depth”

Concluding discussion: What are the advantages and benefits of the approaches presented?
The ITF Gender Analysis Toolkit

- The ITF Gender Toolkit was developed in collaboration with various partners, including Transport Canada, Ireland DoT, UK DfT, ADB, EASST, EBRD, IEA, ITF (Workers), UIC, iRAP, World Bank…

- It is a tool to help raise gender awareness, and provides guidance on resources that can be used in gender analysis
How do we implement the Toolkit?

**Purpose**: to apply the ITF Gender Analysis Toolkit internally and identify opportunities for improvement.

Three main approaches:

1. Raise awareness about the Toolkit as a resource within the organisation
   - Self-guided implementation, can collect feedback on application

2. A “light touch” approach
   - Guided by the gender taskforce; provides resources

3. An “in-depth” approach
   - Guided by the gender taskforce; provides mapping and resources; follow-up discussions
How are you addressing gender in your work?
A light touch

Gender taskforce identifies potential resources for projects

Project examples from the ITF 2024-2025 Programme of Work

• ITF Transport Outlook 2025
• Demand management to facilitate an efficient transition to sustainable urban transport (WG)
• Safe systems (RT)
• Lessons learnt from the deployment of EV charging infrastructure and implications for future policy (RT)
An in-depth assessment

Gender taskforce identifies potential resources for projects and:

- Maps related inclusiveness issues (gender and beyond)
- A list of gender-related questions that should be tackled as part of the project
- Methodological suggestions (gaps, biases) to tackle these questions
- Plans follow-up meetings based on project timeline

Projects from the ITF 2024-2025 Programme of Work

- Vision-led transport planning (WG)
- Transport network resilience to critical events (WG)
- Investigating the role of informal transport and how to manage the negative externalities and maximise societal benefits (RT)
- Improving accessibility for people with disabilities (RT)
- (Worker)less is more? Impacts of artificial intelligence on skills required in the transport sector (RT)
An in-depth assessment: Vision-led transport planning

**Purpose:** Support policymakers in undertaking robust strategic foresight activities that can be translated into actionable strategies.

Key question to be explored:
- What can governments do to drive a cultural shift in planning towards developing and implementing longer-term visions?

**Gender-related considerations**
- *What is not captured in existing foresight methods?*
- *What is the role of representation among decision-makers in reducing biases?*
- *How may unconscious representations shape visions?*
An in-depth assessment: Transport network resilience to critical events

**Purpose**: to develop and disseminate international best practice in transport network resilience planning

The working group explores resilience in the context of multiple crises (climate change; epidemics and pandemics; physical and digital geopolitical threats)

**Gender-related considerations**

- Mobility practices are influenced by gender; how might crises amplify gender inequalities?
- How can data analysis methods capture the impact of crises on care-related activities and mobility?
An in-depth assessment: Investigating the role of informal transport

**Purpose:** to provide analysis on how to maximise the societal benefits of informal transport (paratransit/popular transport) while minimising the negative externalities.

Some key topics to be explored include:

- The public value of investing in paratransit, including improving accessibility and affordability
- How data and integrated planning approaches can manage negative externalities in the sector (e.g. congestion, safety, pollution)

**Gender-related considerations**

- *Structural gender inequalities influence resources, work options, mobility needs and in turn mode choice. Informal transport may be key to access opportunities.*
An in-depth assessment: Improving accessibility for people with disabilities

**Purpose**: to develop best practice advice for policymakers to improve accessibility for people with disabilities.

This roundtable aims to explore:

- What disability means in the transport context
- How disability interacts with other key demographic factors to influence access to opportunities

**Gender-related considerations**

- *How does disability interact with other factors of inequality in the transport context?*
- *How to best collect data to explore the intersectional barriers to access in the transport system?*
An in-depth assessment: (Worker)less is more? Impacts of artificial intelligence on skills required in the transport sector

Purpose: to guide policymakers in navigating the potentially disruptive implications of AI in the transport workforce in the context of wider demographic shifts

The roundtable will explore:

• How AI tools being implemented in the transport sector will affect the nature of work, working conditions, skills requirements, and employment levels

• What policy interventions can help address skills gaps for both new and incumbent workers

Gender-related considerations

• How might potential biases in AI tools magnify gender inequalities in the transport workforce?
Concluding discussion

• Is this three-tier approach something you could implement in your organisation? What is its value, what are the challenges to implementing it?

• What could be alternative approaches to mainstreaming gender in transport policy and research?
Agenda item 2

Navigating Gender, Transport and Climate Change: COP 28 and Beyond
Navigating Gender, Transport and Climate Change: COP 28 and Beyond

- Gender and climate change
- Gender, transport, climate change nexus
- Policy frameworks and decision-making fora
  - UNFCCC Gender Action Plan
  - From COP26 to COP28

COP28 Advancing Gender Equality in Transport Climate Action (ITF, UNESCAP, FIA Foundation, NDC Partnership)
Agenda item 3

Mainstreaming Gender Perspective into the ITF Summit 2024 on *Greening Transport: Keeping Focus in Times of Crisis*
| Session 1: Trash to treasure: A circular economy for transport |
| Session 2: ITF in Focus: Decarbonising Transport |
| Session 3: Can we afford a just transition to net-zero? Mobilising investment serving environmental and social outcomes |
| Session 4: ITF in Focus: Leveraging transport statistics and data science for informed greening transport policies: Lessons learned and path forward |
| Session 5: The role of governments in mitigating transport’s impact on climate, biodiversity and vulnerable communities |
| Session 6: Digital infrastructure promoting climate-proof and resilient transport |
| Session 7: Transport digitalisation and its impact on the workforce |
| Session 8: Rethinking public spaces for safer, greener and more active cities |
| Session 9: Designing cities for all: The role of inclusive climate action |

**Opening Plenary:** A sustainable future for transport: From short-term goals to long-term strategic governance

**Plenary 2:** Energy for transport: Towards a just and sustainable transition

**Open Ministerial:** Focus on collaboration to restore transport infrastructure and global connectivity

**Plenary 3:** Resilient, prosperous and equitable cities and regions

**Governance**

**Financing**

**Innovation**
Mainstreaming Gender Perspective into the Summit programme

Gender, transport and climate change nexus: discussion

- Women as transport users
- Women in transport workforce
- Women in leadership
Next Steps and Closing
Thank you!

For more work on ITF on gender please consult our website at https://www.itf-oecd.org/itf-work-gender-transport

Or contact Magdalena Olczak-Rancitelli at magdalena.olczak@itf-oecd.org
Block 2
ITF Consultation on Transport Research Programme of Work for 2024 - 2025

Tuesday 30 January 2024, 14:30-17:30
OECD Conference Centre, Room CC4
Agenda

14:30 Welcome and Opening

14:35 – 15:00 ITF’s Strategic Vision and Priorities for 2024

15:00 – 17:00 Sharing and Connecting: Transport Research Programme of Work for 2024 - 2025

17:00 – 17:15 Conclusions, Next Steps and Closing

17:30 – 19:00 Networking: Cocktail Reception hosted by ITF
Welcome and opening
Agenda item 4

ITF’s Strategic Vision and Priorities for 2024
International Transport Forum: Towards a truly interactive platform

30–31 January 2024 / ITF Annual Consultation with International Organisations

Dr. Young Tae KIM, Secretary-General of the ITF
International Transport Forum as an interactive platform
International Transport Forum  
Administratively integrated with OECD, politically independent

**International Organisation**
66 member countries on 5 continents  
Only global platform with a mandate for all modes of transport

**A Think Tank**
Policy-relevant research and analysis  
Modelling, data and statistics

**The Summit**
The world’s largest gathering of transport minister

**Member Countries**
Request from  🇴🇲 Oman for membership in the ITF

With the Dublin Declaration of 2006, Ministers transform the ECMT to a new global, all modes organization, ITF
The Summit

The world’s largest gathering of transport ministers (since 2008) in Leipzig

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<td>2021</td>
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ITF has enhanced its co-operation with global partners

* Cooperation Agreement with ITF
Corporate Partnership Board

33 Corporate members from modal to thematic aspect carried out since 2015

5 New Corporate Partners for the ITF in 2023

* Companies who have been with us since CPB was created
Thanks to all Ambassadors for their participation

Site Visit with Ambassadors and CPB members to Valeo’s Mobility Tech Center in Créteil

New members Honda & Microsoft

Special Lecture Series
Multilateral Quota of ECMT Transport Licences

Outline
- Road freight transport licences allowing mutual access to the markets of 43 European Member countries of the ITF
- Introduced on 1 January 1974 by the ECMT Council of Ministers

Aims
- Gradual liberalisation of road freight transport
- Rationalisation of the use of vehicles, reducing empty running
- Incentive for use of environmentally friendly and safe vehicles
- Harmonisation of the terms of competition
  - Quality Charter introduced by European Ministers in 2016

✓ Digitalisation of ECMT Quota allowing comprehensive management and enforcement of ECMT licences (planned for 1 January 2025)
International Transport Forum as a think tank
ITF provides transport policy responses, timely statistics and data

Our flagship, ITF Transport Outlook series

For regional level

Spanish translation is underway with the support of the Spanish government

For regional level

In other languages

Top 10 downloaded publications since 2017

1. ITF Transport Outlook 2021
2. Key Transport Statistics 2018
3. Successful Examples of Public-Private Partnerships and Private Sector Involvement in Transport Infrastructure Development
4. Safe Micromobility
5. ROAD SAFETY ANNUAL REPORT 2020
6. ROAD SAFETY ANNUAL REPORT 2018
7. Good to go? Assessing the Environmental Performance of New Mobility
8. Key Transport Statistics 2020
9. The Impact of Alliances in Container Shipping
10. Speed and Crash Risk
### ITF as a platform for addressing **Climate Change**

<table>
<thead>
<tr>
<th>DT Implement (completed)</th>
<th>Sustainable Infrastructure Programme in Asia</th>
<th>NDC Transport Initiative for Asia</th>
<th>Decarbonising Transport in Emerging Economies</th>
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<td>Decarbonising the hard-to-abate sectors</td>
<td><em>SIPA</em></td>
<td><em>NDC Transport Initiative for Asia</em></td>
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<td>Transport Climate Action Directory</td>
<td>Tracking Transport Commitments in NDCs</td>
<td>High-Level Principles for Transport Decarbonisation, which were launched at a G20 India Clean Transport Summit (in Aug 2023)</td>
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ITF at COP28 (30 Nov – 12 Dec, Dubai)

- Focal point for transport for UNFCCC
- Helping COP28 Presidency and High-Level Champions to shape the agenda and bring stakeholders and parties in alignment on transport outcomes

Activities

- ITF organized the first-ever COP joint ministerial of transport and energy ministers with 26 senior representatives, including 12 ministers.
- Organised and participated in the Transport Flagship event.
- Organised and participated in the Marrakech Partnership for Global Climate Action.
- Participated and organized several side events on road safety, decarbonisation supply chains, and global transitions.
Safety is a top priority for the ITF

- **Safe System approach** by all countries: first report in 2008, 2016 and 2022

- Reference for international benchmarking:
  - IRTAD database – quality of the data
  - Annual report on road safety performance

- Reference for solid research analysis – At the forefront of new issues:
  - Road safety and AI
  - Road safety and gender
  - Road safety and new mobility

- 2023 Road Safety Annual Report (Dec 2023)

- Strengthened cooperation with international stakeholders

- Becoming the focus point for an international road safety index

- Facilitating road safety bonds

- Road safety policy reviews

- Transforming the guidelines for the Safe System framework into a user-friendly tool for the Safe System Implementation (2024)
The ITF Mobility Innovation Hub helps governments innovate and deliver better outcomes for people despite uncertainty and disruption. Announced in June 2022 at the initiative of the Republic of Korea.

**Innovation Horizon Scan**
Focusing on what in the future may significantly impact transport policy

**Measuring New Mobility**
Addressing the global development of new mobility options

**Policy innovation Evaluation and Guidance**
Direct inputs on innovative policies for the member countries
Towards Gender-Inclusive transport

- Implementation of the Gender Analysis Toolkit in the ITF Programme of Work 2024-2025
- ITF Workshop on Gender and Transport, OECD March on Gender (Mar 2024)
- **ITF Summit**, a special event on gender (24-26 May 2024)
- Exploring opportunities for new policy analysis/research related to accessibility and gender, as well as to the nexus gender-transport-climate change
- Discussion underway on MoUs with ICAO and ILO – gender as a key aspect, on-going partnership with the Women’s Forum, engagement with other partners (including OECD, FIA Foundation, The World Bank)
ITF Transport Policy Responses for the reconstruction of Ukraine

- How the war in Ukraine impacts aviation (Dec 2022)
- Transport Connectivity in Central Asia (Oct 2022)
- Dealing with the War’s Impacts on Ukraine’s Ports (Jul 2022)
- High-level Dialogue for Ukraine (29-30 Mar 2023)
- Common Interest Group for Transport in Ukraine (15 Dec 2023-present)

Ministerial meeting on War in Ukraine during the Annual Summit 2022 and 2023, also planned for 2024 in Leipzig

Lithuanian Presidency hosting **High-level Dialogue meeting on Ukraine in April 2024** in Vilnius
International Transport Forum

03
International Transport Forum for a collective intelligence
<table>
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<tr>
<th>High-level Dialogues for further discussion</th>
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<tr>
<td>✓ Pre-Summit Ministers’ Roundtable on Transport and Covid-19 (Dec 2020)</td>
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<td>✓ High-level Dialogue on Mobility for Latin America (Mar 2022)</td>
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<td>✓ High-level Dialogue on Mobility for Asia (Nov 2022)</td>
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<td>✓ High-level Dialogue for Ukraine (29-30 Mar 2023) : Connecting Ukraine with Europe and the World</td>
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<td>□ High-level Dialogue for Ukraine (10-11 Apr 2024)</td>
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Engage with ITF on Social Media for further information

Twitter
@ITF_Forum

YouTube
@international-transport-forum

LinkedIn
ITF-International-Transport-Forum

For a collective intelligence
Thank you

Young Tae Kim
Secretary-General
youngtae.kim@itf-oecd.org

@Young_T_KIM
Agenda item 5

Sharing and Connecting: Transport Research Programme of Work for 2024 - 2025
Objectives for 2024: PoW 2024

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Transport Statistics

Transport Outlook

Roundtable  Working Group  Regular Activities
Transport network resilience to critical events (WG)

- Context: multiple crises (climate change, pandemics, geopolitics)
- Purpose: collect best practices on transport network resilience, including on modelling, data, planning and governance.
- Related to: RT Transport Resilience, G7 Transport Ministerial
- Next step: nomination of WG participants
- First working group meeting: September 2024
- Contacts: olaf.merk@itf-oecd.org; parnika.ray@itf-oecd.org
## Objectives for 2024: PoW 2024

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Vision-led transport planning (WG)

Challenge: Decarbonising mobility systems while digitalisation transforms the sector and demographic changes impact users' needs

1. How can governments identify the macro-trends that are reshaping mobility supply and demand?

2. How can horizon scans inform policy decisions?

3. Who should be key partners to enhance this transition, within governments and outside of government?
Mobility Vision 2050
Framework Memorandum

1. No matter where you are in Japan, everyone can move freely, efficiently, and safely, allowing for a society where you can participate fully in society.

2. A world where the movement and exchange of people, goods, and services supports a society that generates vitality.

3. Creating a society where you can live safely and with peace of mind by addressing vulnerability to disasters and aging infrastructure.
Vision-led transport planning (WG)

**Purpose:** Supporting member country governments in undertaking robust *strategic foresight* activities that can be translated into actionable strategies.

**Key questions that will be addressed:**

- What can governments do to drive a cultural shift in planning towards developing and implementing longer-term visions?
- Which challenges do governments face in developing these visions? Implementing them? Identification of international best practices

*Cooperation with the OECD workstreams on strategic foresight implementation*
Vision-led transport planning (WG)

Next steps

By end of March, 2024:

- Nomination of working group participants
- Consultation on scope for the working group

ITF contact points

Philippe Crist, Senior Advisor Innovation and Foresight, philippe.crist@itf-oecd.org

Marion Lagadic, Project Manager Innovation, marion.lagadic@itf-oecd.org

25-26 November 2024
OECD Conference Centre / Zoom
Data for an informed mobility governance (RT)

Improving the use of and access to data plays an important part in meeting governments' objectives, both at national and local levels. Digitalisation enabled the **generation of a wealth of data on transport services, both existing and new**. To ensure these mobility services ultimately serve the public good, **policy makers must gain the best possible understanding of their impacts**. This, in turn, requires - among other things - evidence based on accurate data. Data about these services can **help public authorities capture and understand these phenomena, how they interact with their public policy objectives, and help regulate mobility services for better outcomes**.

### Challenges

1. **Collection**
   How can public authorities collect data to capture emerging but not well understood phenomena?

2. **Delivery**
   How can public authorities use this data to inform and deliver on their mandates?

**10-11 June 2024**
Detailed scheduled TBC

**OECD Conference Centre / Zoom**
Data for an informed mobility governance (RT)

**Purpose of the roundtable:** Provide best practices regarding the use of mobility services’ related data for better informed transport policies and regulations.

**Key questions:**

- **Identify** – What are the key indicators to evaluate the performance of transport services?
- **Collect** – How can public authorities acquire data? How can data governance frameworks enable data collection from public and private stakeholders?
- **Use** – How can public authorities use data to monitor the impacts of mobility services?
- **Data blindness** – What measures can be taken to prevent policy decisions from being influenced by biased data? How can public authorities measure the unmeasurable?
Data for an informed mobility governance (RT)

Next steps:

• **Q1 & Q2: Preparation of the roundtable**
  - Q1: Scoping note and detailed agenda
  - Q1: Identification of participants, speakers and Roundtable Chair
  - Q2: Invitation & sessions preparation

• **10-11 June**: roundtable

• **Q3**: Drafting and review

• **Q4**: Proposed publication

ITF Contact points
Camille COMBE, Policy Analyst
camille.combe@itf-oecd.org
Vatsalya SOHU, Policy Analyst
vatsalya.sohu@itf-oecd.org
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**Transport Statistics**

**Transport Outlook**

**Roundtable**

**Working Group**

**Regular Activities**
## Objectives for 2024: PoW 2024

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**Regular Activities**
- Roundtable
- Working Group
- Regular Activities
Working group Advancing the Safe System

• Follow-up of the previous ITF/WB Working Group, which released its report in June 2022.
• To improve the Safe System framework developed by the previous Working Group
• To learn from pilot projects
• To assist pilot projects in integrating more safe system components, and in monitoring progress towards safe system implementation
• To develop a practical web-based tool
High Level Round Table on Road Safety – Promoting the adoption of a Safe System Approach

- Promote and diffuse recent ITF Work on the Safe System
- Explain and promote the Safe System Framework
- Brainstorm with countries opportunities and challenges to adopt a Safe System approach.
- Date / location : tbc
IRTAD Group on International Road Traffic Safety Data

- Permanent Working Group of the ITF on road safety
- About 80 Members from 40 countries
- Open to national agencies, research institutes, academy, NGOS...
- Objective: improve road safety by supporting the development and use of reliable data as an evidence-base for policy analysis and policy-making.
- Main outputs:
  - IRTAD Database
  - Annual report on Road Safety
## Objectives for 2024: PoW 2024

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| Transport Statistics | | | | Transport Outlook |

| Roundtable | Working Group | Regular Activities |

**Transport Outlook**

- Decarbonisation
- Universal Access
- Safety, Security and Health
- Digitalisation
- Connectivity

**Regular Activities**

- IRTAD
- Data for an informed mobility governance
- High-level roundtable on implementation of the safe system approach
- Informal transport and its externalities
- Demand management to facilitate an efficient transition to sustainable urban transport

**Transport Statistics**

- Vision-led transport planning
- Transport network resilience to critical events

**Objectives for 2024: PoW 2024**
Objectives for 2024: PoW 2024

- Connectivity: Transport network resilience to critical events
- Digitalisation: Vision-led transport planning
- Safety, Security and Health: High-level roundtable on implementation of the safe system approach
- Universal Access: Informal transport and its externalities
- Decarbonisation: Demand management to facilitate an efficient transition to sustainable urban transport

- Data for an informed mobility governance
- Managing competing sectoral demands for renewable energy

- Roundtable
- Working Group
- Regular Activities
Informal transport (privately organised paratransit-type services):
• provides access to essential opportunities for millions of people.
• It also generates negative externalities including traffic congestion, air and noise pollution, and crashes.
• Has received less research attention than formal, traditional public transport, especially in mid-sized cities and less-dense areas.

Purpose:
• 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 a range of case studies, the roundtable will explore:

- The various forms, roles, and business models that paratransit takes for different urban contexts;
- How these services are evolving due to technology and digitalisation;
- Why, when and how authorities can engage with service providers to explore and enact reforms;
- How reforms, regulations and incentives can impact the financial sustainability of different paratransit business models;
- The public value of investing in paratransit, including improving accessibility and affordability; and
- How decision-makers can incorporate data and integrated planning approaches to improve paratransit services and manage negative externalities.
Investigating the role of informal transport and how to manage the negative externalities and maximise societal benefits (Roundtable)

Next steps

- Finalise scope and identify participants (January/February 2024)
- Invite participants (February 2024)
- Roundtable to be held in Santiago, Chile (April 1 and 2, 2024)
- Draft report (Summer 2024)
- Review and publication (Fall/Winter 2024)

ITF Contacts

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Joshua PATERNINA-BLANCO, Policy Analyst
Joshua.PATERNINABLANCO@itf-oecd.org
### Objectives for 2024: PoW 2024

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**Objectives for 2024: PoW 2024**
Demand management to facilitate an efficient transition to sustainable urban transport (Working Group)

Rationale:

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

- The purpose is to compile international research/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. The project will focus on a selection of demand-management interventions, which reflect the expertise/interest of Working Group participants. Potential topics to be covered include:

<table>
<thead>
<tr>
<th></th>
<th>Road pricing</th>
<th>Parking reform / pricing</th>
<th>Compact urban development / Transit-oriented development</th>
<th>Integrated land use and transport planning</th>
<th>Efficient urban freight, logistics, and e-commerce</th>
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<tbody>
<tr>
<td>Teleworking and digital connectivity</td>
<td>Teleworking and digital connectivity</td>
<td>Intelligent Transport Systems (ITS)</td>
<td>Improving attractiveness of active and shared transport</td>
<td>Low or no-motorised traffic zones</td>
<td>Low-emissions zones</td>
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<tr>
<td>Public transport supply and fares</td>
<td>Public transport supply and fares</td>
<td>Integrated ticketing / Mobility-as-a-Service</td>
<td>Preferential access to travel lanes based on vehicle type or occupancy</td>
<td>Communication and awareness campaigns</td>
<td>Any other suggestions from participants</td>
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</table>

- The project will seek to leverage lessons from different countries on the implementation and evaluation of demand management interventions, including distributional impacts on different user groups.
Demand management to facilitate an efficient transition to sustainable urban transport (Working Group)

Next steps:
• The Working Group will meet several times over the next 18 months to progress the project, leading to a final published report in 2025. Upcoming scheduled meetings:

21 March 2024 (TBC)
• Online scoping session

30 September/1 October 2024
• Hybrid content development session

17/18 April 2025
• Hybrid content development session

29/30 September 2025
• Hybrid report finalisation discussion

ITF contacts:
Matt Ireland, Project Manager
Matthew.IRELAND@itf-oecd.org

Nick Caros, Policy Analyst / Modeller
Nicholas.CAROS@itf-oecd.org
Managing competing sectoral demands for supply of renewable energy in the transition to sustainable transport (RT)

Motivation:

In the context of efforts to **decarbonise economies**, the increasing demand in transport and its need for **renewable energy (RE) sources**, has the potential to place the transport sector in **direct competition for the supply** of renewable energy sources, both with other **sectors** as well as between **different modes** within the transport sector. This could have widespread macroeconomic implications, affect the cost of mobility, and require difficult strategic trade-offs for policymakers.
Managing competing sectoral demands for supply of renewable energy in the transition to sustainable transport (RT)

**Purpose:** Enable policy making to develop a strategy to face growing gap between supply and demand

**Objective:**
- Impact of possible energy supply constraints on transport decarbonisation
- Support governments in long-term energy system planning for the transport sector, mitigate bottlenecks
- Identify equity concerns given the regional differences of the potential of renewable energy supply
- Assess different scenarios of increased energy demand for alternative fuels and its impact on transport decarbonisation
Conclusions, Next Steps and Closing
Thank you!

For more information, please contact Orla MCCARTHY at Orla.MCCARTHY@itf-oecd.org
Block 3
ITF Consultation on the 2024 and 2025 Summits

Wednesday 31 January 2024, 10:00-17:00
OECD Conference Centre, Room CC4
Agenda

10:00   Welcome and Opening

10:05-10:15   Setting the Scene: Priorities for the 2024 ITF’s Presidency of Lithuania

10:15-11:15   Sharing Perspectives: 2024 ITF Summit on Greening Transport: Keeping Focus in Times of Crisis

11:15-12:00   Opportunities for International Organisation at the 2024 Summit

12:00-12:15   Transfer to George Marshall Room and Family photo

12:15-13:45   Networking lunch hosted by ITF
Welcome and opening
Agenda item 6

Setting the Scene: Priorities for the 2024 ITF’s Presidency of Lithuania

By H.E. Ms. Lina Viltrakiene, Permanent Representative of Lithuania to the OECD
Agenda item 7

Sharing Perspectives: 2024 ITF Summit on *Greening Transport: Keeping Focus in Times of Crisis*
Transport and Environment

Crises
- Climate
- Geopolitical
- Health

- Green energy and circularity
- Restoring connectivity & rebuilding infrastructure
- Clean and healthy urban planning and mobility
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<th>Innovation</th>
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Governance | Financing | Innovation
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International Transport Forum
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<tr>
<td><strong>Opening Plenary:</strong> A sustainable future for transport: From short-term goals to long-term strategic governance</td>
<td><strong>Plenary 2:</strong> Energy for transport: Towards a just and sustainable transition</td>
<td><strong>Plenary 3:</strong> Resilient, prosperous and equitable cities and regions</td>
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<td><strong>Plenary 2:</strong> Energy for transport: Towards a just and sustainable transition</td>
<td><strong>Open Ministerial:</strong> Focus on collaboration to restore transport infrastructure and global connectivity</td>
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<td><strong>Session 1:</strong> Trash to treasure: A circular economy for transport</td>
<td><strong>Session 5:</strong> The role of governments in mitigating transport’s impact on climate, biodiversity and vulnerable communities</td>
<td><strong>Session 8:</strong> Rethinking public spaces for safer, greener and more active cities</td>
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<td><strong>Session 2:</strong> ITF in Focus: Decarbonising Transport</td>
<td><strong>Session 6:</strong> Digital infrastructure promoting climate-proof and resilient transport</td>
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<td><strong>Session 3:</strong> Can we afford a just transition to net-zero? Mobilising investment serving environmental and social outcomes</td>
<td><strong>Session 7:</strong> Transport digitalisation and its impact on the workforce</td>
<td><strong>Session 9:</strong> Designing cities for all: The role of inclusive climate action</td>
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<td><strong>Session 4:</strong> ITF in Focus: Leveraging transport statistics and data science for informed greening transport policies: Lessons learned and path forward</td>
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Ministers’ Roundtables

- Transport and climate change: Moving forward from COP28
- Resilient supply chains: Tools for policy makers
- Inclusive transport: Ensuring access for all
Agenda item 8

Opportunities for International Organisations at 2024 Summit
Summit opportunities

• Speak in a Summit session
• Host an Official Side Event, closed meeting or press conference
• Make a presentation at the Open Stage Café
• Host an exhibition stand
• Take part in technical tours
• Request bilateral meetings with ITF member countries
• Sign agreements with stakeholders
• Network at Presidency Reception and Gala Dinner
Host an event at the 2024 Summit

Official Side Events

- The ITF is specifically interested in including the following themes in the Summit programme:
  - Funding and financing green and resilient transport infrastructure
  - Advancing green transport through new technologies and innovation
  - Greening hard-to-abate transport sectors
  - Greening informal transport
  - Exploring interlinkages between biodiversity and transport
  - Understanding the health-climate-transport nexus

- All applications must be submitted via the online form
- The deadline for applications is 5 February
- Applicants will be notified of the results by 18 March
Host an event at the 2024 Summit

**Closed events** *(by invitation only)*

- Closed events will take place on Tuesday, 21 May 2024
- Applications for Closed Events must be submitted via the [online form](#)
- Rooms are limited, so it is recommended that requests be made well in advance

**Press conferences**

- Applications for press conferences must be submitted via the [application form](#) by 15 April

For more information, please visit the [ITF website](#) or contact the ITF Secretariat at AnnexProgramme@itf-oecd.org
Become a sponsor/exhibitor

**Exhibition**

Every year, more than 50 companies, ministries, international organisations and civil society, take the opportunity to showcase their products, services and initiatives in the Summit exhibition.

For more info: [exhibitors@itf-oecd.org](mailto:exhibitors@itf-oecd.org)

**Sponsorship**

Connect your brand with some of the most influential organisations and leaders in transport and mobility. Various sponsorship packages available.

For more info: [sponsors@itf-oecd.org](mailto:sponsors@itf-oecd.org)
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<td>14:00-15:15</td>
<td>Introducing the 2025 – 2027 Summit Trilogy on <em>Accelerating the Transition towards Inclusive, Resilient, and Net-zero Transport</em></td>
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<tr>
<td>15:30-16:15</td>
<td>Shaping the scope of the 2025 Summit on <em>Enhancing Transport Resilience to Global Shocks (Discussion in Breakout Groups)</em></td>
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<td>16:15-16:30</td>
<td>Coffee break</td>
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<td>16:30-16:55</td>
<td>Outcomes of the Breakout Group Discussions</td>
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<td>16:55-17:00</td>
<td>Conclusions, Next Steps and Closing</td>
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Agenda item 9

Introducing the 2025 – 2027 Summit Trilogy on Accelerating the Transition towards Inclusive, resilient, and Net-zero Transport (14:00-15:15)
Summit Trilogy 2025-2027

“Accelerating the transition towards resilient, inclusive, and net-zero transport systems”

- Summit 2025: Enhancing transport resilience to global shocks (21-23 May, Leipzig)
- Summit 2026: Funding transport for a just transition to net-zero
- Summit 2027: Governing transport in times of disruption
Transport is a complex system, interconnected with other systems.
Global risks

- Societal
- Environmental
- Geopolitical
- Economic
- Technological

- “Poly-crisis”
- Everything, everywhere, all at once...

Source: WEF, 2023
Defining resilience

• Resilience as an ability of systems to absorb, adapt to, and recover from systemic threats while maintaining essential functions.

• … and ability to “bounce back better” and ”bounce forward”: systems that not only perform better during shocks but also become stronger and regenerative.

• Resilience by design: resilience integrated into planning of systems to ensure their ability to absorb, adapt, recover from the shocks and “bounce forward”.
Proposed focus

• What do we want the transport system to deliver?

• How do we address multiple shocks happening at the same time to multiple systems that are interlinked?
Agenda item 9

Setting the scene by Elise Miller-Hooks, Hazel Professor, George Mason University, Interim Department Chair, Sid & Reva Dewberry Department of Civil, Environmental and Infrastructure Engineering

Chair of the ITF Roundtable on Resilience
REFLECTIONS ON TRANSPORT AND RESILIENCE

ELISE MILLER-HOOKS
HAZEL PROFESSOR, GEORGE MASON UNIVERSITY
INTERIM DEPARTMENT CHAIR, SID & REVA DEWBERRY DEPT OF CIVIL, ENV & INFR ENG
CIVIL.VSE.GMU.EDU/MILLER

2024 ITF CONSULTATIONS WITH INTERNATIONAL ORGANISATIONS
ORGANISATION FOR ECONOMIC CO-OPERATION AND DEVELOPMENT (OECD)
PARIS HEADQUARTERS | 30-31 JANUARY 2024
Transport systems
- Provide services (for people and goods)
- Support repairs to other critical lifelines, e.g., power, water,…
- Lifelines support buildings from which community services are provided

Transport infrastructure is:
- Aging
- Operating at capacity limits
- In vulnerable locations
- Dependent on cyber
  - vulnerable to intrusion
- Interdependent w/ other lifelines

Community services
- Business
- Manufacturing
- Health care
- Law enforcement
- Education
- Entertainment
- Emergency response …

- Crucial for societal function
- Important that our transport systems be resilient
Multi-hazard resilience

To prepare:
Must plan for multiple hazards + hedge against uncertainty

US Department of Homeland Security

Inherent
Inherent capability to absorb or cushion effects of disruption via its topological and operational attributes

Adaptive
Potential cost-effective, immediate actions that can be taken to preserve or restore system’s ability to perform its intended function in disruption’s aftermath

→ Continuity of operations

Hazards

Natural (with or without notice): hurricane, EQ, fire,…
Malicious attack: coordinated, targeted, physical vs. cyber
Technical/accidental: design or implementations, human errors, aging materials, failed parts, production mistakes, organizational challenges,…
Specific: derailment in rail or shoaling in maritime system,…
Immediate or slow: tsunami vs. climate change
Six thoughts on resilience
1. Multi-hazard thinking
2. Quantification and decision support tools
3. Service-based thinking
4. Global strategies and perspective
5. Humans as soft infrastructure lifeline
6. Unintended inequities

Related questions for us to consider
**Mathematical modeling**
- Input Data
  - Weather conditions, demand criteria, transporation
- Optimization Core
  - Airplane network
- Solution Methodology
  - Stochastic // Deterministic
- Output
  - Performance measures
  - Number of disruptions and repair times
  - Repair actions
  - Post-disruption recovery configurations
- Model outlook
- Model configuration

**Reliability – fault trees**
- Service perspective
- Example: Transit with diverse users

**Digital twin**
- Simulation output → Real world
- Data input
- Real-time decisions first played out in digital twin

**Bi-level optimization**
- Accounts for system-user decisions
- Government
  - Minimize a function
  - Travel Time
  - Response Time
  - Capacity
- User Decisions
  - Investment Decisions
  - Users Decisions
- Investment Decisions
  - Capacity: reduction due to SLR, reduction due to flooding events
  - Travel Time: BPR
  - Allowable range for investment decisions
- Users
  - Demand Path and Link Flows
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<tr>
<td>Can modeling and data needs permit deployable tools?</td>
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<td>Can we create and maintain digital twins of all transport systems and how might we exploit them?</td>
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<td>How do we approach lifeline dependencies?</td>
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Disruptions Cascading in Global Intermodal Network

Whose resilience?
- **System** (total OD demand served)
- **Port** (port throughput/profit)
- **Shippers** (cost)

How do we work together to improve resilience for all when there are competing objectives?
Human role in resiliency long recognized
- Need for trained personnel
- Delegation of authority for real-time decision-making
- Emergent behaviors

But... ability to provide services also relies on:
- Availability of human capital
  - Decision-makers
  - Repair crews
  - Personnel (create service capacity): transit operators, drivers...
  - Social capital, adaptability
  - Responders
  - System users

Underlying assumption: services will be more resilient if physical infrastructure/engineered system is resilient

Should we incorporate humans as “soft infrastructure” in resilience understanding?
Unintended inequities/biases
  - may be hidden in actions taken to mitigate, prepare for, respond to, and recover from hazard events when using technical perspective

Actions taken to protect large portions of community could be at expense of few
  - may be disproportionally from location or demographic
  - consider construction of sea walls:
    • construction may protect high-value property while negatively impacting poorer communities

Resilience metrics may be weighted by population
  - underlying bias shifts protections away from less populous, possibly poorer communities
  - may lean toward larger businesses and away from smaller, minority-owned businesses

A service-based analysis can help illuminate hidden biases and eliminate resulting, unintended inequities
1) What should be the short- and long-term policy priorities for transport resilience?
2) Which policy tools need to be developed?
3) Resilience for whom? How to bridge different perspectives and interests?
Resilient systems for daily mobility

The perspective of the Metropolitan Transport Authorities

ITF Consultation on the Summits 2024 and 2025, Wednesday 31 January, 10:00 -17:00
If one mode fails, have an alternative in place.

For a resilient transport system, invest and make each mode capable to withstand predictable threats.
The 2022 energy crisis in Europe served as a reminder: let’s develop the most energy-efficient transport modes, e.g. walking, cycling and transit, not electric SUVs
About EMTA

34 public transport authorities (PTAs)
public bodies responsible for organising mobility over metropolitan areas

100 million people live in metropolitan areas represented through EMTA
In 2020, EMTA members reported 6% fewer vehicles kilometres whereas passenger numbers fell 44%
Policy Question 1 – Should we leave peri-urban and rural communities rely on the automobile as only mean of transport? If not, which solutions exist and how to fund “mobility for all”?
In Oslo, Ruter keeps spare buses “on call” and pre-positioned where disruptions are most likely to occur.
Climate change adaptation budgets must include public transport systems.
Preserve the financial stability of public transport for daily mobility
Policy Question 2 – How much do cheap fares contribute to improved accessibility or lower carbon emissions? What if the same financial effort was directed at higher service levels or greater resilience?
Thank you

Alexandre Santacreu
Secretary General

European Metropolitan Transport Authorities
c/o IdFM, 41, rue de Châteaudun F-75009 Paris, FRANCE
tel: +33 1 47 53 28 34
email: contact@emta.com

www.emta.com
Agenda item 10

Shaping the scope of the 2025 Summit on *Enhancing Transport Resilience to Global Shocks*

(15:30-16:15)
Breakout groups (15:30-16:15)

A1  Urban perspective/onsite CC4 (Philippe/Malithi)
A2  Urban perspective/online (Camille/Parnika)

B1  Global perspective/onsite CC20 (Olaf/Yaroslav)
B2  Global perspective/online (Luis/Olivia)
Agenda item 11

Outcomes of the Breakout Group Discussions
Thank you

For more information on the ITF Consultation with International Organisations please contact:

Magdalena Olczak-Rancitelli at magdalena.olczak@itf-oecd.org