

 International
Transport Forum

SUMMIT
2024



GREENING
TRANSPORT

Lithuania
ITF Presidency
2024

2024 Annual Consultation with International Organisations

Paris, France 30-31 January 2024
OECD Conference Centre, Room CC4



International
Transport Forum



**GREENING
TRANSPORT**



Block 1

8th ITF Annual Consultation on Gender and Transport

Tuesday 30 January 2024, 9:30-12:30
OECD Conference Centre, Room CC4

Agenda

9:30-9:45

Welcome and Opening

9:45-10:45

Setting the Scene: ITF's Initiatives on Gender and Transport: Discussion

10:45-11:15

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

11:15-12:30

Mainstreaming Gender Perspective into the ITF Summit 2024: Discussion

12:30-14:30

Next Steps and Closing

Lunch break



Agenda item 1

Setting the Scene: ITF's Initiatives on Gender and Transport



ITF Work on Gender and Transport

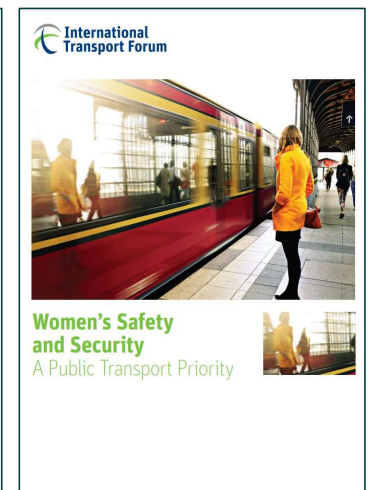
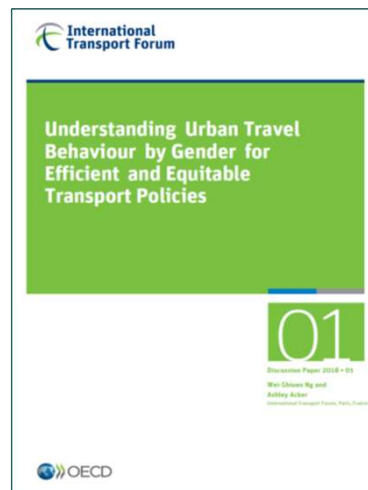
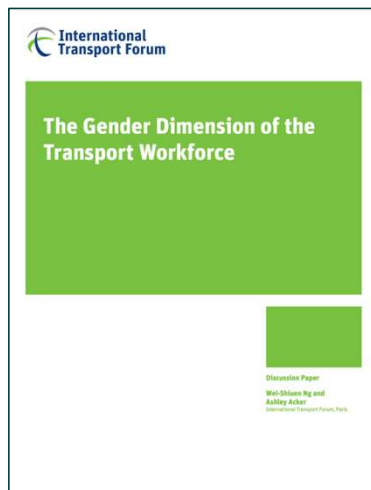


ITF work on gender and transport

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

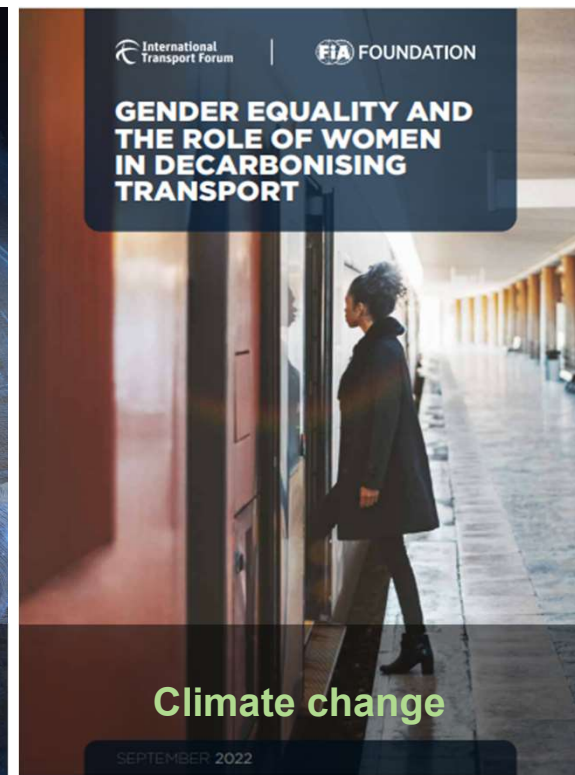
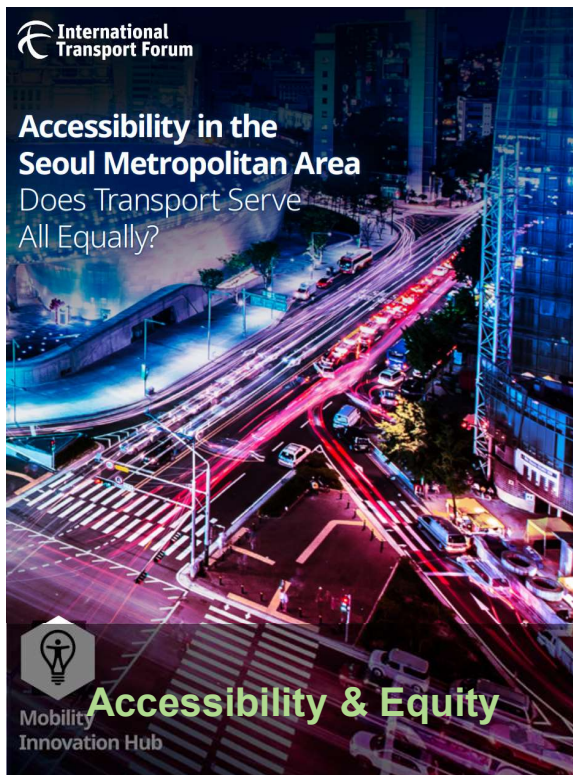


Research, policy analysis and dialogue



- *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

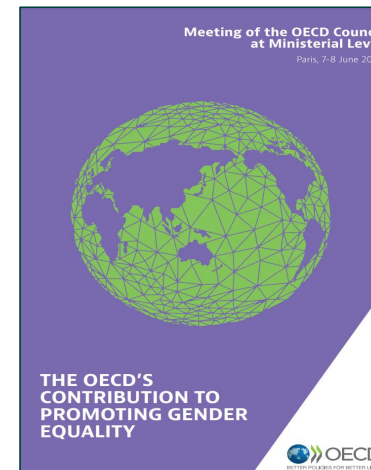


www.itf-oecd.org/gender-toolkit

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**



**March on Gender
2024**

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

ITF Gender Analysis Toolkit
for Transport Policies



www.itf-oecd.org/gender-toolkit

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?

www.itf-oecd.org/itf-work-gender-transport

ITF Informal Taskforce on Gender

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Nicholas.BELL@itf-oecd.org

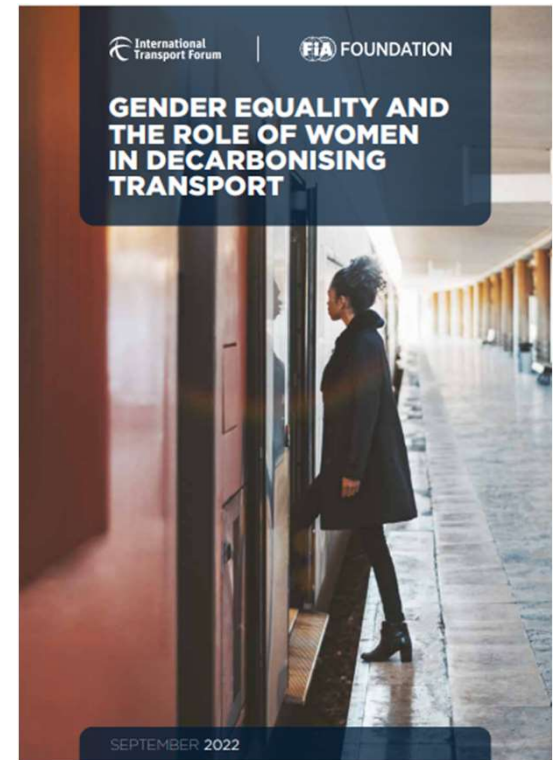
Agenda item 2

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*



Green energy and circularity

Restoring connectivity and rebuilding infrastructure

Clean and healthy urban planning and mobility

● ● ● **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

● **Session 1:** Trash to treasure: A circular economy for transport

● **Session 5:** The role of governments in mitigating transport's impact on climate, biodiversity and vulnerable communities

● **Session 8:** Rethinking public spaces for safer, greener and more active cities

● **Session 2:** ITF in Focus: Decarbonising Transport

● **Session 6:** Digital infrastructure promoting climate-proof and resilient transport

● **Session 9:** Designing cities for all: The role of inclusive climate action

● **Session 3:** Can we afford a just transition to net-zero? Mobilising investment serving environmental and social outcomes

● **Session 7:** Transport digitalisation and its impact on the workforce

● **Session 4:** ITF in Focus: Leveraging transport statistics and data science for informed greening transport policies: Lessons learned and path forward

● **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



International
Transport Forum



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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

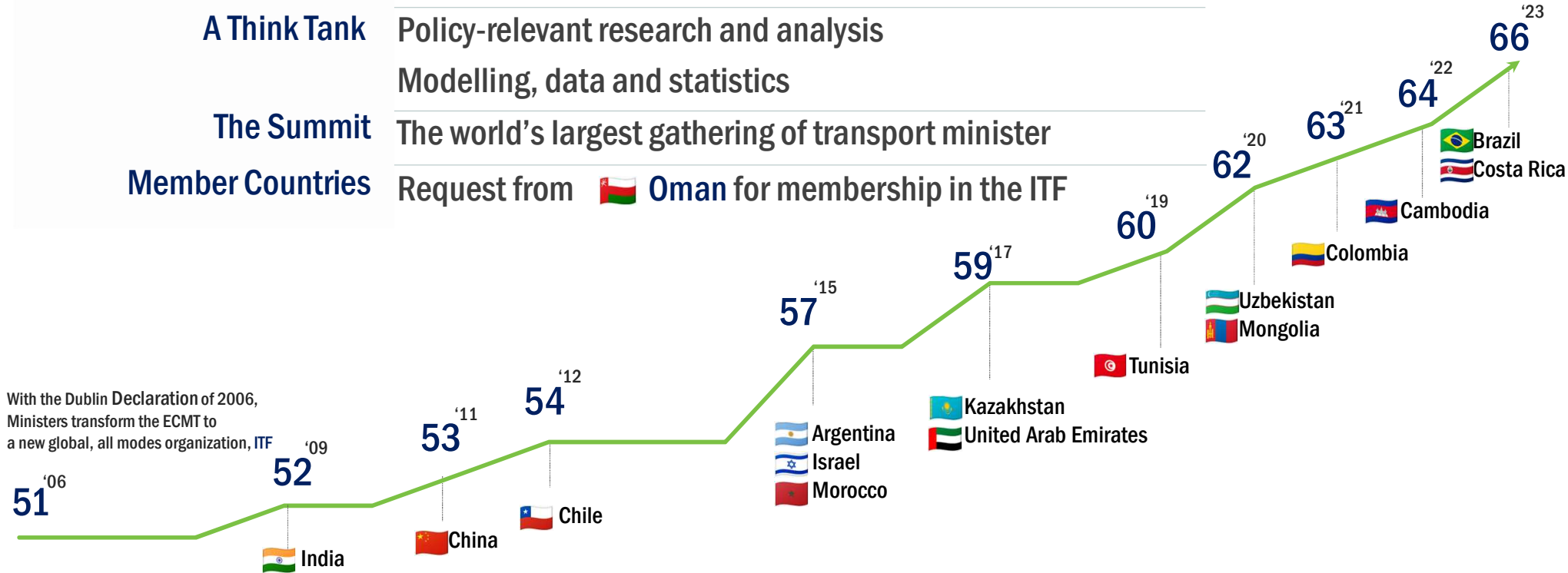
Dr. Young Tae KIM, Secretary-General of the ITF



01
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

















01 International Transport Forum

The Summit

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

The Summit and Presidency

2006		Ireland	2014		France	2022		Morocco
2007		Bulgaria	2015		New Zealand	2023		United Kingdom
First Summit 2008		Finland	2016		Denmark	2024		Lithuania
2009		Türkiye	2017		Mexico	2025		Chile
2010		Canada	2018		Latvia	2026		Azerbaijan
2011		Spain	2019		Korea			
2012		Japan	2020		Ireland			
2013		Norway	2021		Ireland			

ITF has enhanced its co-operation with global partners



* Cooperation Agreement with ITF



With the Director-General (DG Move),
Magda Kopczyńska,
24 Jan 2024 (Brussels)



With the European Commissioner for Transport,
Adina Ioana Vălean,
24 Jan 2024 (Brussels)

Corporate Partnership Board

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



* Companies who have been with us since CPB was created

5 New Corporate Partners for the ITF in 2023





01 International Transport Forum

Thanks to all Ambassadors for their participation

New members Honda & Microsoft



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

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)





02
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



In other languages



Spanish translation is underway with the support of the Spanish government

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



**DT Implement (completed)
Decarbonising
the hard-to-abate sectors**



**Sustainable Infrastructure
Programme in Asia**



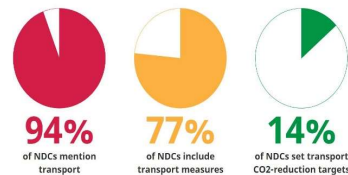
**NDC Transport Initiative
for Asia**



**Decarbonising Transport
in Emerging Economies**



**Transport Climate Action
Directory**



**Tracking Transport
Commitments in NDCs**



**High-Level Principles for
Transport Decarbonisation,
which were launched at a G20
India Clean Transport Summit
(in Aug 2023)**

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

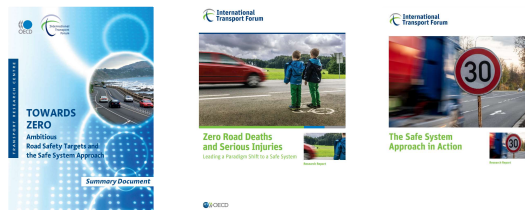


COP28
UAE

- ITF organized the first-ever COP joint ministerial of transport and energy ministers with 26 senior representatives, including 12 ministers.
- Launch of the “New but Used: The Electric Vehicle Transition and the Global Second-hand Car Trade” in a high-level event.
- 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 MOU with  World Health Organization
- 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)

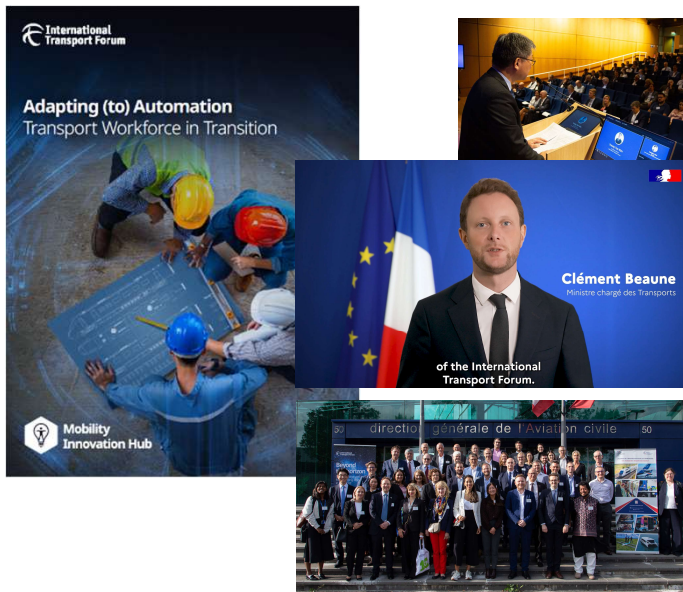
ITF's Mobility Innovation Hub



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



**ITF Survey on Integrating Gender Perspective
in Transport Policies of Member Countries (2021)**

Gender Analysis Toolkit for Transport Policies (2022)

**Gender Equality and the Role of Women in Transport
and Climate Change Action (2022)**

⋮

- **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**

Ukraine's Deputy Prime Minister for Restoration
Canada's Minister of Transport
Lithuania's Minister of Transport and Communication
Sweden's Minister of Infrastructure
ITF Secretary-General



High-level Dialogue for Ukraine (29-30, Mar, 2023, Poland)
27 delegations attended (24 countries, 3 international organisations)



03
International Transport Forum
for a collective intelligence

High-level Dialogues for further discussion

- Pre-Summit Ministers' Roundtable on Transport and Covid-19 (Dec 2020)
- High-level Dialogue on Mobility for Latin America (Mar 2022)
- High-level Dialogue on Mobility for Asia (Nov 2022)
- High-level Dialogue for Ukraine (29-30 Mar 2023) :
Connecting Ukraine with Europe and the World
- High-level Dialogue on Mobility for Latin America (18 Apr 2023)
- High-level Dialogue on Mobility for Asia (9 Nov 2023)
- High-level Dialogue on Mobility for Latin America (2-3 Apr 2024)
- High-level Dialogue for Ukraine (10-11 Apr 2024)



Engage with ITF on Social Media for further information

Twitter

@ITF_Forum

International #Transport Forum
8,397 Tweets

International #Transport Forum
@ITF_Forum

Global dialogue for better #transport policy @OECD | 64 member countries | Led by @Young_T_KIM | #access #digitalisation #decarbonisation #health #connectivity

Paris, France | itf-oecd.org | Born October 17, 1953 | Joined August 2009

186 Following | 15.7K Followers

International #Transport Forum @ITF_Forum · Mar 2
Transport by Numbers

By 2050, transport #CO2 emissions in #Azerbaijan will halve compared to 2015 with ambitious decarbonising policies. If only current policies remain in place, emissions will increase 25%.

See Policy Scenarios itf-oecd.org/sites/default/...

YouTube

@international-transport-forum

Suchen

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Mediathek Verlauf Später ansehen Videos, die ich mag Musik Sport Gaming Filme & Serien

International Transport Forum
@international-transport-forum 2470 Abonnenten 1450 Videos
Transport policies that improve people's lives. ITF at the OECD: intergov...

ÜBERSICHT VIDEOS LIVE PLAYLISTS COMMUNITY KANÄLE KANALINFO

Kürzlich hochgeladen Beliebte Videos

Uzbek TV coverage "Decarbonising pathways for Tashkent's urban mobility" 80 Aufrufe · vor 2 Wochen

Uzbek TV coverage "Decarbonising pathways for Tashkent's urban mobility" 67 Aufrufe · vor 2 Wochen

Ask the Author: "The Potential of E-fuels to Decarbonise Ships and Aircraft" 203 Aufrufe · vor 3 Wochen

Artificial Intelligence, Machine Learning and Regulation Roundtable: Chair's Summary 19 Aufrufe · vor 1 Monat

Transport Enabling Sustainable Economies 231 Aufrufe · vor 1 Monat

Increasing Walking and Cycling in Cities Roundtable: Chair's Summary 202 Aufrufe · vor 1 Monat

Ask the Author: Road Safety Annual Report 2022 270 Aufrufe · vor 1 Monat

Young Tae Kim presents the ITF Gender Analysis Toolkit for Transport 189 Aufrufe · vor 1 Monat

Ask the Author: "Carbon Pricing in Shipping" 157 Aufrufe · vor 2 Monaten

The Freight Space Race: Curbing the Impact of Freight Deliveries in Cities 69 Aufrufe · vor 2 Monaten

Disabled Motoring website 49 Aufrufe · vor 3 Monaten

Monitoring Progress in Urban Road Safety: 2022 Update 90 Aufrufe · vor 3 Monaten

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Global dialogue for better transport
International Affairs · Paris · 12,796 followers

Ronan & 33 other connections work here · 84 employees

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12,796 followers

River boats are making a return to #Paris

Mon Beau Bateau from RiverCat France has ambitious plans to restore ri ...see more

Float Your Boat
transportpolicymatters.org · 4 min read

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



Transport network resilience to critical events

Vision-led transport planning

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

Data for an informed mobility governance

IRTAD

Managing competing sectoral demands for renewable energy

Transport Statistics

Transport Outlook

Roundtable

Working Group

Regular Activities

Objectives for 2024: PoW 2024



Transport network resilience to critical events

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Data for an informed mobility governance


Managing competing sectoral demands for renewable energy

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



Transport network resilience to critical events

Vision-led transport planning

High-level roundtable on implementation of the safe system approach

Informal transport and its externalities

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Objectives for 2024: PoW 2024



Transport network resilience to critical events

Vision-led transport planning

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

Data for an informed mobility governance

Managing competing sectoral demands for renewable energy

Roundtable

Working Group

Regular Activities

Vision-led transport planning (WG)

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

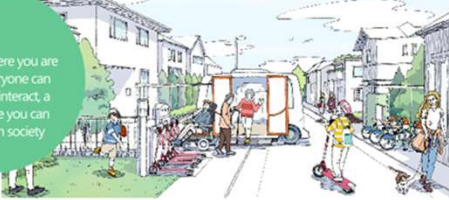
- 1** How can governments **identify the macro-trends** that are reshaping mobility supply and demand?
- 2** How can horizon scans inform **policy decisions**?
- 3** Who should be **key partners** to enhance this transition, within governments and outside of government?

2040年、道路の景色が変わる

～人々の幸せにつながる道路～

1.

No matter where you are in Japan, everyone can move freely, interact, a society where you can participate 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



Ministry of Infrastructure and Water Management

Mobility Vision 2050

Framework Memorandum

be
good
move
be.brussels

Plan régional
de mobilité
2020-2030
Plan stratégique et opérationnel



Vision-led transport planning (WG)

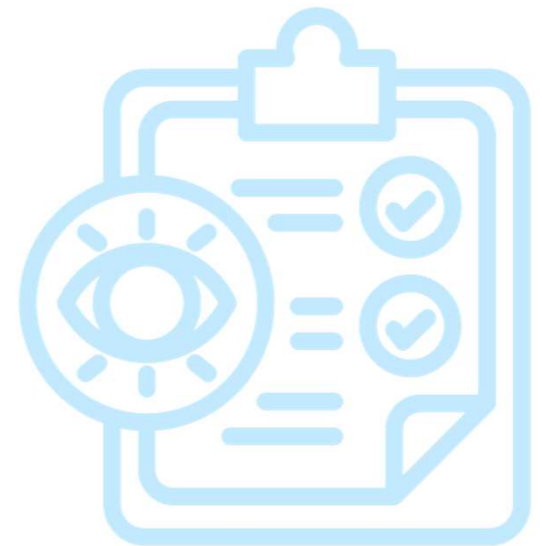
Purpose : Supporting member country governments in undertaking robust **strategic foresight** activities that can be translated into actionable strategies.

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

From "predict and provide" to "decide and provide"



Vision-led transport planning (WG)

Next steps

By end of March, 2024:

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



25-26 November 2024



**OECD Conference
Centre / Zoom**

ITF contact points

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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

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Objectives for 2024: PoW 2024

Connectivity	Digitalisation	Safety, Security and Health	Universal Access	Decarbonisation
Transport network resilience to critical events	Vision-led transport planning	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
	Data for an informed mobility governance	IRTAD		Managing competing sectoral demands for renewable energy
	Transport Statistics			
				Transport Outlook

Roundtable

Working Group

Regular Activities

Objectives for 2024: PoW 2024



Transport network resilience to critical events

Vision-led transport planning

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

Data for an informed mobility governance

Managing competing sectoral demands for renewable energy

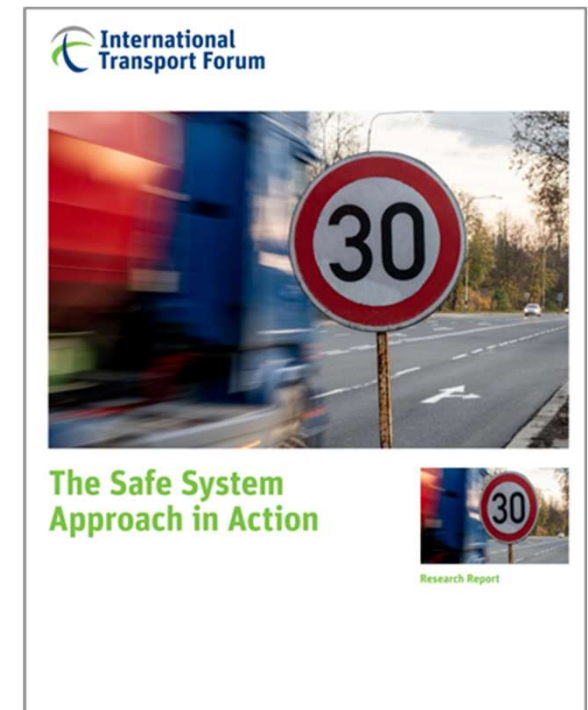
Roundtable

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



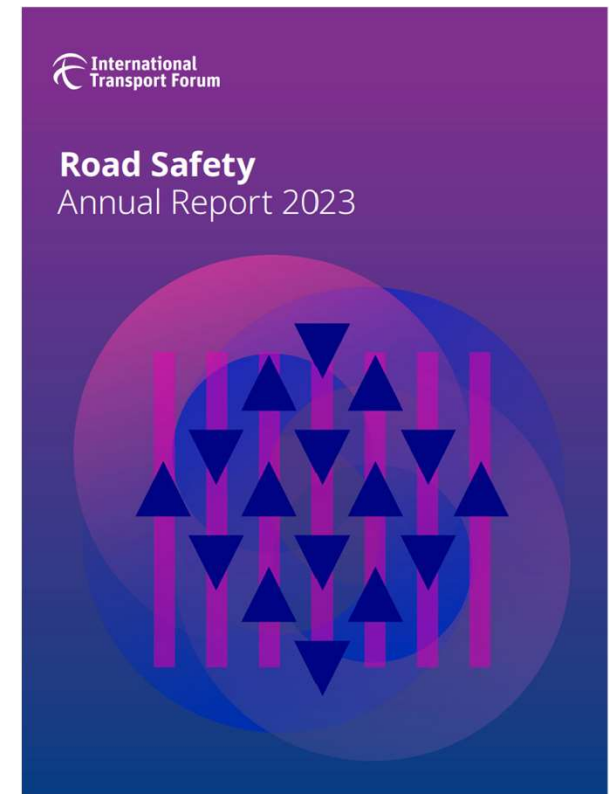
High Level Round Table on Road Safety – Promoting the adoption of a Safe System Approach

- 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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Roundtable

Working Group

Regular Activities

Investigating the role of informal transport and how to manage the negative externalities and maximise societal benefits (Roundtable)

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.**



Investigating the role of informal transport and how to manage the negative externalities and maximise societal benefits (Roundtable)

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)

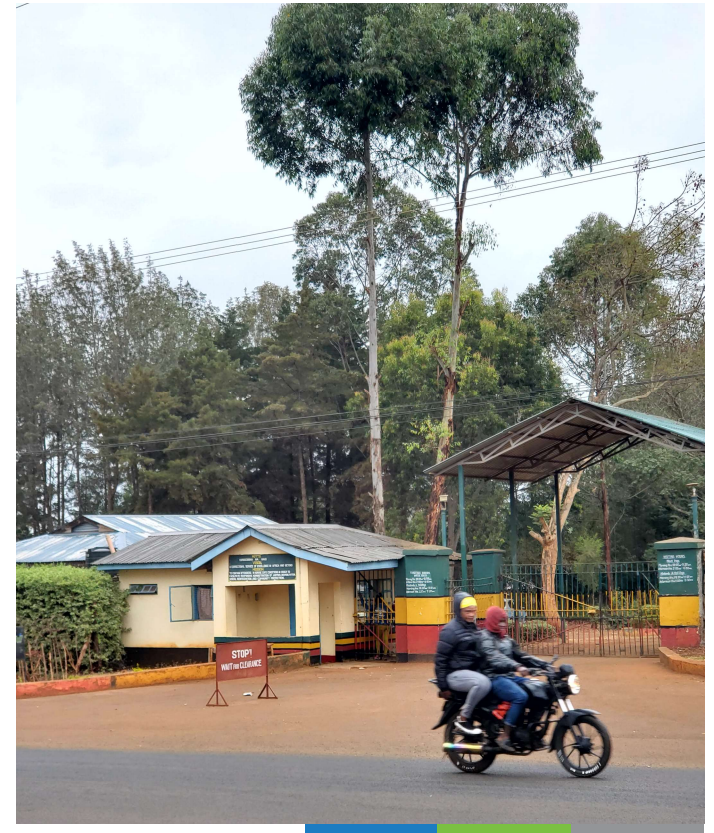
ITF Contacts

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Objectives for 2024: PoW 2024



Transport network resilience to critical events

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IRTAD

Managing competing sectoral demands for renewable energy

Transport Statistics

Transport Outlook

Roundtable

Working Group

Regular Activities

Objectives for 2024: PoW 2024



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Data for an informed mobility governance

Managing competing sectoral demands for renewable energy

Roundtable

Working Group

Regular Activities

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:

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

- 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:

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Matthew.IRELAND@itf-oecd.org

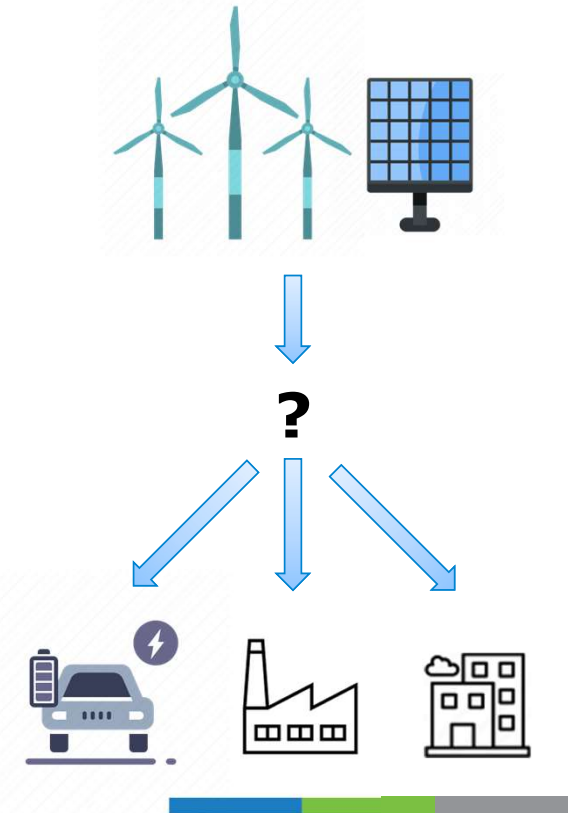
Nick Caros, Policy Analyst / Modeller
Nicholas.CAROS@itf-oecd.org



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



25-26 June 2024



**OECD Conference
Centre / Zoom**

ITF contacts:

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Conclusions, Next Steps and Closing

Thank you!

For more information, please contact Orla MCCARTHY at
Orla.MCCARTHY@itf-oecd.org



International
Transport Forum



GREENING
TRANSPORT



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

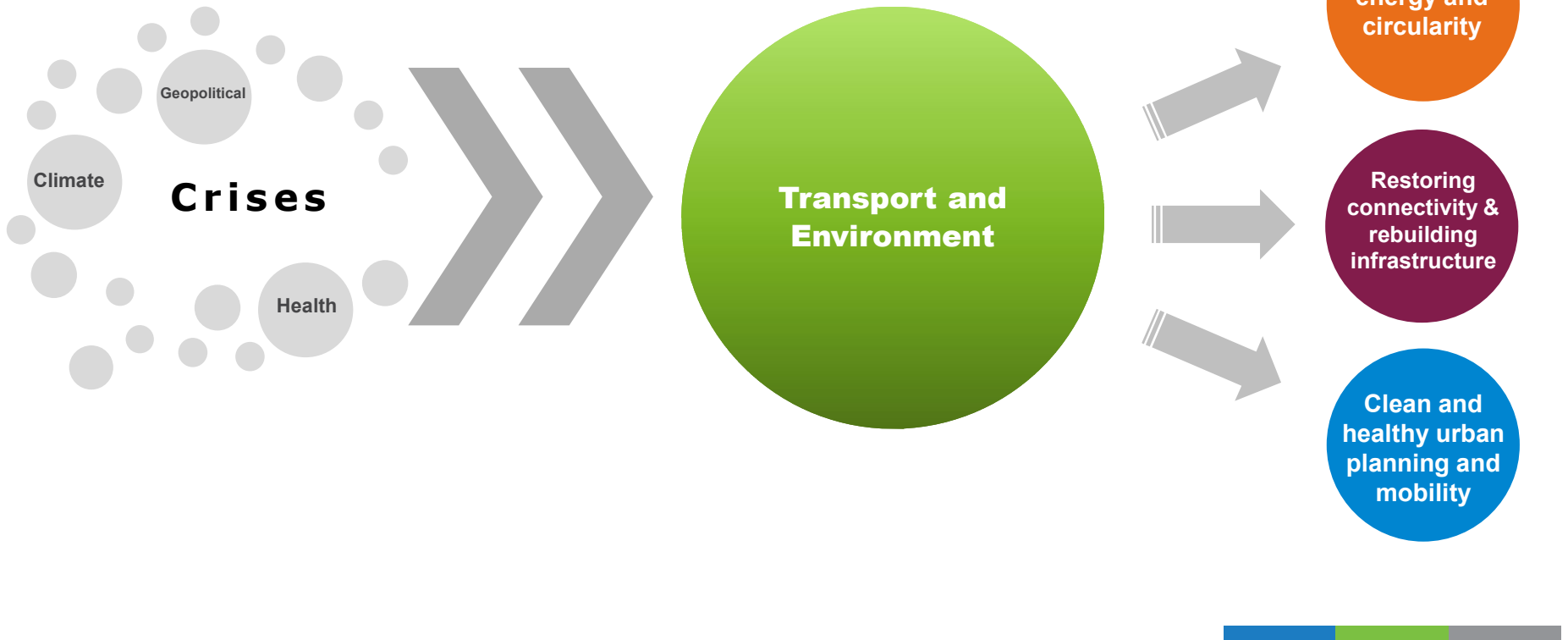
By H.E. Ms. Lina Viltrakiene, Permanent Representative of Lithuania to the OECD



Agenda item 7

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



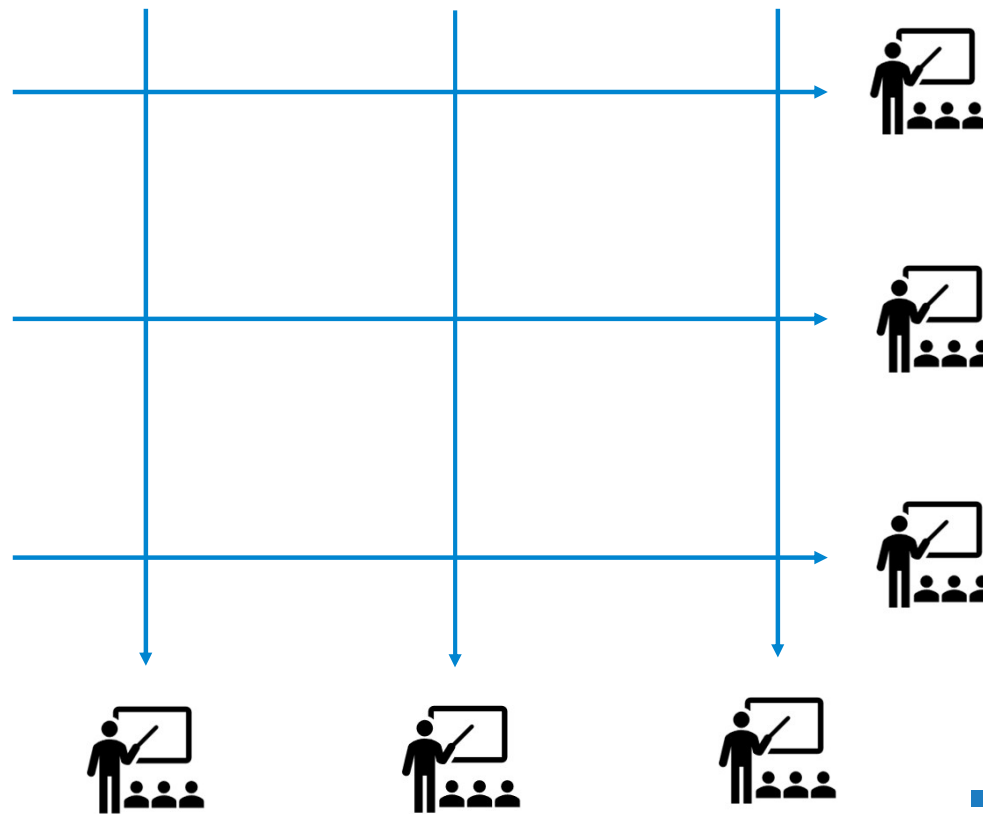


Green energy
and
circularity

Restoring
connectivity &
rebuilding
infrastructure

Clean and
healthy urban
planning and
mobility

Governance **Financing** **Innovation**





Green energy and circularity


Restoring connectivity and rebuilding infrastructure


Clean and healthy urban planning and mobility


 **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


 **Session 1:** Trash to treasure: A circular economy for transport


 **Session 5:** The role of governments in mitigating transport's impact on climate, biodiversity and vulnerable communities


 **Session 8:** Rethinking public spaces for safer, greener and more active cities


 **Session 2:** ITF in Focus: Decarbonising Transport

 **Session 6:** Digital infrastructure promoting climate-proof and resilient transport

 **Session 9:** Designing cities for all: The role of inclusive climate action

 **Session 3:** Can we afford a just transition to net-zero? Mobilising investment serving environmental and social outcomes

 **Session 7:** Transport digitalisation and its impact on the workforce

 **Session 4:** ITF in Focus: Leveraging transport statistics and data science for informed greening transport policies: Lessons learned and path forward

 **Governance**  **Financing**  **Innovation**



Ministers' Roundtables

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

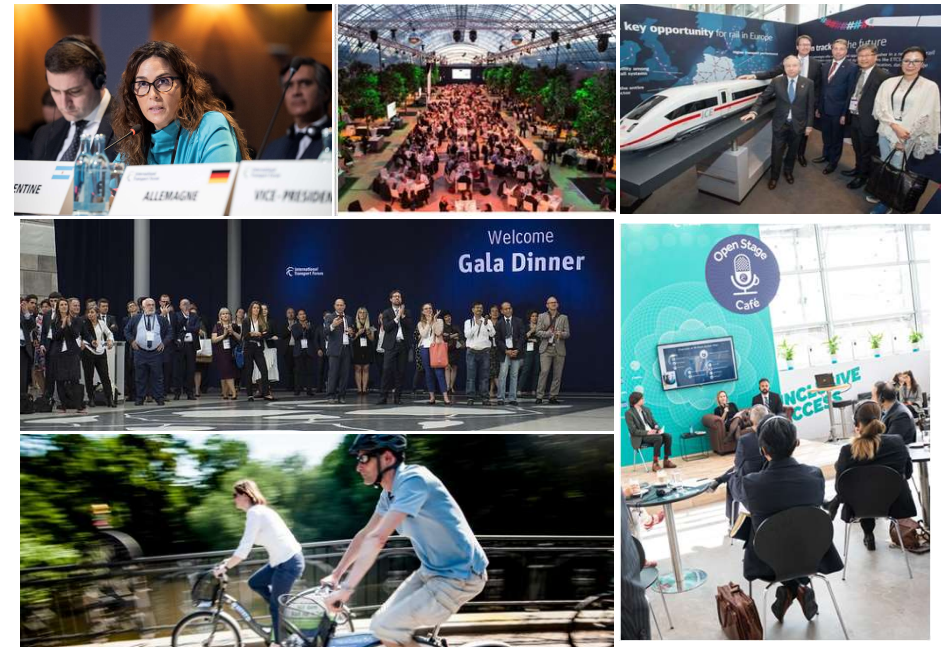
Agenda item 8

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

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



Agenda

- 14:00-15:15** Introducing the 2025 – 2027 Summit Trilogy on *Accelerating the Transition towards Inclusive, Resilient, and Net-zero Transport*
- 15:30-16:15** Shaping the scope of the 2025 Summit on *Enhancing Transport Resilience to Global Shocks (Discussion in Breakout Groups)*
- 16:15-16:30** Coffee break
- 16:30-16:55** Outcomes of the Breakout Group Discussions
- 16:55-17:00** Conclusions, Next Steps and Closing

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)

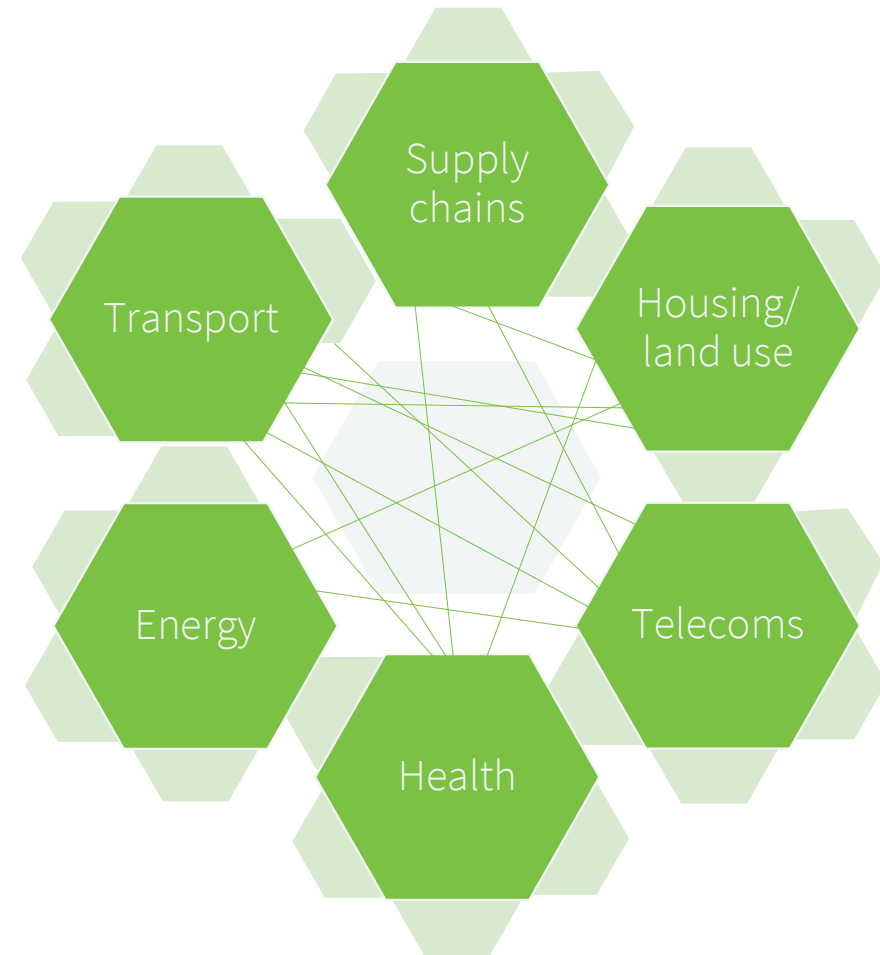


Summit 2026: Funding transport for a just transition to net-zero

- Summit 2027: Governing transport in times of disruption

Presidency
(tbc)

Transport is a complex system, interconnected with other systems



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**

Hazards

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

Resilience Definitions

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

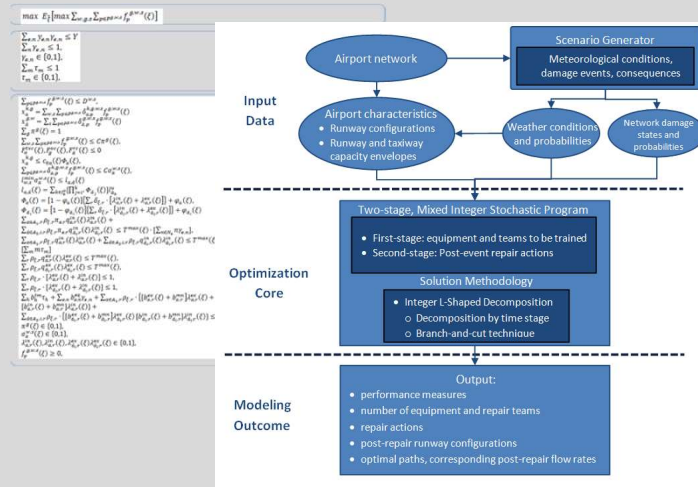
→ **Continuity of operations**

Six thoughts on resilience

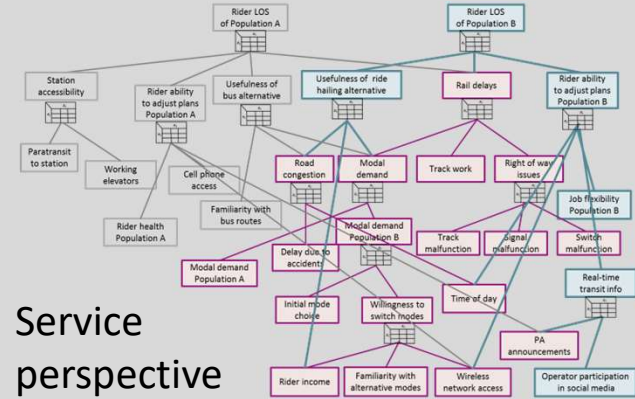
1. Multi-hazard thinking
2. Quantification and decision support tools
3. Service-based thinking
4. Global strategies and perspective
5. Humans as soft infrastructure lifeline
6. Unintended inequities

Related questions for us to consider

❖ Mathematical modeling



❖ Reliability – fault trees

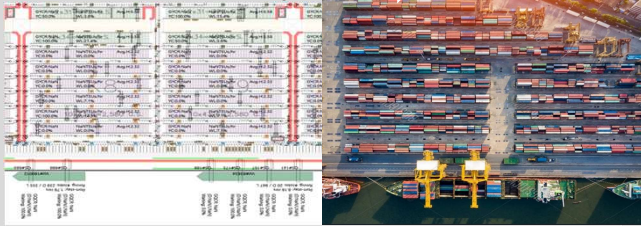


Service perspective

Example Transit with diverse users

❖ Digital twin

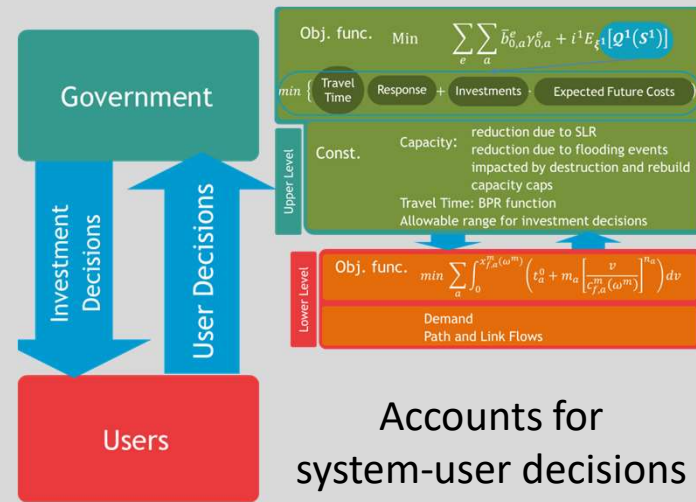
Simulation output → Real world



Digital twin ← Data input

Real-time decisions first played out in digital twin

❖ Bi-level optimization



Accounts for system-user decisions

TO CONSIDER

Can modeling and data needs permit deployable tools?

Can we create and maintain digital twins of all transport systems and how might we exploit them?

How do we approach lifeline dependencies?

WE ARE CONNECTED

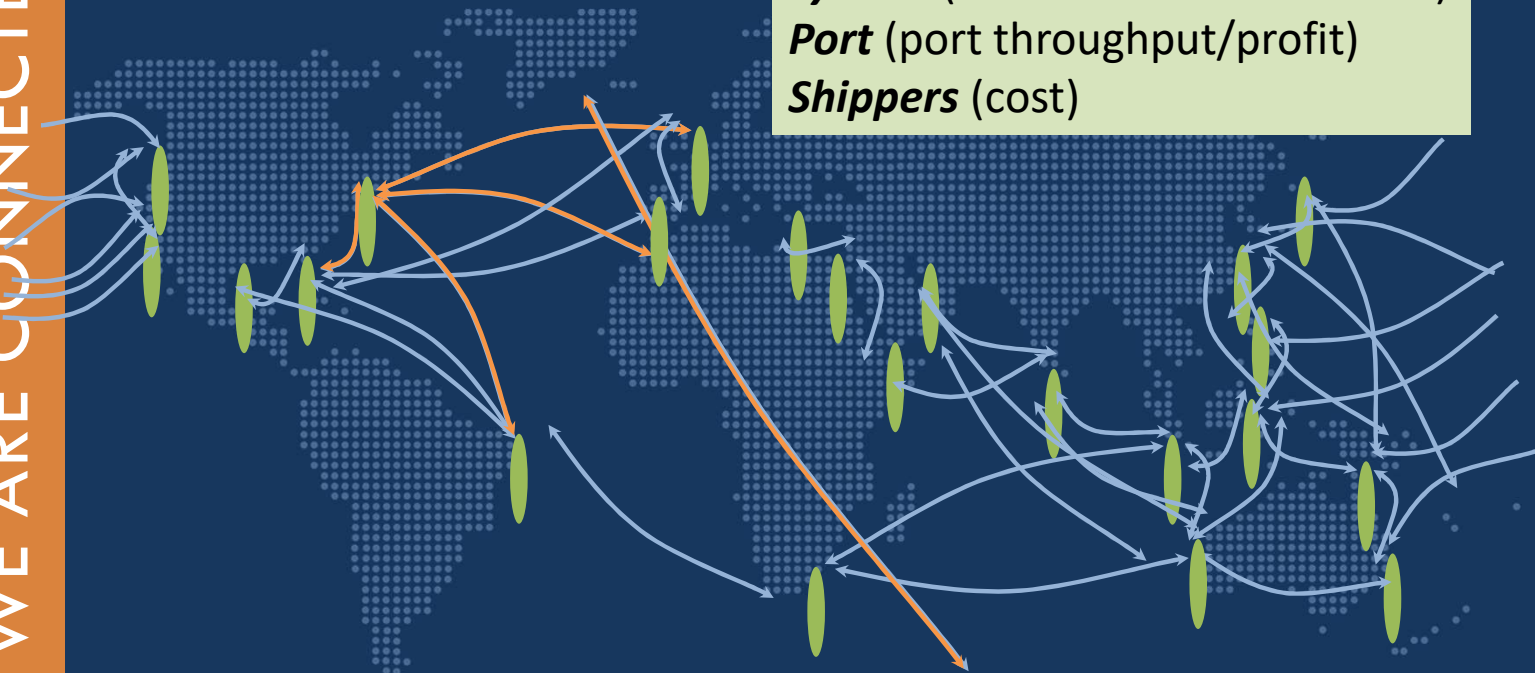
Disruptions Cascading in Global Intermodal Network

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?

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

- ❖ 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

Should we incorporate humans as “soft infrastructure” in resilience understanding?

INEQUITY

- ❖ 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 disproportionately 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

THANK YOU

miller@gmu.edu
civil.vse.gmu.edu/miller

- 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?

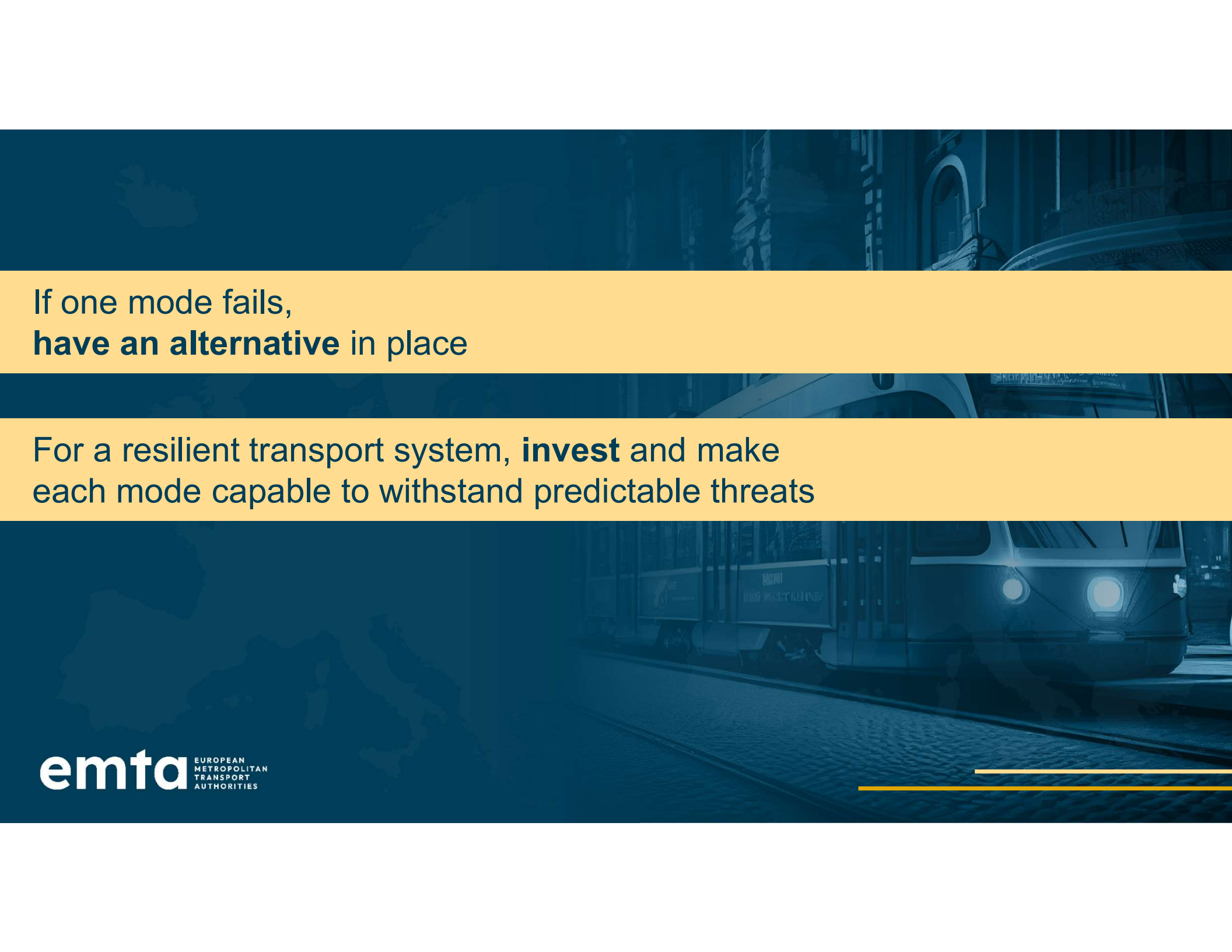
Resilient systems for daily mobility

The perspective of the Metropolitan
Transport Authorities

ITF Consultation on the Summits 2024 and 2025,
Wednesday 31 January, 10:00 -17:00

emta EUROPEAN
METROPOLITAN
TRANSPORT
AUTHORITIES





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



EMTA Barometer

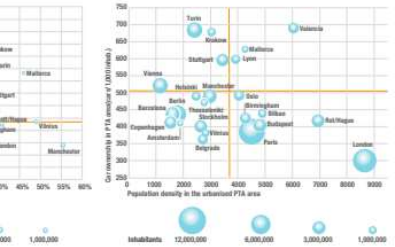
barometer 2022 based on 2020 DATA 3

barometer 2022 based on 2020 DATA 5

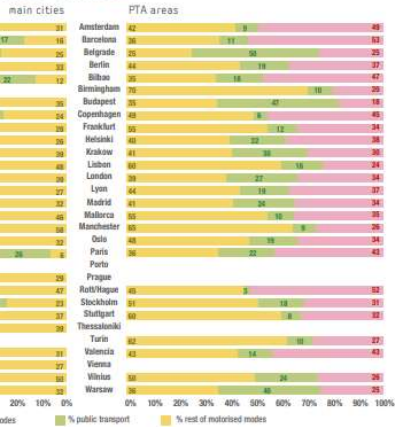
barometer 2022 based on 2020 DATA 7

car ownership and the modal share of private motorised modes in the main city. The bubble size represents the relationship between car ownership, expressed as cars per 1,000 inhabitants in the main city, and the population of the PTA area.

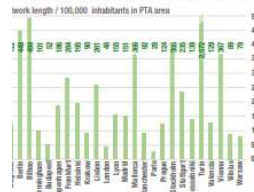
Car ownership versus urban density in PTA area



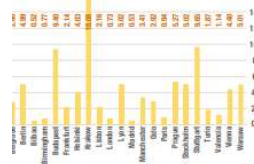
Cities & PTA areas



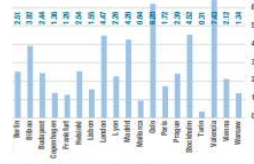
ratio of network length per 10,000 inhabitants in PTA area



light rail network length / 100,000 inhabitants in PTA area



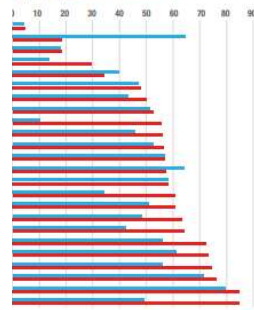
network length / 100,000 inhabitants in PTA area



work length / 100,000 inhabitants in PTA area



share (%) by public subsidies



Specifically, in Barcelona ATM, in the annual pass, the T-Mes 1 zone and for €113.75 for 6 zones. Stockholm lowered the sky (credit card, app, or travel card). Thessaloniki introduced

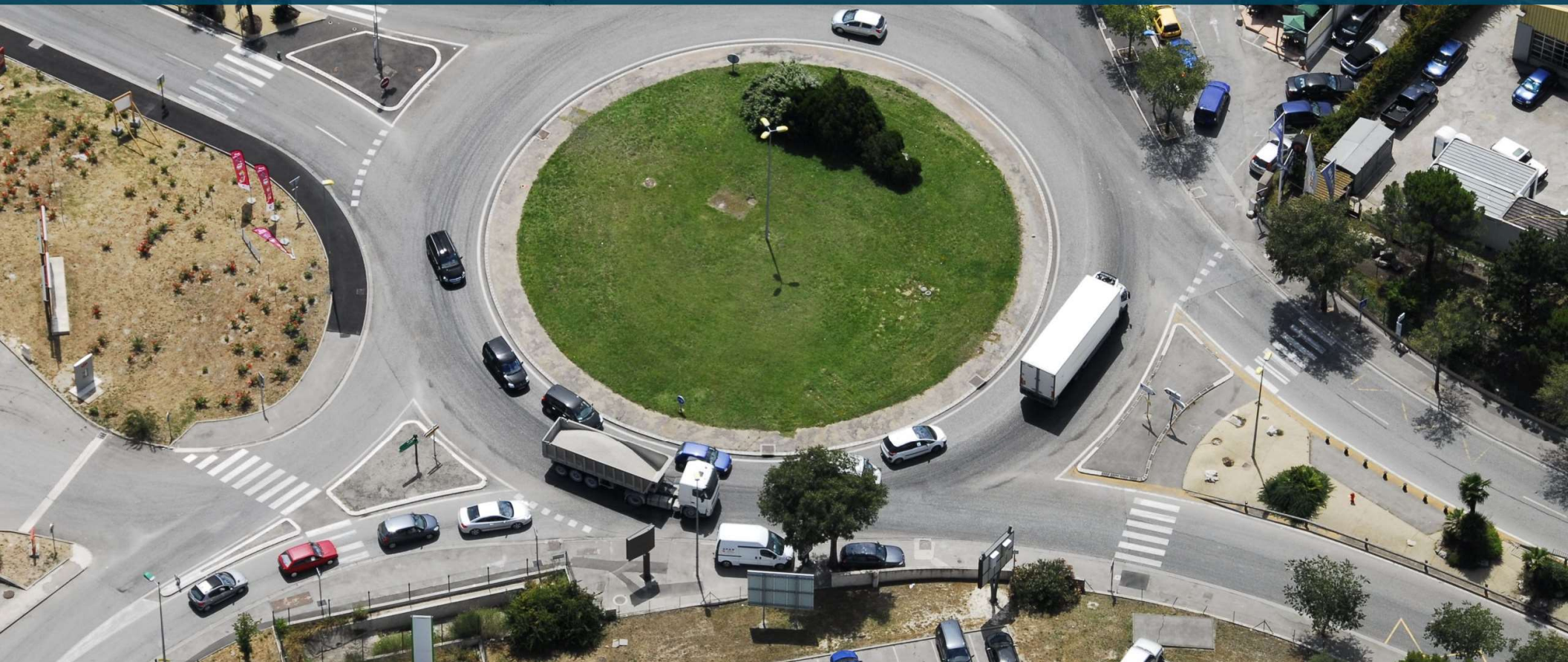
Monthly pass main city





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
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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



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Lithuania
ITF Presidency
2024

Thank you

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

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