

**SUMMARY OF THE 2024 ITF ANNUAL CONSULTATION WITH INTERNATIONAL ORGANISATIONS:
THE PROGRAMME OF THE 2024 SUMMIT
WEDNESDAY, 31 JANUARY 2024, 10-17h CET, OECD PARIS/ HYBRID**

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

Ahead of the 2024 Summit on “Greening Transport: Keeping focus in times of crisis”, international organisations were invited to share their perspectives and views on the Summit programme. This summary note highlights key points of the discussions during the Consultation meeting.

- **Perspectives on the Summit programme**

General comments

- Delving deeper into the intersection of business interests and sustainability within the transport sector. Additionally, the programme could address strategies for engaging with the business sector in a constructive manner to foster meaningful collaboration and drive sustainable outcomes.
- Emphasising challenges related to greening freight transport, including maritime and air freight, particularly addressing the challenges related to crises impacting maritime operations and key shipping trade routes (e.g. Red Sea crisis).
- Reflecting on the definition of public transport and exploring ways to incorporate new mobility systems, especially related to connecting urban centers or spaces with peri-urban areas to mitigate tensions between them.
- Highlighting business and trade-related issues such as stakeholder collaboration, emissions accounting and reporting, and freight tools.

Comments related to specific Summit sessions

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

- Governments need to play a central role in the long-term planning of the modal shift.
- Moving towards consuming less and “shrinking” the economy aligns better with sustainability goals and a just transition than increasing investments, therefore, on a long-term basis, commercial interests must be addressed.
- There is a need for coordination with other sectors, such as energy, health, housing, and telecoms.

Session 1: Trash to treasure: Benefits and challenges of the used vehicle trade

- Circularity should extend to the management of used vehicles and the dynamics of export and imports in emerging economies. It is crucial to prioritise access to safer, cleaner, and affordable vehicles for people in these regions.

Session 2: ITF in Focus: Decarbonising Transport

- Addressing the integration of public transport and modal shifts is important. Specifically, rail and public transport encounter an externality issue wherein organisations bear the costs of externalities without receiving compensation for the carbon emissions avoided. The session could focus on opportunities to bridge this gap.
- Encouraging the private sector to reduce their carbon footprint in urban logistics is important.

- Transitioning to electric vehicles poses a challenge regarding the electrification of charging infrastructure. This year, the World Economic Forum (WEF) will focus their work on urban logistics and deliveries to inspire the private sector to lead efforts in reducing the environmental impact.

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

- Transition to net-zero prioritises active mobility, it also means better public transport accessibility, better interconnectivity, and a more user-friendly system. However, a significant challenge arises in financing this extensive shift in transport modes.
- Involving all stakeholders is important, such as collaboration among international organisations in shipping and road transport, along with trade unions. This can ensure that workers maintain an active voice and have access to the right training. Integrating women's and youth's perspective into this process guarantees their participation and representation. Establishing a bottom-up approach within the transport workforce fosters credibility and effectiveness in implementing the just transition.

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

- Focusing on data on the interface between public transport, walking and cycling, and road safety is highly relevant for a sound policy, however, it is often overlooked.
- The World Health Organization (WHO) has initiated a global status report on road safety which examines user perceptions, revealing that 94% of all road users identify themselves as pedestrians at some point during their journey, even if they use other means of transport.

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

- Policymakers should set policies to change the way the transport system operates to make it more agile and responsive. It is not only about implementing green transport policies, but also about adopting a holistic approach to reshaping the entire transport system.
- The rise of populism poses a threat to climate discussions, whereas these discussions should be based on factual evidence rather than political ideologies.
- Regarding strategic governance, policymakers need to recognise that systems are dynamic and should not be perceived as static. It is key to implement new policies by integrating and considering the changes already occurring within the transport system.

Session 7: Transport digitalisation and its impact on the workforce

- Focusing on the workforce, particularly its transformation, involves not only adapting skill sets but also understanding how the changing value chain, coupled with digitalisation and data, impacts it.

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

- Rethinking public space, and comparing the efficiency of different transport modes, requires an agreement on the definition of "road" transport.
- Developing seamless multi-modality between walking, cycling, and driving is imperative. Cars currently occupy a significant amount of road space, necessitating a swift and citizen-friendly approach to address this issue and promote active travel in cities. The 15-minute city concept could be applied to better reallocate space.

- Safety and sustainability are intrinsically intertwined. Standardised speed limits of 30 km/h within urban spaces foster enhanced safety for all road users, but also promote environmental sustainability by mitigating the negative impacts associated with vehicle emissions and encouraging alternative modes of transport.
- The urban - rural divide on private cars is an important topic which should be highlighted.
- Relying on rail as the backbone for connecting the public transport system and improving urban access for pedestrians and suburban or long-distance traffic.
- Safe roads and infrastructure form the foundation of secure mobility. Yet, in many countries, investments in new roads often overshadow plans for cycling or walking, despite walking being a key mode of mobility.

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

- When considering alternative fuel, it is important to look at recent developments in the industry and who can benefit from them.

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

- The urban mobility ecosystem, traditionally overseen by the public sector, is now witnessing growing engagement from the private sector, particularly with the introduction of shared mobility. It is essential to assist cities in navigating this new landscape where public-private cooperation is crucial. Regulation of these services is necessary to ensure their positive contribution to the urban mobility ecosystem. This may entail establishing new forms of public-private partnerships and innovative business models, along with subsidies if these mobility services align with the policy objectives of cities and regions.

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

- The reconstruction of Ukraine should be considered as an opportunity to implement successful strategies applicable to other countries, offering benefits to all countries, not just low-income ones.
- **The ITF Summit as a platform to share knowledge, expertise and good practices**
 - The International Federation of Automobile (FIA) has conducted global research to assess the aspirations of youth regarding mobility (see report below).
 - Road users should be actively involved in the solution process. FIA has collected various case studies from its members that can be shared to contribute to this endeavor.
 - FIA is carrying out research with MIT Research Lab to assess the emission footprint around a major sport event, can serve as a benchmark for other events around the world.
 - ERTICO can provide specific examples of how Europe is addressing the impacts of the transformations in the value chain on the workforce.
 - The International Union of Railways (UIC) is working on the rail aspect with Ukrainian partners and can provide further input to ITF work on the reconstruction of Ukrainian transport systems.
 - The International Transport Worker's Federation (ITF Workers) is actively promoting a connection between the just transition and climate finance by being involved in the negotiations of the climate finance agreements (UNFCCC).

Reports mentioned during the discussion

- [Bridging The Rail Finance Gap](#), 2023, UIC, ALSTOM, Roland Berge, University of Birmingham
- [Global status report on road safety](#), 2023, WHO
- [Intelligent Transport Systems \(ITS\) Market Radar](#), 2024, ERTICO, EY
- [Just Transition Agenda for Urban Mobility](#), 2021, POLIS
- [Road Safety Index](#), FIA
- [Youth and Mobility](#), January 2024, FIA
- [Youth on the Move: Young People and Transport in the 21st Century](#), January 2024, International Transport Forum