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**SUMMARY OF THE 2024 ITF ANNUAL CONSULTATION WITH INTERNATIONAL ORGANISATIONS:  
SCOPE OF THE 2025 SUMMIT “ENHANCING TRANSPORT RESILIENCE TO GLOBAL SHOCKS”  
WEDNESDAY, 31 JANUARY 2024, 10-17h CET, OECD PARIS/ HYBRID**

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

Ahead of the preparations for the 2025 ITF Annual Summit on “Enhancing Transport Resilience to Global Shocks”, under the ITF Presidency of Chile, international organisations were invited to share their perspectives on the topic and shape the development of the Summit programme. The 2025 Summit is part of a 2025-2027 Summit trilogy on “Accelerating the Transition towards Inclusive, Resilient, and Net-zero Transport”.

This summary note highlights key points of the discussion during the Consultation meeting, including plenary sessions as well as discussions in breakout groups.

## Defining resilience

- To set the scene for the 2025 Summit theme, Elise Miller-Hooks, Hazel Professor at George Mason University and Chair of the ITF Roundtable on Resilience, highlighted current trends in policy analysis related to resilience, emphasising the importance of setting short- and long-term policy priorities, developing appropriate policy tools to measure resilience, as well as addressing it from the perspective of different stakeholders.
- Resilience can be defined as an ability of systems to absorb, adapt to, and recover from systemic threats while maintaining essential functions. Policy makers need to consider different types of hazards in transport resilience planning; a multi-hazard approach is most appropriate to effectively mitigate risks and enhance resilience.
- Resilient transport infrastructure and services are vital for sustaining society and a functioning of the economy. Failures within one transport system can impact the entire network and cascade to other sectors (e.g. energy). Enhancing transport resilience at the local/ regional level can benefit neighbouring regions/ countries due to interconnectedness of transport systems.

## Type of disruptions

- Properly defining disruptions to transport systems is essential for measurement, preparedness, and understanding implications for the sector and its different actors (i.e. users, service providers).
- Among the major types of disruptions are climate-related events (e.g. flooding and temperature increase), technological/cybersecurity vulnerabilities, health crises (e.g. Covid-19), geopolitical conflicts or terrorism, and economic challenges.

- Shortages of energy, stemming from factors such as climate change, geopolitical tensions infrastructure failures, market prices, and other related variables, pose significant threats given the reliance of most transport networks on energy sources.
- Food security emerged as a significant concern, particularly in developing countries. Preserving food security, especially for vulnerable populations or regions with limited connectivity, is essential to mitigate risks for disadvantaged communities.
- Issues of equity remain a challenge, with the impacts of disruptions often unevenly distributed across different countries and regions.
- Challenges related to populism can undermine democratic processes and impede agreement on addressing threats, potentially leading to social unrest, and influencing long-term planning.
- Absence of policy and regulatory frameworks results in a predominant reliance on ex-post actions. The global community tends to be more reactive than proactive in addressing resilience.

### **Barriers to transport resilience**

- Current laws can prevent decision-makers from implementing resilience-enhancing measures. In the United States, for example, after a disaster, federal funds may require infrastructure to be rebuilt in the same hazardous location due to existing regulations. This underscores the urgency to reassess regulatory frameworks to prioritise resilience.
- Aging transport infrastructure in many countries increases its vulnerability to hazards, therefore maintenance and rehabilitation are essential for preventing infrastructure deterioration.
- The growing dependence of societies on cyber systems makes them highly susceptible to disruptions, especially because of their interconnectedness.
- Major cities are frequently situated in areas prone to various disruptions, including natural disasters and the impacts of climate change.

### **Enhancing transport resilience**

- The importance of learning from past crises and previous initiatives was highlighted, for example, the Covid-19 pandemic has offered valuable insights into resilience and adaptation globally.
- Urban planning to improve transport resilience and space utilisation is vital for system resilience. The 15-minute city concept, focusing on proximity and density, reduces car dependency. Urban planning gained momentum during crises like the pandemic, leading to space reallocation for cycling and walking. Flexible space use offers cost-effective alternatives to large projects. However, to make such initiatives permanent, long-term planning, including in terms of financing and investment, is crucial.
- Diversifying modes of daily transport and decreasing reliance on cars can enhance resilience in the transport sector, particularly in the context of rising energy costs. Investing in inherently energy-efficient modes like walking, cycling, carpooling, or public transportation is key in this regard.

- Promoting active mobility is crucial as it stands out as one of the most resilient forms of transport. For example, the Kiev Cyclones Association conducted a large-scale campaign urging donations of bicycles for humanitarian aid in Ukrainian cities affected by war crises.
- The European Metropolitan Transport Authorities (EMTA) added the importance of strengthening each mode of transport for resilience. For example, in Oslo, spare buses are strategically positioned based on predictive modelling to deploy swiftly during disruptions.
- In times of crisis and disruptions to transport, bikes provide a resilient means of mobility (e.g. Covid-19 pandemic). Initiatives that prioritise bike-friendly infrastructure, such as dedicated lanes and secure parking, not only enhance urban resilience but also contribute to community health and well-being. Similarly, motorcycles can be seen as resilient transport for delivering essential goods during crises.
- Strengthening networks through multi-modality is crucial. This involves identifying new or alternative routes during disruptions and minimising cross-border delays to ensure seamless connectivity between cities and other administrative authorities.
- Enhancing the safety culture within the urban transport sector is imperative. While innovation and technological solutions provide opportunities for enhancing resilience, the human element must not be overlooked. Human resources development plays a key role in achieving this, through upskilling and reskilling the workforce while also enhancing the attractiveness and diversity of the sector.
- Recognising resilience as an essential component that must be integrated into every policy, dialogue, and decision-making process is paramount.
- Mitigation efforts can be institutionalised at both local and national levels. Strategies could include establishing volunteer networks and integrating them into existing systems, ensuring access to contact details for individuals needed during crises, providing necessary skills and training, and preserving institutional knowledge from past crises. This also entails updating guidelines, zoning regulations, and securing budgets for infrastructure development and maintenance.
- Local authorities play a key role in terms of incorporating resilience of transport systems, yet they are often constrained by inadequate financial resources. Reevaluating governance structures to empower local authorities is critical in terms of building resilient transport.
- Developing early warning systems and planning mechanisms is essential. Testing stress procedures is crucial for better preparing infrastructures and services to withstand disruptions. Additionally, there is a need to establish a set of indicators or metrics to compare and benchmark exposure to risk.
- Increasing information transparency, particularly across borders, is necessary. This transparency aids in better understanding and addressing cross-border challenges.

### **Bridging different interests and perspectives**

- Ensuring decision-making structures incorporate diverse perspectives is crucial to avoid reflecting only a narrow segment of the population.
- Involving the private sector is essential. For example, the airline industry routinely practices resilience and is adept at navigating various disasters. There should be collective memory across sectors and a willingness to share experiences to bolster resilience efforts.

- Reconciling climate and economy goals is key for providing companies with certainty regarding their roles, and it is the most effective way to develop resilient and economically competitive long-term solutions.
- Establishing transparency across sectors and authorities by sharing data and expertise, while significantly improving long-term planning, is essential. Exploring new data sources and targeting accessible data sources are vital steps, such as utilising mobile data as an instrument and integrating various data into a unified system.
- Learning from real cases, whether they are best-case or worst-case scenarios, and sharing the experience among different stakeholders, remains invaluable. For instance, the European Union Agency for Railways reports every accident and the actions taken to resolve it, which are shared among partners, fostering connections and preparedness. In times of crisis, immediate action is necessary, and knowing where to turn for assistance and feeling supported can significantly improve resilience.

### **Financing resilient transport**

- There are challenges to persuading governments to invest in pre-emptive measures due to their focus on short-term concerns tied to election cycles. Additionally, estimating costs associated with transitioning to a more resilient system is important, as well as providing a model for conducting these estimations to address inquiries from governments and taxpayers.
- Understanding costs is crucial for advocating action. The World Bank's Country Climate and Development Reports analyse regional development and climate goals, estimating costs for enhancing infrastructure and transport resilience to extreme events as a percentage of GDP. Emphasising benefits is critical, especially in comparing countries vulnerable to extreme climate events and their respective financial needs.
- Diversifying funding sources for public transport maximizes fare box revenue. This includes using general taxation, specific local taxation on beneficiaries, and indirect beneficiaries of public transport investment. Maintaining these funding sources is preferable to their depletion.

### **Reports and projects mentioned during the discussions**

- [The EIB Climate Adaptation Plan](#)
- [EIB Global's approach to a just transition and just resilience](#)
- [EIB Group Climate Bank Roadmap 2021-2025](#)
- [EMTA Barometer of Public Transport](#)
- [ITF Report: The Future of Public Transport Funding](#)
- [ITF Report: Shaping Post-Covid Mobility in Cities: Summary and Conclusions](#)
- [The World Bank Country Climate Development Reports](#)