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**International Transport Forum
INTERNATIONAL TRANSPORT FORUM**

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RENEWED MANDATE OF THE INTERNATIONAL TRANSPORT FORUM

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RENEWED MANDATE OF THE INTERNATIONAL TRANSPORT FORUM

1. Context

- 1.1 Ministers in Leipzig in May 2013 invited the TMB to “*define a renewed mandate for the ITF that considers the experience of the Forum since its creation in 2006 and articulates a vision of what the organisation will look like in future years.*”

Ministers requested that the TMB complete this work within a year so that it could be reviewed by Ministers in 2014.”¹

- 1.2 Leading up to the May 2013 Council of Ministers, TMB Members considered document [ITF/TMB\(2013\)10](#) *A New Strategic Direction for the ITF - Follow-up to the 2006 Dublin Declaration: Proposed actions to enhance value for Members and Proposal for Ministers* at their March 2013 meeting of the TMB.

This document set the 2006 Declaration² in the context of the ITF today, identifying where it holds full relevance for ITF Members and where it would benefit from updating in the context of a renewed mandate for the ITF in 2014.

2. Overall premise and approach taken

The proposed Renewed Mandate for the International Transport Forum below was prepared based on the following:

- the ITF's top priority to ensure that its activities bring value to its Members, which must be clearly reflected in its renewed mandate;
- coherence with language already agreed in the key political documents³ of the ITF since its creation to the extent possible;
- compatibility with the ITF General Rules – avoiding overlap;
- provision of a clear, forward-looking path for the ITF.

A Draft Declaration by Ministers setting out a Renewed Mandate for the International Transport Forum was approved by the TMB at its meeting on 16 April 2014.

¹ Statement from Ministers on the Development of a New Strategic Mandate for the International Transport Forum [ITF\(2013\)4](#)

² An International Transport Forum: A Declaration adopted by the ECMT Council of Ministers in Dublin [CEMT/CM\(2006\)2/FINAL](#)

³ These include the 2006 Dublin Declaration [CEMT/CM\(2006\)2/FINAL](#), the 2011 Draft Ministerial Statement on the Strategic Review of the International Transport Forum [ITF\(2011\)2](#), the Mandate of the Joint Transport Research Center [C\(2011\)150](#), the ITF General Rules [ITF/TMB\(2013\)7/FINAL](#), Statement from Ministers on the Development of a New Strategic Mandate for the International Transport Forum [ITF\(2013\)4](#).

3. **Ministers adopted the Declaration Setting out a Renewed Mandate for the International Transport Forum at their Annual Meeting in Leipzig, 22 May 2014.**

ANNEX 1**DECLARATION BY MINISTERS****SETTING OUT A RENEWED MANDATE FOR THE INTERNATIONAL TRANSPORT FORUM**

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1. Since its creation in 2006 by the Ministers of the European Conference of Ministers of Transport at their Council in Dublin [[CEMT/CM\(2006\)2/FINAL](#)]⁴ (hereinafter Dublin Declaration); the International Transport Forum has developed according to the objectives set out in the Declaration and has evolved institutionally such that further development of the Annual Summit, research, multilateral quota system and communications activities is well supported.
 2. As articulated in the Dublin Declaration, the first five years of the ITF were to represent a period of transition, after which the Transport Management Board would review experience and advise the Council of Ministers on future directions, including on legal and financial aspects.
 3. At its 2014 meeting in Leipzig, in light of the preceding, the Council of Ministers:
 - a. recalled the successful establishment of the ITF in 2006 and the significant progress made over the ITF's initial period of development towards meeting the objectives set out in the Dublin Declaration;
 - b. expressed satisfaction in particular with the success of the Annual Summit and the opportunities it presents for Ministers to engage with one another bilaterally and multilaterally, as well as with leaders from industry, civil society and academia;
 - c. welcomed the work that has been done in implementing the 2006 Dublin Declaration, noting in particular the agreement reached by the Transport Management Board in March 2013 both on a new set of General Rules and the establishment of a Corporate Partnership Board, which will enhance linkages with the corporate world;
 - d. took note of the work undertaken by the Transport Management Board regarding the future development of the ITF, wherein a renewed mandate for the ITF was defined, considering the experience of the ITF since its creation in 2006 and articulating a vision of what the ITF will look like in future years.

⁴ See Appendix 2

- e. highlighted that:
- the ITF's period of inception comes to a close and a new phase in its development opens;
 - the experience of the Forum since its creation in 2006 as well as the review of its financial aspects provide a consolidated framework for its future;
 - the ITF was firmly grounded in its strong initial foundations as set out in the Dublin Declaration, and bolstered by the renewed mandate established hereafter;
 - the ITF is well-positioned to carry out its renewed mandate, pursuing its vital role in serving the transport sector in cooperation with its stakeholders across the world.
- f. Adopted the renewed mandate for the ITF as set out in Appendix 1 to this document.

APPENDIX 1**RENEWED MANDATE OF THE INTERNATIONAL TRANSPORT FORUM**

1. The International Transport Forum (ITF) was created by Ministerial Declaration in Dublin in 2006 on the legal basis of the European Conference of Ministers of Transport (ECMT), itself established as an international organisation by treaty (Protocol) signed in Brussels on 17 October 1953.

The ITF also recognises and values the synergies of association with the OECD and its hosted bodies.

2. The objectives of the ITF are to serve as a global platform for discussion and pre-negotiation of transport policy issues across all modes. Unique in its global and modal scope, the ITF works to foster a deeper understanding of the role of transport in economic growth, environmental sustainability and social inclusion. It aspires to raise the public profile of transport policy.
3. The ITF analyses transport issues and trends, shares knowledge and promotes dialogue among transport decision-makers and representatives of civil society.

4. The ITF realises its objectives through:

- a. An Annual Summit of Ministers on themes of world-wide strategic importance for transport policy.

The Summit provides an opportunity for Ministers to engage with other decision-makers from government, industry, international organisations, research and civil society in an atmosphere that is conducive to dialogue on policy challenges.

- b. Adoption of Policy Recommendations, Declarations and Resolutions on general transport policy by ITF's Council of Ministers of Transport (CMT), meeting during the Summit.
- c. Co-operative research programmes for the development of sound transport policies based on strategic, forward-thinking analysis of trends, the sharing of knowledge and promotion of dialogue.

In its think tank role, ITF focuses on identifying key policy issues and provides recommendations underpinned by economic research, statistics collection and policy analysis.

- d. Co-operation with global actors of the corporate world and other international stakeholders in the transport sector or related sectors in the identification of emerging transport policy issues and innovation challenges, as well as other relevant transport policy analysis.

This includes collaborative exchange in particular with the International Maritime Organisation and the International Civil Aviation Organisation, as well as international financial institutions, avoiding overlap with respective mandates.

- e. Administering the multilateral access regime for road freight markets via the provision of licenses in the ECMT Multilateral Quota System, and assisting other countries to establish similar regional cooperation schemes if they so wish, and when requested by the relevant member countries.
 - f. Supporting member countries' governments on request through short-cycle projects and studies on specific policy analysis issues -- based on independent, evidence-based assessment with an international scope without prejudice to the ITF Programme of Work and Budget and in accordance with the ITF applicable rules.
 - g. More generally, acting as a platform for the discussion and pre-negotiation of strategic and non-technical issues among member countries and with the relevant stakeholders, providing opportunities for networking and collaboration.
 - h. Continuous enhancement of communication activities and pro-active dissemination of findings and general education of wider audiences about transport issues.
5. The ITF aspires to:
- a. Continue to build its role as a global leader in the international dialogue for better transport policy;
 - b. Pursue the ITF's worldwide dimension by reaching out for membership across the world to countries which, because of the size of their economy or significant transport policy interests, could be key actors for, and contribute towards, ITF activities;
 - c. Bolster its organisational profile and institutional setting by undertaking an assessment of legal aspects as called for in the Dublin Declaration and reiterated by Ministers in their 2011 Statement on the Strategic Review of the International Transport Forum.

APPENDIX 2

**AN INTERNATIONAL TRANSPORT FORUM:
A DECLARATION ADOPTED BY THE ECMT COUNCIL OF MINISTERS IN DUBLIN**

[CEMT/CM\(2006\)2/FINAL](#)

1. At Moscow in May 2005, we agreed that the ECMT should be transformed into an attractive and publicly recognised international Ministerial forum which increases the understanding of the importance of transport. Today, in Dublin, we establish the International Transport Forum.
2. **Our aim** is to foster a deeper understanding, among policy makers and wider audiences, of the role of transport as a key to economic growth and of its impact on the environmental and social dimensions of sustainability. The aim is also to improve communications by adapting our work to the requirement of the modern media.
3. The new International Transport Forum is founded on the **legal basis** of, and in line with, the present ECMT Protocol in conjunction with the legal agreements of the OECD. Although the Forum will be a recognisable entity with a public face and with the necessary supporting and financial arrangements, we are not creating a new international organisation and therefore no new protocol or legal instrument is necessary.
4. We, Ministers of Transport, will meet **annually**, with **key figures** invited from civil society, to focus on a single topic of world-wide strategic importance. Topics might be drawn from a wide range of possibilities covering the economic, environmental and social dimensions of sustainable development or specific questions such as consumer protection, safety, transport security and so on. Discussion could cover all modes of transport but would avoid overlap with sectoral or modal organisations such as the International Civil Aviation Organisation (ICAO) and the International Maritime Organisation (IMO).
5. We will **raise the public profile** of transport policy, and develop a better understanding - in the media, in Parliaments, among specialist groups - of the complexity of transport problems and the significance of transport to the economy, environment and society. We will do this by active dissemination of our findings through the media, the web and publications, and through active participation in other fora. The new Forum, like the ECMT under previous agreements, will maintain close relations with other international bodies such as the European Union, the UN Economic Commission for Europe and the Organisation for Security and Co-operation in Europe.
6. **Membership of the Forum** will be international, but manageable in size. The present members of the ECMT invite the Associate member countries of the ECMT(*) to join immediately. Invitations could be extended, on the basis of unanimity, to other major economies with significant transport policy interests, and in the first instance Brazil, China and India.

(*) These countries (Australia, Canada, Japan, Korea, Mexico, New Zealand, United States) have positively responded to this invitation.

7. **A European dimension** will continue. During the annual conference an additional session might be organised whenever there are specific regional questions to be discussed. Work related to the multilateral quota in Europe will continue.
8. The **permanent venue** for the meeting of the International Transport Forum will be in Germany, meeting there for the first time in May 2008. The secretariat of the Forum will be provided by the existing Secretariat which will continue in Paris alongside OECD.
9. The **Presidency of the Forum** (agenda setting, chairing meetings, representation to the media and other organisations) will continue to rotate.
10. **Expenditure** will be met from the subscriptions of ECMT members, on their present scale. We have accepted an offer from Germany to provide funding for the meeting of the International Transport Forum in this country each year. ECMT Associate member countries, which already contribute to the Joint Transport Research Centre, have said they will consider what voluntary contributions they might make or alternatively what direct help they can offer to the work of the Forum. Where they make financial contributions equal to 1% or more of the Forum's budget, they will participate equally in financial decisions.
11. With the establishment of the Forum, the ECMT will streamline its **supporting structure** while retaining the quality of its policy and research output. A high level Transport Management Board (comprising all Forum member countries) will give direction to the work of the Forum. Board Members, or their representatives, will form an ad hoc Conference Task Force to plan each annual meeting of the Forum. This Task Force may draw upon the specialist work of ad hoc conference project groups and virtual policy networks, as well as the output of the Joint OECD/ECMT Research Centre and additional contributions from stakeholder consultations. The Multilateral Quota will be managed by a special working group and supervised by the Transport Management Board, with only major policy matters referred to European Ministers for decision.
12. These decisions have **immediate effect** in creating the entity of the Forum. The Transport Management Board will begin work straight away, and the conference in Germany in 2008 will be the first to be held fully under the new arrangements. The session in 2007, the last one to be organised in the country exercising the Presidency will be held around a single topic and will provide an opportunity to try out the planned format for Forum meetings. The first five years will represent a period of transition, after which the Board will review experience and advise Ministers on future directions, including on legal and financial aspects.
13. **Conclusion.** The ECMT has served Europe well for over 50 years. The European members have valued the involvement of Associate members. The International Transport Forum will be a significant transformation, building on experience but providing a modern, efficient and streamlined structure to serve transport Ministers in the future, within a wider partnership, and with a higher public profile.